



Date: April 18, 2016
 Current Meeting: April 22, 2016
 Board Meeting: April 22, 2016

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Planning and Program Development, John Ristow

SUBJECT: Staff Recommended Framework for the Potential ½-cent 30-year Sales Tax Measure

FOR INFORMATION ONLY

BACKGROUND:

It is anticipated that a 30-year ½-cent sales tax measure will generate between \$6 billion to \$6.5 billion in 2017-year dollars.

Based on the input received over the past 18 months, the analysis staff conducted by comparing the board adopted goals to projects and the polling conducted by the Silicon Valley Leadership Group, VTA recommends the following framework for a ½-cent 30-year sales tax measure. The estimated projection staff is using is \$6.25 billion - the midpoint between the conservative and more optimistic estimate.

It should be noted that all of these categories will help fund projects and programs but will not be the sole funding source for a project. Transportation projects, especially larger projects, are built through a variety of funding sources. One significant advantage of a countywide sales tax is that it provides a local revenue source for obtaining additional funds through regional, state and federal fund sources.

The recommendation contains dollar amounts for each category. However, staff would recommend that the dollar amounts be converted to percentages once there is consensus on the categories and funding amounts. By using percentages, each funding category has the potential to receive more funding on a proportional basis should we receive more sales tax than we are currently projecting. On the other hand, each category would also receive proportionally less funds if tax revenue goes down.

DISCUSSION:

BART Phase II - \$1.5 Billion

BART Phase II will create a new regional rail connection by extending BART from the Berryessa Station in San Jose to Santa Clara with stations at Alum Rock, downtown San Jose, San Jose Diridon Station and Santa Clara. It will ring rail around the south bay by connecting BART with Caltrain at Diridon and Santa Clara. The projected ridership for Phase II is approximately 55,000 average weekday ridership in the year 2035.

This project scored “high” or “medium high” for many of the Board’s adopted goals including:

- Congestion relief and improve efficiency
- Expand transportation choices
- Actively promote healthy communities, environmental sustainability and plan for the next generation
- Improve System Financial Sustainability and Maintenance

The funding raised by the proposed tax will be used for the capital construction costs of the BART Phase II extension and will serve as the local match, allowing VTA to compete for an additional \$1.5 billion from the Federal New Starts Program and \$750 from the State’s Cap and Trade Program.

Bicycle/Pedestrian Program - \$250 Million

This program will help fund bicycle and pedestrian projects identified by the cities, county and VTA. The program will complete gaps in the Cross County Bicycle Corridors and construct Across Barrier Connections throughout the County. The project will help construct a “Bicycle Superhighway” which will connect jobs, residents and transit services. The corridors will have a uniform design, provide superior bicycle infrastructure and showcase innovative treatments that prioritize bicycle safety.

The Countywide Bicycle and Pedestrian Program and Bicycle Superhighway Program scored “high” or “medium high” on several of the Board’s adopted goals including

- Congestion relief and improve efficiency
- Expand transportation choices
- Actively promote healthy communities, environmental sustainability and plan for the next generation
- Improve system financial sustainability and maintenance

Staff is recommending a competitive grant program to fund capital projects. Staff is also recommending a 20% match from sources outside the potential sales tax to maximize the measure’s funding. Bicycle and pedestrian educational programs, such as Safe Routes to School

would be eligible for funding. It should also be noted that the Complete Streets Requirement staff is proposing on all roadway-related categories will result in better pedestrian and bicycle facilities and safer access throughout the county.

Caltrain Capacity Improvements - \$300 Million

This program will fund Caltrain capacity improvements in Santa Clara County. Caltrain ridership continues to break records as more and more people are realizing the benefits of the system. As a result, capacity is becoming an issue. The Caltrain Modernization Program, which will electrify the system and add positive train control, is fully funded and moving forward. The Caltrain Capacity Improvements program would take the next step by helping Caltrain expand capacity and serve more riders through improved operations. Through this program Caltrain will improve operations by reducing dwell time through station improvements, level boardings and longer platforms.

This project scored “high” on the following Board-adopted goals:

- Expand transportation choices
- Actively promote healthy communities, environmental sustainability and plan for the next generation

With BART serving the eastern part of the bay, it is essential that Caltrain be improved to serve the peninsula as the two systems work together to provide connections for residents throughout the county.

Caltrain Grade Separations - \$700 Million

This program will fund grade separations along the Caltrain corridor. Separating the Caltrain tracks from roadways provides increased safety benefits for drivers, bicyclists and pedestrians. These projects also reduce congestion at the intersection.

Grade Separations scored “high” on the following Board-adopted goals:

- Enhance Safety
- Expand Transportation Choices

Each project would be led by Caltrain with a project sponsor. Similar to the Bike/Pedestrian Program, a 20% match would be required to maximize the measure’s funding.

County Expressways - \$750 Million

This program will fund the Tier 1 improvement projects contained in the County’s Expressway Plan. The County of Santa Clara conducted a very robust planning study and outreach process to determine the highest priority projects for the expressway system. These improvements will increase the effectiveness of the expressway system throughout the county. While the two Caltrain Grade Separations projects listed in Tier 1 are not included in staff’s proposed funding

level, these two projects would be eligible to apply for the Grade Separation Program. The list of Tier 1 projects staff is recommending is included in Attachment A. The County of Santa Clara will administer this program. A Complete Streets Requirement will be included to maximize opportunities for bicycle and pedestrian access and a 20% match would be required.

The Tier 1 County Expressways scored “high” or “medium high” for the following Board-adopted goals:

- Expand Transportation Choices
- Congestion Relief and Improve Efficiency
- Enhance Safety

Highway Interchanges - \$750 Million

This program would fund highway projects throughout the valley. VTA will administer a competitive grant program to ensure that the best projects are moved forward. Similar to the other programs, it will require a 20% match. It will also have a Complete Streets Requirement to maximize opportunities for bicycle and pedestrian access.

The projects listed in Attachment B are candidate projects that staff has identified as providing significant congestion relief. However other candidate projects may emerge over the life of the 30-year measure and these projects would also be eligible candidates for this funding.

The analysis on the freeway/highway interchanges vary by location, however several projects scored well for the following board-adopted goals:

- Expand Transportation Choices
- Enhance Safety

Local Streets and Roads - \$1.2 Billion

These funds would be returned to the cities and the county on a formula basis. The recommended distribution formula mirrors the existing formula VTA uses for the Vehicle Registration Fee. The formula is contained in Attachment C.

These funds would be used to repair streets and would include a complete streets requirement to improve bicycle and pedestrian elements of the street system. Cities and the county will be required to demonstrate that these funds would be used to enhance and not replace their current investments for road repair. Should a city or the county have a Pavement Condition Index score of at least 70, they could use the funds for other transportation projections and programs.

Because the Local Streets and Roads program is a maintenance program it was not included in the model evaluation. However, better road conditions result in a safer and more comfortable transportation experience for all users including drivers, transit passengers, bicyclists and pedestrians.

SR 85 Corridor - \$350 Million

This category provides funds for a project or projects in the Highway 85 corridor. Currently the Highway 85 Policy Advisory Board (PAB) is studying this corridor and working to identify the most effective and efficient transportation projects for this corridor. Because the PAB is not yet finished its work in identifying a project(s), staff cannot provide any analysis at this time. However, it should be noted that the State Route 85 is one of the most congested corridors in Santa Clara County. Staff will provide an update once the PAB has made a recommendation.

Transit Operations - \$450 Million

This category would provide additional funding for bus operations. Currently, VTA is conducting a major study of its operations and routes. These funds will help fund the recommendations that result from this study. Additionally, these funds can be used to help address first/last mile opportunities and potentially help fund Transportation Demand Management (TDM) efforts being undertaken by many local cities.

VTA modeled several transit expansion programs for bus service. Increasing transit service frequencies in the core network scored “high” or “medium high” for the following board-adopted goals:

- Expand transit ridership and promote quality transit for everyone
- Expand transportation choices
- Actively promote healthy communities, environmental sustainability and plan for the next generation

Because VTA also supports inter-county services, regional bus services such as Dumbarton Express and Highway 17 Express would also be eligible for this funding.

Should the Board elect to move forward with a ballot measure and should the measure be approved by the voters, staff will prepare detailed program criteria and timelines for the Board’s consideration. VTA will also establish the parameters for a Public Oversight Committee to ensure the funds are allocated in accordance with the measure.

Several of the proposed policies for these categories were presented to the VTA advisory committees. The Policy Advisory Committee voted to recommend that VTA eliminate any matches and the complete streets requirement.

Next Steps

At the Board workshop staff is requesting the Board’s overall direction regarding the measure, however we are specifically requesting their direction on the following questions:

1. Are the categories correct?
2. Are the funding recommendations correct?

3. Are the program policies correct?

At the conclusion of the workshop, staff will revise the recommendation based on input from the Board. Staff will be holding public meeting in May throughout the county to provide information to the public and receive their input. The meetings are as follows:

May 3 - Gilroy City Hall

May 9 - San Jose City Hall

May 23 - Campbell Community Center

May 26 - Mountain View City Hall

May 31 - Santa Clara University

The meeting in Santa Clara will be live streamed on VTA's YouTube Channel.

Staff will provide updates and seek input from VTA Advisory Committees and stakeholders in May. It is anticipated that the Board will make a final decision on the sales tax measure in June 2016.

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Memo No. 5565

ATTACHMENT A - ENVISION HIGHWAY RECOMMENDED LIST

Project Title (Location)	Description	COST (\$M) in 2017
US 101 Improvements to address regional connectivity and circulation between San Antonio and Charleston (Palo Alto and Mountain View)	US 101/San Antonio to Charleston/Rengstorff Improvements	\$ 35.0
	US 101/Shoreline Improvements	\$ 15.0
SR 85/SR 237 Area Improvements to address mainline congestion and regional connectivity (Mountain View)	SR 85/SR 237 Connector Improvements	\$ 40.0
	SR 85/EI Camino Real Improvements	\$ 27.0
	SR 237/EI Camino Real/Grant Rd Improvement	\$ 8.0
SR 237/US 101/Mathilda Area Improvements to address local roadway congestion (Sunnyvale)	Improve the interchange at SR 237/US 101/Mathilda	\$ 44.0
SR 237 Corridor Improvements to address mainline congestion and regional connectivity (San Jose, Santa Clara and Milpitas)	SR 237 WB/EB Aux Lane (Zanker to N. First /N. First to Zanker)	\$ 42.0
	SR 237/Great America WB off-ramp Improvements	\$ 13.0
I-280 West County Improvements to address mainline congestion (Los Altos, Los Altos Hills, Cupertino and Palo Alto)	I-280 Mainline and Interchange Improvements (Magdalena to San Mateo County Line)	\$ 60.0
SR 85/I-280 Area Improvements to address regional Connectivity (Cupertino, Los Altos, and Sunnyvale)	NB I-280/Foothill Braided Ramp	\$ 47.0
	NB I-280/Foothill off-ramp Improvements	\$ 4.0
US 101/Trimble to Zanker Area Improvements to address local roadway connectivity and mainline congestion (San Jose and Santa Clara)	US 101/SR 87/Trimble/De La Cruz Improvements	\$ 50.0
	US 101/SB SR 87 Connector Improvements	\$ 3.0
	US 101/Zanker Overcrossing	\$ 68.0
US 101/Mabury Improvements (San Jose)	US 101/Mabury New I/C to address regional access	\$ 70.0
I-680 Corridor Improvements to address mainline congestion and regional connectivity (San Jose and Milpitas)	I-680/Alum Rock Improvements	\$ 25.0
	I-680/McKee Improvements	\$ 25.0

ATTACHMENT A - ENVISION HIGHWAY RECOMMENDED LIST

I-280/Winchester Area Improvements (San Jose and Santa Clara)	I-280/Winchester Area Improvements to address regional connectivity	\$ 75.0
SR 87 Technology-based Corridor improvements (San Jose)	SR 87 Technology-based Corridor improvements to address mainline congestion and system reliability	\$ 40.0
SR 17 Corridor Improvements to address mainline congestion (Los Gatos)	SR 17 Widening (Lark to South of Hwy 9)	\$ 35.0
	SR 17/SR 9 Interchange Improvements	\$ 15.0
US 101/Blossom Hill I/C (San Jose)	US 101/Blossom Hill I/C to address local roadway congestion and connectivity including for bicyclists and pedestrians	\$ 25.0
US 101 Improvements to address mainline congestion and regional connectivity (Gilroy)	US 101/Buena Vista I/C	\$ 35.0
	US 101/SR 152 10th Street Ramp and Intersection Improvement	\$ 10.0
US 101/SR 25 Improvements (Gilroy)	US 101/SR 25 to address regional connectivity and goods movement network improvements	\$ 65.0
I-280/Wolfe I/C Improvements (Cupertino)	I-280/Wolfe I/C Improvement to address mainline congestion and improve local traffic circulation.	\$ 65.0
		\$ 941.0

** Working assumption is that Tax Measure would fund at most 80% of Total Needed Cost of any project selected for Tax Measure*

ATTACHMENT B - COUNTYWIDE EXPRESSWAY TIER 1 LIST

Project Title	Description	COST (\$M) in 2017
Almaden Expressway at SR-85 - Interim Improvements	Interim improvement: add left-turn lane from southbound Almaden Expressway to SR 85 in San Jose	\$ 0.5
Almaden Expressway at Branham Lane Intersection Improvement	Extend 4th southbound lane to begin north of intersection at the intersection of Almaden Expressway and Branham Lane in San Jose	\$ 0.7
Almaden Expressway at Camden Ave intersection improvements	Add 2nd left turn lane from Almaden Expressway onto Camden Avenue in San Jose; provide for three through lanes at the intersection; and close sidewalk gaps	\$ 2.7
Capitol Expressway Widening from I-680 to Capitol Avenue	Widen Capitol Expressway from 6 to 8 lanes: includes ramp realignments and sound wall and sidewalk gap closures in San Jose	\$ 12.1
Central Expressway at Thompson	Remove uncontrolled median opening (either signalize or close median) in Mountain View	\$ 0.5
Foothill Expressway widening between El Monte and San Antonio	Widen from 4 to 6 lanes by extending right turn lanes (auxiliary lanes) and make intersection improvements at El Monte and San Antonio in Los Altos	\$ 2.3
Lawrence Expressway at Homestead Road Interim Improvements	Interim improvement: Add eastbound through lane on Homestead Road through Lawrence Expressway intersection in Santa Clara	\$ 2.7
Lawrence Expressway at Homestead Road Interim Improvements	Interim improvement: Add eastbound through lane on Homestead Road through Lawrence Expressway intersection in Santa Clara	\$ 2.7
Lawrence Expressway at Homestead Road Grade Separation	Grade separation of Lawrence Expressway at Homestead Road, including HOV lanes and class I bike/ped trail (Part of ultimate plan to make Lawrence freeway-like between I-280 and US 101 by removing all signals).	\$ 100.0
Lawrence Expressway from Reed/Monroe to Arques Grade Separation	Grade separation of Lawrence Expressway from Reed/Monroe to Arques including HOV lanes and class I bike/ped trails on both sides of expressway (Part of ultimate plan to make Lawrence freeway-like between I-280 and US 101 by removing all signals).	\$ 440.0
Montague Expressway widening between Main/Oakland and McCarthy/O'Toole	Widen Montague Expressway from 6 to 8 lanes (HOV lane in westbound only) including modifications to I-880 interchange and closing sidewalk gaps	\$ 35.2
Montague Expressway widening between Trade Zone and Main/Oakland	Widen Montague Expressway between Trade Zone Boulevard and Main Street/Oakland Avenue to add eastbound auxiliary lane in Milpitas	\$ 2.1
Montague Expressway Widening Between Great Mall to Trade Zone	Widen Montague Expressway from 6 to 8 lanes (HOV lanes) including closing sidewalk gaps in San Jose and Milpitas	\$ 6.2
Oregon-Page Mill widening between I-280 and Foothill Expressway	Widen Oregon-Page Mill Expressway from 4 to 6 lanes between I-280 and Foothill Expressway with intersection improvements at Junipero Serra Blvd-Foothill intersection, including a bike/pedestrian trail extension from Deer Creek Road to I-280 and enhanced bicycle connection from easterly Old Page Mill Road access to Junipero Serra Blvd	\$ 23.5
Oregon-Page Mill intersection improvements	Intersection improvements include - extend/add left turn lanes at various intersections between Porter Drive and north of Hansen, and convert Hanover intersection to 8-phase signal operations	\$ 2.7
Oregon-Page Mill/El Camino Real	Intersection improvements: extend double left turn from westbound Page Mill to southbound El Camino and modify southwest and southeast corners for improved pedestrian crossings	\$ 2.4

ATTACHMENT B - COUNTYWIDE EXPRESSWAY TIER 1 LIST

San Tomas Expressway Widening between Homestead and Stevens Creek	Widen San Tomas Expressway from 6 to 8 lanes, including extending San Tomas Aquino Spur Trail along west side of Expressway, from Homestead to Stevens Creek Blvd and add sidewalks along east side consistent with pedestrian route plan	\$ 42.0
Santa Teresa-Hale Corridor Extension	Build 2-lane road connection with trail on Santa Teresa Blvd from DeWitt to Main in Morgan Hill	\$ 13.8
Santa Teresa-Hale Corridor widening	Widen Santa Teresa Boulevard to 4 travel lanes and add trail between Long Meadow and Fitzgerald Avenue	\$ 8.4
SR 17/San Tomas Expressway Interim Improvements	Interim improvement: northbound SR 17 off-ramp improvements to include signal at White Oaks with interconnect at San Tomas/Camden signal and lane reconfigurations (Tier 1 Exp Plan 2040)	\$ 2.0
I-280/Foothill Expressway Interchange Modifications	Add signal at the southbound I-280 off-ramp intersection and intersection improvements at northbound I-280 off-ramp, including pedestrian crossing enhancements, potential Stevens Creek Trail and northbound auxiliary lane on Foothill to Homestead	\$ 5.0
I-280/Oregon-Page Mill Road Interchange Improvements	Modify interchange: Proposed concept is roundabout west of interchange, park-and ride lot reconfiguration, signal at northbound I-280 off-ramp, frontage road from Christopher Lane to Old Page Mill, and signal at Old Page Mill. Plus bicycle and pedestrian improvements throughout.	\$ 21.0
Expressway ITS/Signal System	Intelligent Transportation System (ITS) Short Term: Replace/upgrade/add fiber optic lines; upgrade equipment for new technologies; systemwide pedestrian sensors; enhance/replace bicycle and vehicle detection with new technologies on the County expressways	\$ 17.5

\$ 746.0

Local Streets & Roads Formula

<i>City/County</i>	<i>Percentage Amount</i>
Campbell	2%
Cupertino	2.8%
Gilroy	2.5%
Los Altos	1.4%
Los Altos Hills	.4%
Los Gatos	1.5%
Milpitas	3.5%
Monte Sereno	.2%
Morgan Hill	2%
Mountain View	3.7%
Palo Alto	3.2%
San Jose	48.3%
Santa Clara	5.8%
Saratoga	1.5%
Sunnyvale	7%
Santa Clara County	14.3%