

The logo for ENVISION SILICON VALLEY is centered on the page. The word "ENVISION" is in a large, bold, blue sans-serif font, with the "EN" portion appearing slightly blurred. Below it, "SILICON VALLEY" is written in a smaller, blue, spaced-out sans-serif font. The background features a complex, abstract pattern of thin, overlapping lines in shades of blue and light purple, creating a sense of depth and movement.

ENVISION

SILICON VALLEY

Preliminary Project Evaluations
April 2016










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SILICON VALLEY

Bicycle and Pedestrian

Draft Envision Evaluation Card

<p>Countywide Bicycle and Pedestrian Program : \$175.0 M Sponsor: Cities and the County</p>	<p>This project will complete gaps in the Cross County Bicycle Corridors and construct Across Barrier Connections that are identified in VTA's Countywide Bicycle Plan. Implementation of Countywide Bicycle Plan includes 250 miles of bikeways and 18 high-priority Across Barrier Connections.</p>							
<p><u>Purpose:</u> This program provides reduction in vehicle miles traveled and vehicle hours traveled. This program also incorporates Cities and the County's Bicycle Plans and implements improvements to the pedestrian network. The end result will be improved pedestrian access to other modes and will complete the cross county bicycle corridors as outlined in the Santa Clara County Bike Plan.</p>	GOALS*							
	1	2	3	4	5	6	7	
	Enhance Safety	Congestion Relief and Improve Efficiency	Expand Transportation Choices	Expand Transit Ridership and Promote Quality Transit for Everyone	Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next generation	Improve System Financial Sustainability and Maintenance	Continue to Support Silicon Valley's Economic Vitality	
								
COMPOSITE SCORE (Goal Scores were rounded)	3	4	5	2	4	3	2	3.2
POSSIBLE FUNDING SOURCE(S)	Active Transportation Program (ATP), Congestion Mitigation Air Quality (CMAQ), Transportation Fund for Clear Air (TFCA), Transportation Development Act Article 3 (TDA 3), Local Contributions							

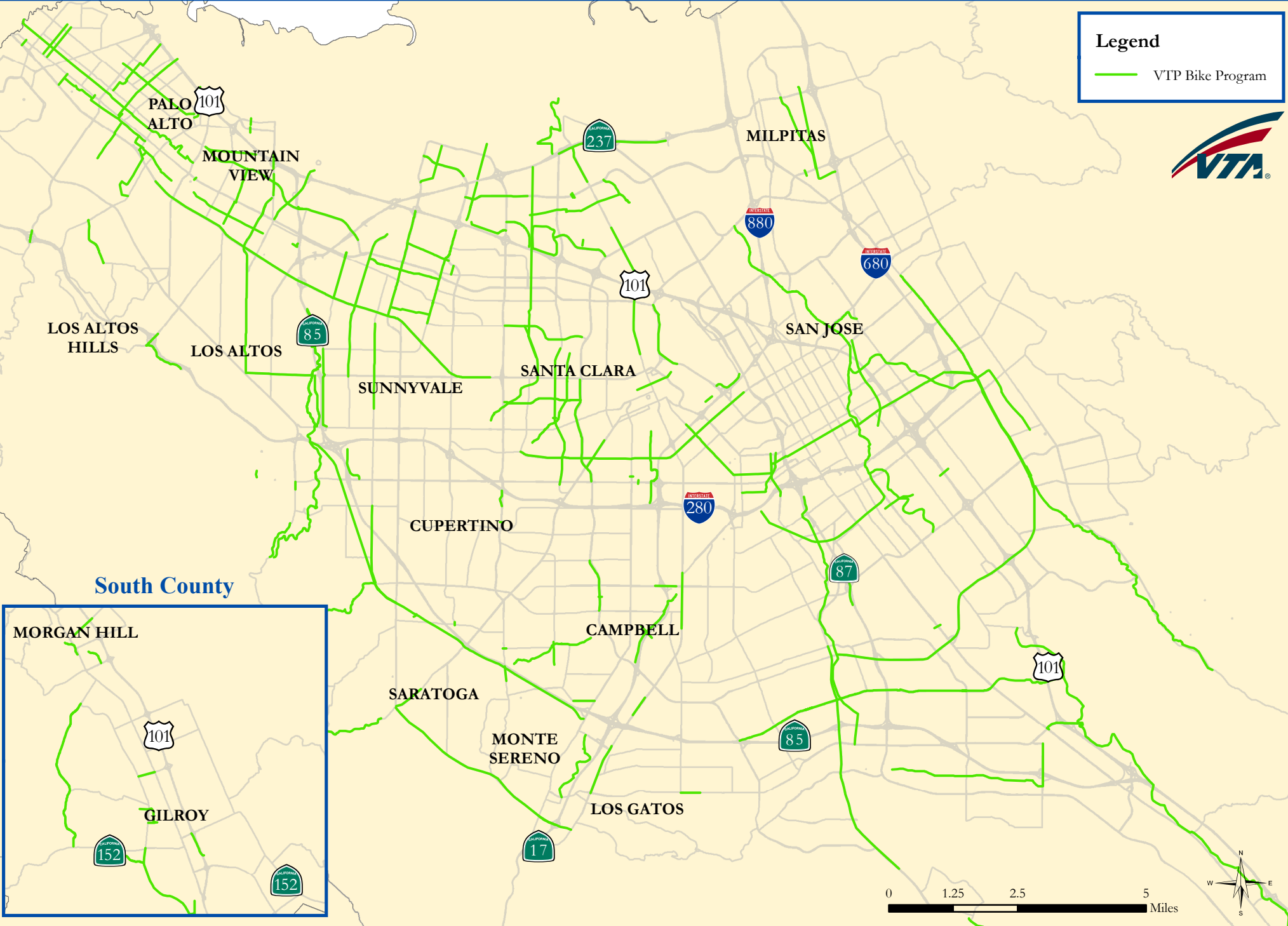


*These are the goals adopted by the VTA Board without weighting or priority.








VTP Bike Program

Legend

 VTP Bike Program



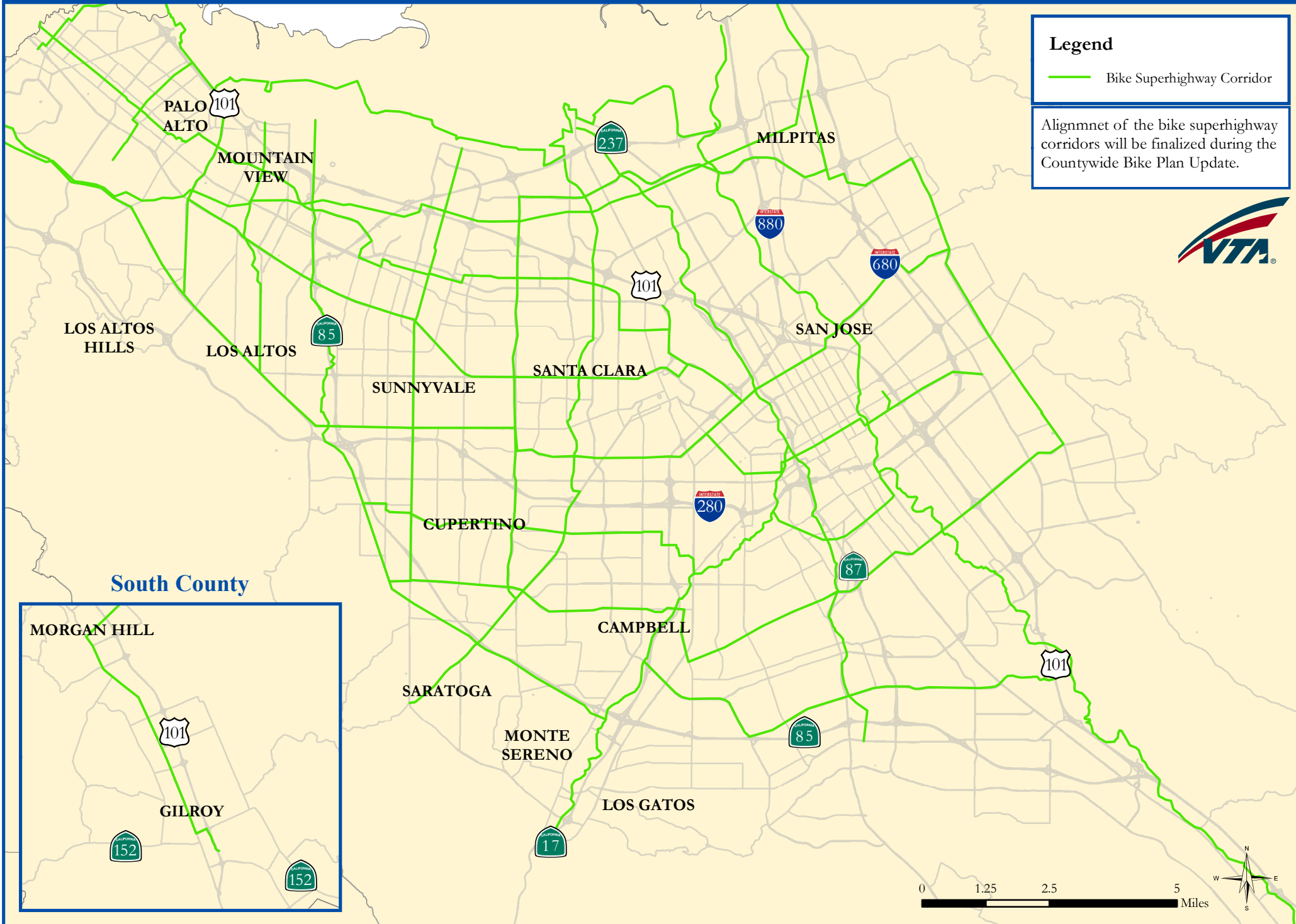
Draft Envision Evaluation Card

<p>Countywide Bicycle Superhighway Program-Santa Clara County: \$325 M Sponsor: Cities and the County</p>	<p>This project will construct 25 bicycle superhighways (220 miles) to connect jobs, residents, transit, and downtowns. Corridors will have a uniform design, provide superior bicycle infrastructure, and showcase innovative treatments that prioritize bicyclist safety, comfort, and convenience. Corridors will be selected from Cross County Bicycle Corridors in VTA's Countywide Bicycle Plan.</p>							
<p><u>Purpose:</u> This high scoring program of projects provides a series of bicycle improvements throughout the county, and focuses on the development of an integrated network of bicycle superhighways connecting jobs, residents, downtowns and transit. Projects within the program are located throughout the entire county, and benefits are spread throughout the entire region. The resulting integrated network will enhance and facilitate more transit and walk trips through improved connectivity. To implement this program, VTA would work with cities to develop high quality design standards and wayfinding to apply on key corridors across the county.</p>	GOALS*							
	1	2	3	4	5	6	7	
	Enhance Safety	Congestion Relief and Improve Efficiency	Expand Transportation Choices	Expand Transit Ridership and Promote Quality Transit for Everyone	Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next generation	Improve System Financial Sustainability and Maintenance	Continue to Support Silicon Valley's Economic Vitality	
								
COMPOSITE SCORE (Goal Scores were rounded)	3	5	5	2	4	4	3	3.5
POSSIBLE FUNDING SOURCE(S)	Active Transportation Program (ATP), Congestion Mitigation Air Quality (CMAQ), Transportation Fund for Clear Air (TFCA), Transportation Development Act Article 3 (TDA 3), Local Contributions							



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Potential Bike Superhighway Corridors












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Expressways

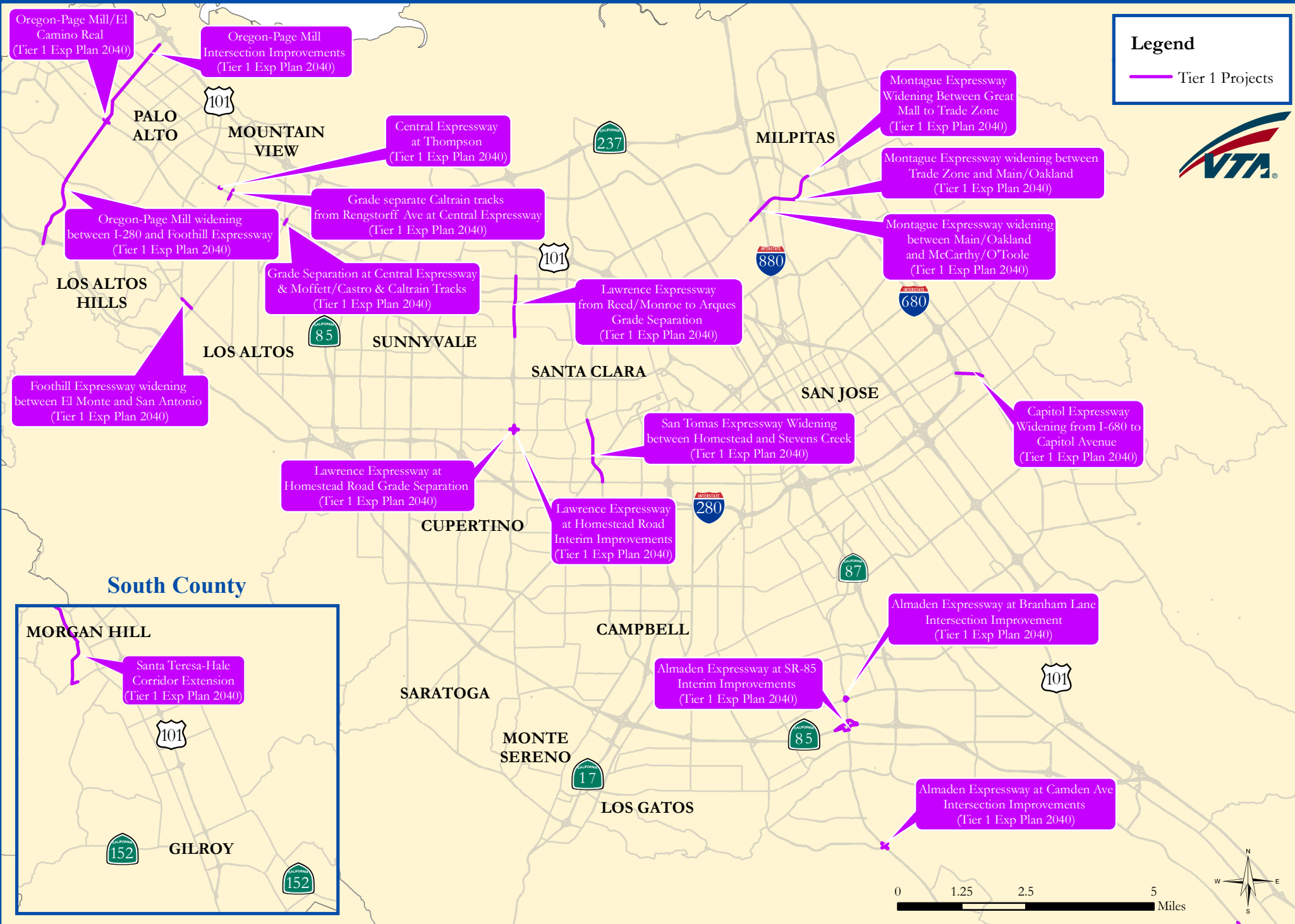
Draft Envision Evaluation Card

<p style="text-align: center;">County Expressway Program (Tier 1): \$970 M Sponsor: County</p>	<p style="text-align: center;">Mainline improvements on the Expressway System as identified on Tier 1 of the Countywide Expressway Program.</p>							
<p><u>Purpose:</u> By providing a series of improvements throughout the expressway system, this project scores well with increasing safety, sustainability and congestion relief. It is also a regional project since improvements are made throughout the County. The improvements would also provide improved bicycle and pedestrian travel within and connecting to the expressway system. The project sponsor conducted a very robust planning study and outreach process to determine the highest priority projects for the expressway system. The list of projects contained in Tier 1 reflect that process.</p>	GOALS*							
	1	2	3	4	5	6	7	
	Enhance Safety	Congestion Relief and Improve Efficiency	Expand Transportation Choices	Expand Transit Ridership and Promote Quality Transit for Everyone	Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next generation	Improve System Financial Sustainability and Maintenance	Continue to Support Silicon Valley's Economic Vitality	
								
COMPOSITE SCORE (Goal Scores were rounded)	4	4	5	1	3	3	3	3.2
POSSIBLE FUNDING SOURCE(S)	Regional Transportation Improvement Program (RTIP), Local Contributions							










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Expressway Tier 1 Projects



Draft Envision Evaluation Card

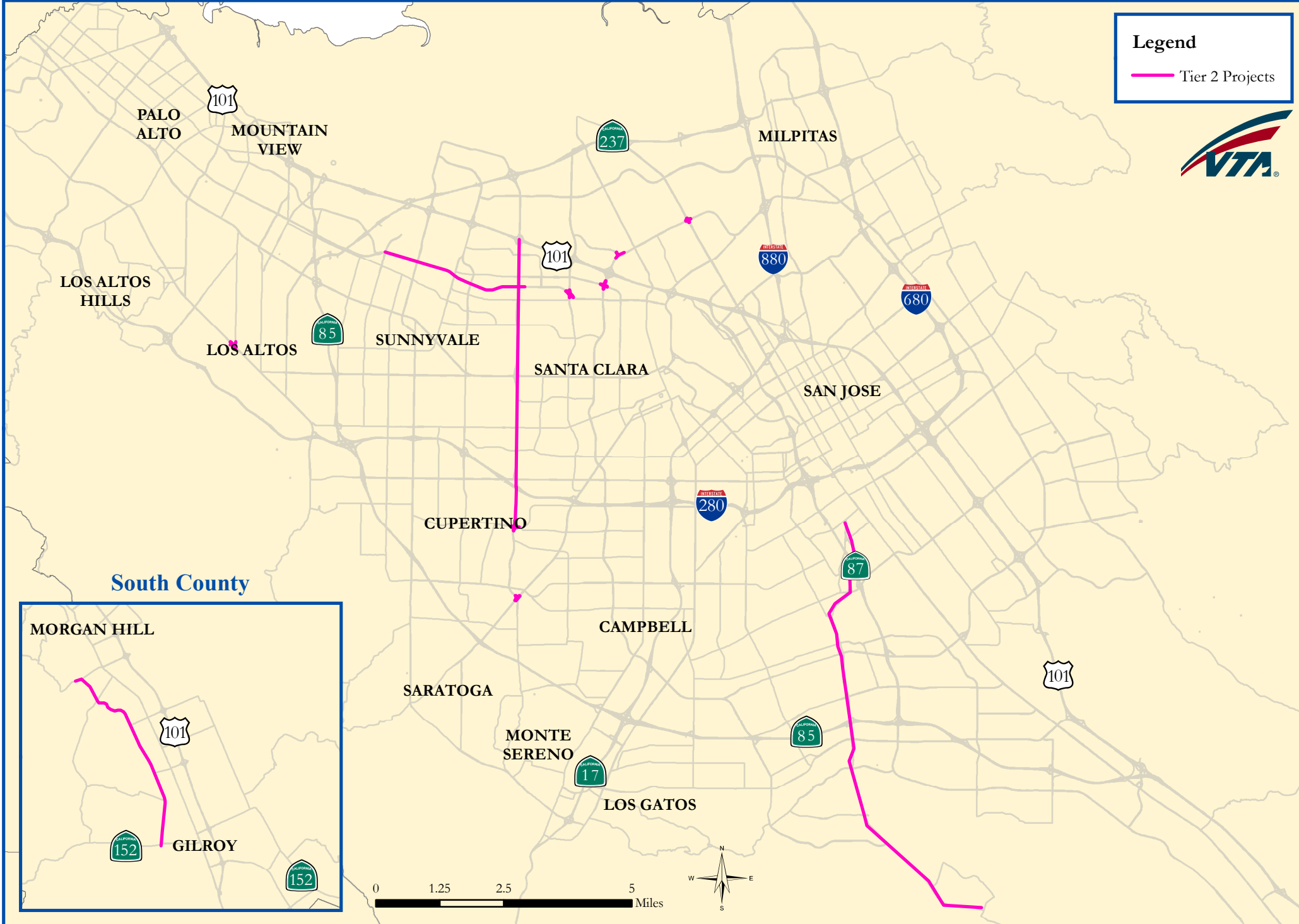
<p>County Expressway Program (Tier 2): \$173 M Sponsor: County</p>	Mainline improvements on the Expressway System as identified on Tier 2 of the Countywide Expressway Program.							
<p><u>Purpose:</u> By providing a series of improvements along the expressway system, this program scores well in increasing safety, sustainability and congestion relief. It is also a regional program with improvements throughout the County. The improvements would also provide improved bicycle and pedestrian travel within and connecting to the expressway system. The project sponsor conducted a very robust outreach process and study to determine the highest priority projects for expressway system. The Tier 2 list reflects projects that are a secondary priority as compared to the Tier 1 list of projects.</p>	GOALS*							
	1	2	3	4	5	6	7	
	Enhance Safety	Congestion Relief and Improve Efficiency	Expand Transportation Choices	Expand Transit Ridership and Promote Quality Transit for Everyone	Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next generation	Improve System Financial Sustainability and Maintenance	Continue to Support Silicon Valley's Economic Vitality	
								
COMPOSITE SCORE (Goal Scores were rounded)	4	3	5	2	3	2	3	3.1
POSSIBLE FUNDING SOURCE(S)	Regional Transportation Improvement Program (RTIP), Local Contributions							










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Expressway Tier 2 Projects

Legend
— Tier 2 Projects



Draft Envision Evaluation Card

<p>County Expressway Program (Tier 3): \$221 M Sponsor: Campbell and San Jose</p>	<p>Mainline improvements on the Expressway System as identified as Tier 3 based on submission by Local Agencies.</p>							
<p><u>Purpose:</u> This program reflects a set of projects that were submitted by local cities as opposed to Santa Clara County which operated and maintains the expressway system. Similar to Tiers 1 & 2, these projects would improve the safety of expressway system. The improvements would also provide improved bicycle and pedestrian travel within and connecting to the expressway system.</p>	GOALS*							
	1	2	3	4	5	6	7	
	Enhance Safety	Congestion Relief and Improve Efficiency	Expand Transportation Choices	Expand Transit Ridership and Promote Quality Transit for Everyone	Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next generation	Improve System Financial Sustainability and Maintenance	Continue to Support Silicon Valley's Economic Vitality	
								
COMPOSITE SCORE (Goal Scores were rounded)	4	3	5	1	2	2	2	2.6
POSSIBLE FUNDING SOURCE(S)	Regional Transportation Improvement Program (RTIP), Local Contributions							

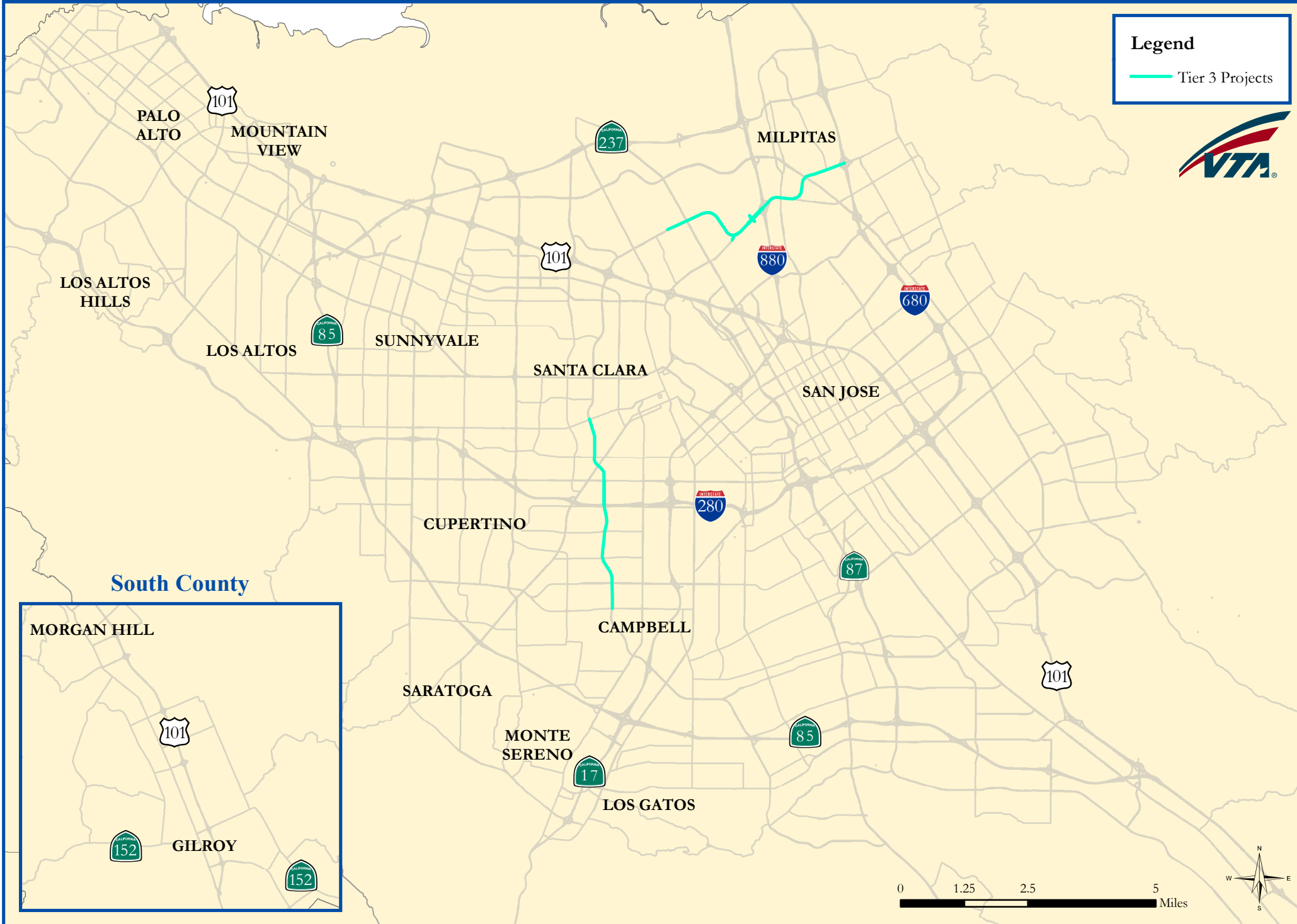


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Expressway Tier 3 Projects

Legend

— Tier 3 Projects












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Highways

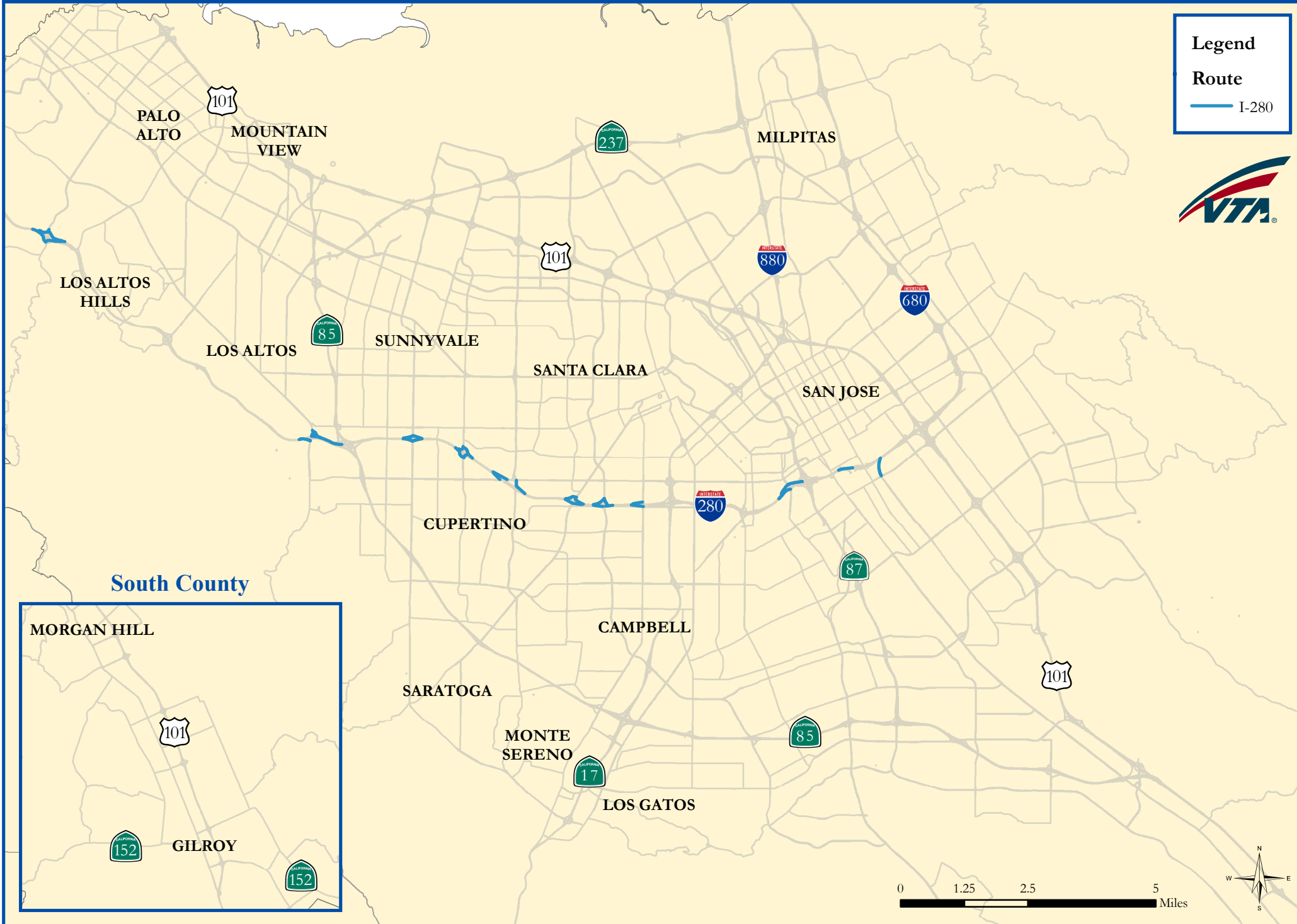
Draft Envision Evaluation Card

I-280 Freeway Corridor: \$624 M Sponsor: VTA	Interchange and mainline improvements on I-280. Projects included: Interchange Improvements at De Anza Blvd., Wolfe Rd., Saratoga Ave., Winchester Blvd., Leigh/Leland Ave., Senter Rd., San Tomas Expwy., Bird Ave.; Major interchange improvements at Page Mill Rd./Oregon Expwy. and Foothill Expwy.; operational improvements between 3rd and 7th Streets; and a Northbound connector ramp at Stevens Creek Blvd.							
Purpose: These improvements along the I-280 corridor will enhance operations on the mainline as well as the interchanges. These improvements address safety and the interchange enhancements, and provide for access to job centers and other local destinations. In addition, the improvements enhance bicycle and pedestrian connectivity in the corridor, and address significant bicycle and pedestrian safety issues; for these reasons this program of highway improvements scores well in terms of enhancing safety, expanding transportation choices and promoting sustainability and healthy transportation choices.	GOALS*							
	1	2	3	4	5	6	7	
	Enhance Safety	Congestion Relief and Improve Efficiency	Expand Transportation Choices	Expand Transit Ridership and Promote Quality Transit for Everyone	Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next generation	Improve System Financial Sustainability and Maintenance	Continue to Support Silicon Valley's Economic Vitality	
								
COMPOSITE SCORE	4	2	5	2	4	2	3	3.2
POSSIBLE FUNDING SOURCE(S)	Regional Transportation Improvement Program (RTIP), Local Contributions							










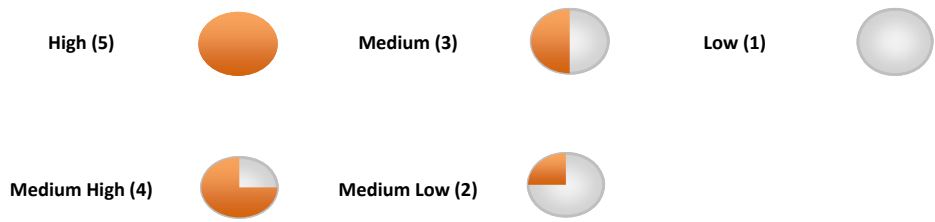
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I-280 Freeway Corridor



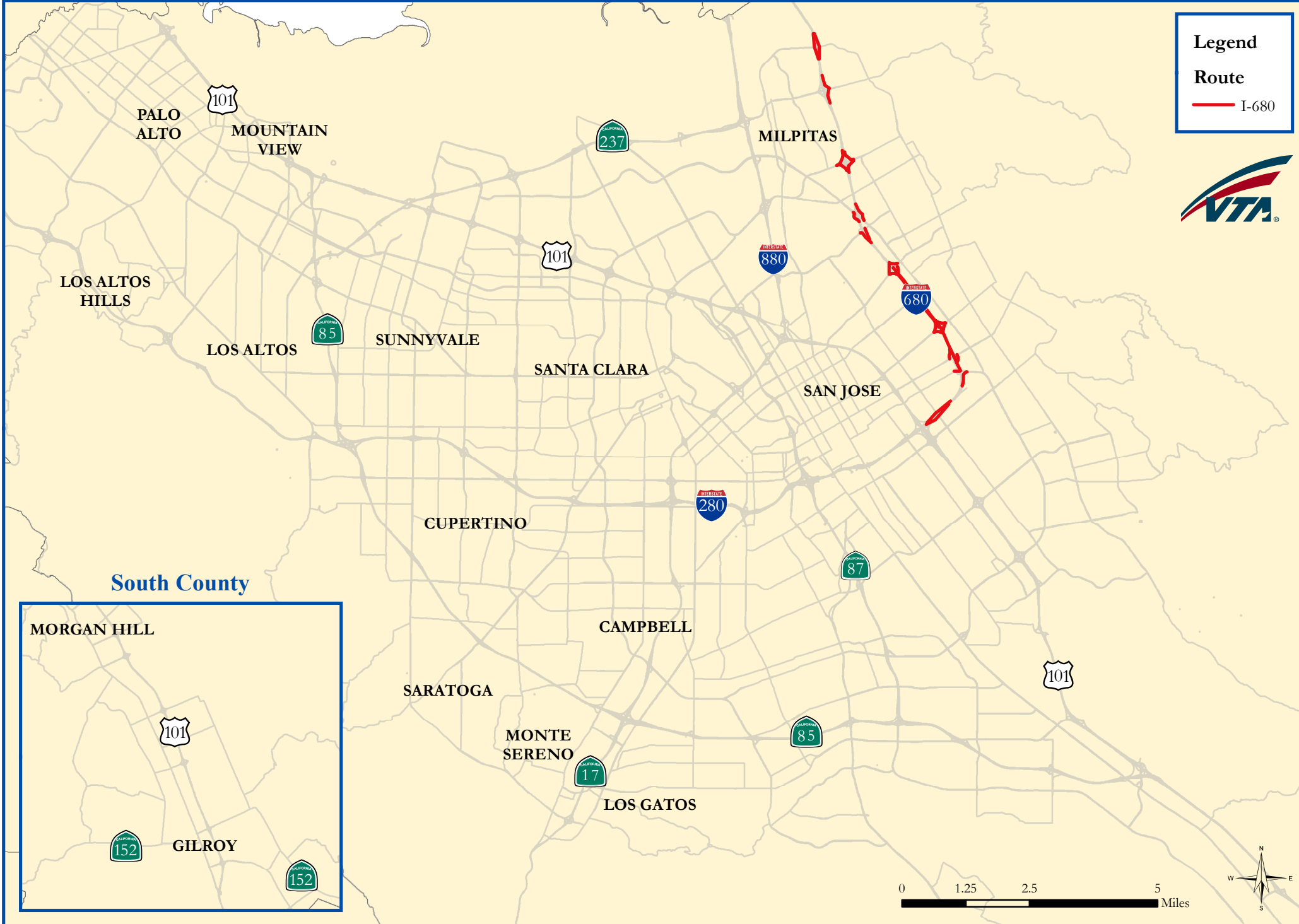
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I-680 Freeway Corridor: \$307 M Sponsor: VTA	Interchange and mainline improvements on I-680. These improvements include: Interchange improvements at Jacklin Rd., Calaveras Blvd., Capitol Ave., Hostetter Rd., Berryessa Rd., Alum Rock Ave./McKee Rd., Capitol Expwy./Jackson Rd., and King Rd.; Auxiliary Lanes between Berryessa Rd. and McKee Rd. and Capitol Expwy. and Berryessa Rd.; and a major interchange enhancement at Montague Expwy.							
Purpose: The improvements along the I-680 corridor benefit congestion along portions of this corridor by addressing vehicle throughput. The interchanges along the corridor will also be modified to improve freeway access.	GOALS*							
	1	2	3	4	5	6	7	
	Enhance Safety	Congestion Relief and Improve Efficiency	Expand Transportation Choices	Expand Transit Ridership and Promote Quality Transit for Everyone	Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next generation	Improve System Financial Sustainability and Maintenance	Continue to Support Silicon Valley's Economic Vitality	
								
COMPOSITE SCORE	4	2	1	1	2	2	3	2.1
POSSIBLE FUNDING SOURCE(S)	Regional Transportation Improvement Program (RTIP), Local Contributions							










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I-680 Freeway Corridor



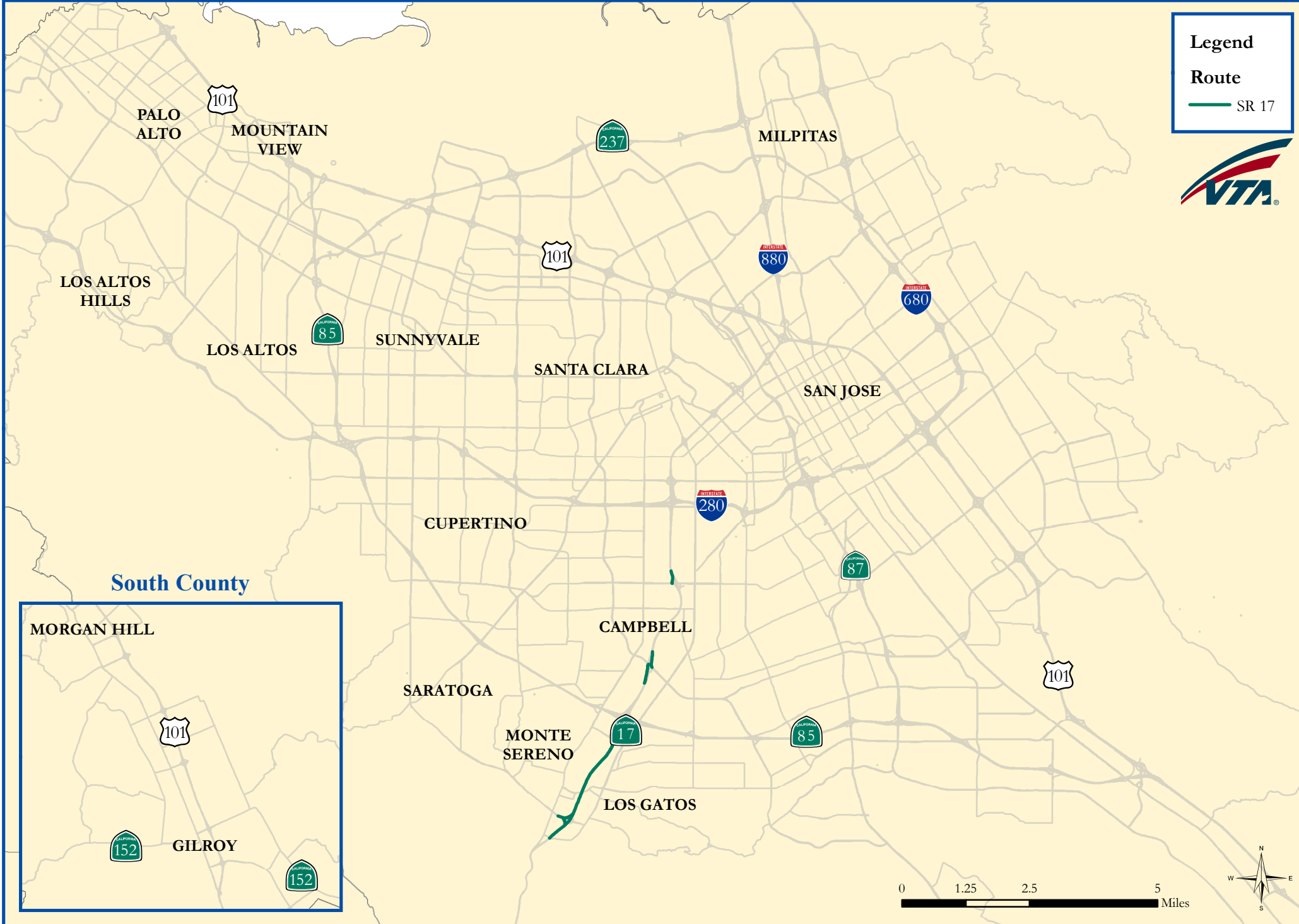
Draft Envision Evaluation Card

SR 17 Freeway Corridor: \$54 M Sponsor: VTA	Interchange and mainline improvements on SR 17. Projects include: SR 17 Widening (Lark Ave. to South of SR 9); SR 17/SR 9 Interchange Improvements; SR 17 Southbound/Hamilton Ave. Off-Ramp Widening; and SR 17/San Tomas Expressway Interim Improvements (Tier 1 Exp Plan 2040).							
Purpose: The interchange improvements along SR 17 between I-280 and the county line address mainline operations by reducing congestion and identifying interchange improvements that will benefit local roadways as well as provide access to local amenities.	GOALS*							
	1	2	3	4	5	6	7	
	Enhance Safety	Congestion Relief and Improve Efficiency	Expand Transportation Choices	Expand Transit Ridership and Promote Quality Transit for Everyone	Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next generation	Improve System Financial Sustainability and Maintenance	Continue to Support Silicon Valley's Economic Vitality	
								
COMPOSITE SCORE <small>(Goal Scores were rounded)</small>	4	2	1	1	2	2	3	2.1
POSSIBLE FUNDING SOURCE(S)	Regional Transportation Improvement Program (RTIP), Local Contributions							










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SR 17 Freeway Corridor



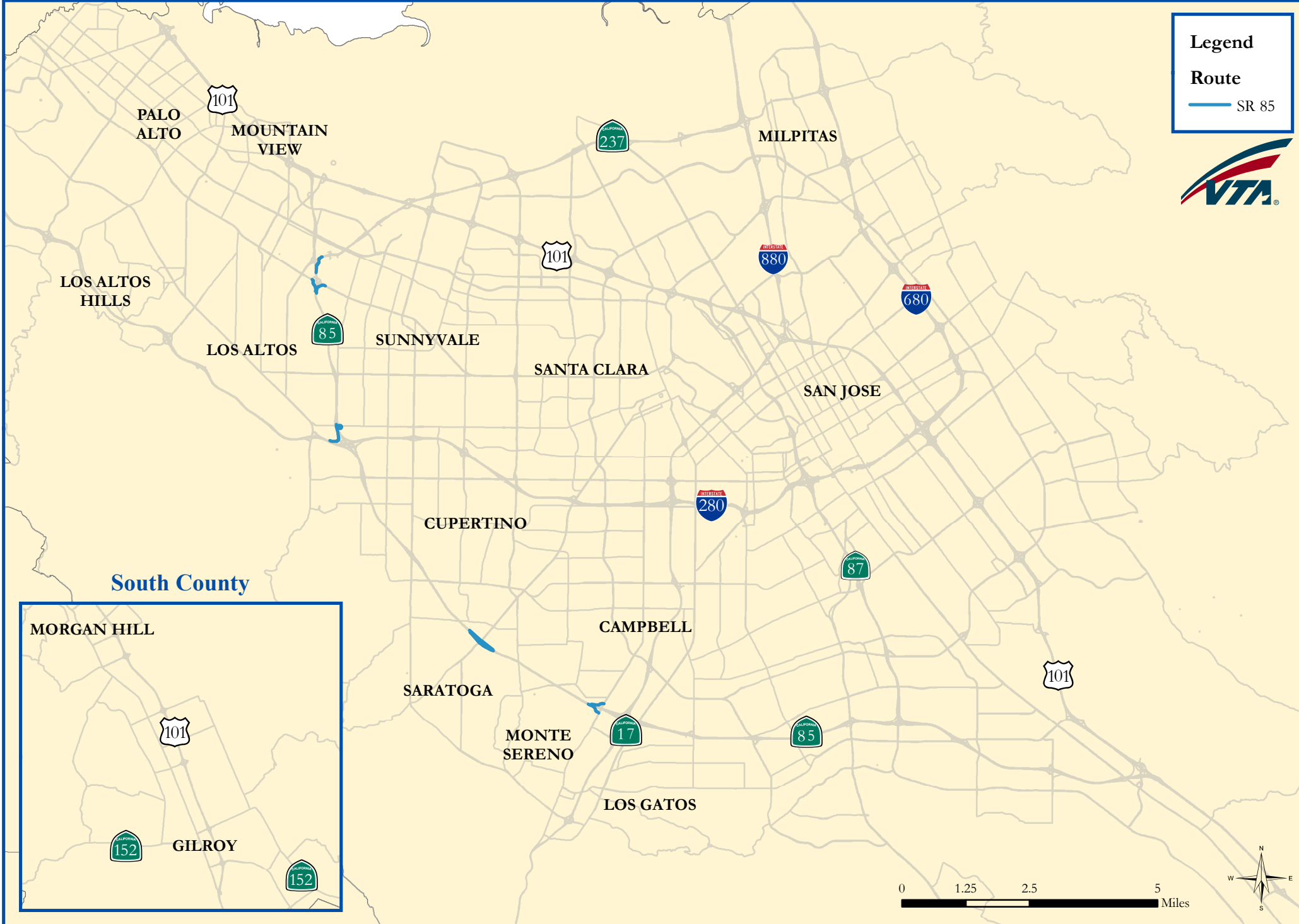
Draft Envision Evaluation Card

SR 85 Freeway Corridor: \$147 M Sponsor: VTA	Interchange and mainline improvements on SR 85. These improvements include: Interchange improvements at El Camino Real and I-280/Homestead Rd.; SR 85 Northbound to Eastbound SR 237 connector improvements; and SR 85/I-280 Interchange HOV connector and Northbound SR 85 auxiliary lanes.							
Purpose: The improvements along SR 85 will help reduce congestion during peak commute hours and address any safety concerns on a heavily traveled corridor. The interchange improvements along this corridor will benefit local communities and strengthen the connection between local roadways and the freeway.	GOALS*							
	1	2	3	4	5	6	7	
	Enhance Safety	Congestion Relief and Improve Efficiency	Expand Transportation Choices	Expand Transit Ridership and Promote Quality Transit for Everyone	Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next generation	Improve System Financial Sustainability and Maintenance	Continue to Support Silicon Valley's Economic Vitality	
								
COMPOSITE SCORE	4	2	4	1	1	2	2	2.4
POSSIBLE FUNDING SOURCE(S)	Regional Transportation Improvement Program (RTIP), Local Contributions							










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SR 85 Freeway Corridor



Draft Envision Evaluation Card

SR 152 Re-alignment: \$1,120 M Sponsor: VTA	Widen and create new alignment for Route 152 (from Route 156 to U.S. 101); US 101 widening from Monterey St. to the SR 25/US 101 interchange; new interchange at SR 25/US 101; and a new SR 152 alignment.							
Purpose: The project provides improvements on SR 152 between US 101 and I-5 – a distance of approximately 40 miles along the existing alignment. It will improve trade and mobility in the corridor and enhance the safety of the users of users. This project also provides a more direct travel route than it currently has, and interchange improvement at US 101/SR 25 will be modified to have an upgraded interchange than there currently is.	GOALS*							
	1	2	3	4	5	6	7	
	Enhance Safety	Congestion Relief and Improve Efficiency	Expand Transportation Choices	Expand Transit Ridership and Promote Quality Transit for Everyone	Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next generation	Improve System Financial Sustainability and Maintenance	Continue to Support Silicon Valley's Economic Vitality	
								
COMPOSITE SCORE (Goal Scores were rounded)	4	1	1	1	2	3	3	2.1
POSSIBLE FUNDING SOURCE(S)	Express Lane Revenue, Interregional Transportation Improvement Program (ITIP), Regional Transportation Improvement Program (RTIP), Local Contributions							



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SR 152 Freeway Corridor

Legend

Route

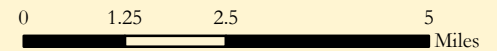
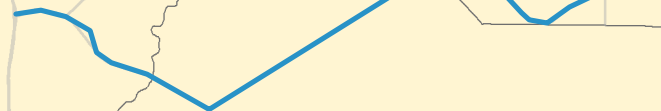
— SR 152










MORGAN HILL

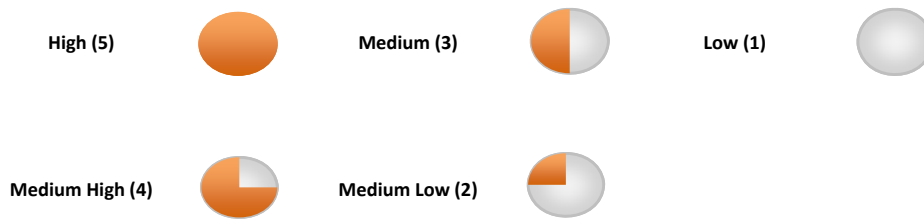


GILROY



Draft Envision Evaluation Card

SR 237 Freeway Corridor: \$143 M Sponsor: VTA	Interchange and mainline improvements on SR 237. These improvements include: Intersection improvements at Grant Rd.; Interchange improvements at N. 1st Street; SR 237 Westbound to Southbound SR 85 Connector Ramp; Interchange improvements at SR 237/Mathilda Ave. and US 101/Mathilda Ave.; Westbound on ramp at Middlefield Rd.; Westbound off ramp improvements at Great America Pkwy.; Westbound/Eastbound auxiliary lanes from First Street to Zanker Rd.; and Eastbound auxiliary lanes from Mathilda Ave. to Fair Oaks Ave.							
Purpose: The improvements along SR 237 will address both access onto SR 237 from local roadways and improve safety along the mainline through additional operational improvements.	GOALS*							
	1	2	3	4	5	6	7	
	Enhance Safety	Congestion Relief and Improve Efficiency	Expand Transportation Choices	Expand Transit Ridership and Promote Quality Transit for Everyone	Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next generation	Improve System Financial Sustainability and Maintenance	Continue to Support Silicon Valley's Economic Vitality	
								
COMPOSITE SCORE	4	2	1	1	1	2	2	1.9
POSSIBLE FUNDING SOURCE(S)	Regional Transportation Improvement Program (RTIP), Local Contributions							



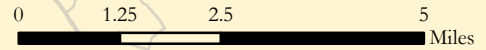
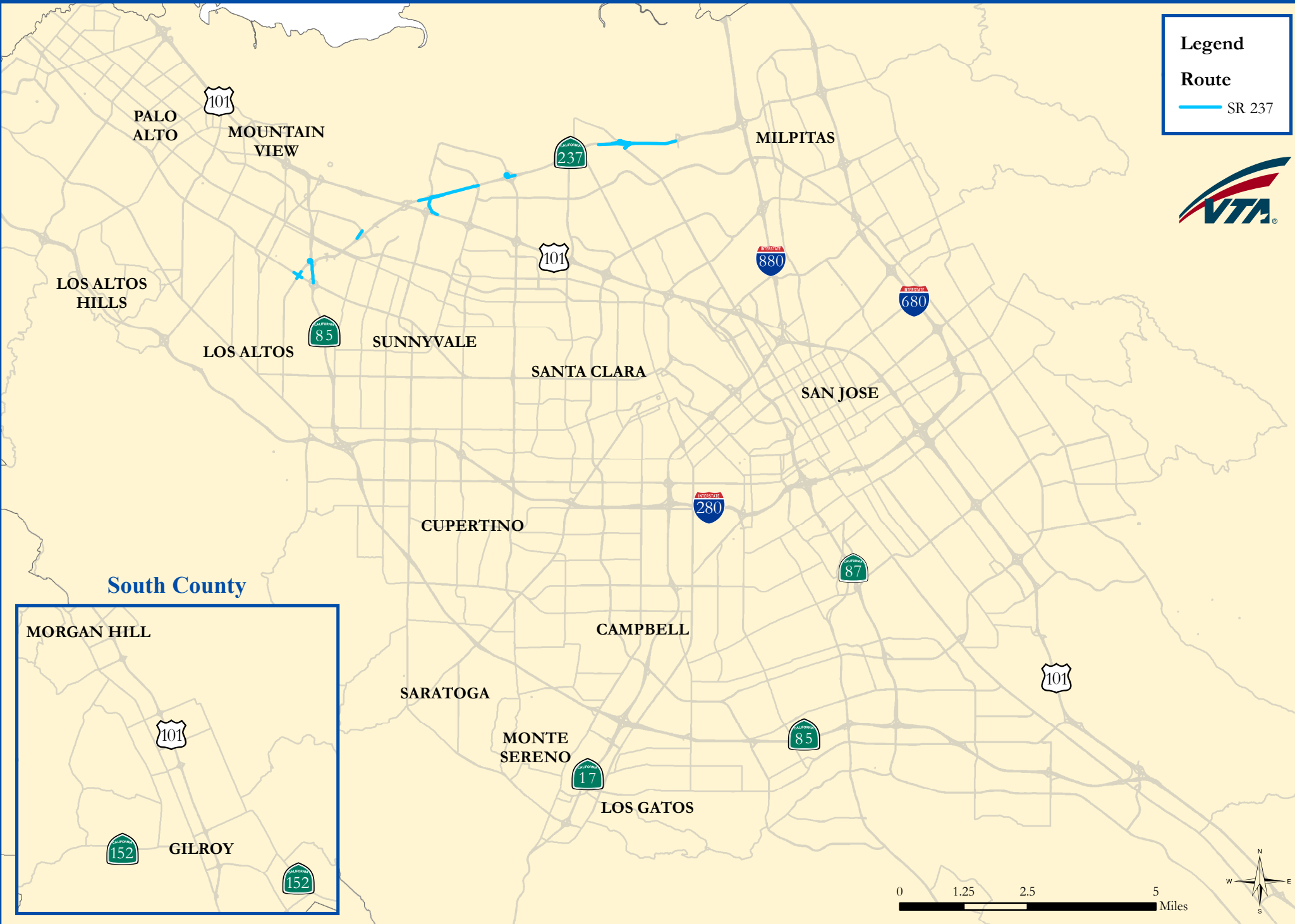
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SR 237 Freeway Corridor








Legend

Route

SR 237



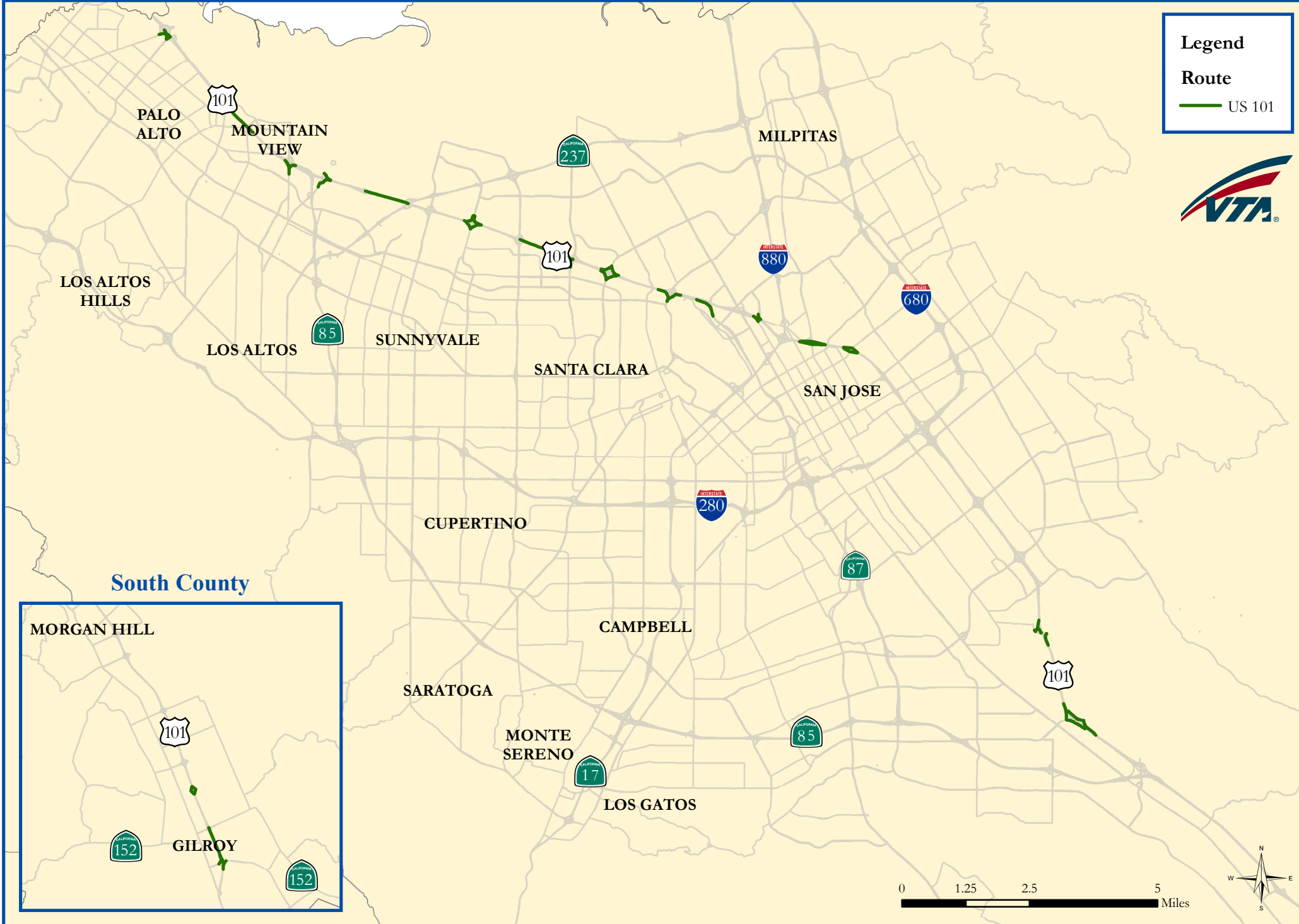
Draft Envision Evaluation Card

US 101 Freeway Corridor: \$635 M Sponsor: VTA	Interchange and mainline improvements on US 101. Improvements include: Interchange improvements at Shoreline Blvd., Montague Expwy., Zanker Rd./4th St., Old Oakland Rd., Mabury Rd./Taylor St., Hellyer Ave., Blossom Hill Rd., Buena Vista Ave., SR 152/10th St., Fair Oaks Ave., and Moffett Blvd.; Embarcadero Rd./Oregon Expwy. improvements; Southbound auxiliary lanes from Ellis St. to SR 237 and from Great America Pkwy. to Lawrence Expwy.; Southbound improvements at Central/De La Cruz/Trimble; Double land Southbound offramp at SR 237; and US 101 interchange improvements from San Antonio Rd. to Charleston Rd./Rengstorff Ave.							
Purpose: The US 101 corridor projects improve mainline operations for the corridor allowing for reduced congestion. It will also provide a few interchange improvements that make the transition onto the freeway smoother with less operational inefficiencies and provide access to job centers along the US 101 corridor.	GOALS*							
	1	2	3	4	5	6	7	
	Enhance Safety	Congestion Relief and Improve Efficiency	Expand Transportation Choices	Expand Transit Ridership and Promote Quality Transit for Everyone	Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next generation	Improve System Financial Sustainability and Maintenance	Continue to Support Silicon Valley's Economic Vitality	
								
COMPOSITE SCORE	4	2	1	1	1	3	3	2.1
POSSIBLE FUNDING SOURCE(S)	Interregional Transportation Improvement Program (ITIP), Regional Transportation Improvement Program (RTIP), Local Contributions							










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US 101 Freeway Corridor



Draft Envision Evaluation Card

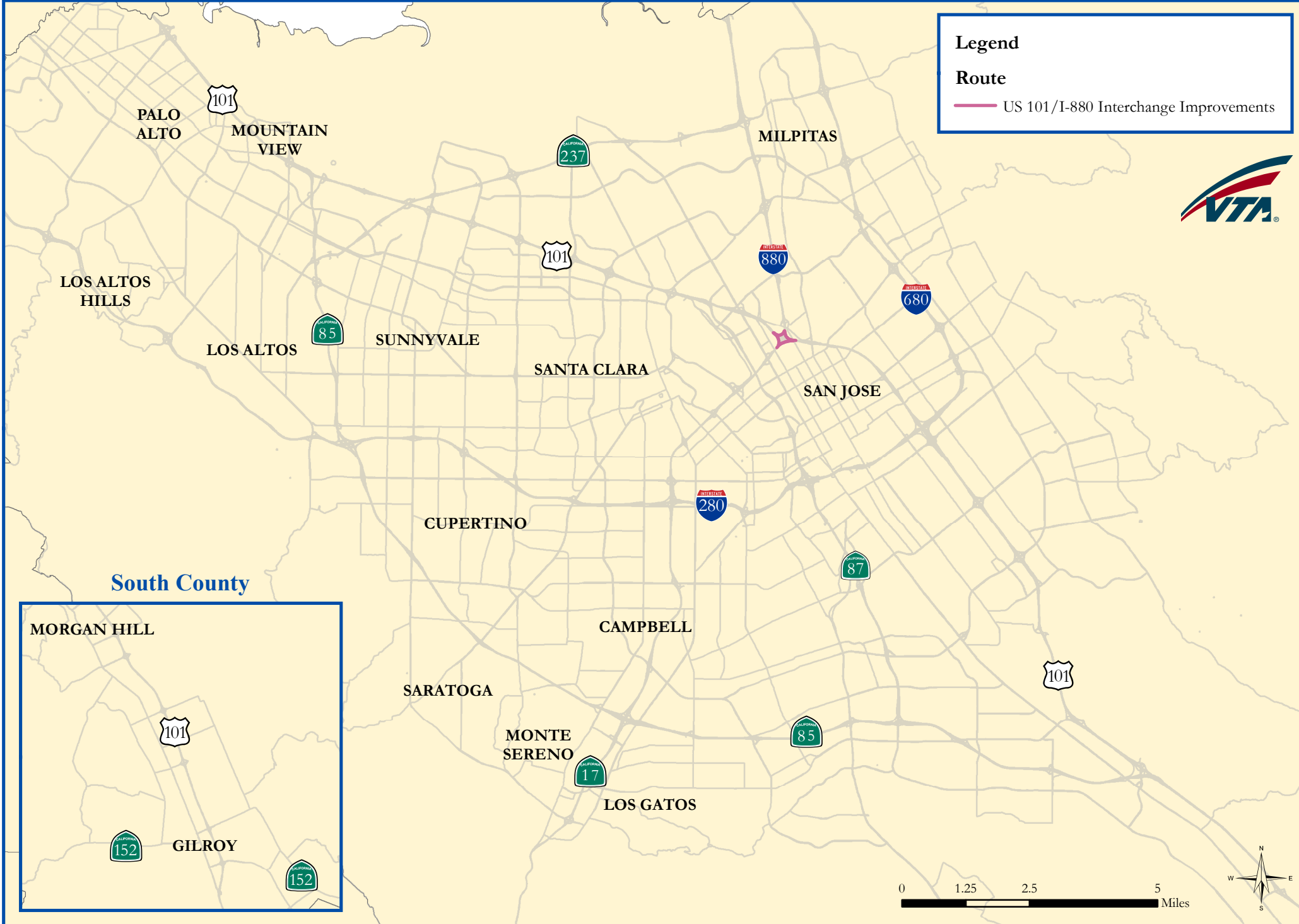
US 101/I-880 Interchange Improvements: \$1,000 M Sponsor: VTA	Construct a new freeway interchange at U.S. 101/I-880.						
Purpose: By improving an outdated interchange, this project is will increase safety at a key regional interchange which serves two major freeways.	GOALS*						
	1	2	3	4	5	6	7
	Enhance Safety	Congestion Relief and Improve Efficiency	Expand Transportation Choices	Expand Transit Ridership and Promote Quality Transit for Everyone	Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next generation	Improve System Financial Sustainability and Maintenance	Continue to Support Silicon Valley's Economic Vitality
							
COMPOSITE SCORE (Goal Scores were rounded)	4	3	5	2	2	3	3
POSSIBLE FUNDING SOURCE(S)	Interregional Transportation Improvement Program (ITIP), Regional Transportation Improvement Program (RTIP), Local Contributions						

3.1










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US 101/I-880 Interchange Improvements



Draft Envision Evaluation Card

VTA Express Lanes Program: \$1,562 M Sponsor: VTA	Express Lanes Program for Santa Clara County.							
Purpose: By providing an extensive program of integrated and managed express lanes throughout the county, this project captures more value from existing freeway corridors and infrastructure. Therefore, this program scores well for congestion relief, enhancing safety and sustainability. It is a regional program that provides benefits throughout the county, and has long-term potential to generate surplus revenue that could be used to fund transit service in the corridors.	GOALS*							
	1	2	3	4	5	6	7	
	Enhance Safety	Congestion Relief and Improve Efficiency	Expand Transportation Choices	Expand Transit Ridership and Promote Quality Transit for Everyone	Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next generation	Improve System Financial Sustainability and Maintenance	Continue to Support Silicon Valley's Economic Vitality	
								
COMPOSITE SCORE <small>(Goal Scores were rounded)</small>	4	4	5	2	2	3	3	3.2
POSSIBLE FUNDING SOURCE(S)	Express Lane Revenue							

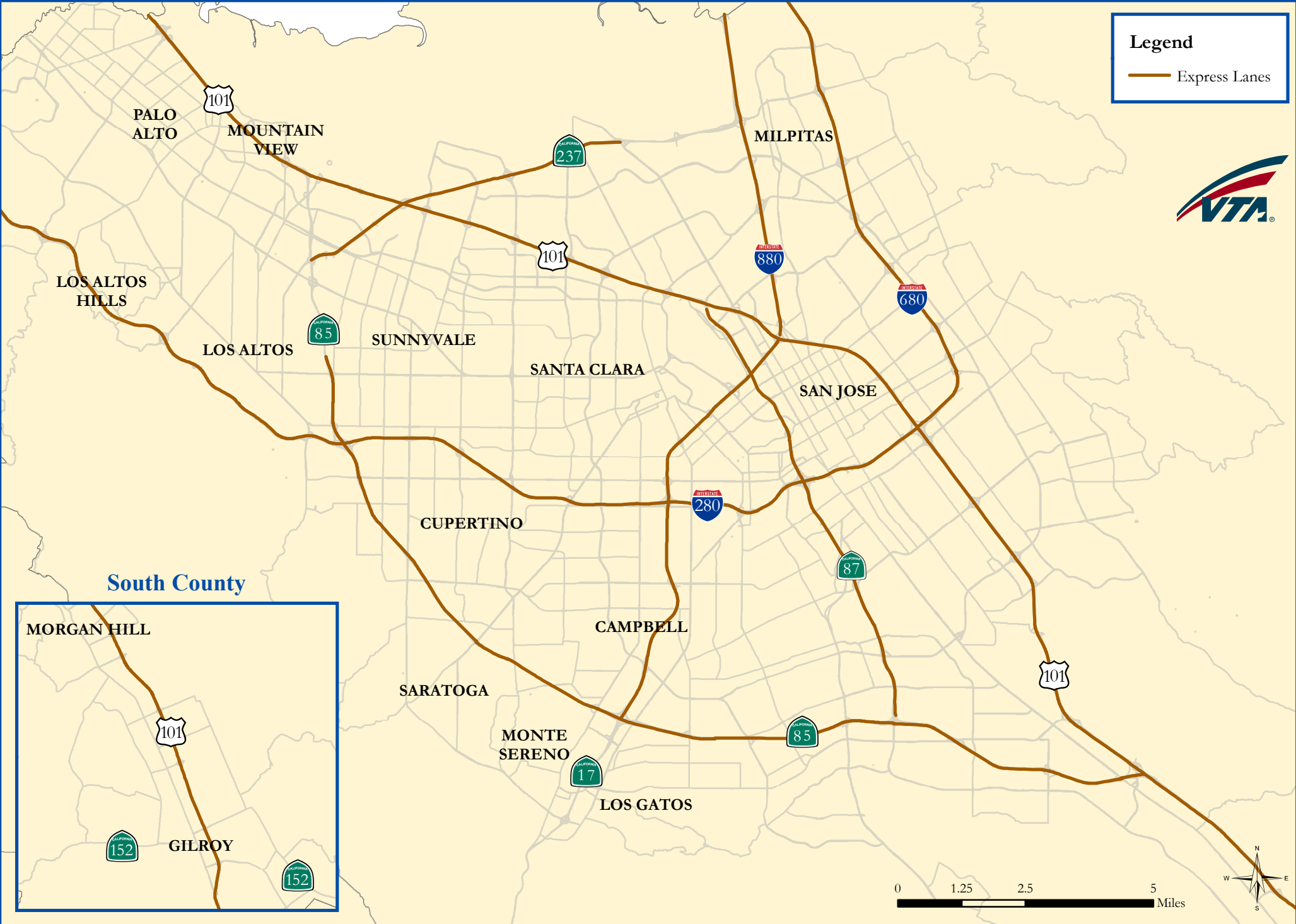


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Express Lanes Program

Legend

— Express Lanes












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Local Streets and Roads

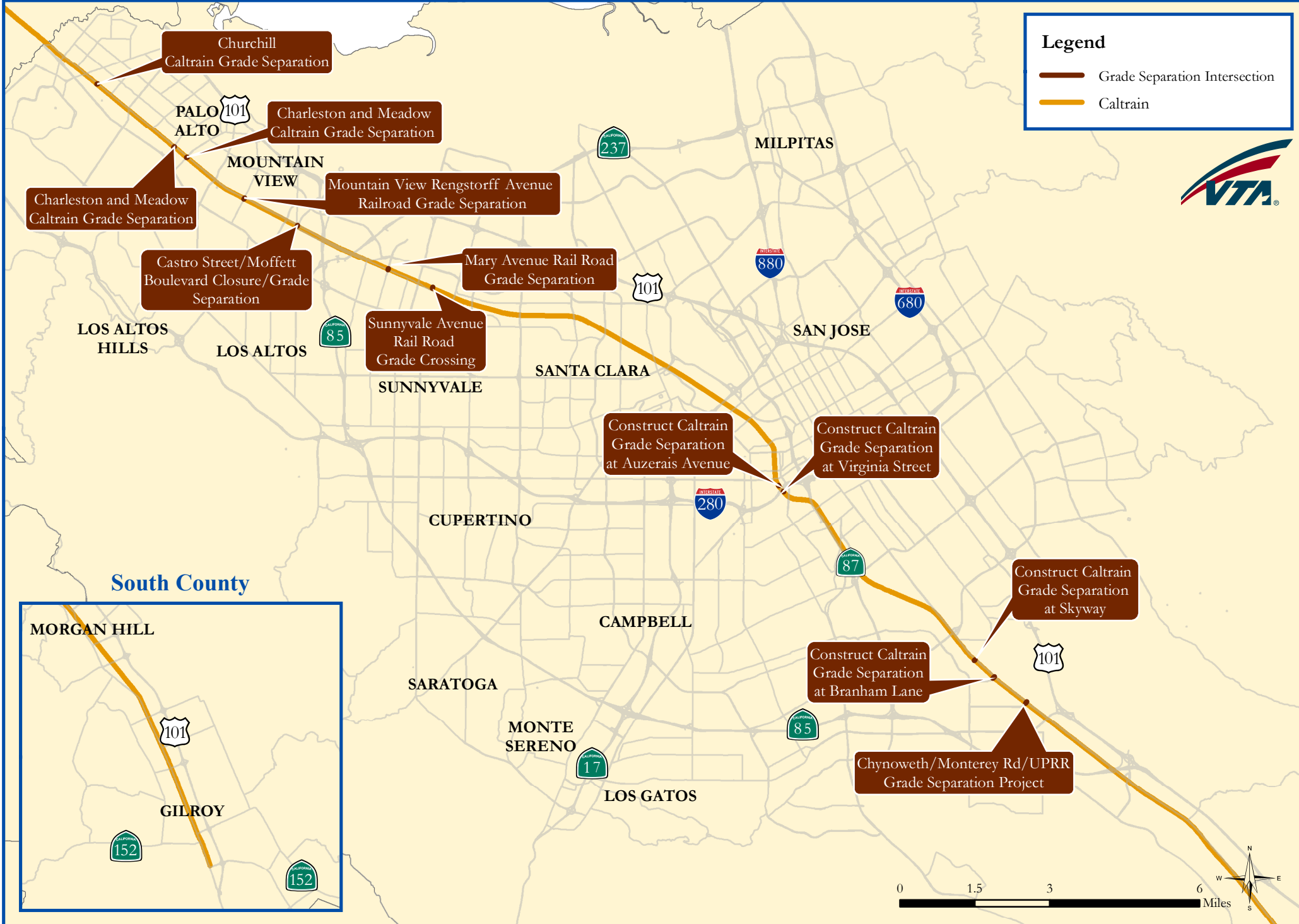
Draft Envision Evaluation Card

<p>Caltrain Grade Separations: \$1,629 M Sponsors: Mountain View, Palo Alto, San Jose, Sunnyvale</p>	<p>Implement grade separations at Caltrain tracks and: Castro/Moffett; Rengstorff; Charleston/Meadow; Churchill; Skyway; Branham; Auzerais; Virginia; Mary Ave.; and Sunnyvale Ave.</p>							
<p>Purpose: This project implements grade separations at key intersections that have safety concerns. By grade separating the Caltrain tracks, there are significant safety benefits for the roadway and its users; including bicyclists and pedestrians. due to fewer direct interactions with the train tracks.</p>	GOALS*							
	1	2	3	4	5	6	7	
	Enhance Safety	Congestion Relief and Improve Efficiency	Expand Transportation Choices	Expand Transit Ridership and Promote Quality Transit for Everyone	Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next generation	Improve System Financial Sustainability and Maintenance	Continue to Support Silicon Valley's Economic Vitality	
								
COMPOSITE SCORE (Goal Scores were rounded)	5	3	5	1	4	3	2	3.2
POSSIBLE FUNDING SOURCE(S)	Regional Transportation Improvement Program (RTIP), High Speed Rail Funding, Local Contributions							










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Caltrain Grade Separation



Draft Envision Evaluation Card


<p>Local Overcrossings over Freeways: \$379 M Sponsor: Gilroy, San Jose, and Sunnyvale</p>	<p>Implement local overcrossings over freeways in Gilroy, San Jose, and Sunnyvale. These overcrossings do not contain interchanges.</p>							
<p>Purpose: This program of projects aims to provide better access without interfering with freeway operations. While benefitting movement from automobiles, these overcrossings will also provide for improve pedestrian and bike access for the communities and reduce congestion from those existing interchanges with the freeway.</p>	GOALS*							
	1	2	3	4	5	6	7	
	Enhance Safety	Congestion Relief and Improve Efficiency	Expand Transportation Choices	Expand Transit Ridership and Promote Quality Transit for Everyone	Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next generation	Improve System Financial Sustainability and Maintenance	Continue to Support Silicon Valley's Economic Vitality	
								
COMPOSITE SCORE (Goal Scores were rounded)	4	4	5	1	3	2	2	3.1
POSSIBLE FUNDING SOURCE(S)	Regional Transportation Improvement Program (RTIP), Local Contributions							

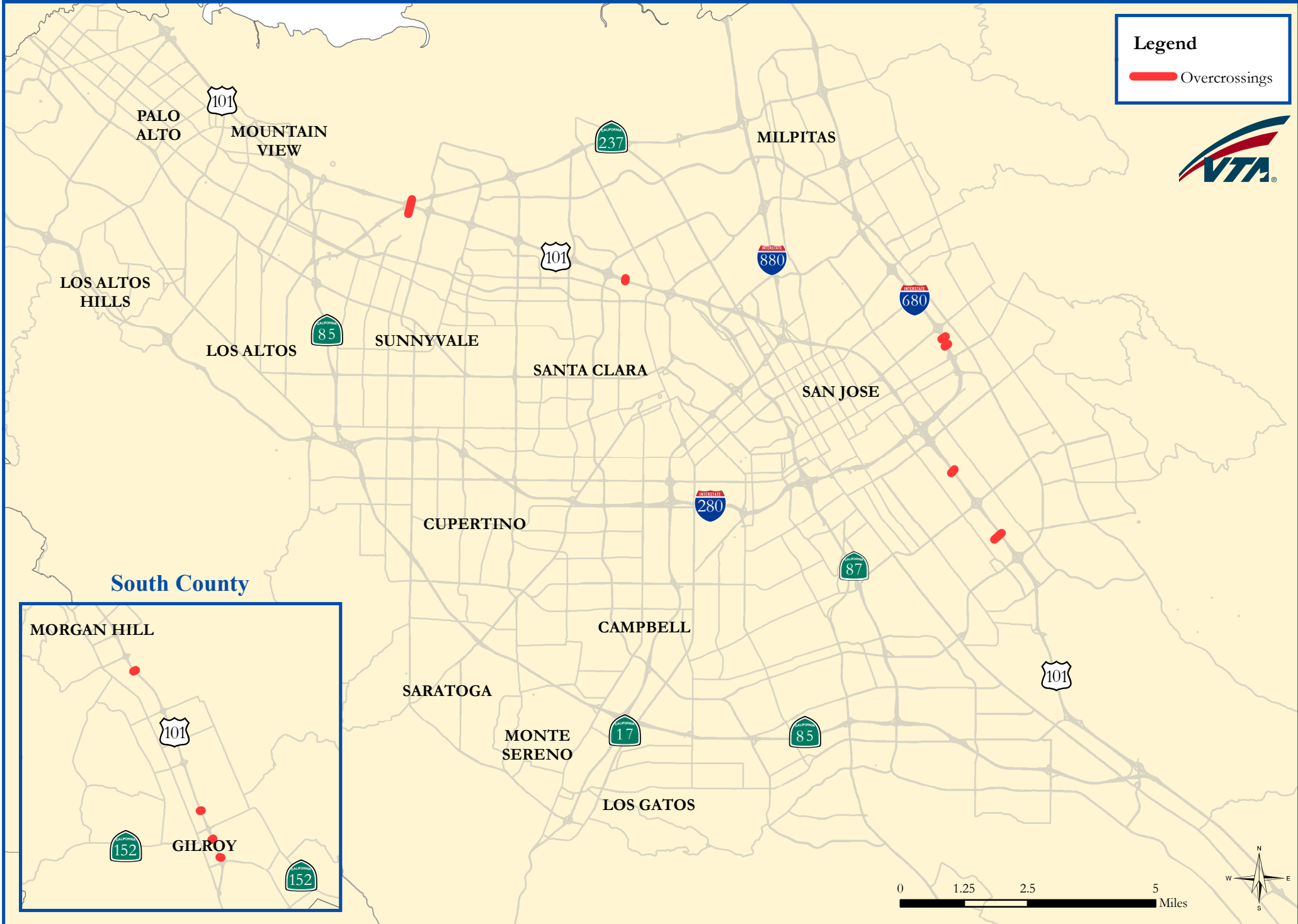


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Local Overcrossings over Freeways

Legend

 Overcrossings



Draft Envision Evaluation Card

<p>San Antonio Road Interchange / Charleston Road Connection: \$101.0 M Sponsor: Mountain View</p>	<p>Widen existing San Antonio Road/U.S. Route 101 overcrossing to four lanes and create a new southbound on-ramp to U.S. route 101. Close existing Charleston Road on-ramp to southbound U.S. Route 101.</p>							
<p><u>Purpose:</u> This projects is designed to reduce congestion through widening the existing San Antonio Road/US Route 101 overcrossing to four lanes. These improvements could potentially benefit new bicycle and pedestrian connections into and out of the North Bayshore Area. All of this aims to provide better access to job centers in the North Bayshore Area.</p>	GOALS*							
	1	2	3	4	5	6	7	
	Enhance Safety	Congestion Relief and Improve Efficiency	Expand Transportation Choices	Expand Transit Ridership and Promote Quality Transit for Everyone	Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next generation	Improve System Financial Sustainability and Maintenance	Continue to Support Silicon Valley's Economic Vitality	
								
COMPOSITE SCORE (Goal Scores were rounded)	4	3	1	1	1	2	2	1.9
POSSIBLE FUNDING SOURCE(S)	Regional Transportation Improvement Program (RTIP), Local Contributions							




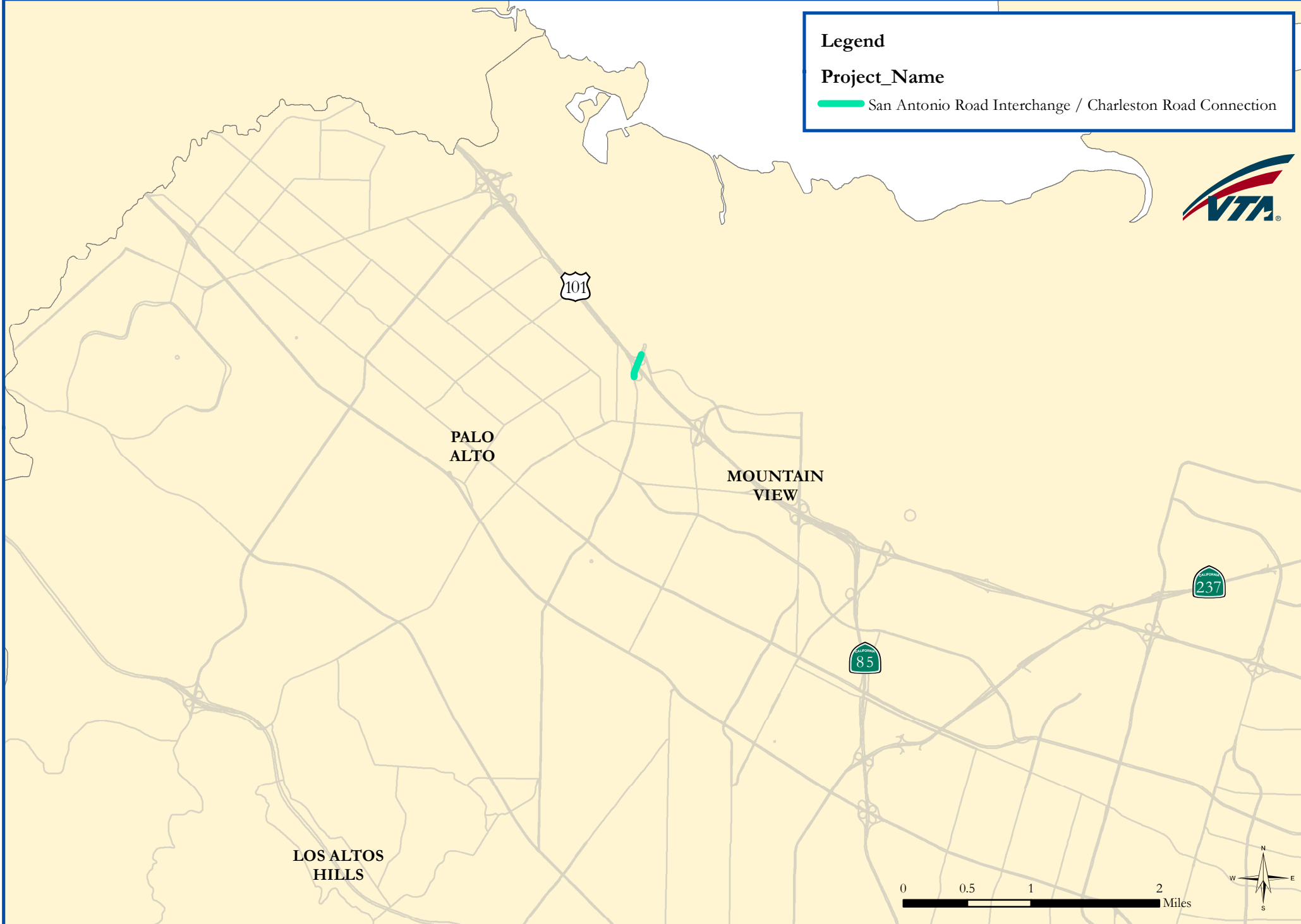
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San Antonio Road Interchange / Charleston Road Connection

Legend

Project_Name

 San Antonio Road Interchange / Charleston Road Connection












ENVISION

SILICON VALLEY

Transit

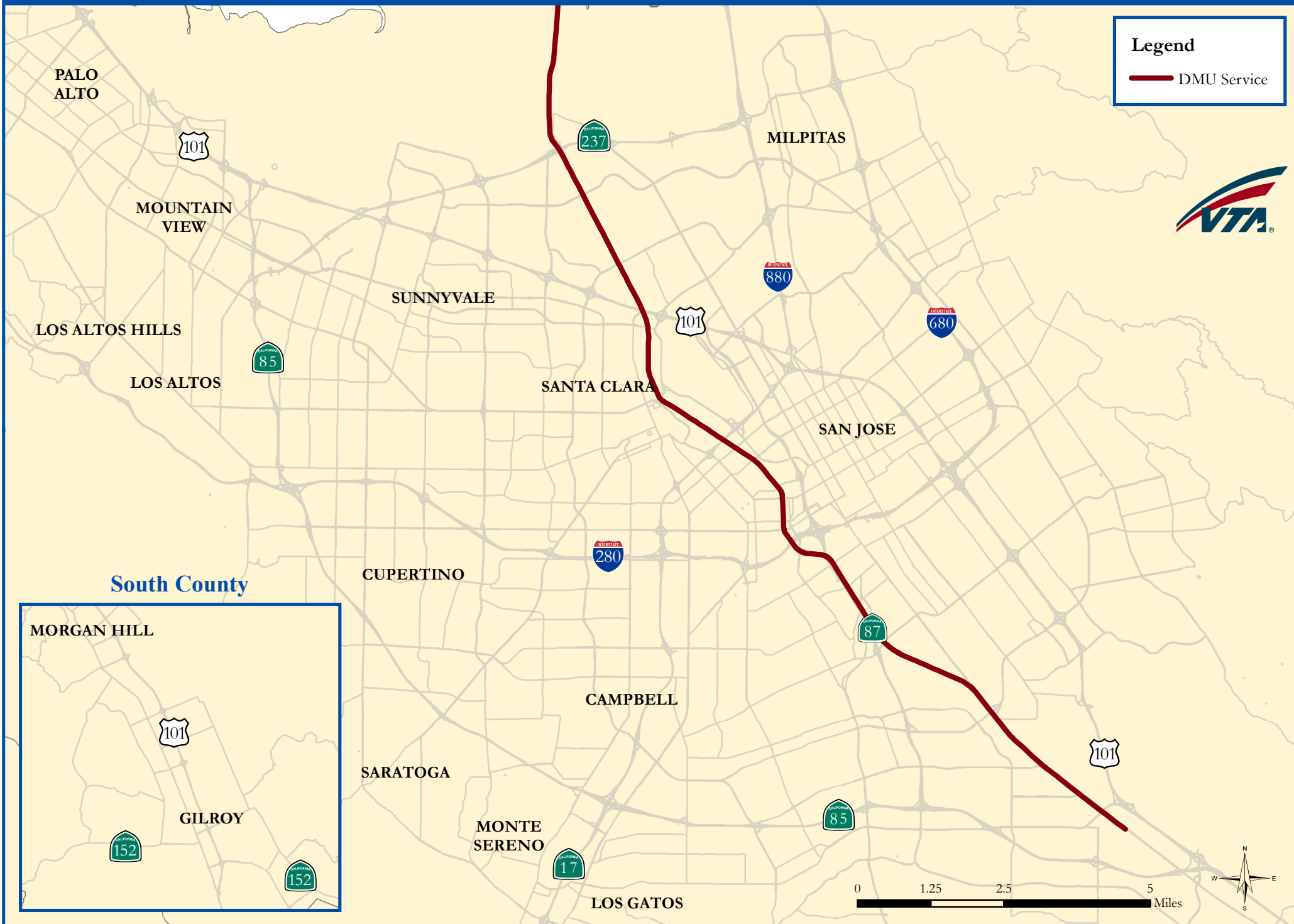
Draft Envision Evaluation Card

<p style="text-align: center;">Alviso to Blossom Hill DMU Service: \$530 M Sponsor: Public</p>	<p>Project would initiate a new DMU service from Blossom Hill to Alviso.</p>							
<p><u>Purpose:</u> This project would provide additional commuter rail service between Alviso and Blossom Hill, along the Caltrain, Altamont Commuter Express (ACE), and Capitol commuter rail corridors. ACE and the Capitol Corridor services are considering expanding service in this area as well – however, not at the frequency level being proposed by this project. The project is in an initial conceptual stage and does not have a public agency sponsor. There has been no planning, engineering or environmental work completed, and therefore, the conceptual costs of the project (both operating and capital) have not been adequately developed or analyzed. Like all transit projects, performance related to the safety goal is limited by the board-adopted criteria. It should be noted that taking transit is safer than driving.</p>	GOALS*							
	1	2	3	4	5	6	7	
	Enhance Safety	Congestion Relief and Improve Efficiency	Expand Transportation Choices	Expand Transit Ridership and Promote Quality Transit for Everyone	Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next generation	Improve System Financial Sustainability and Maintenance	Continue to Support Silicon Valley's Economic Vitality	
								
COMPOSITE SCORE (Goal Scores were rounded)	2	2	5	2	3	2	2	2.6
POSSIBLE FUNDING SOURCE(S)	Federal and State Transit Funds							










*These are the goals adopted by the VTA Board without weighting or priority.

Alviso to Blossom Hill DMU Service



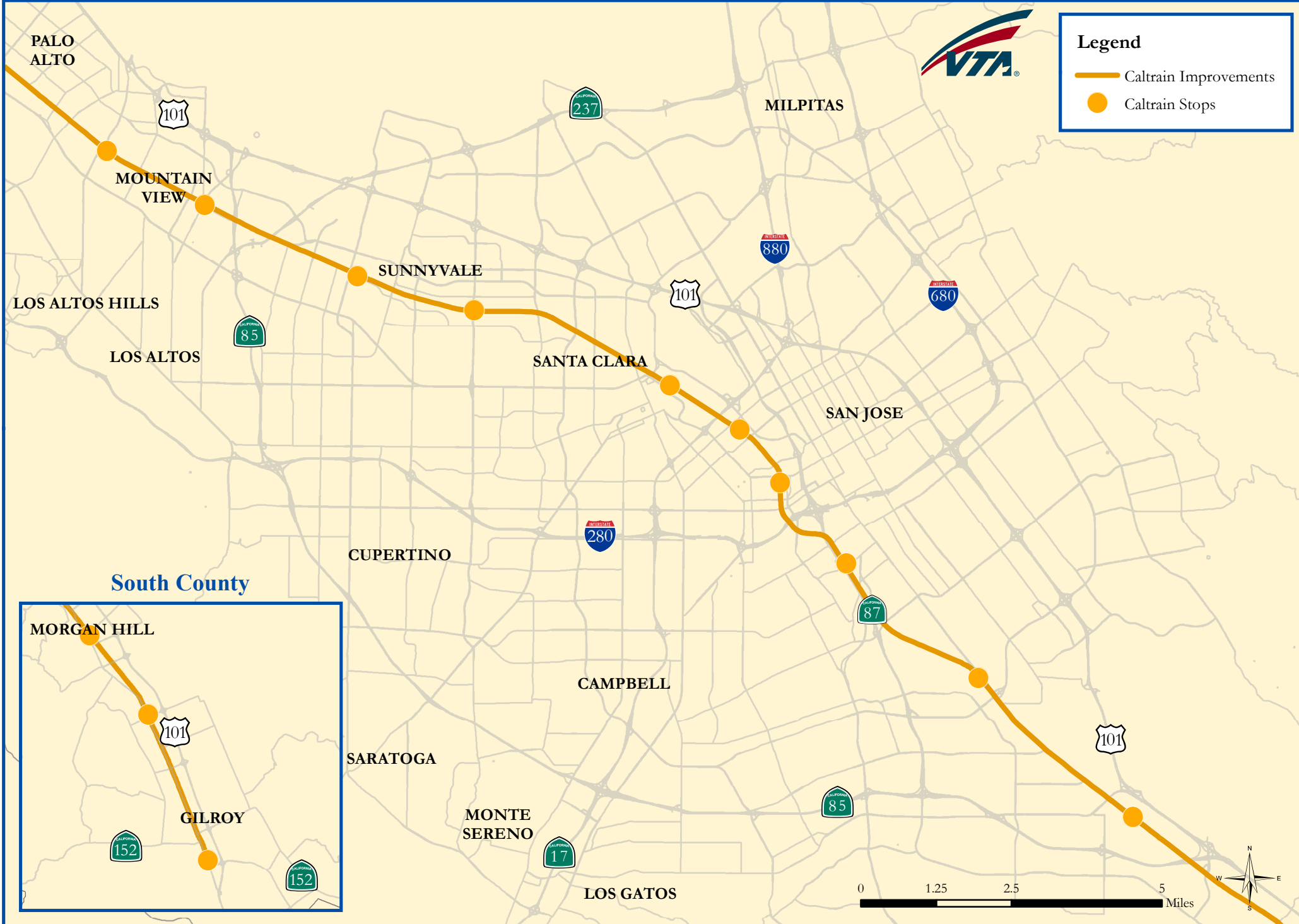
Draft Envision Evaluation Card

<p>Caltrain Modernization (CalMod 2.0): \$214 M Sponsor: Caltrain JPB</p>	<p>Improve performance, reduce pollutants, improve operations, capacity, service and reduce dwell time through electrified/modernized trains and station improvements including: Santa Clara County's share of EMU conversion with longer EMUs, level boardings, and longer platforms.</p>							
<p>Purpose: The Caltrain modernization program is a subset of a much larger program to electrify Caltrain and add positive train control. With ridership demand growing for Caltrain, these series of improvements will help improve the overall performance and help address capacity issues. The project scores very well in expanding transportation choices and sustainability. Like all transit projects, performance related to the safety goal is limited by the board-adopted criteria. It should be noted that taking transit is safer than driving.</p>	GOALS*							
	1	2	3	4	5	6	7	
	Enhance Safety	Congestion Relief and Improve Efficiency	Expand Transportation Choices	Expand Transit Ridership and Promote Quality Transit for Everyone	Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next generation	Improve System Financial Sustainability and Maintenance	Continue to Support Silicon Valley's Economic Vitality	
								
COMPOSITE SCORE (Goal Scores were rounded)	2	3	4	2	5	3	2	3.1
POSSIBLE FUNDING SOURCE(S)	VTA Caltrain Contribution, Fedetal and State Transit Funds							










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Caltrain Improvements



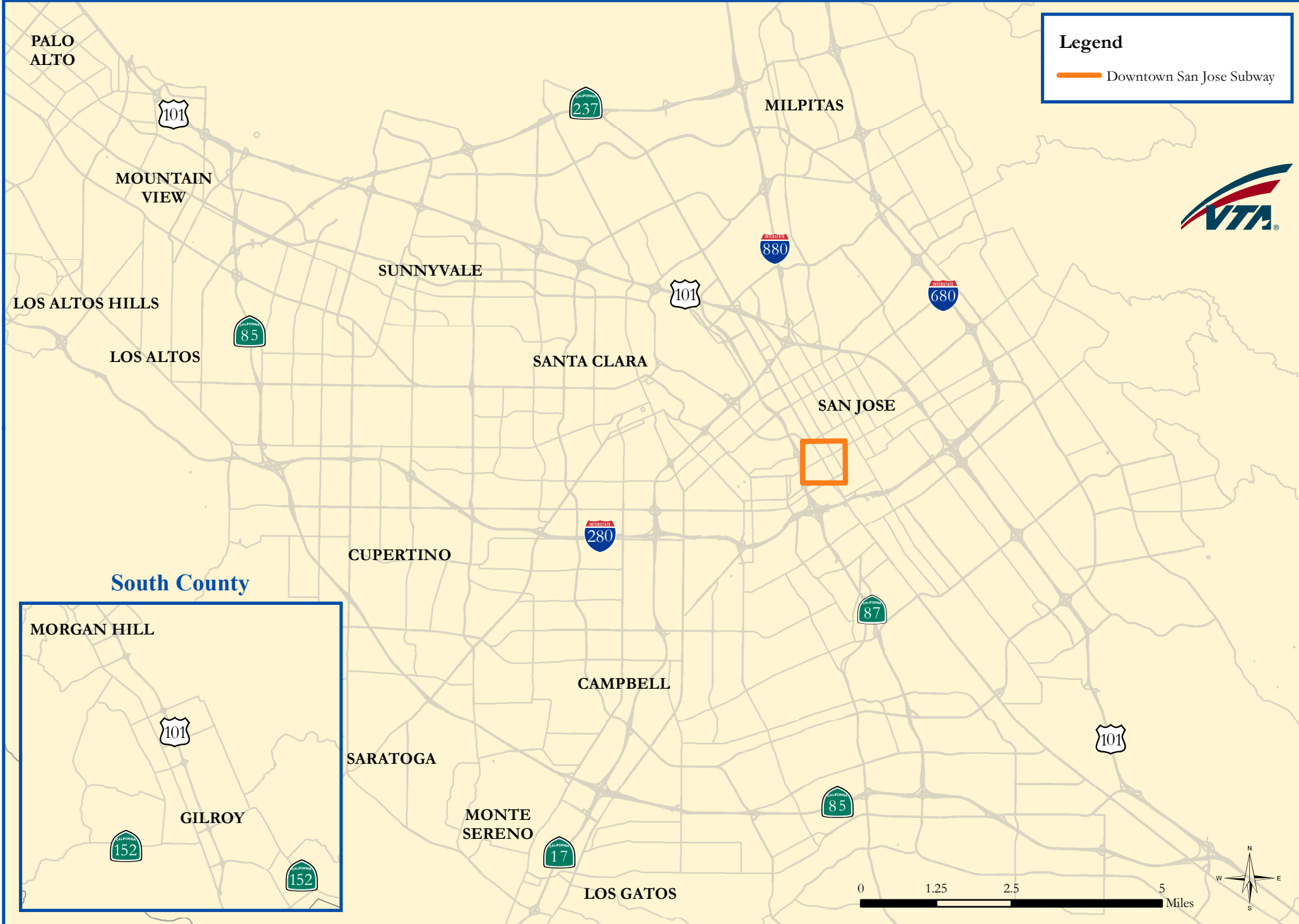
Draft Envision Evaluation Card

Downtown San Jose Subway: \$996.9 M Sponsor: VTA	Construct a subway alignment for light rail under downtown San Jose from the Convention Center station to north of the St James station.							
Purpose: The project is in a conceptual stage and there has been no engineering or environmental work completed to date. Therefore, the costs of the project have not been thoroughly analyzed. Like all transit projects, performance related to the safety goal is limited by the board-adopted criteria. It should be noted that taking transit is safer than driving.	GOALS*							
	1	2	3	4	5	6	7	
	Enhance Safety	Congestion Relief and Improve Efficiency	Expand Transportation Choices	Expand Transit Ridership and Promote Quality Transit for Everyone	Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next generation	Improve System Financial Sustainability and Maintenance	Continue to Support Silicon Valley's Economic Vitality	
								
COMPOSITE SCORE (Goal Scores were rounded)	2	2	4	4	3	4	4	3.1
POSSIBLE FUNDING SOURCE(S)	Federal and State Transit Funds							










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Downtown San Jose Subway



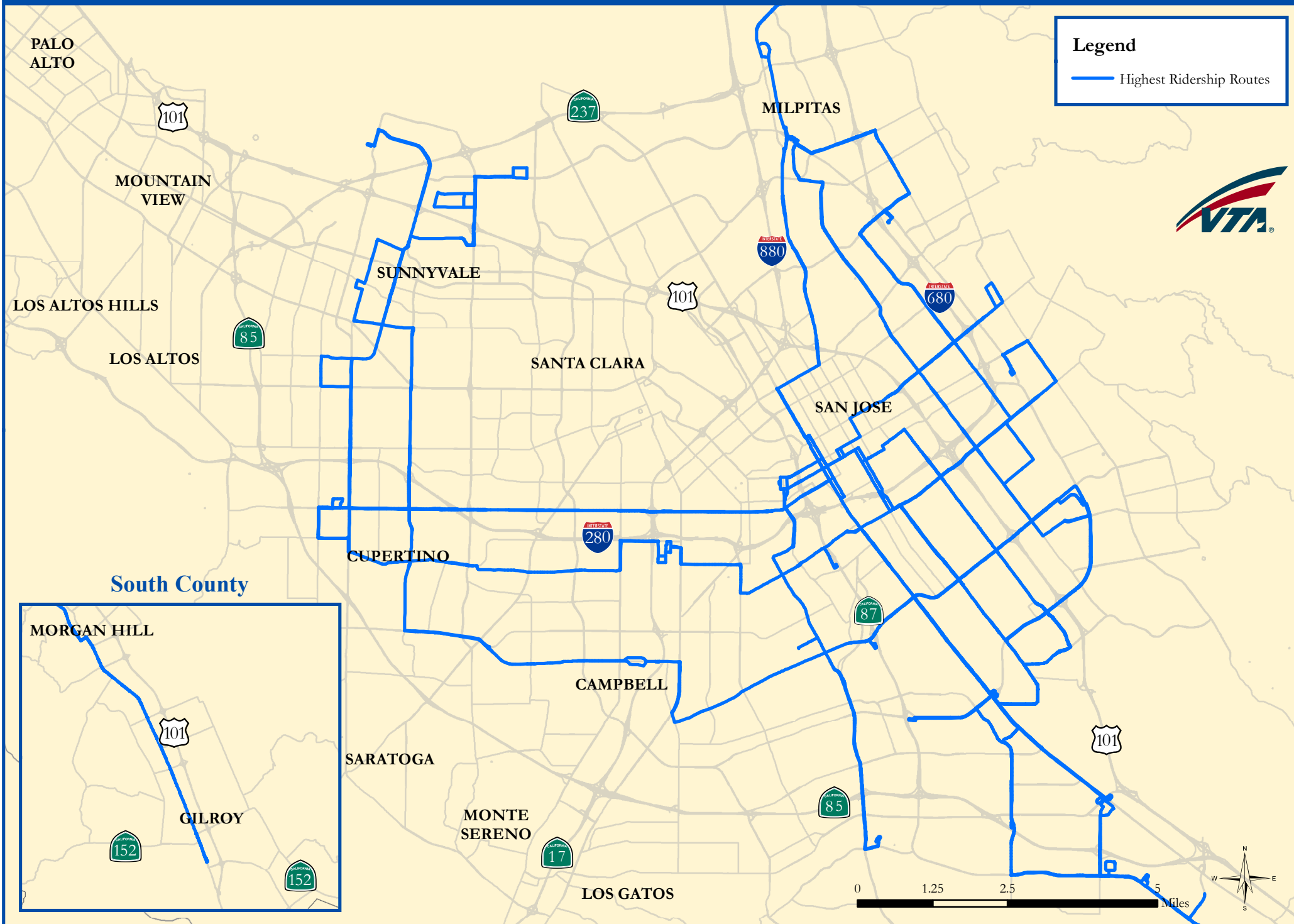
Draft Envision Evaluation Card

<p>Enhance Frequent Core Bus Network: \$2,143 M Sponsor: VTA</p>	<p>Provide 10 minute all day service on VTA's highest ridership routes</p>							
<p><u>Purpose:</u> By providing more frequent bus service in core network, this project does very well at expanding transit ridership and transportation choices. VTA is currently conducting an analysis of the bus network to increase ridership and improve efficiency. This project would help fund key corridors identified in the analysis as having high ridership potential. Like all transit projects, performance related to the safety goal is limited by the board-adopted criteria. It should be noted that taking transit is safer than driving.</p>	<p>GOALS*</p>							
	1	2	3	4	5	6	7	
	Enhance Safety	Congestion Relief and Improve Efficiency	Expand Transportation Choices	Expand Transit Ridership and Promote Quality Transit for Everyone	Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next generation	Improve System Financial Sustainability and Maintenance	Continue to Support Silicon Valley's Economic Vitality	
								
COMPOSITE SCORE (Goal Scores were rounded)	2	3	4	5	4	4	4	3.6
POSSIBLE FUNDING SOURCE(S)	VTA Local Sales Tax Measure, Federal and State Transit Funds							










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Enhance Frequent Core Bus Network (10 Minute)



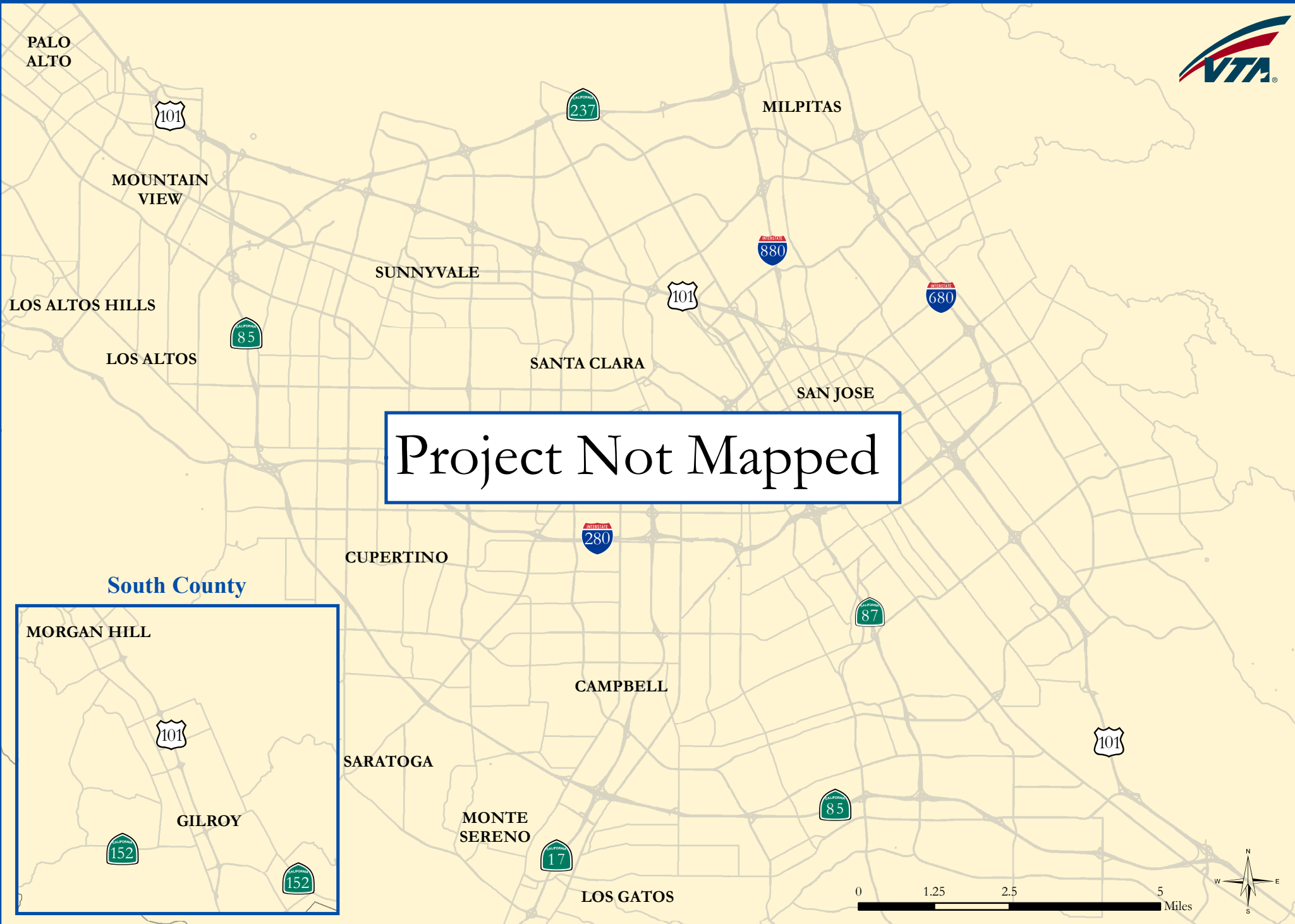
Draft Envision Evaluation Card

<p style="text-align: center;">Express Bus Countywide Expansion: \$500 M Sponsor: VTA</p>	Implement a countywide expansion of express services across the complete freeway network.							
<p><u>Purpose:</u> By expanding the express bus network, this project scores very well in expanding transportation choices. It is a regional in extent, with a focus on longer-distance commute trips. VTA is currently conducting an analysis of the bus network to increase ridership and improve efficiency. This project would help fund key express bus corridors and origin and destination clusters identified in the analysis as having high ridership potential. Like all transit projects, performance related to the safety goal is limited by the board-adopted criteria. It should be noted that taking transit is safer than driving.</p>	GOALS*							
	1	2	3	4	5	6	7	
	Enhance Safety	Congestion Relief and Improve Efficiency	Expand Transportation Choices	Expand Transit Ridership and Promote Quality Transit for Everyone	Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next generation	Improve System Financial Sustainability and Maintenance	Continue to Support Silicon Valley's Economic Vitality	
								
COMPOSITE SCORE (Goal Scores were rounded)	2	2	5	2	4	3	2	2.7
POSSIBLE FUNDING SOURCE(S)	VTA Local Sales Tax Measure, Federal and State Transit Funds, Express Lane Revenue							










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Express Bus Countywide Expansion



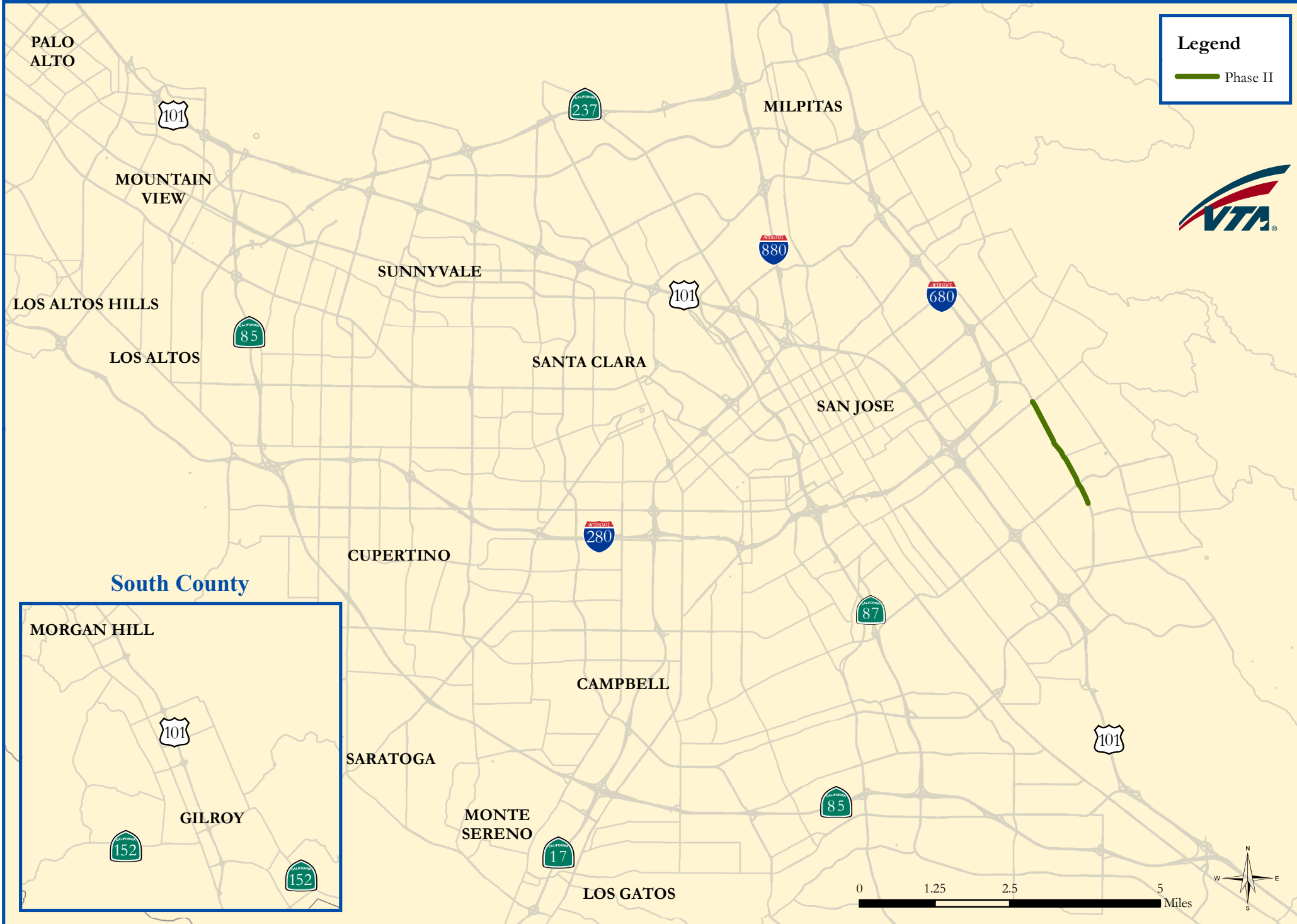
Draft Envision Evaluation Card

<p>Extend Capitol Expressway light rail to Eastridge Transit Center - Phase II: \$293 M Sponsor: VTA</p>	<p>Provides light rail extension in the East Valley. Extends the Capitol Avenue light rail line 2.6 miles from the existing Alum Rock Transit Center to a rebuilt Eastridge Transit Center. Includes the removal of HOV lanes on Capitol Expressway between Capitol Avenue and Tully Road in San Jose.</p>							
<p><u>Purpose:</u> Capitol Light Rail Extension scores well for expanding transportation choices and congestion by connecting Eastridge Transit Center with the light rail network. The project is contained in the 2000 Measure A and has environmental clearance. VTA is currently constructing a Bus Rapid Transit (BRT) line in this corridor. Like all transit projects, performance related to the safety goal is limited by the board-adopted criteria. It should be noted that taking transit is safer than driving.</p>	GOALS*							
	1	2	3	4	5	6	7	
	Enhance Safety	Congestion Relief and Improve Efficiency	Expand Transportation Choices	Expand Transit Ridership and Promote Quality Transit for Everyone	Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next generation	Improve System Financial Sustainability and Maintenance	Continue to Support Silicon Valley's Economic Vitality	
								
COMPOSITE SCORE (Goal Scores were rounded)	2	3	5	3	4	3	2	2.9
POSSIBLE FUNDING SOURCE(S)	Measure A, Federal New Starts							










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Extend Capitol Expressway Light Rail to Eastridge Transit Center



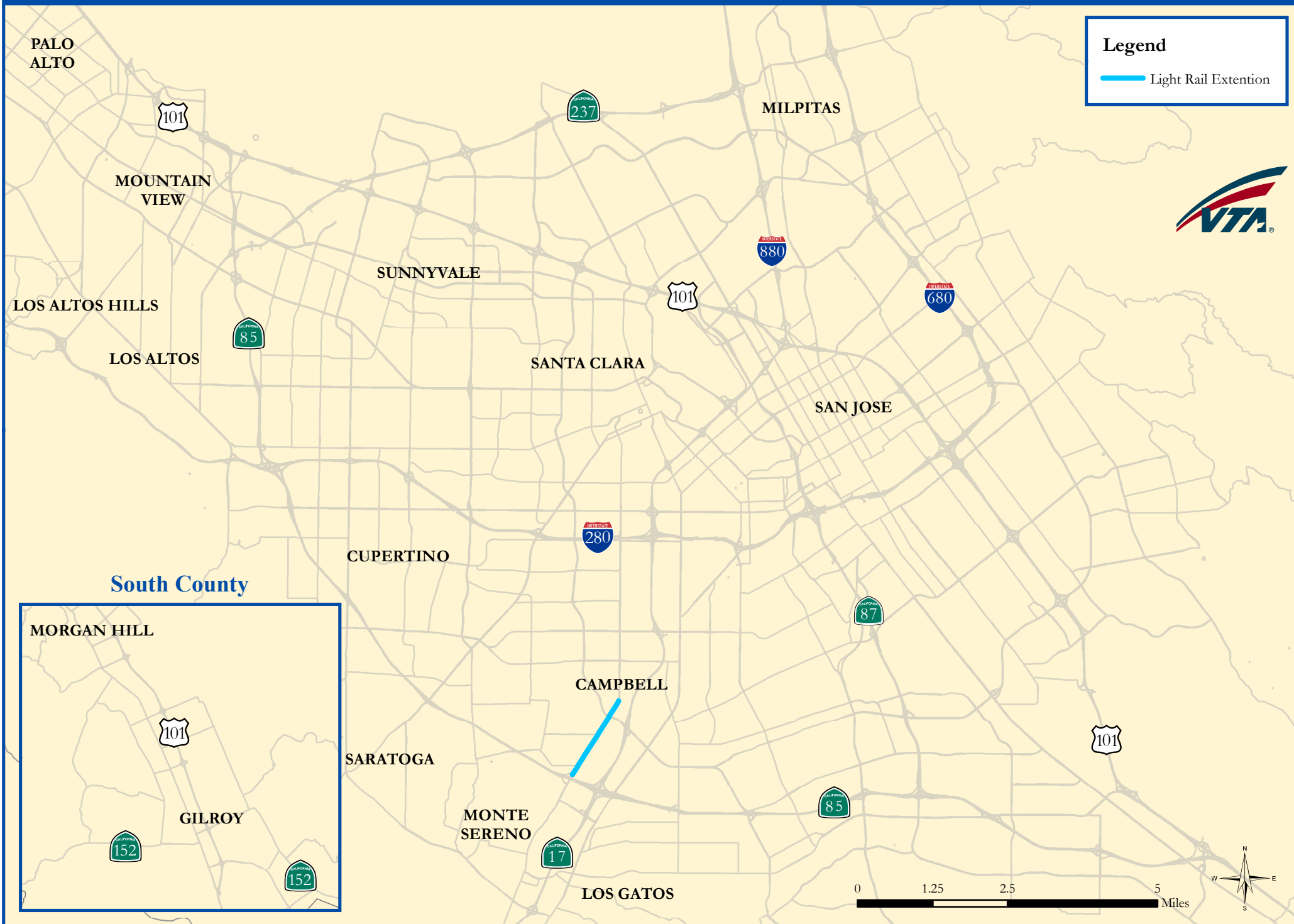
Draft Envision Evaluation Card

<p>Extend light-rail transit from Winchester Station to Route 85 (Vasona Junction): \$176 M Sponsor: VTA</p>	<p>Light rail from downtown San Jose to Winchester Station in Campbell was completed in 2005. Phase II of project is to extend from Winchester Station to Route 85 (Vasona Junction).</p>							
<p><u>Purpose:</u> Vasona Light Rail Extension scores well for expanding transportation choices and providing congestion relief by adding a new rail extension to the light rail network. The City of Campbell is preparing the Dell Avenue Area Plan, which would provide capacity for additional office and R&D space. If implemented, this intensified development could provide a demand for transit ridership near the proposed extension. The project is environmentally cleared. Like all transit projects, performance related to the safety goal is limited by the board-adopted criteria. It should be noted that taking transit is safer than driving.</p>	GOALS*							
	1	2	3	4	5	6	7	
	Enhance Safety	Congestion Relief and Improve Efficiency	Expand Transportation Choices	Expand Transit Ridership and Promote Quality Transit for Everyone	Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next generation	Improve System Financial Sustainability and Maintenance	Continue to Support Silicon Valley's Economic Vitality	
								
COMPOSITE SCORE (Goal Scores were rounded)	2	4	5	2	4	4	2	3.2
POSSIBLE FUNDING SOURCE(S)	Measure A, Federal Small Starts							










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Extend Light-Rail Transit from Winchester Station to Route 85 (Vasona Junction)



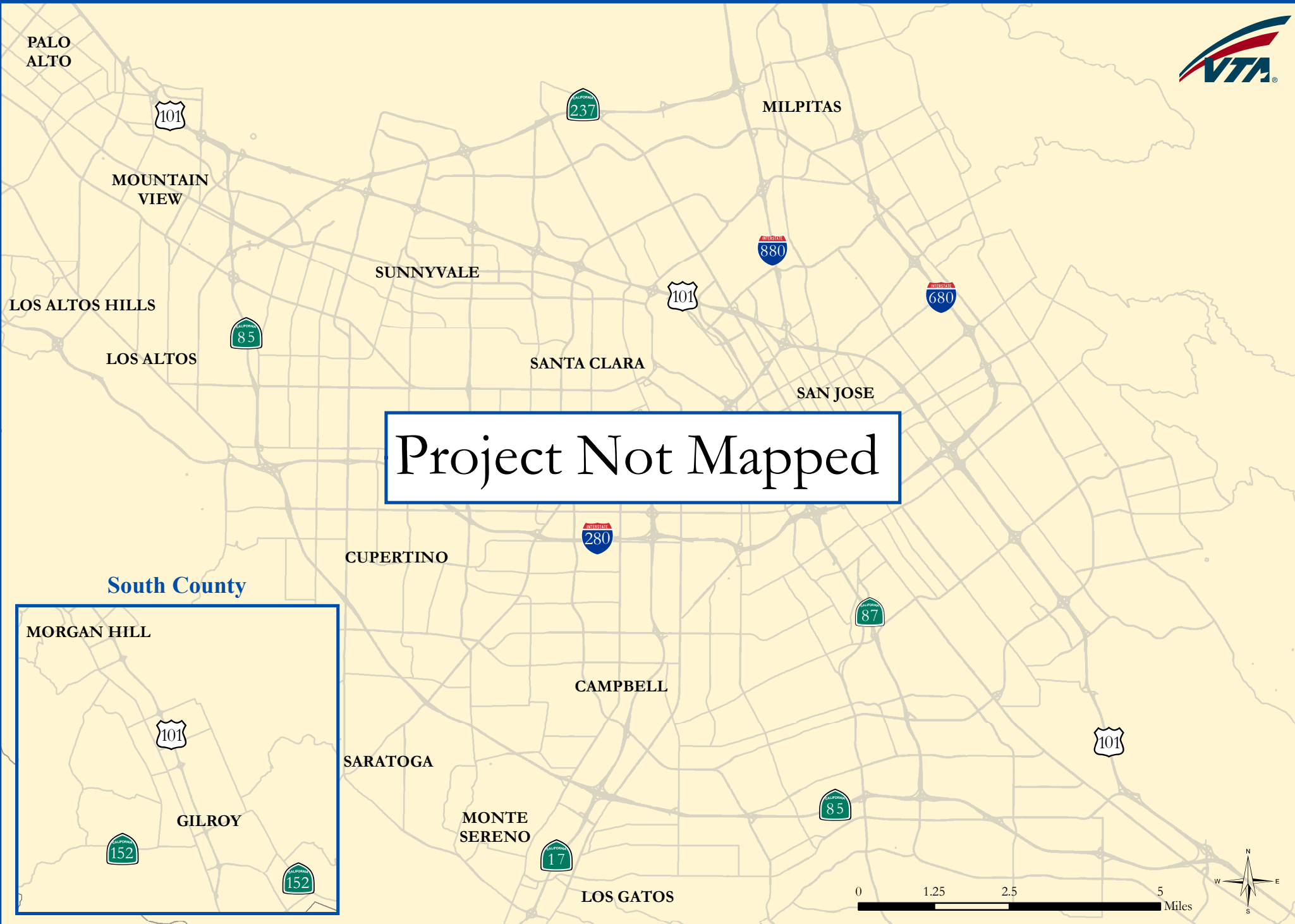
Draft Envision Evaluation Card

Fast and Reliable Bus Network: \$250 M Sponsor: VTA	Provide capital improvements to improve travel times and on-time performance for high ridership bus corridors not currently planned for rapid transit improvements.							
Purpose: By providing capital improvements to improve travel times, this program would help fund key capital and technology improvements such as transit signal priority, dedicated bus lanes, bus priority lanes, rapid boarding infrastructure, level boarding, and other improvements that improve transit travel speeds. This program would address transit productivity problems by increasing transit travel speeds, decreasing operating costs, improving on-time reliability, maximizing the investment in a frequent transit network, increasing transit mode share, and decreasing Vehicle Miles Traveled (VMT) and pollution. Like all transit projects, performance related to the safety goal is limited by the board-adopted criteria. It should be noted that taking transit is safer than driving.	GOALS*							
	1	2	3	4	5	6	7	
	Enhance Safety	Congestion Relief and Improve Efficiency	Expand Transportation Choices	Expand Transit Ridership and Promote Quality Transit for Everyone	Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next generation	Improve System Financial Sustainability and Maintenance	Continue to Support Silicon Valley's Economic Vitality	
								
COMPOSITE SCORE <small>(Goal Scores were rounded)</small>	2	2	4	4	3	3	3	2.9
POSSIBLE FUNDING SOURCE(S)	VTA Local Sales Tax Measure, Federal and State Transit Funds							










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Fast and Reliable Bus Network



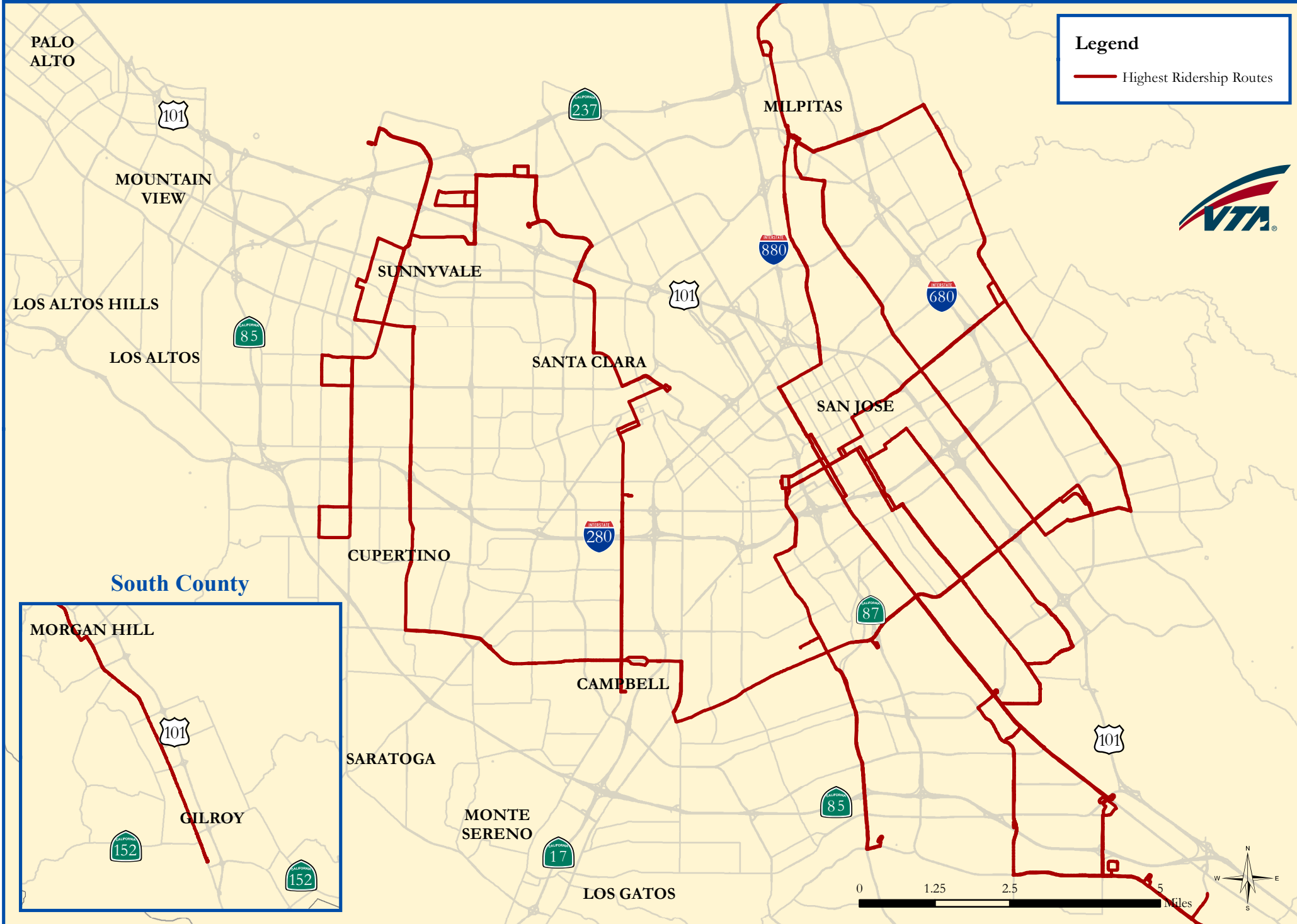
Draft Envision Evaluation Card

Frequent Core Bus Network: \$502 M Sponsor: VTA	Provide 15 minute all day service on VTA's highest ridership routes.							
Purpose: Similar to the "Enhance Frequent Core Network - \$214 million" this project does very well at expanding transit ridership and transportation choices. VTA is currently conducting an analysis of the bus network to increase ridership and improve efficiency. This project would help fund key corridors identified in the analysis as having high ridership potential. It would also fund the corridors at a higher level than the "Enhance Frequent Core Network - \$2.14 billion" project. Like all transit projects, performance related to the safety goal is limited by the board-adopted criteria. It should be noted that taking transit is safer than driving.	GOALS*							
	1	2	3	4	5	6	7	
	Enhance Safety	Congestion Relief and Improve Efficiency	Expand Transportation Choices	Expand Transit Ridership and Promote Quality Transit for Everyone	Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next generation	Improve System Financial Sustainability and Maintenance	Continue to Support Silicon Valley's Economic Vitality	
								
COMPOSITE SCORE (Goal Scores were rounded)	2	3	4	5	4	3	3	3.2
POSSIBLE FUNDING SOURCE(S)	VTA Local Sales Tax Measure, Federal and State Transit Funds							










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Frequent Core Bus Network (15 Minute)



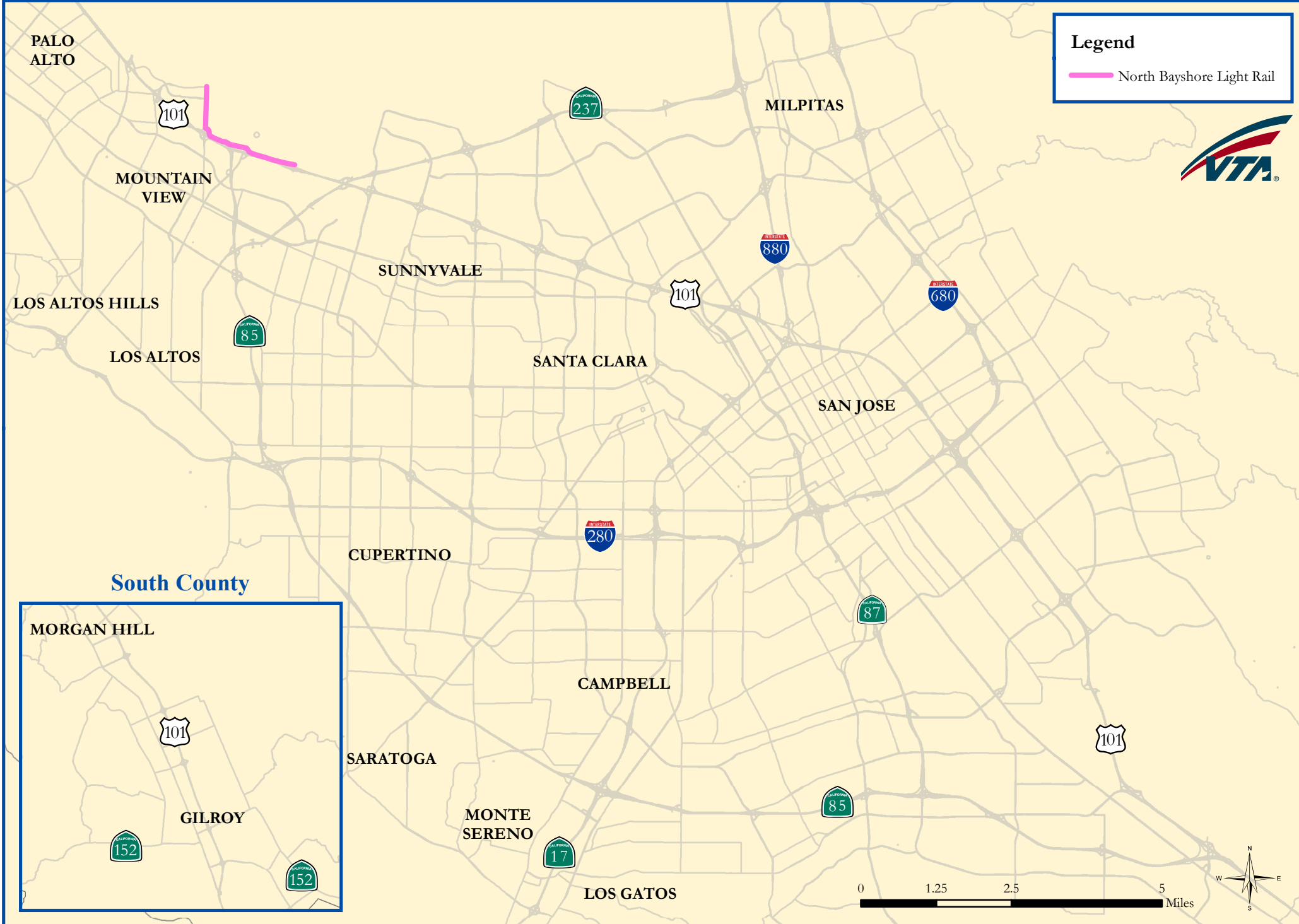
Draft Envision Evaluation Card

North Bayshore Light Rail: \$430 M Sponsor: VTA	Project would construct a light rail line from the vicinity of the NASA/Bayshore station to the North Bayshore area.							
Purpose: This high scoring project has the potential to increase ridership in a very congested area. The project is still in a conceptual stage and there has been no engineering or environmental work completed. Therefore, the cost of the project have not been thoroughly analyzed. Like all transit projects, performance related to the safety goal is limited by the board-adopted criteria. It should be noted that taking transit is safer than driving.	GOALS*							
	1	2	3	4	5	6	7	
	Enhance Safety	Congestion Relief and Improve Efficiency	Expand Transportation Choices	Expand Transit Ridership and Promote Quality Transit for Everyone	Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next generation	Improve System Financial Sustainability and Maintenance	Continue to Support Silicon Valley's Economic Vitality	
								
COMPOSITE SCORE <small>(Goal Scores were rounded)</small>	2	4	5	2	4	4	2	3.0
POSSIBLE FUNDING SOURCE(S)	Federal and State Transit Funds							










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North Bayshore Light Rail



Draft Envision Evaluation Card

Stevens Creek Light Rail: \$1,500 M Sponsor: VTA	Project would construct a new light rail line from De Anza college via Stevens Creek Blvd. to Downtown San Jose.							
Purpose: This high scoring project has the potential to increase ridership in a congested corridor with growing travel demand. The project is still in a conceptual stage and there has been no engineering or environmental work completed to date. Therefore, the costs of the project have not been thoroughly analyzed. Like all transit projects, performance related to the safety goal is limited by the board-adopted criteria. It should be noted that taking transit is safer than driving.	GOALS*							
	1	2	3	4	5	6	7	
	Enhance Safety	Congestion Relief and Improve Efficiency	Expand Transportation Choices	Expand Transit Ridership and Promote Quality Transit for Everyone	Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next generation	Improve System Financial Sustainability and Maintenance	Continue to Support Silicon Valley's Economic Vitality	
								
COMPOSITE SCORE	2	3	5	4	4	4	4	3.7
POSSIBLE FUNDING SOURCE(S)	State Transit Funds, Federal New Starts							

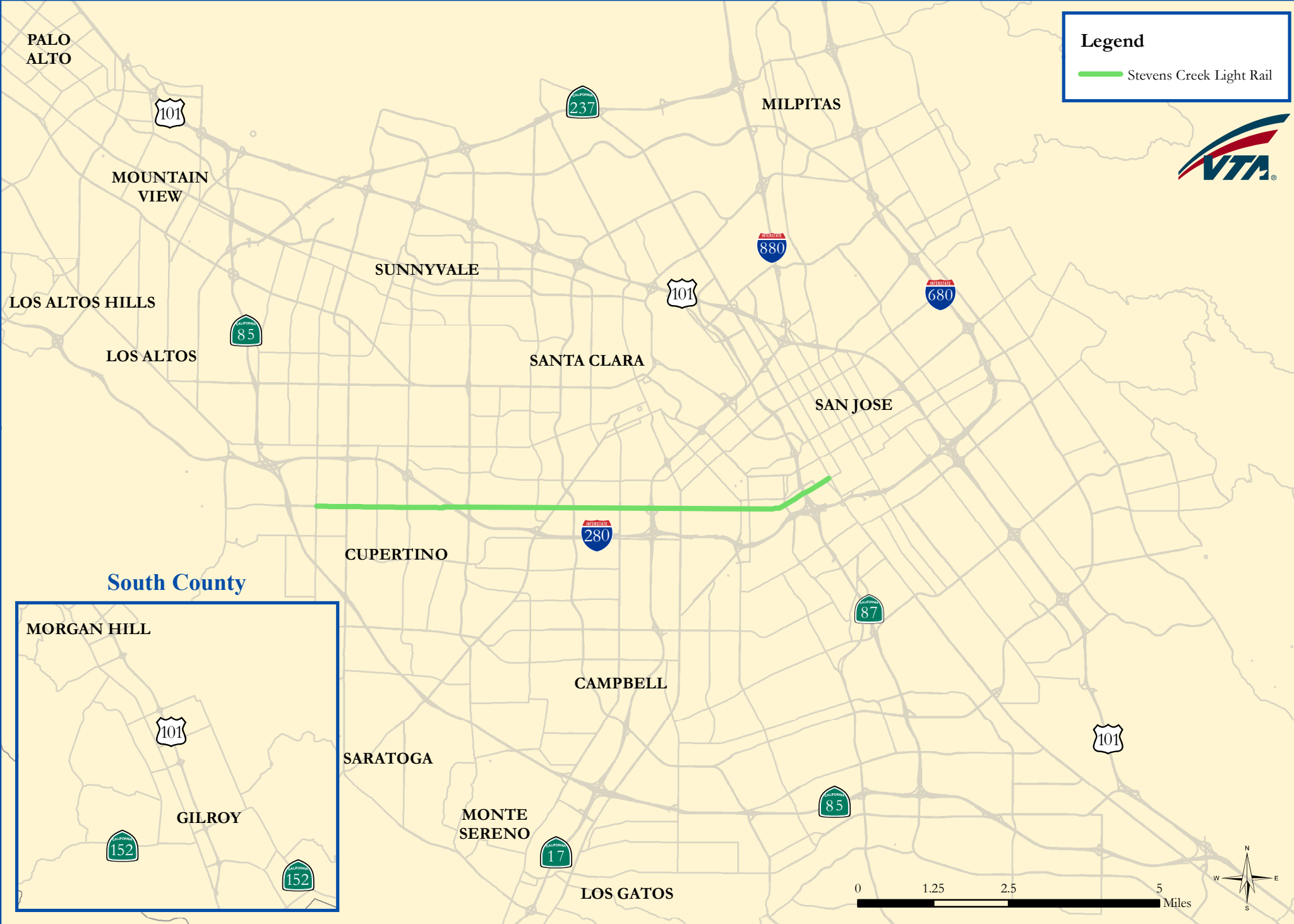


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Stevens Creek Light Rail

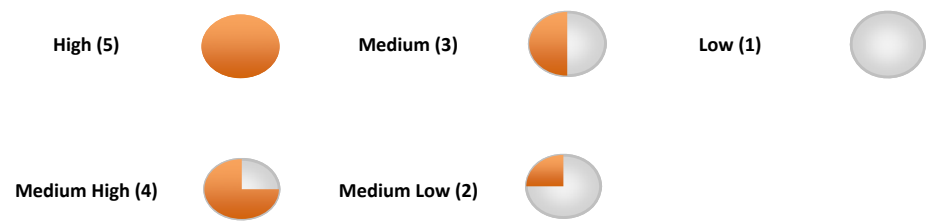
Legend

— Stevens Creek Light Rail



Draft Envision Evaluation Card

<p>SVRT Phase II (San Jose to Santa Clara): \$4,700 M Sponsor: VTA</p>	Extension of BART service from San Jose (Berryessa) to Santa Clara							
<p>Purpose: By creating a new regional rail connection, this project scores very high for many of the goals. The project also has an important regional element as it will connect Santa Clara County with the BART system and provide a valuable connection to Caltrain service along the peninsula and light rail within the county. This is a Measure A Project and it is currently in federal process to receive New Starts funding. Like all transit projects, performance related to the safety goal is limited by the board-adopted criteria. It should be noted that taking transit is safer than driving.</p>	GOALS*							
	1	2	3	4	5	6	7	
	Enhance Safety	Congestion Relief and Improve Efficiency	Expand Transportation Choices	Expand Transit Ridership and Promote Quality Transit for Everyone	Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next generation	Improve System Financial Sustainability and Maintenance	Continue to Support Silicon Valley's Economic Vitality	
								
COMPOSITE SCORE (Goal Scores were rounded)	2	5	5	3	5	4	2	3.7
POSSIBLE FUNDING SOURCE(S)	Federal New Starts, Measure A, Transit Congestion Relief Program (TCRP)							



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BART Silicon Valley



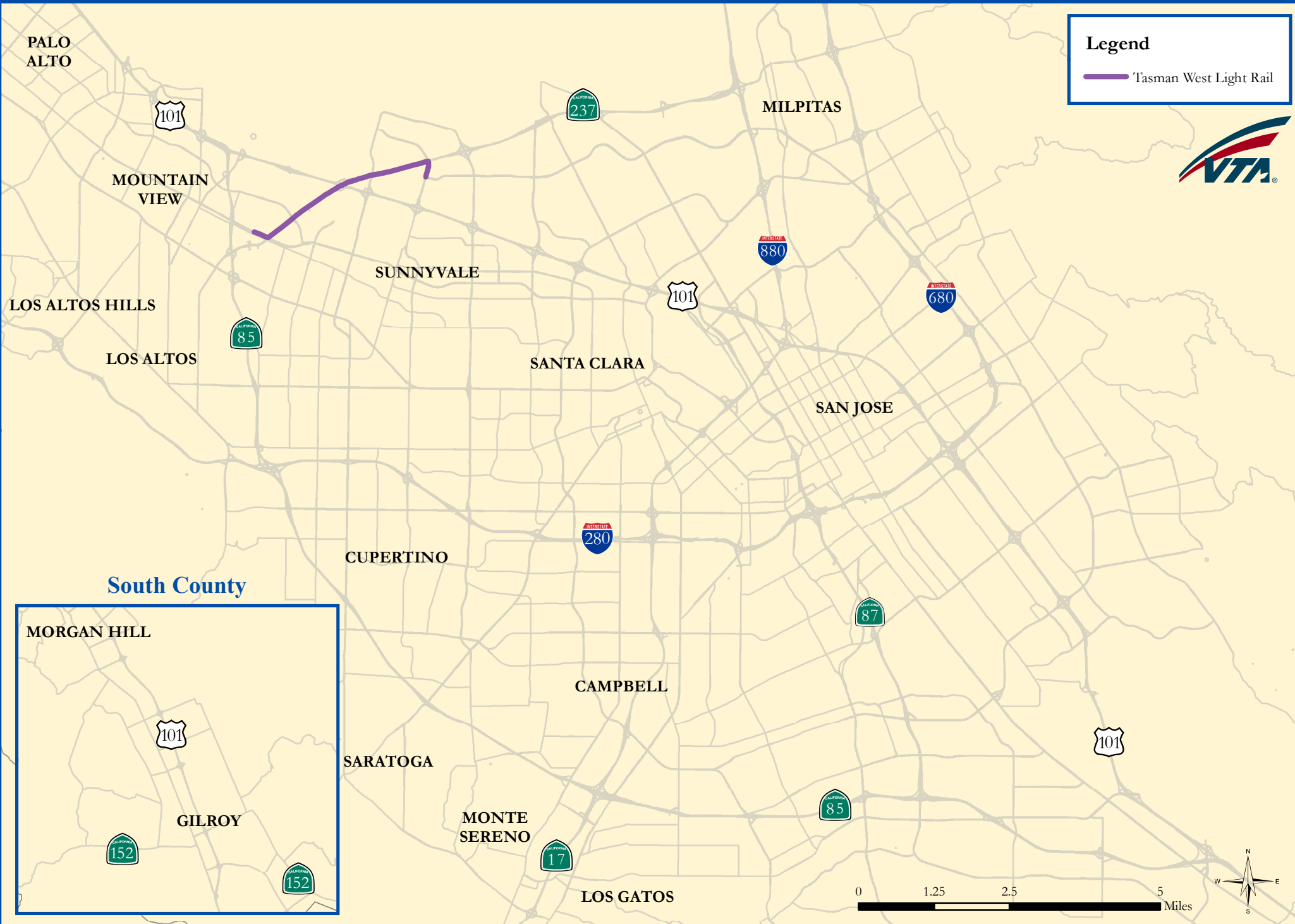
Draft Envision Evaluation Card

Tasman West Reconstruction: \$150 M Sponsor: VTA	Project would construct a light rail line along the 237 corridor and would bypass select stations along the Tasman West line.							
Purpose: By reconstructing light rail along the 237 corridor, this project scores well for improving transit travel time through the area. The project is still in a conceptual stage and there has been no engineering or environmental work completed. Therefore, the costs of the project have not been thoroughly analyzed. Like all transit projects, performance related to the safety goal is limited by the board-adopted criteria. It should be noted that taking transit is safer than driving.	GOALS*							
	1	2	3	4	5	6	7	
	Enhance Safety	Congestion Relief and Improve Efficiency	Expand Transportation Choices	Expand Transit Ridership and Promote Quality Transit for Everyone	Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next generation	Improve System Financial Sustainability and Maintenance	Continue to Support Silicon Valley's Economic Vitality	
COMPOSITE SCORE <small>(Goal Scores were rounded)</small>	1	2	5	2	3	2	2	2.4
POSSIBLE FUNDING SOURCE(S)	Federal and State Transit Funds							










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Tasman West Reconstruction



Draft Envision Evaluation Card

<p>Upgraded Santa Clara Great America Intermodal Station: \$200 M Sponsor: VTA/City of Santa Clara</p>	<p>The project will provide for replacement of the Santa Clara Great America station with a new center island boarding platform, in conjunction with construction of double track on the ACE/Capitol Corridor route in this area and relocation of the VTA Lick Mill Light Rail station to a position on the a reconstructed Tasman Drive overcrossing above the revised boarding ACE/Capitol Corridor platform.</p>							
<p><u>Purpose:</u> This project looks to provide improved connectivity between heavy rail and VTA Light Rail by relocating the station where there is equal access to both modes of rail. The station location will also make it easier for pedestrians and bicyclists to access both rail and bus transit.</p>	GOALS*							
	1	2	3	4	5	6	7	
	Enhance Safety	Congestion Relief and Improve Efficiency	Expand Transportation Choices	Expand Transit Ridership and Promote Quality Transit for Everyone	Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next generation	Improve System Financial Sustainability and Maintenance	Continue to Support Silicon Valley's Economic Vitality	
								
COMPOSITE SCORE (Goal Scores were rounded)	2	2	5	2	4	3	2	2.8
POSSIBLE FUNDING SOURCE(S)	Local Contributions, Federal and State Transit Funds							



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