



BOARD OF DIRECTORS WORKSHOP MEETING

Friday, April 22, 2016

9:00 AM

PLEASE NOTE MEETING DATE, TIME AND LOCATION


VTA Auditorium

3331 North First Street
San Jose, CA 95134

AGENDA

To help you better understand, follow, and participate in the meeting, the following information is provided:

- Persons wishing to address the Board of Directors on any item on the agenda or not on the agenda should complete a blue card located at the public information table and hand it to the Board Secretary staff prior to the meeting or **before the item is heard**.
- Speakers will be called to address the Board when their agenda item(s) arise during the meeting and are asked to limit their comments to 2 minutes. The amount of time allocated to speakers may vary at the Chairperson's discretion depending on the number of speakers and length of the agenda. **If presenting handout materials, please provide 25 copies to the Board Secretary for distribution to the Board of Directors.**
- All reports for items on the open meeting agenda are available for review in the Board Secretary's Office, 3331 North First Street, San Jose, California, (408) 321-5680, the Monday, Tuesday, and Wednesday prior to the meeting. This information is available on our website, www.vta.org, and also at the meeting. Any document distributed less than 72-hours prior to the meeting will also be made available to the public at the time of distribution. Copies of items provided by members of the public at the meeting will be made available following the meeting upon request.

In accordance with the Americans with Disabilities Act (ADA) and Title VI of the Civil Rights Act of 1964, VTA will make reasonable arrangements to ensure meaningful access to its meetings for persons who have disabilities and for persons with limited English proficiency who need translation and interpretation services. Individuals requiring ADA accommodations should notify the Board Secretary's Office at least 48-hours prior to the meeting. Individuals requiring language assistance should notify the Board Secretary's Office at least 72-hours prior to the meeting. The Board Secretary may be contacted at ((408) 321-5680 or *e-mail: board.secretary@vta.org or ((408) 321-2330 (TTY only). VTA's home page is on the web at: www.vta.org or visit us on  Facebook at: www.facebook.com/scvta. ((408) 321-2300: 中文 / Español / 日本語 / 한국어 / tiếng Việt / Tagalog.

**NOTE: THE BOARD OF DIRECTORS MAY ACCEPT, REJECT OR MODIFY
ANY ACTION RECOMMENDED ON THIS AGENDA.**

3331 North First St., San Jose, California is served by bus line 58 and Light Rail.

For trip planning information, contact our Customer Service Department at (408) 321-2300 between the hours of 6:00 a.m. to 7:00 p.m. Monday through Friday and 7:30 a.m. to 4:00 p.m. on Saturday. Schedule information is also available on our website, www.vta.org.

1. CALL TO ORDER AND ROLL CALL

1.1 ROLL CALL

2. PUBLIC COMMENT

This portion of the meeting is reserved for persons desiring to address the Board of Directors on any item within the Board's jurisdiction. Speakers are **limited to 2 minutes**. The law does not permit Board action or extended discussion of any item not on the agenda except under special circumstances. If Board action is requested, the matter can be placed on a subsequent agenda. All statements that require a response will be referred to staff for reply in writing.

3. WORKSHOP ITEMS

- 3.1.** Receive results of the Silicon Valley Leadership Group's Polling. (Verbal Report)
(Guardino)
- 3.2.** INFORMATION ITEM - Receive Envision Silicon Valley Update.
- 3.3.** DISCUSSION - Review and discuss the staff recommended framework for the potential ½-cent 30-year sales tax measure.

4. OTHER ITEMS

4.1. ANNOUNCEMENTS

5. ADJOURN

MARCH PUBLIC OPINION SURVEY RESULTS

- ▶ Moore Methods
- ▶ Sample size of 600
- ▶ +/- 4.2%
- ▶ Conducted March 6 - 9



POLL RESULTS

- Generally speaking, are things going in the right direction or wrong direction?

	Right Direction %	Wrong Direction %	No Opinion %
In Santa Clara County	64	21	15
For you personally	83	12	5

BALLOT LANGUAGE

To relieve traffic, repair potholes; shall VTA enact a 30-year half-cent sales tax to:

- ▶ Repair streets, fix potholes in all 15 cities;
- ▶ Finish the BART extension to downtown San Jose, Santa Clara;
- ▶ Improve bicycle/pedestrian safety, especially near schools;
- ▶ Increase Caltrain capacity to ease traffic on Highways 85, 101, 280;
- ▶ Relieve traffic on all 9 expressways and key highway interchanges;
- ▶ Enhance transit for seniors, students, low-income, disabled;

Mandating annual audits by an independent citizens watchdog committee to ensure accountability.

Support %	Oppose %	No Opinion %
65	30	5

NOVEMBER 2015 BALLOT LANGUAGE

To relieve traffic, fix potholes, improve safety shall VTA enact a 30-year half-cent sales tax to, mandating Annual Audits and a Citizens Watchdog Committee to ensure accountability, to:

- ▶ Finish the BART extension to downtown San Jose, Santa Clara;
- ▶ Repair streets, fix potholes in all 15 cities;
- ▶ Electrify, modernize Caltrain Rail service from Gilroy to Palo Alto;
- ▶ Improve bicycle/pedestrian safety, especially near schools;
- ▶ Relieve traffic on all 9 expressways and key highway interchanges;
- ▶ Enhance transit for seniors, students, low-income, disabled;

Support %	Oppose %	No Opinion %
65	32	3



COMPONENT PARTS

Project	Support %	Oppose %	No Opinion %
Repair streets and fix potholes	72	27	1
Finish the BART extension to downtown SJ & Santa Clara	67	29	4
Improve transit service for seniors, students, low-income and the disabled	72	26	2
Increase Caltrain capacity to ease traffic on Hwys 85, 101, 280	68	31	1
Increase Caltrain capacity, easing highway congestion and improving safety at crossings	70	26	4

COMPONENT PARTS - CONTINUED

Project	Support %	Oppose %	No Opinion %
Relieve traffic on key hwy interchanges on 101, 237, 85, 87, 280 and 17	65	33	2
Relieve traffic on all 9 County Expressways: Almaden, Capitol, Central, Foothill, Lawrence, Montague, Page Mill, San Tomas, Santa Teresa/Hale	65	30	5



Q1 Board Meeting

COMPONENT PARTS - CONTINUED

Project	Support %	Oppose %	No Opinion %
Improve bike and pedestrian safety, especially near schools	70	28	2



Q1 Board Meeting

AFFORDABILITY

- Could you afford a half-cent increase in the Santa Clara County sales tax?

	%
Yes	79
No	19
No opinion	2

CONFIDENCE IN GOVERNMENT

- If the Santa Clara County sales tax was increased, would you have a great deal, some or very little confidence the revenue would be well spent?

	%
Great Deal	13
Some	40
Very Little	43
No opinion	4





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: Envision Silicon Valley Update

FOR INFORMATION ONLY

BACKGROUND:

In the fall of 2014, Santa Clara Valley Transportation Authority (VTA) launched *Envision Silicon Valley* - a dynamic visioning process to discuss current and future transportation needs, identify solutions and craft funding priorities. As part of this process, VTA is considering placing a transportation sales tax measure on the November 2016 ballot to help fund our transportation priorities.

Public Engagement

To engage as many members of the public as possible, VTA initiated a robust public process that included a variety of channels and opportunities for participation. These included:

- Formal Stakeholder Groups
- VTA Advisory Committees
- Public Meetings
- Smaller Groups Meeting (e.g. Service Clubs and Affinity Groups)
- Social Media

Stakeholder Groups

Two Stakeholder Groups were formed to give interested parties the opportunity to provide input throughout the process. One stakeholder group was primarily comprised of members representing transportation advocacy organizations while the other group was primarily comprised of members representing social service organizations. Members include but are not

limited to, representatives from transit groups, environmental organizations, universities, engineering firms, community service organizations, roadway users, labor organizations and other public agencies. The list of organizations who were invited to participate is included in Attachment A.

The Stakeholder Groups were combined into a single group last year. In total, the stakeholders have met 12 times since September of 2014. They provided guidance to staff on the goals for the program and evaluation criteria and ultimately made recommendations for funding categories within a potential sales tax measure.

VTa Advisory Committees & Board Ad-hoc Committee

The VTA advisory committees also guided staff through the process and made recommendations regarding the goals, criteria and project categories. Staff provided regular updates at their monthly meetings.

VTa also created the Board Ad-hoc Committee for Envision Silicon Valley. Comprised of six members of the Board, the committee has met 12 times over the past 18 months to provide direction to staff.

Public Meetings

VTa held five public meetings last fall as well as four joint meetings with the Transit Justice Alliance. These meetings focused primarily on the types of projects and programs that participants would like to see prioritized. Overall there was significant interest in increasing transit service at these meetings with some interest in bicycle/pedestrian issues, highways and street conditions. It should be noted that this feedback is from the participants only and is not a scientific sample of the community as a whole.

Smaller Group Meetings

VTa staff gave presentations on Envision Silicon Valley to a variety of groups at their regular meetings. Groups included business organizations, community groups, senior centers and homeowners associations. VTA staff presented to over 40 groups over the last 18 months. The purpose of these meetings was primarily to educate participants about Envision Silicon Valley and to encourage them to participate in the process. Overall, the input we received focused on concern about transportation conditions and a strong interest in seeking solutions.

Social Media

To help us reach people who don't generally attend public meetings, but still have an interest in transportation issues, VTA utilized two new outreach tools; a) Textizen and b) the envision.org microsite.

Textizen

VTa used a text message-based surveying tool, to engage people who want to provide input about Envision Silicon Valley but may not have the time or ability to go online or attend a

meeting. The Textizen survey, which was available in English and Spanish, asked respondents to rank their most important transportation goals. Improvements to transit was the most frequent response, followed by better bicycle and pedestrian connections and road maintenance.

Two surveys generated a total of 1,015 responses from a variety of zip codes. Of these respondents, 88% indicated that this was the first time they have provided input to VTA. Car cards and posters promoted the surveys throughout the VTA transit system as well as on Nextdoor, a private social network for neighborhoods. As with the public meetings, it should be noted that these surveys are not statistically significant and shouldn't be interpreted as representative of the entire county.

Envisionsv.org Microsite

VTA developed a microsite as a tool to engage Santa Clara County residents, commuters and other stakeholders who may not be able to attend public meetings or may prefer online participation. The goal of this site is to educate stakeholders through interactive exercises and provide VTA with insights into these users' preferences and vision for transportation.

The website evolved along with the Envision Silicon Valley program. It started with a Goals Survey and was followed by a priorities survey. In October 2015 the site expanded to include a Transportation Challenge that allows users to allocate \$6 billion in potential sales tax revenue across 10 transportation Program Areas. The website has been translated into five languages for accessibility.

As of late March, the website had received more than 3,300 submissions to the two surveys and nearly 1,300 Transportation Challenge budget submissions, as well as more than 883,400 page views by more than 187,000 unique users. Participants, including both solo drivers and transit riders, indicated the highest level of support for transit investments and roadway maintenance. The live results are available at envision.org/results.

By utilizing all of these channels, VTA was able to engage with a large portion of the public who provided guidance and direction throughout the process.

Process

VTA identified four milestones for Envision:

1. Establish Goals for the Program
2. Establish Evaluation Criteria
3. Conduct a Call for Projects
4. Formulate a Potential Sales Tax Measure

Attachment B displays the timeline dating back to June 2015.

Goals for Envision Silicon Valley

One of the first tasks of Envision Silicon Valley was to develop goals for the program to detail the end result that the community wishes to achieve with a potential new sales tax. The goals were developed through an iterative process with the stakeholder groups and the Advisory Committees. The process began at the November 2014 Ad-hoc Committee and continued to be refined over the next few months until they were adopted by the full Board in June 2015. The final goals are as follows:

Goal: Enhance Safety

- Prioritize projects that address safety concerns.
- All projects will result in a safe, reliable and comfortable transportation system.

Goal: Provide Congestion Relief and Improve Transportation Efficiency

- Improve regional connectivity and seamless travel.
- Improve transit service and travel times to meet demand.
- Relieve roadway, highway and expressway bottle necks and minimize traffic in residential neighborhoods.

Goal: Expand Transportation Choices and Improve Travel Experience

- Use technology to improve the transportation experience.
- Provide amenities to attract transit riders.
- Deliver high quality bicycle and pedestrian projects that close gaps, provide trail connections and promote countywide connectivity.
- All transit and roadway projects should take into consideration geographic equity.

Goal: Expand Transit Ridership and Continue to Promote Quality Transit for Everyone - Including Low-income Areas

- Prioritize transit programs and projects for commuters, students, seniors, people with disabilities, economically disadvantaged and all who choose to use public transit.
- Support equitable development by promoting transit-oriented development that includes affordable housing and prevents displacement.

Goal: Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next Generation

- Projects will promote healthy communities and a high quality of life especially in

communities marked by poor health outcomes.

- Projects should help minimize Green House Gas Emissions and Vehicle Miles Traveled.

Goal: Improve System Financial Sustainability and Maintenance

- Increase maintenance funding for roadways, sidewalks, bike lanes, pedestrian paths and transit stops.
- Leverage new revenues with other funding sources to attract private investment and outside grant funds.
- Strategically apply new local fund sources to underfunded project categories.
- All projects and programs must have high levels of support from the residents of Santa Clara County.

Goal: Continue to Support Silicon Valley's Economic Vitality

- Projects should stimulate economic development, encourage investment and provide employment opportunities including disadvantaged communities.
- Ensure land-use decisions are consistent with transportation project priorities.
- Projects should benefit economic vitality and sustainability of Silicon Valley to the benefit of all residents and businesses.

These goals provide an overall vision for the program and assure that everyone is focused on the outcomes we strive to achieve.

Evaluation Criteria

To help understand how well each project would meet the board-adopted goals, staff worked with our Advisory Committees and stakeholders in developing a list of evaluation criteria. The criteria provides the measuring stick to gauge how well each project met the goals established by the board.

The evaluation criteria were developed through an iterative process that began in February 2015. Over the next several months staff worked with the stakeholder group, Advisory Committees and the public to refine the list of criteria. The Board adopted the criteria in September 2015. The full list of evaluation criteria is included in Attachment C.

Call for Projects

The next task was to conduct a call for projects. This provided all public agencies, cities, the county and members of the public with an opportunity to submit projects they would like to see considered for Envision. The Call for Projects was conducted over the summer of 2015 with the board adopting the final list in October 2015. Overall, VTA received nearly 600 projects with an

estimated cost of approximately \$48 billion.

Project Analysis

With such a large submission of potential projects as well a large number of evaluation criteria, staff worked with the stakeholders, Advisory Committees and the Board Ad-hoc Committee to group the projects in the following manner:

1. Projects contained in the current Valley Transportation Plan were not included in the analysis as they already have funding sources identified. The exceptions included projects that have a funding shortfall and/or may be considered for funding through a future sales tax. These included: BART Phase II, the Eastridge Light Rail Extension, and the Vasona Light Rail Extension.
2. Projects that did not have sufficient projects descriptions, cost estimates, and/or a public agency sponsor were not analyzed.
3. Projects were grouped by program or by corridor. For instance the Caltrain Grade Separations were grouped as a program and highway projects were grouped by corridor. This allowed us to see the full benefits of these projects by modeling them as a group.
4. Only projects or programs with an estimated costs of \$100 million or more. Projects with costs of less than \$100 million are generally smaller in nature and very difficult to model; however, smaller projects may have been included within programs (for example highway corridors and expressway tiers.)

By grouping the projects this way we are able to get a clearer understanding of each project or program's impact. Staff created a "report card" for each project or program detailing how well each project/program met the goals established by the Board. The report cards can be found in Attachment D.

Projects that weren't modeled are still eligible to be placed on a potential sales tax measure. However, we will not have the benefit of the analysis to help us with our deliberations. A list of projects that were not modeled is contained in Attachment E.

With the completion of the analysis, our final steps include: a) identifying funding categories; b) determining funding amounts; and c) detailing policies for the measure.

VTA Stakeholder Draft Plans

VTA's stakeholder group conducted a group exercise at their March 2016 meeting. Members assembled into four smaller groups and then worked together to determine the categories and funding levels that they would recommend for the measure. Once completed, each small group presented their recommendation to the larger group. Afterward each member voted for which recommendation they felt was best. Each of the four recommendations and the vote totals are included in the presentation as Attachment F.

Cities Draft Plans

In addition to our process, several cities developed their own plans for a potential sales tax measure. The plans can be found in Attachment G.

VTA Advisory Committees Draft Plans

At their April meetings, VTA's Advisory Committees reviewed the stakeholder draft plans and staff's initial policies for potential project categories. The Technical Advisory Committee, the Policy Advisory Committee and the Citizens Advisory Committee all took formal actions regarding a potential sales tax measure. Those proposals can be found in Attachments H & I.

Silicon Valley Leadership Group Draft Plan

As an integral business sector partner in development of the potential sales tax program, Attachment J includes the draft plan from SVLG for Board consideration.

Prepared By: Scott Haywood
Memo No. 5564

List of Organizations Invited to Participate in VTA Stakeholder Groups

African American Community Services Agency
African Community Health Institute
AFSCME Council 57
Asian Americans for Community Involvement
ATU Local 265
Bill Wilson Center
Black Kitchen Cabinet
Caltrain | SamTrans
Campbell Chamber of Commerce
Catholic Charities
Chamber of Commerce Mountain View
Chinese American Chambers of Commerce
Cities Association
City of San Jose
CommUniverCity
Santa Clara County Roads & Airport
County Roads & Airport Commission
Cupertino Chamber of Commerce
Day Worker Center of Mountain View
Disability Community
Friends of Caltrain
Gilroy Chamber of Commerce
Hispanic Chamber Of Commerce Silicon Valley
Japanese American Chamber of Commerce of Silicon Valley
Jewish Family Services of Silicon Valley
JMH Weiss, Inc
Korean American Community Services, Inc.
La Raza Roundtable de California
Los Altos Chamber of Commerce
Los Gatos Chamber of Commerce
Mark Thomas & Company
Mexican Heritage Plaza
Milpitas Chamber of Commerce
Morgan Hill Chamber of Commerce
Mountain View Chamber of Commerce
National Hispanic University Foundation
Outreach
PACT SJ
Palo Alto (City Council Member)
Palo Alto Chamber of Commerce
Rails-to-Trails Conservancy
Refugee and Immigrant Forum
Refugee Transitions

Sacred Heart
San Francisco Bay Area Somali Cultural Group
San Jose Job Corps
San Jose State University
Sand Hill Property Company
Santa Clara and San Benito Counties Building and Construction Trades Council
Santa Clara Chamber of Commerce
Santa Clara County Office of Housing and Homeless Concerns
Santa Clara County Parks
Santa Clara County Social Services
Saratoga Chamber of Commerce
Second Harvest Food Bank
SEIU 521
Sierra Club Loma Prieta
Sikh Foundation of Milpitas
Silicon Valley Bicycle Coalition
Silicon Valley Black Chamber of Commerce
Silicon Valley Transit Users
Somos Mayfair
Stanford University
Sunnyvale Chamber of Commerce
Silicon Valley Leadership Group
Transportation Authority Engineers and Architects Association (TAEA), IFPTE, Local 21
The Morley Bros.
Traffic Safe Communities Network (SCC Public Health Dept)
Transform
United Way SV
Unity Care
Urban Habitat
Vietnamese American Professional Women Association
Vietnamese American Voters of Northern California (VAVNC)
Vista Center
Winter Associates/ACE
Working Partnerships USA (WPUSA)
YMCA Silicon Valley

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Ad Hoc – Ad Hoc Committee on Envisioning Silicon
Advisory Committees: BPAC, CAC, CTA, PAC, and TA

3.2.b

April 6, 2016

2015

JUN	JUL	AUG	SEP	OCT	NOV	DEC
Board of Directors <ul style="list-style-type: none"> Adopt Goals Advisory Committees <ul style="list-style-type: none"> Review and provide input on evaluation criteria Stakeholder Groups <ul style="list-style-type: none"> Review Call for Projects Review Evaluation Criteria 	Stakeholders <ul style="list-style-type: none"> Review Evaluation Criteria 	Advisory Committees <ul style="list-style-type: none"> Review Evaluation Criteria Ad Hoc Committee <ul style="list-style-type: none"> Review Evaluation Criteria 	Board <ul style="list-style-type: none"> Adopt Evaluation Criteria Stakeholders <ul style="list-style-type: none"> Distribute initial unconstrained project lists and costs Advisory Committees <ul style="list-style-type: none"> Distribute initial unconstrained project lists and costs VTA Staff <ul style="list-style-type: none"> Assess projects 	Board <ul style="list-style-type: none"> Approve Project List to submit to MTC Advisory Committees <ul style="list-style-type: none"> Update process VTA Staff <ul style="list-style-type: none"> Assess Projects Host Community Meetings Launch Budget Tool on Micro Site Ad Hoc Committee <ul style="list-style-type: none"> Review Initial Analysis of Projects Receive Presentation on Budget Tool 	Stakeholders <ul style="list-style-type: none"> Review Initial Analysis of Projects Receive Presentation on Budget Tool Advisory Committees <ul style="list-style-type: none"> Review Initial Analysis of Projects Receive Presentation on Budget Tool 	VTA Staff <ul style="list-style-type: none"> Refine Analysis of Projects and Goals Review budget tool results and stakeholder feedback

Ongoing dialogue with community partners and stakeholders

2016

JAN	FEB	MAR	APR	MAY	JUN	AUG
Advisory Committees <ul style="list-style-type: none"> Receive update on Analysis VTA Staff <ul style="list-style-type: none"> Continue Analysis of Projects and Goals Establish sales tax target amount 	Stakeholders <ul style="list-style-type: none"> Receive Results and provide input on the Project Analysis Receive projections for all funding sources – including sales tax Discuss categories Review budget tool results and community feedback Advisory Committees <ul style="list-style-type: none"> Receive Results and provide input on the Project Analysis Receive projections for all funding sources – including sales tax Discuss categories Review budget tool results and community feedback Ad Hoc Committee <ul style="list-style-type: none"> Receive Results of Project Analysis Review budget tool results and stakeholder feedback Receive projections for all funding sources – including sales tax 	Stakeholders <ul style="list-style-type: none"> Discuss categories and funding levels for potential Sales Tax Measure Advisory Committees <ul style="list-style-type: none"> Review potential project/program categories for potential Sales Tax Measure Ad Hoc <ul style="list-style-type: none"> Review potential categories for potential Sales Tax Measure 	VTA Board <ul style="list-style-type: none"> Board workshop to review options for potential Sales Tax Measure Advisory Committees <ul style="list-style-type: none"> Review options for potential Sales Tax Measure 	Advisory Committees <ul style="list-style-type: none"> Review Updated Potential Sales Tax Measure Ad Hoc <ul style="list-style-type: none"> Review Updated Potential Sales Tax Measure VTA Staff <ul style="list-style-type: none"> Hold Public Meetings Refine Potential Sales Tax Measure Stakeholders <ul style="list-style-type: none"> Review Updated Potential Sales Tax Measure 	VTA Board <ul style="list-style-type: none"> Review and/or adopt Updated Potential Sales Tax Measure Stakeholders <ul style="list-style-type: none"> Review Updated Sales Tax Measure 	VTA Board <ul style="list-style-type: none"> Approve Potential Sales Tax Measure for November Ballot Submit language to County Clerk by August 12 VTA Staff <ul style="list-style-type: none"> Submit Arguments in favor by August 16 Submit rebuttal arguments by August 23

Ongoing dialogue with community partners and stakeholders

**Evaluation Criteria
Envision Silicon Valley**

Goals and Strategies	Evaluation Criteria
Goal: Enhance Safety <ul style="list-style-type: none"> Prioritize projects that address safety concerns. All projects will result in a safe, reliable and comfortable transportation system. 	<u>Quantitative</u> Reduce Fatal & Severe Collisions For All Modes Improve Pavement Condition
	<u>Qualitative</u> Improve Areas with Safety &/or Security Concerns
Goal: Provide Congestion Relief and Improve Transportation Efficiency <ul style="list-style-type: none"> Improve regional connectivity and seamless travel. Improve transit service and travel times to meet demand. Relieve roadway, highway and expressway bottle necks and minimize traffic in residential neighborhoods. 	<u>Quantitative</u> Increase Travel Reliability For All Modes, Including Transit Reduce Transit Travel Delays Reduce Vehicle Miles Traveled Per Capita Reduce Vehicle Hours Traveled Per Capita
	<u>Qualitative</u> Close Gaps in the Transportation System
Goal: Expand Transportation Choices and Improve Travel Experience <ul style="list-style-type: none"> Use technology to improve the transportation experience. Provide amenities to attract transit riders. Deliver high quality bicycle and pedestrian projects that close gaps, provide trail connections and promote countywide connectivity. All transit and roadway projects should take into consideration geographic equity. 	<u>Qualitative</u> Improve Mode Split Enhance Pedestrian/Bike/Transit Realm Including Connectivity and Access Increase Alternative Transportation Modes

<p>Goal: Expand Transit Ridership and Continue to Promote Quality Transit for Everyone – Including Low-income Areas</p> <ul style="list-style-type: none"> • Prioritize transit programs and projects for commuters, students, seniors, people with disabilities, economically disadvantaged and all who choose to use public transit. • Support equitable development by promoting transit-oriented development that includes affordable housing and prevents displacement. 	<p><u>Quantitative</u></p> <p>Improve Access for Seniors, Low-Income Individuals, People with Disabilities, & Students</p> <p>Increase Access to Existing/Planned Dense Residential, Jobs, Mixed-Use Areas</p> <p>Increase Access to Jobs Reached by Transit in 30 Minutes</p> <p>Increase Ridership</p> <p>Increase Number of Services Accessed by Transit</p> <p>Increase Access for Rent/Housing-burdened Individuals</p>
<p>Goal: Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next Generation</p> <ul style="list-style-type: none"> • Projects will promote healthy communities and a high quality of life especially in communities marked by poor health outcomes. • Projects should help minimize Green House Gas Emissions and Vehicle Miles Traveled. 	<p><u>Quantitative</u></p> <p>Reduce GHG emissions</p> <p>Reduce-PM 2.5 and TACS</p> <p><u>Qualitative</u></p> <p>Facilitate Active Transportation Modes</p>
<p>Goal: Improve System Financial Sustainability and Maintenance</p> <ul style="list-style-type: none"> • Increase maintenance funding for roadways, sidewalks, bike lanes, pedestrian paths and transit stops. • Leverage new revenues with other funding sources to attract private investment and outside grant funds. • Strategically apply new local fund sources to underfunded project categories. • All projects and programs must have high levels of support from the residents of Santa Clara County. 	<p><u>Qualitative</u></p> <p>Reduce Project Shortfalls</p> <p>Provide Local Match</p> <p>Improve Fare Box Recovery</p> <p>Increase Ridership Per Every Dollar Spent</p> <p>Facilitate Public/Private Partnerships</p> <p>Encourage Technologically Innovative Systems</p>

	Benefit-Cost Assessment Increase Economic Benefit
Goal: Continue to Support Silicon Valley's Economic Vitality <ul style="list-style-type: none"> Projects should stimulate economic development, encourage investment and provide employment opportunities including disadvantaged communities. Ensure land-use decisions are consistent with transportation project priorities. Projects should benefit economic vitality and sustainability of Silicon Valley to the benefit of all residents and businesses. 	<u>Quantitative</u> Increase the Number of Quality Jobs Increase Access to Job Centers Increase Access to Planned Growth Areas
	<u>Qualitative</u> Improve Goods Movement

Last Revised 9/4/2015

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Preliminary Project Evaluations
April 2016

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Bicycle and Pedestrian

Draft Envision Evaluation Card

Countywide Bicycle and Pedestrian Program : \$175.0 M Sponsor: Cities and the County	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.						
Purpose: 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.	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
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						

3.2

High (5)



Medium (3)



Low (1)



Medium High (4)



Medium Low (2)



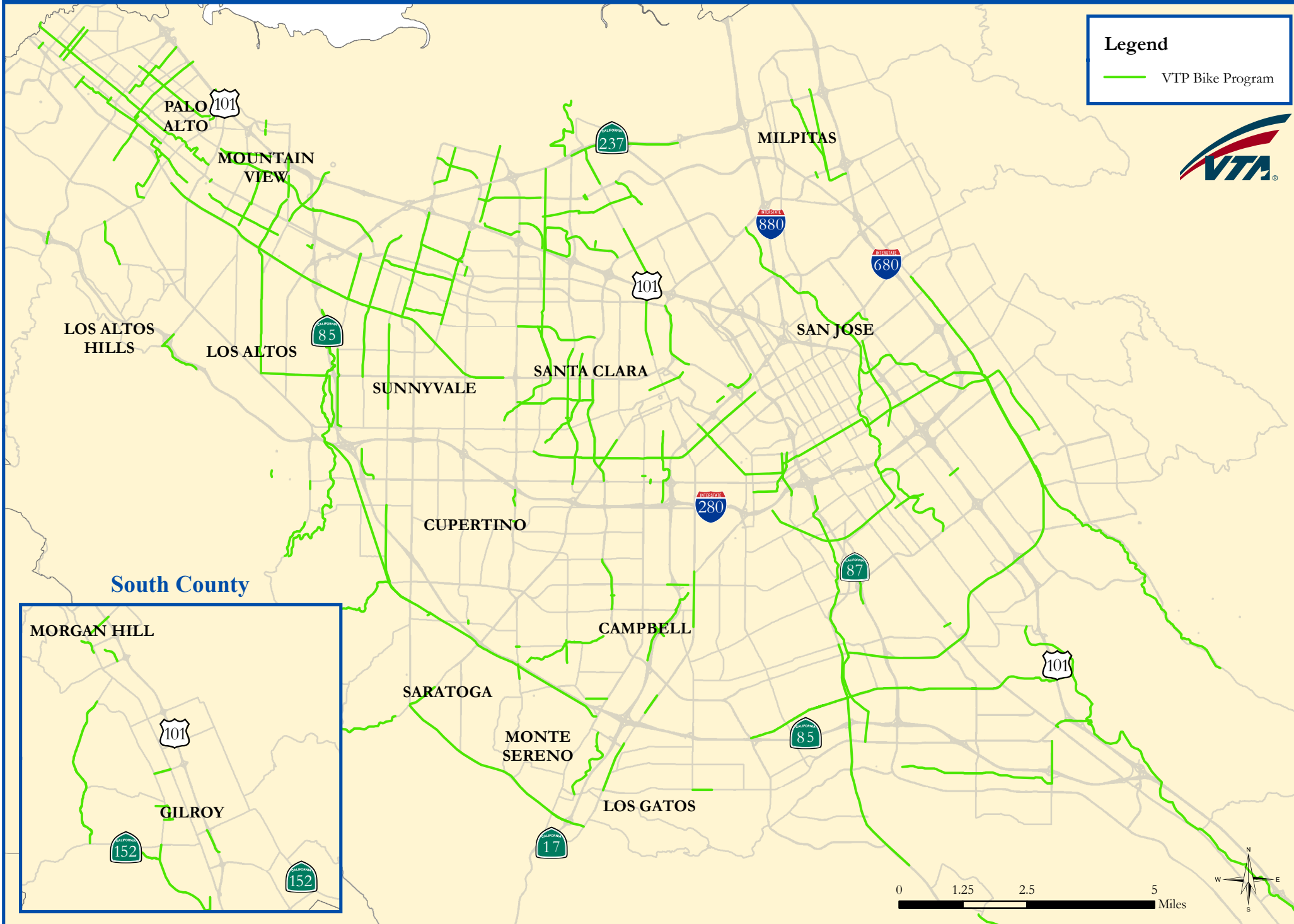
*These are the goals adopted by the VTA Board without weighting or priority.

VTP Bike Program








3.2.d

Legend

VTP Bike Program



Draft Envision Evaluation Card

Countywide Bicycle Superhighway Program-Santa Clara County: \$325 M Sponsor: Cities and the County	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.							
Purpose: 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.	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							

High (5)



Medium (3)



Low (1)



Medium High (4)



Medium Low (2)




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

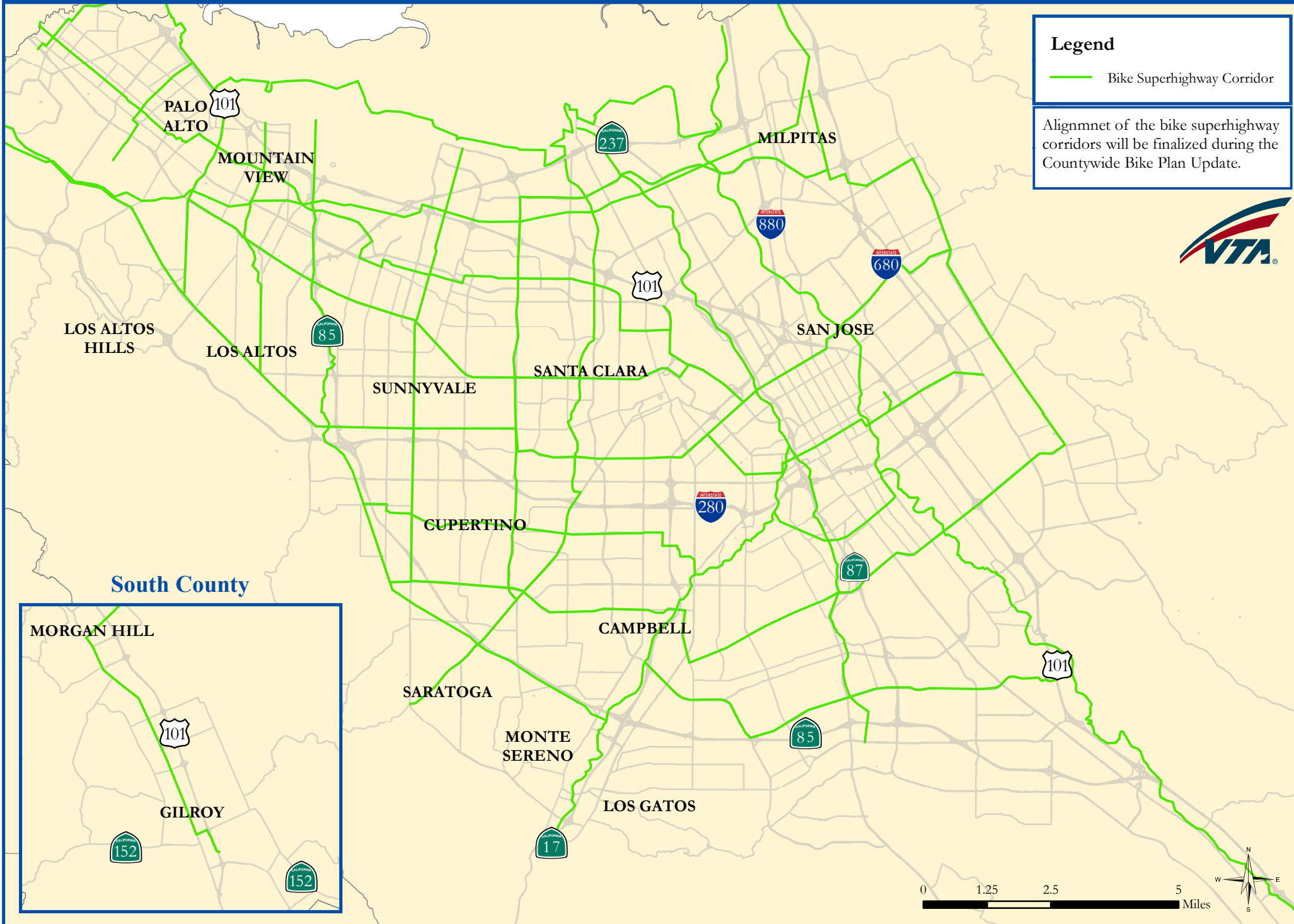
Potential Bike Superhighway Corridors

3.2.d

Legend

 Bike Superhighway Corridor

Alignmnet of the bike superhighway corridors will be finalized during the Countywide Bike Plan Update.










ENVISION

SILICON VALLEY

Expressways

Draft Envision Evaluation Card

County Expressway Program (Tier 1): \$970 M Sponsor: County	Mainline improvements on the Expressway System as identified on Tier 1 of the Countywide Expressway Program.						
Purpose: 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.	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
POSSIBLE FUNDING SOURCE(S)	Regional Transportation Improvement Program (RTIP), Local Contributions						

3.2

High (5)



Medium (3)



Low (1)



Medium High (4)



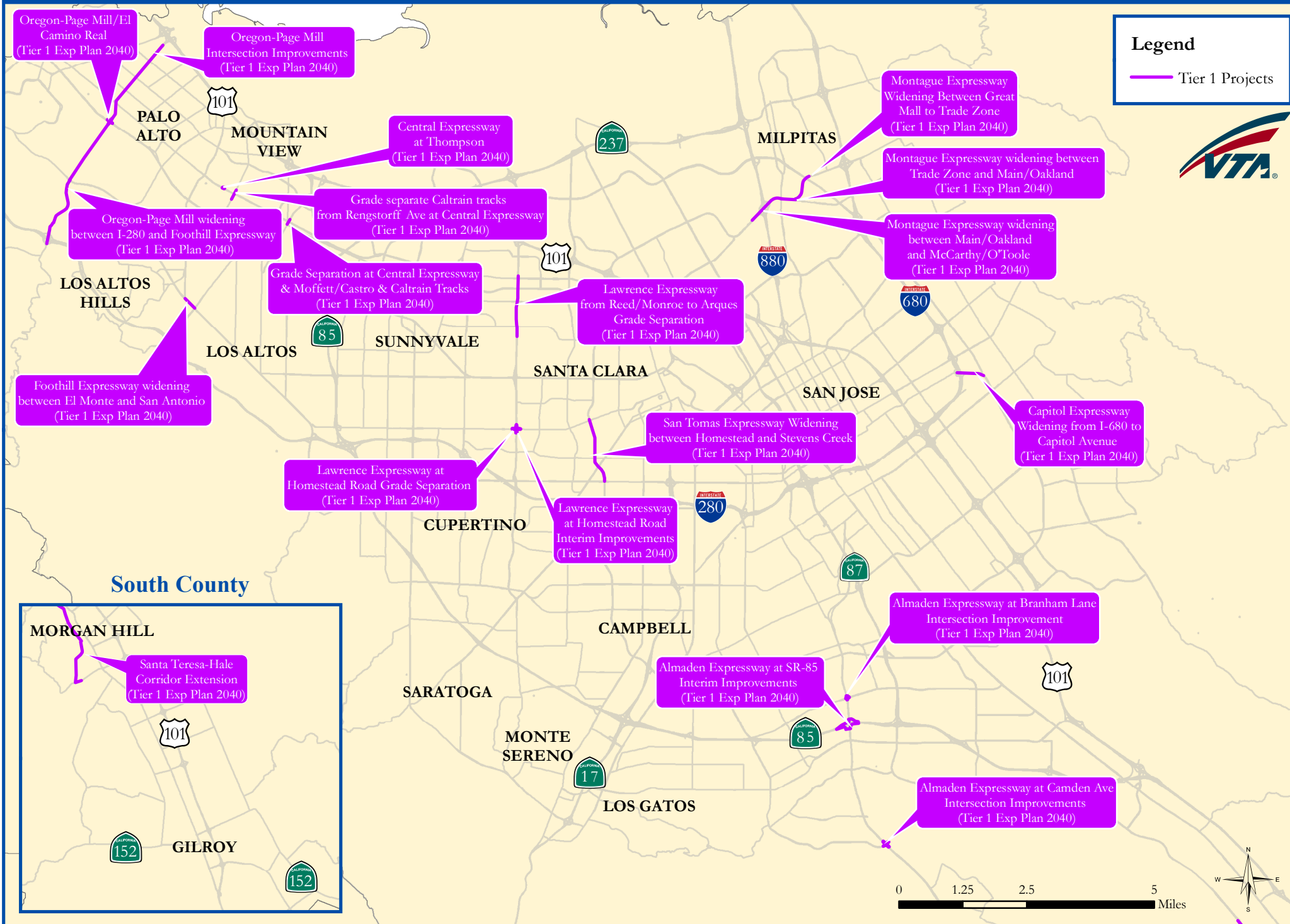
Medium Low (2)










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

Expressway Tier 1 Projects

3.2.d



Draft Envision Evaluation Card

County Expressway Program (Tier 2): \$173 M Sponsor: County	Mainline improvements on the Expressway System as identified on Tier 2 of the Countywide Expressway Program.						
Purpose: 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.	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)							
POSSIBLE FUNDING SOURCE(S)	Regional Transportation Improvement Program (RTIP), Local Contributions						
							3.1

High (5)



Medium (3)



Low (1)



Medium High (4)



Medium Low (2)




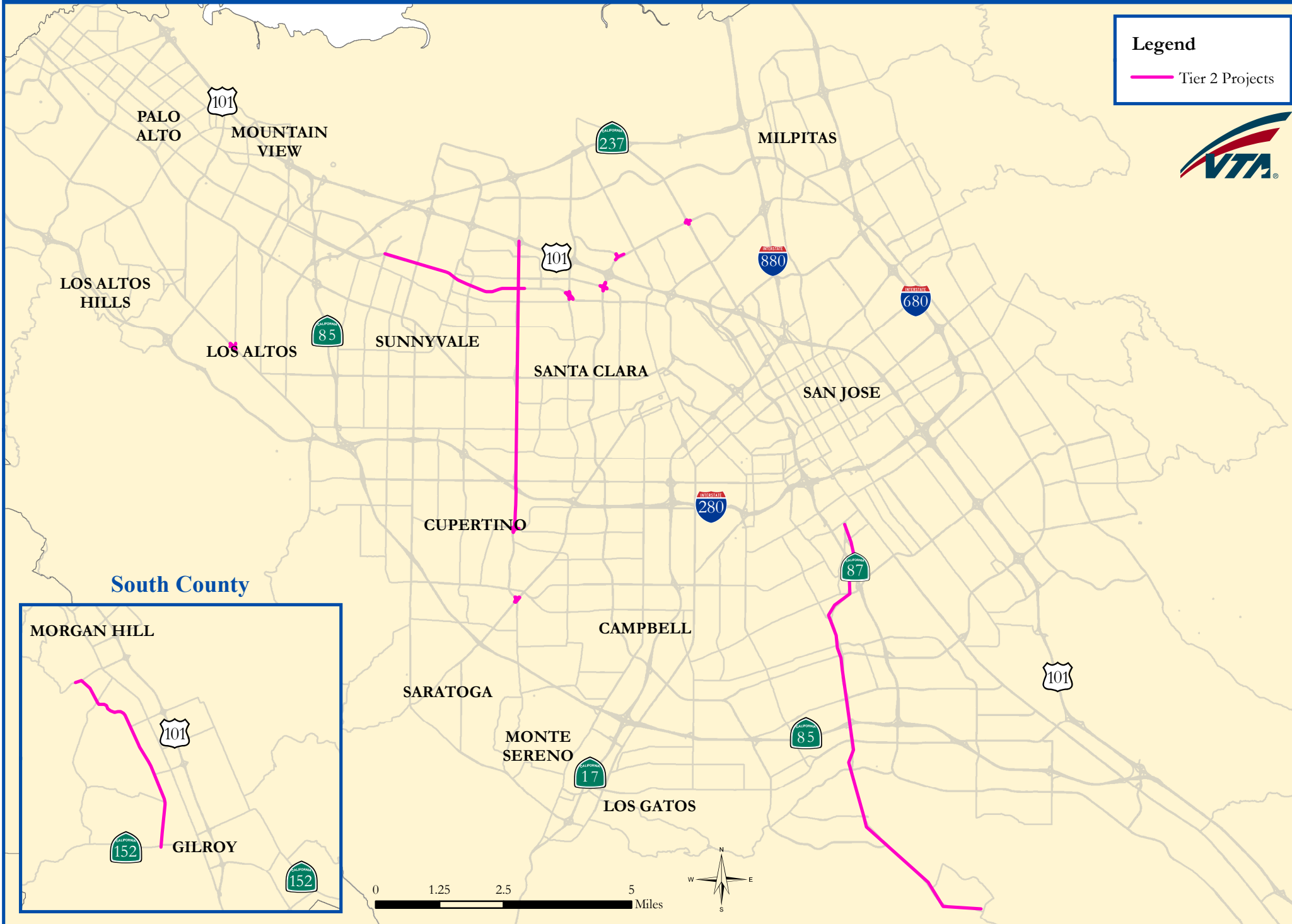
*These are the goals adopted by the VTA Board without weighting or priority.

Expressway Tier 2 Projects








3.2.d

Legend

 Tier 2 Projects



Draft Envision Evaluation Card

County Expressway Program (Tier 3): \$221 M Sponsor: Campbell and San Jose	Mainline improvements on the Expressway System as identified as Tier 3 based on submission by Local Agencies.						
Purpose: 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.	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
POSSIBLE FUNDING SOURCE(S)	Regional Transportation Improvement Program (RTIP), Local Contributions						

2.6

High (5)



Medium (3)



Low (1)



Medium High (4)



Medium Low (2)



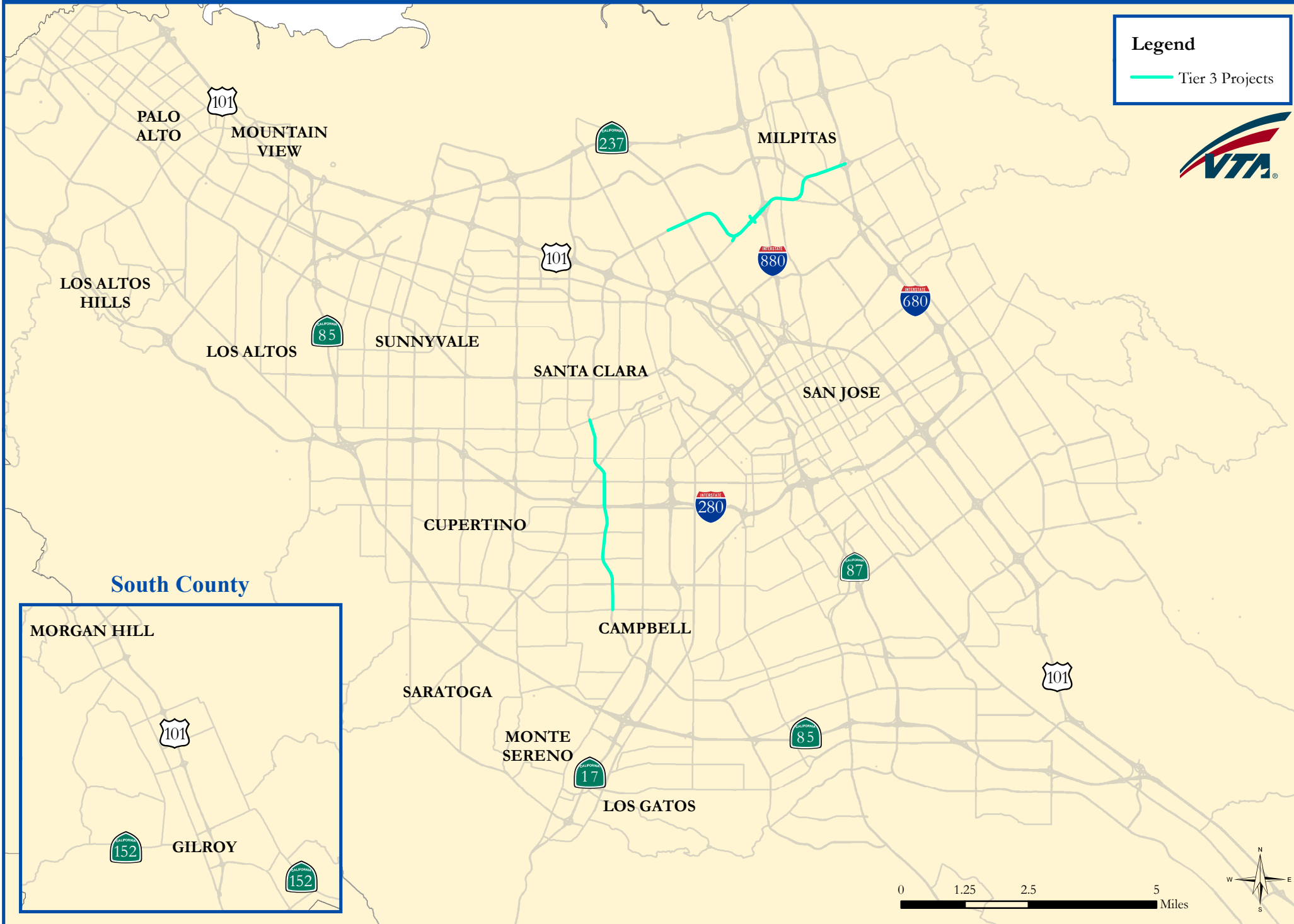
*These are the goals adopted by the VTA Board without weighting or priority.

Expressway Tier 3 Projects

3.2.d

Legend

— Tier 3 Projects










ENVISION

SILICON VALLEY

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							

High (5)



Medium (3)



Low (1)



Medium High (4)



Medium Low (2)



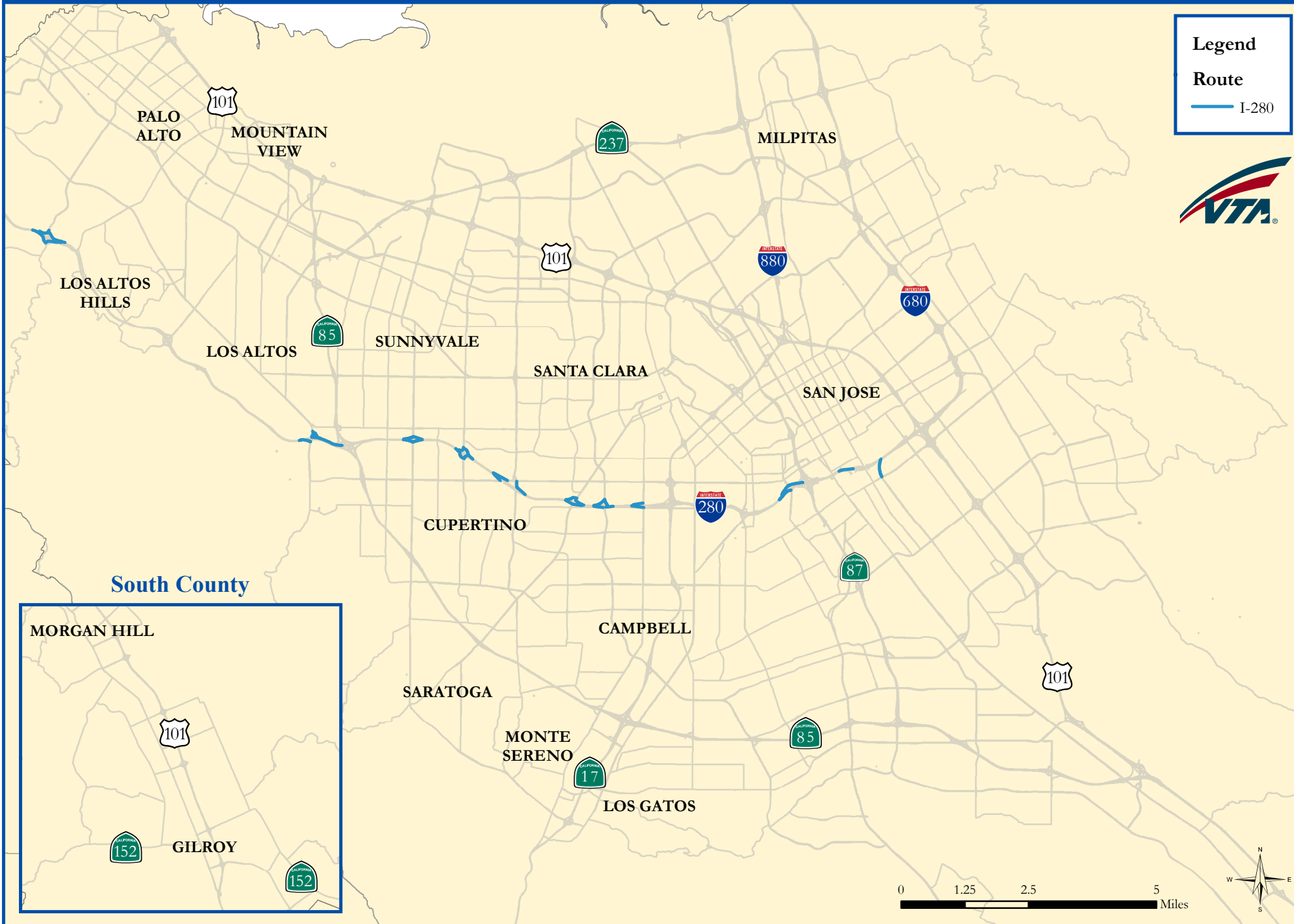
*These are the goals adopted by the VTA Board without weighting or priority.

I-280 Freeway Corridor








3.2.d

Legend**Route**

— I-280



Draft Envision Evaluation Card

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							

High (5)



Medium (3)



Low (1)



Medium High (4)



Medium Low (2)



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

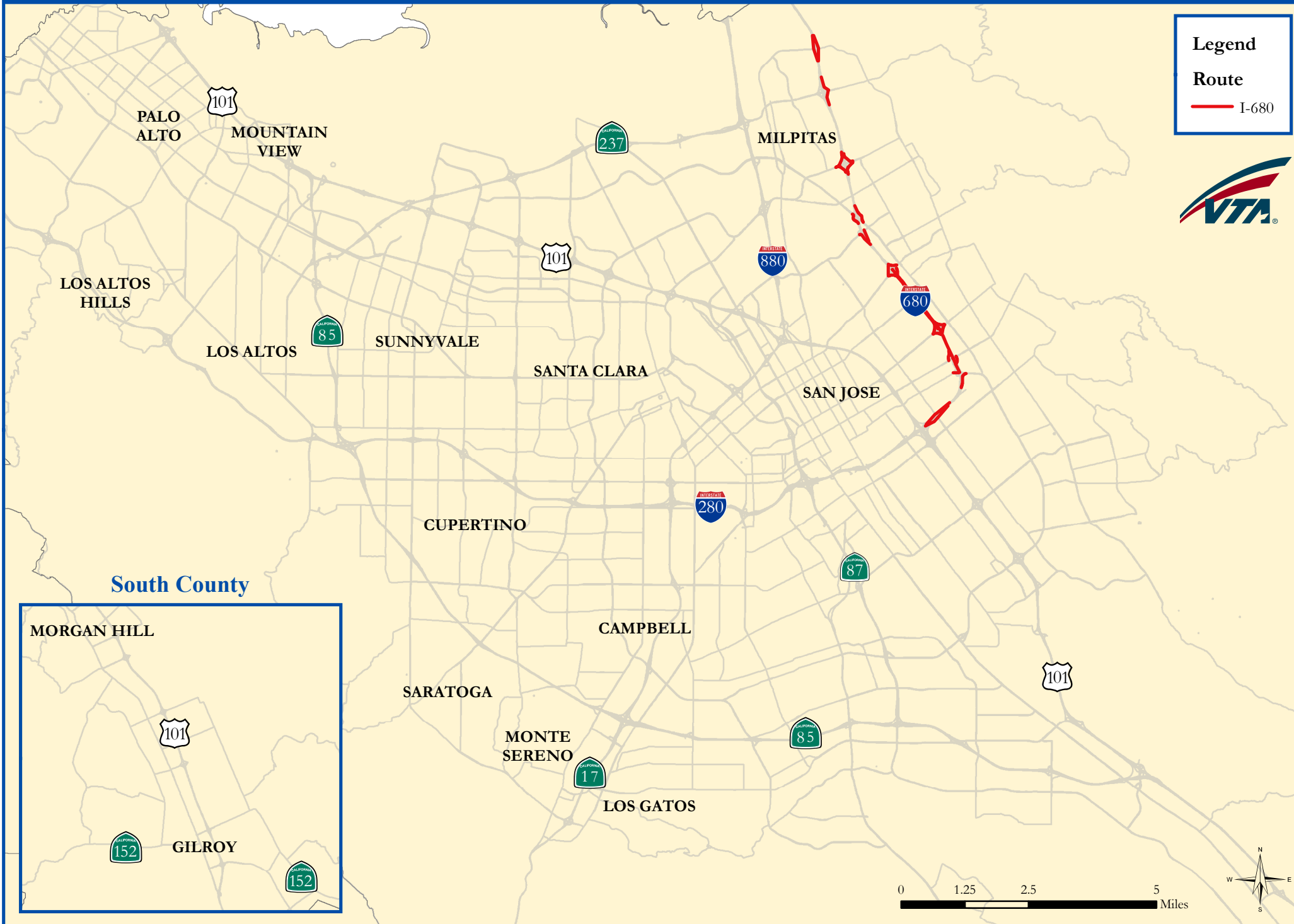
I-680 Freeway Corridor

3.2.d








Legend

Route

I-680



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 (Goal Scores were rounded)	4	2	1	1	2	2	3	2.1
POSSIBLE FUNDING SOURCE(S)	Regional Transportation Improvement Program (RTIP), Local Contributions							

High (5)



Medium (3)



Low (1)



Medium High (4)



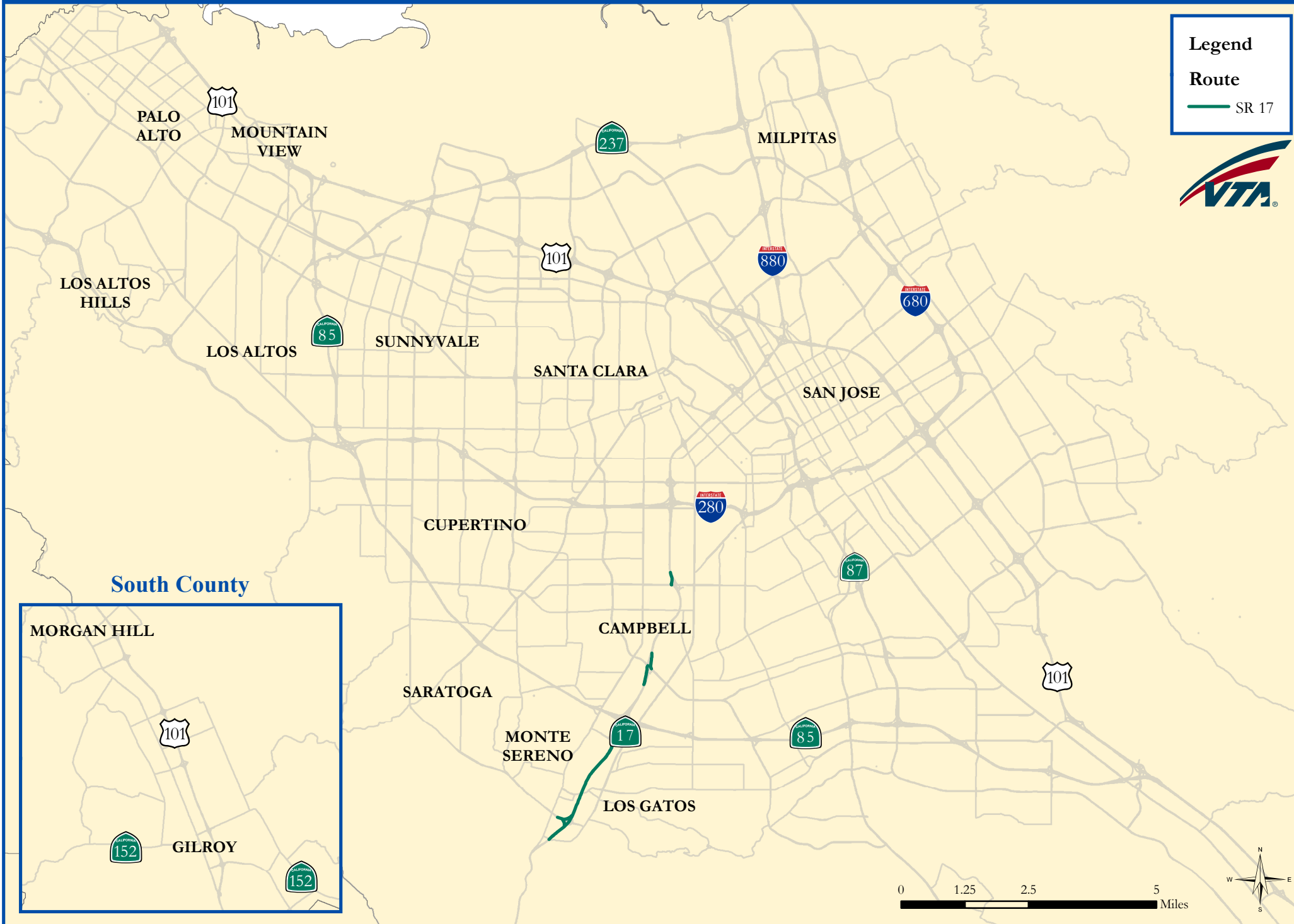
Medium Low (2)










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SR 17 Freeway Corridor

3.2.d



Draft Envision Evaluation Card

<div>SR 85 Freeway Corridor: \$147 M</div> <div>Sponsor: VTA</div>	<div>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.</div>							
<div><div>Purpose:</div> 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 strengten the connection between local roadways and the freeway.</div>	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							

High (5)



Medium (3)



Low (1)



Medium High (4)



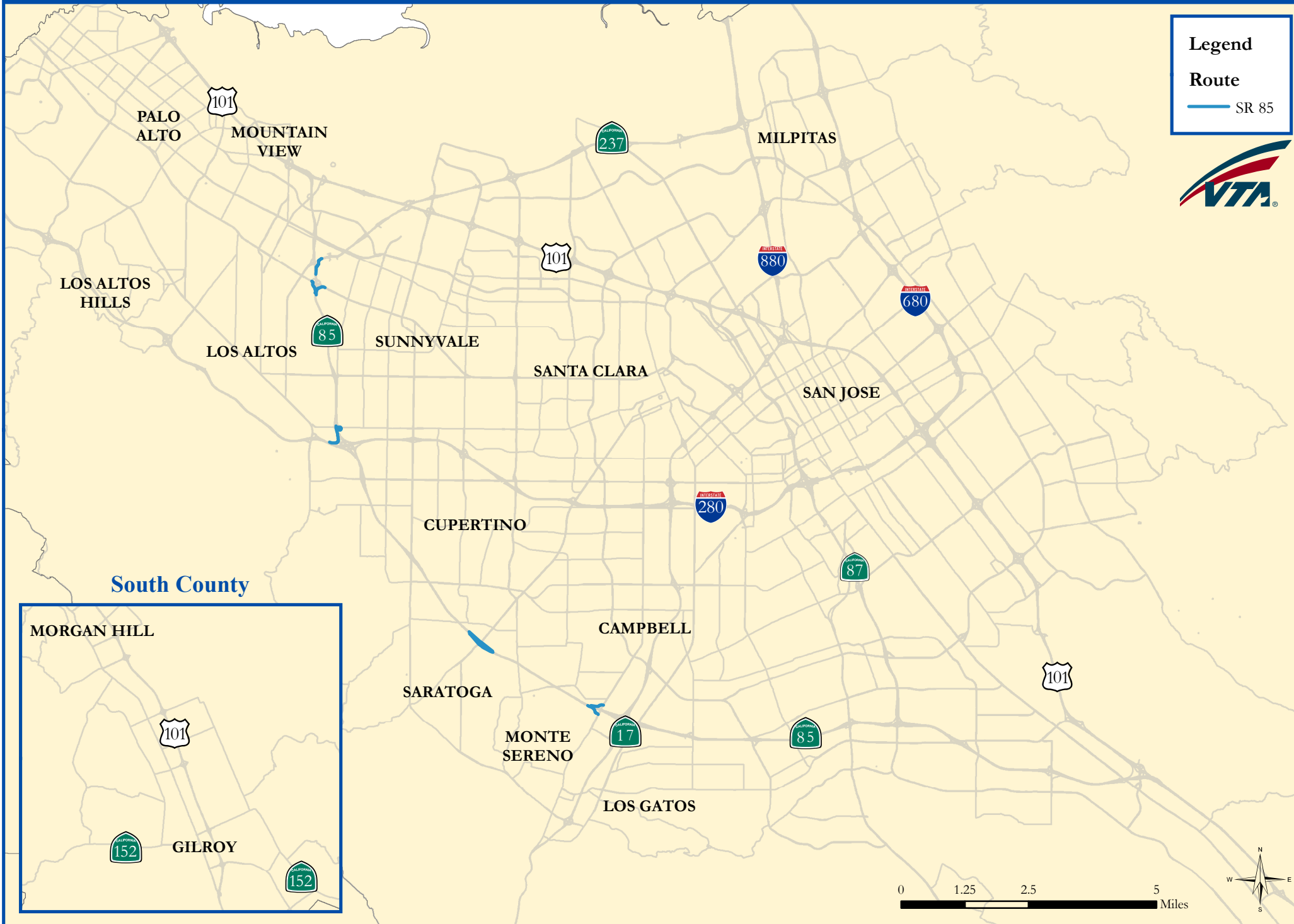
Medium Low (2)










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

SR 85 Freeway Corridor

3.2.d



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.							
<u>Purpose:</u> 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							

High (5)



Medium (3)



Low (1)



Medium High (4)



Medium Low (2)



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

SR 152 Freeway Corridor

3.2.d

Legend**Route**

— SR 152



MORGAN HILL

101








GILROY



0 1.25 2.5 5 Miles



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							

High (5)



Medium (3)



Low (1)



Medium High (4)



Medium Low (2)



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

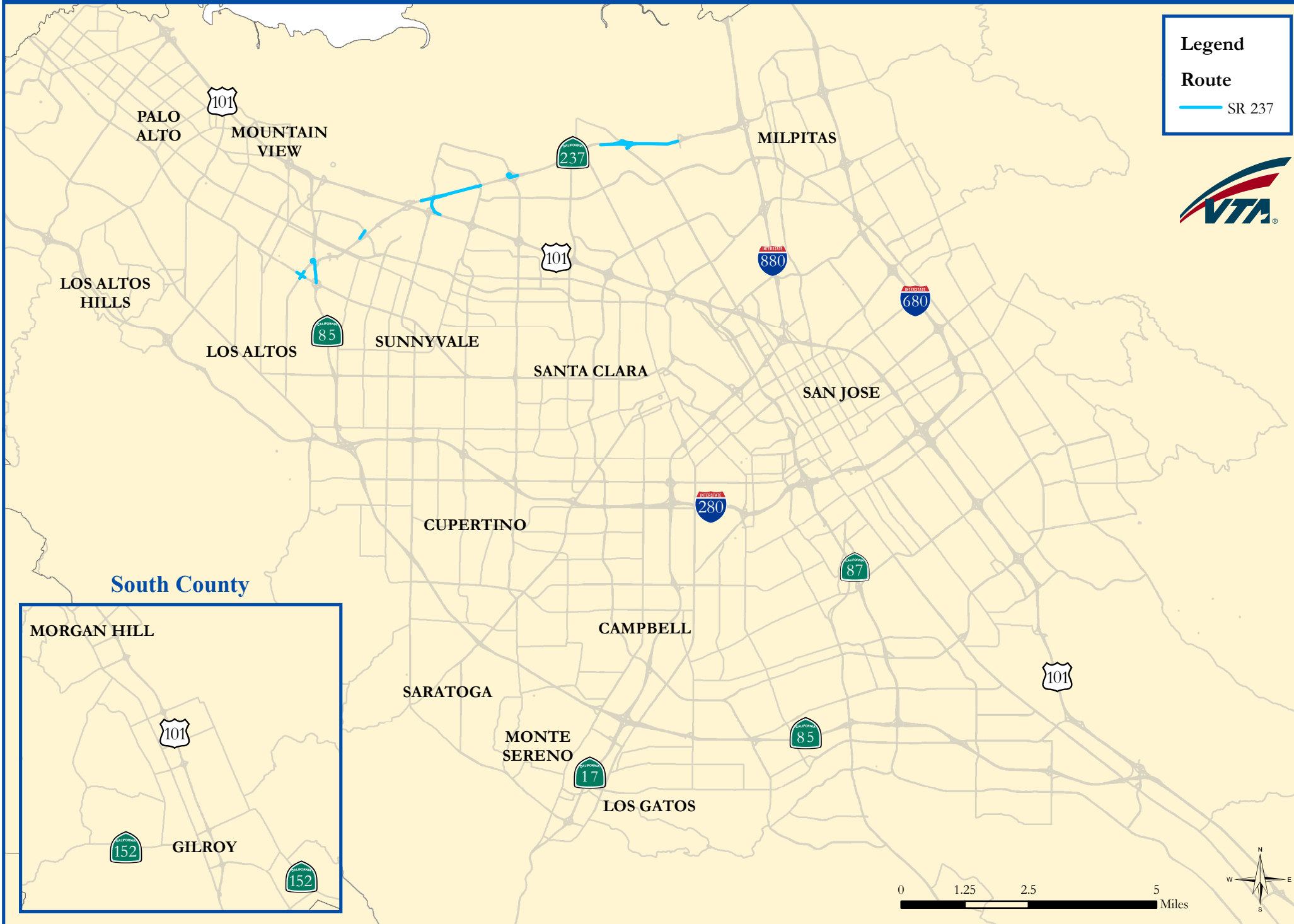
SR 237 Freeway Corridor

3.2.d








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. improvments; 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							

High (5)



Medium (3)



Low (1)



Medium High (4)



Medium Low (2)



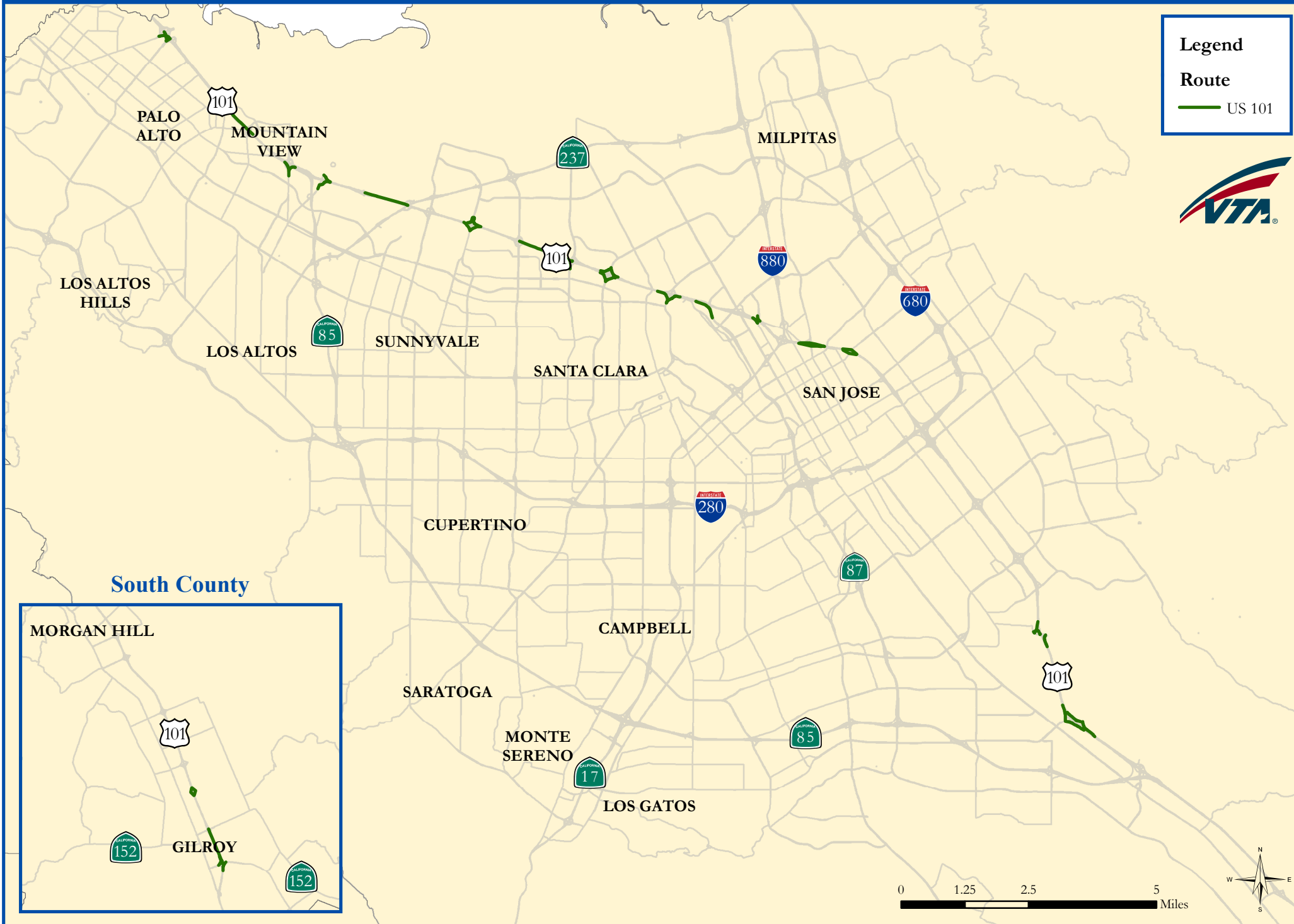
*These are the goals adopted by the VTA Board without weighting or priority.

US 101 Freeway Corridor








3.2.d

Legend**Route**

— US 101



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)							
POSSIBLE FUNDING SOURCE(S)	Interregional Transportation Improvement Program (ITIP), Regional Transportation Improvement Program (RTIP), Local Contributions						
							3.1

High (5)



Medium (3)



Low (1)



Medium High (4)



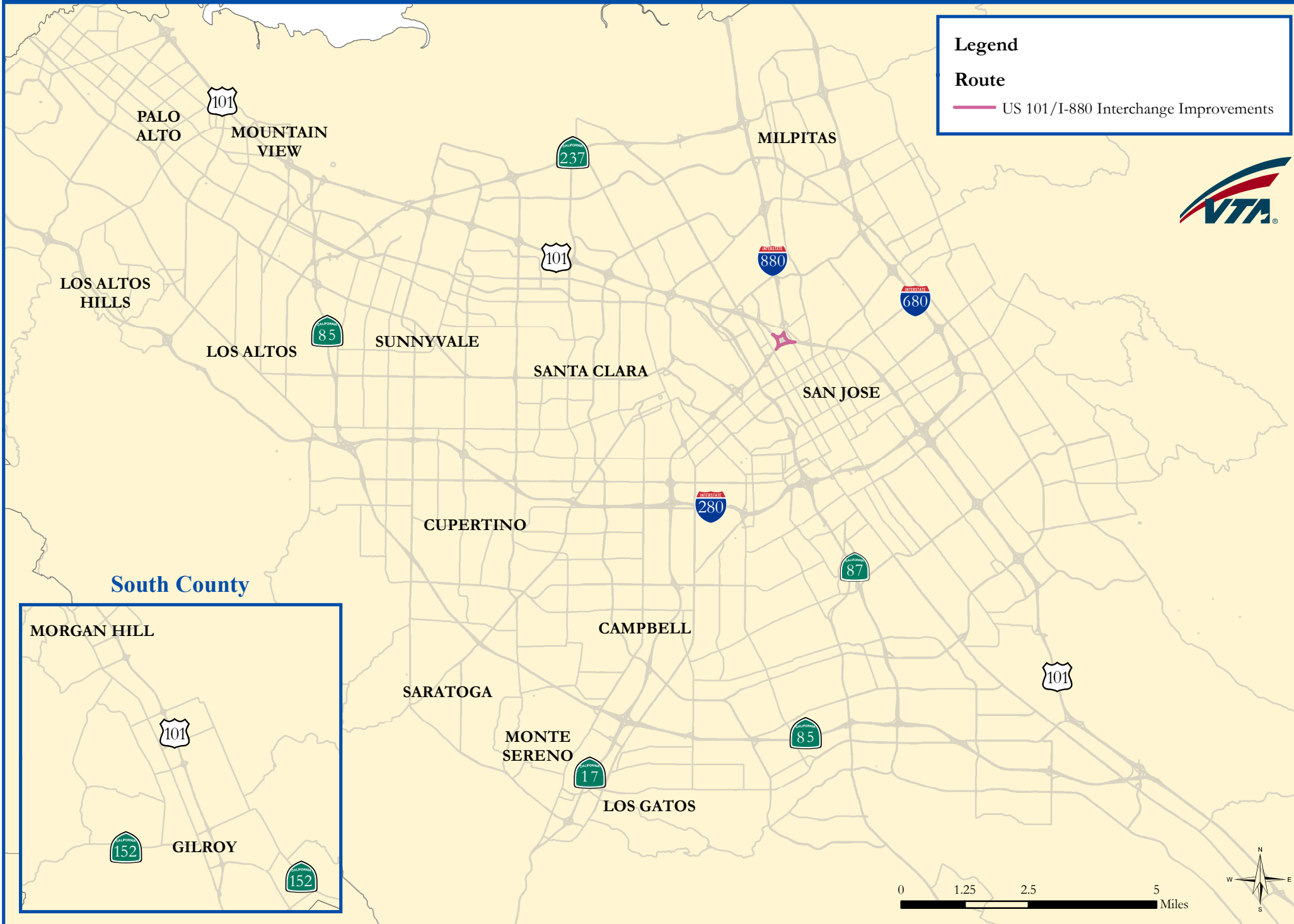
Medium Low (2)










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

US 101/I-880 Interchange Improvements

3.2.d



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 (Goal Scores were rounded)							
	4	4	5	2	2	3	3
POSSIBLE FUNDING SOURCE(S)	Express Lane Revenue						

3.2

High (5)



Medium (3)



Low (1)



Medium High (4)



Medium Low (2)



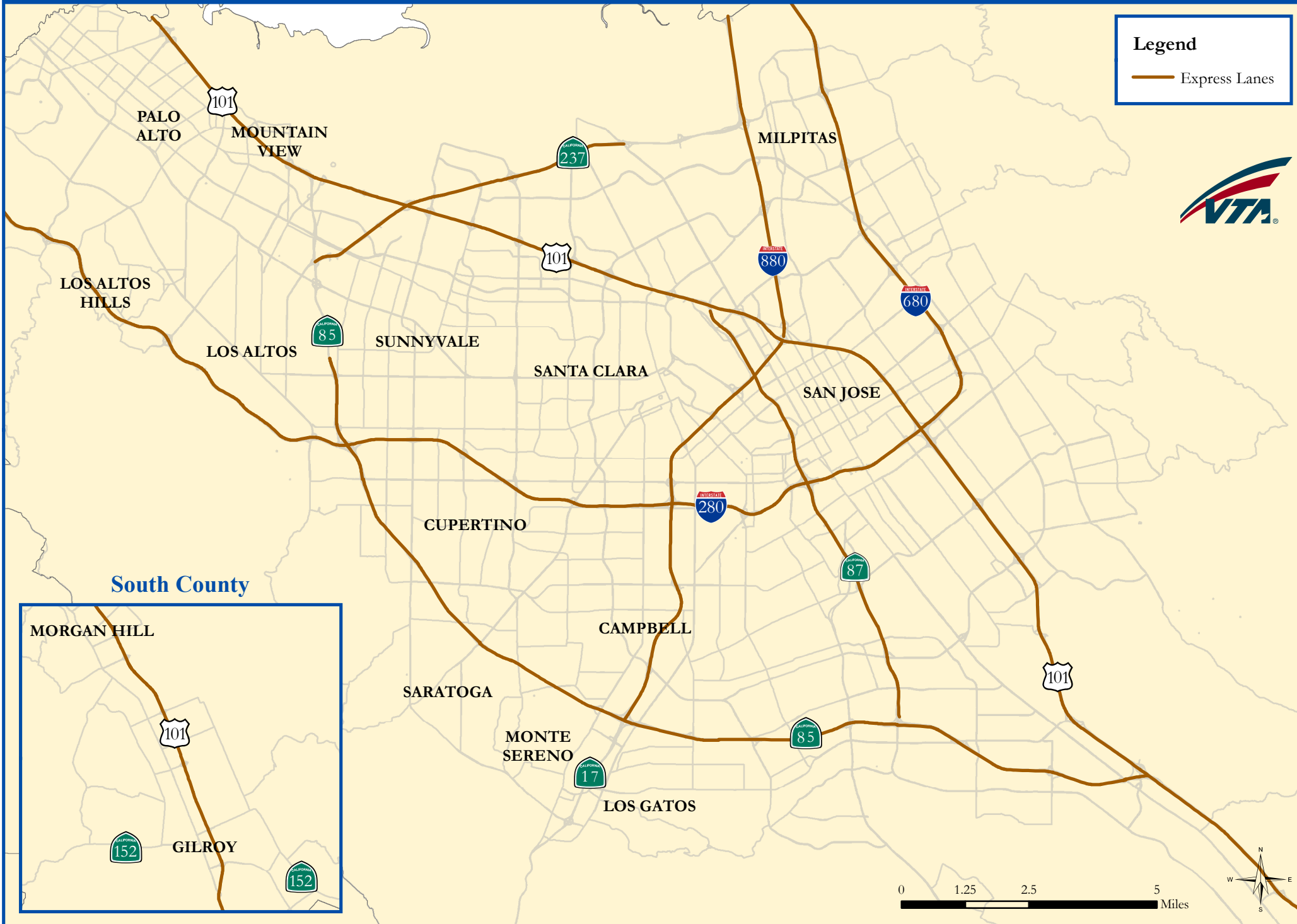
*These are the goals adopted by the VTA Board without weighting or priority.

Express Lanes Program

3.2.d

Legend

Express Lanes










ENVISION

SILICON VALLEY

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><u>Purpose:</u> 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	
								
<p>COMPOSITE SCORE (Goal Scores were rounded)</p>	5	3	5	1	4	3	2	3.2
<p>POSSIBLE FUNDING SOURCE(S)</p>	<p>Regional Transportation Improvement Program (RTIP), High Speed Rail Funding, Local Contributions</p>							

High (5)



Medium (3)



Low (1)



Medium High (4)



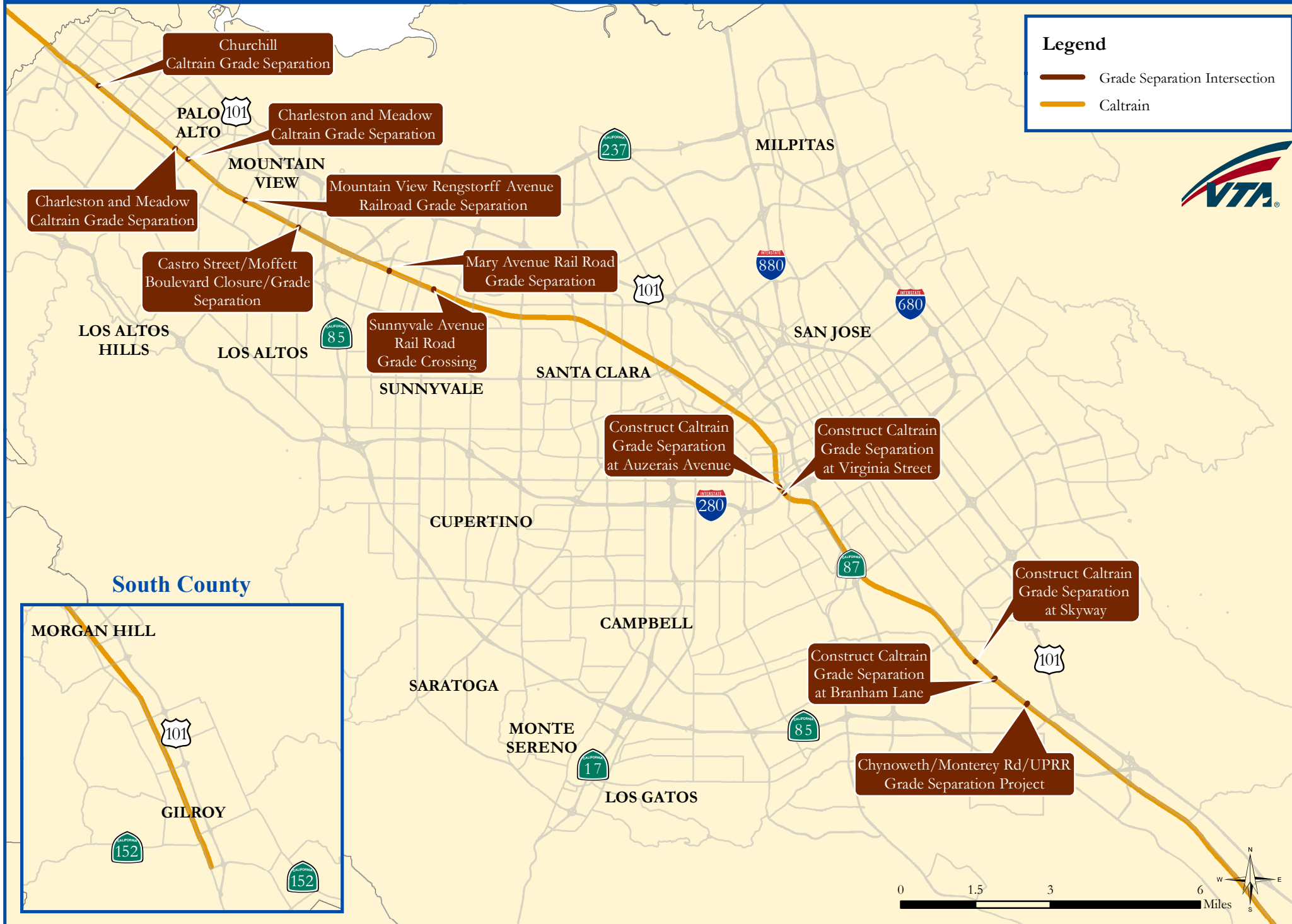
Medium Low (2)










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

Caltrain Grade Separation

3.2.d



Draft Envision Evaluation Card

Local Overcrossings over Freeways: \$379 M Sponsor: Gilroy, San Jose, and Sunnyvale	Implement local overcrossings over freeways in Gilroy, San Jose, and Sunnyvale. These overcrossings do not contain interchanges.						
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.	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)							
POSSIBLE FUNDING SOURCE(S)	Regional Transportation Improvement Program (RTIP), Local Contributions						
							3.1

High (5)



Medium (3)



Low (1)



Medium High (4)



Medium Low (2)

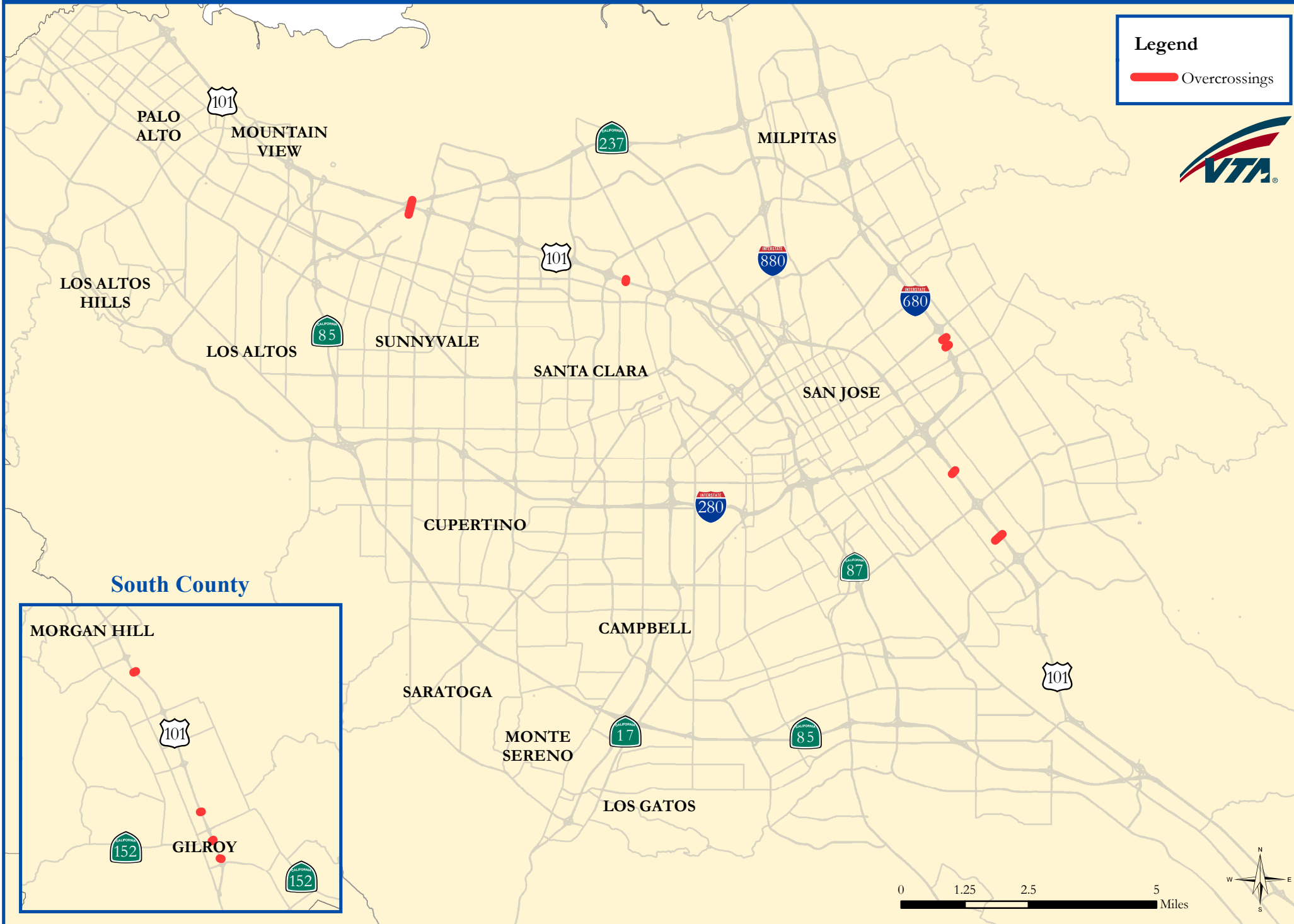


*These are the goals adopted by the VTA Board without weighting or priority.








Local Overcrossings over Freeways

3.2.d

Legend

 Overcrossings


Draft Envision Evaluation Card

San Antonio Road Interchange / Charleston Road Connection: \$101.0 M Sponsor: Mountain View	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.							
<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.	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							

High (5)



Medium (3)



Low (1)



Medium High (4)



Medium Low (2)




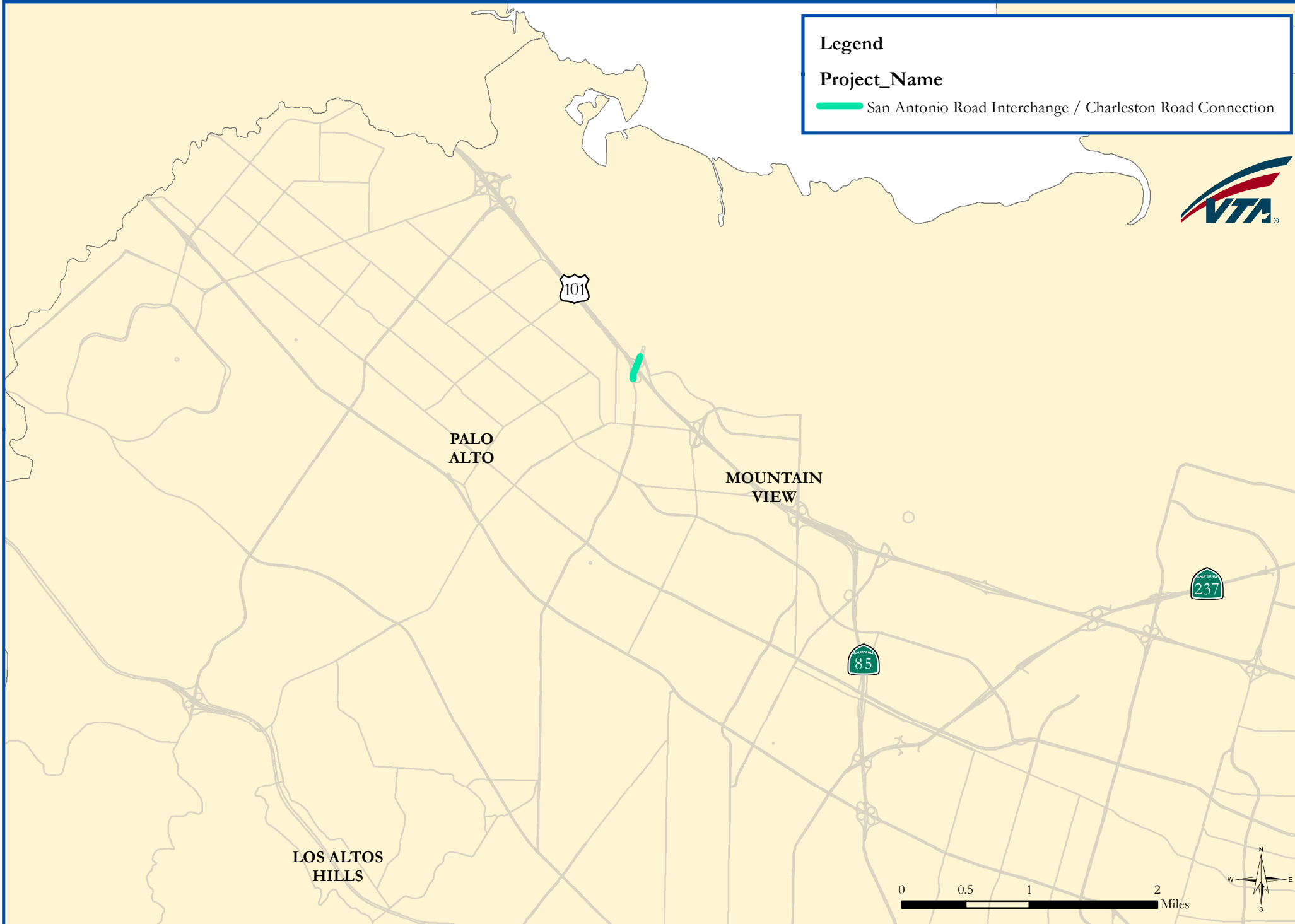
*These are the goals adopted by the VTA Board without weighting or priority.

San Antonio Road Interchange / Charleston Road Connection

3.2.d

Legend

Project_Name








 San Antonio Road Interchange / Charleston Road Connection

ENVISION

SILICON VALLEY

Transit

Draft Envision Evaluation Card

Alviso to Blossom Hill DMU Service: \$530 M Sponsor: Public	Project would initiate a new DMU service from Blossom Hill to Alviso.						
Purpose: 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.	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
							
	2	2	5	2	3	2	2
COMPOSITE SCORE (Goal Scores were rounded)	2.6						
POSSIBLE FUNDING SOURCE(S)	Federal and State Transit Funds						

High (5)



Medium (3)



Low (1)



Medium High (4)



Medium Low (2)










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

Alviso to Blossom Hill DMU Service

3.2.d



Draft Envision Evaluation Card

Caltrain Modernization (CalMod 2.0): \$214 M Sponsor: Caltrain JPB	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.						
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.	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						

High (5)



Medium (3)



Low (1)



Medium High (4)



Medium Low (2)










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

Caltrain Improvements

3.2.d



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
POSSIBLE FUNDING SOURCE(S)	Federal and State Transit Funds						

3.1

High (5)



Medium (3)



Low (1)



Medium High (4)



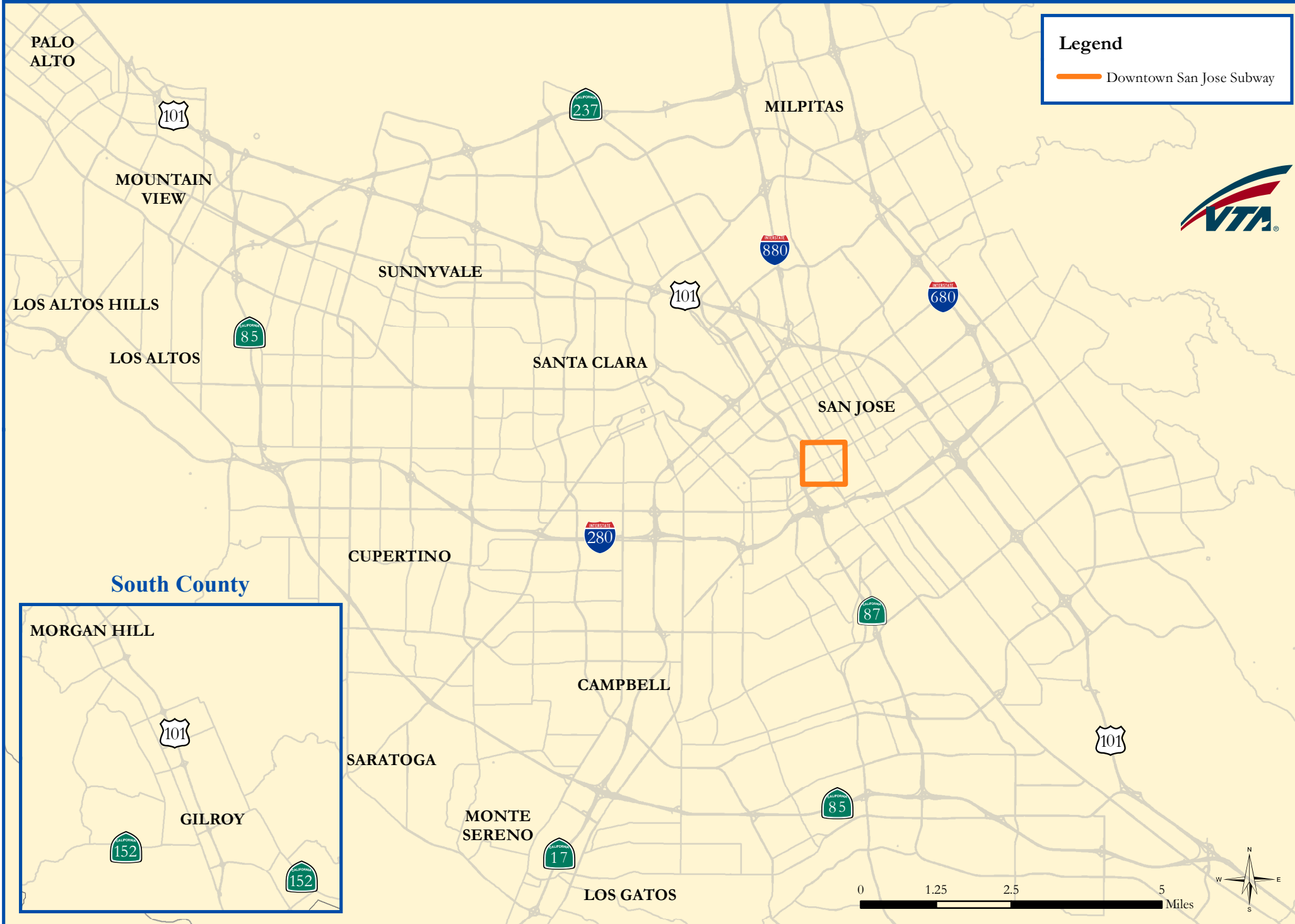
Medium Low (2)










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

Downtown San Jose Subway

3.2.d



Draft Envision Evaluation Card

Enhance Frequent Core Bus Network: \$2,143 M Sponsor: VTA	Provide 10 minute all day service on VTA’s highest ridership routes							
<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.	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	4	4	3.6
POSSIBLE FUNDING SOURCE(S)	VTA Local Sales Tax Measure, Federal and State Transit Funds							

High (5)



Medium (3)



Low (1)



Medium High (4)



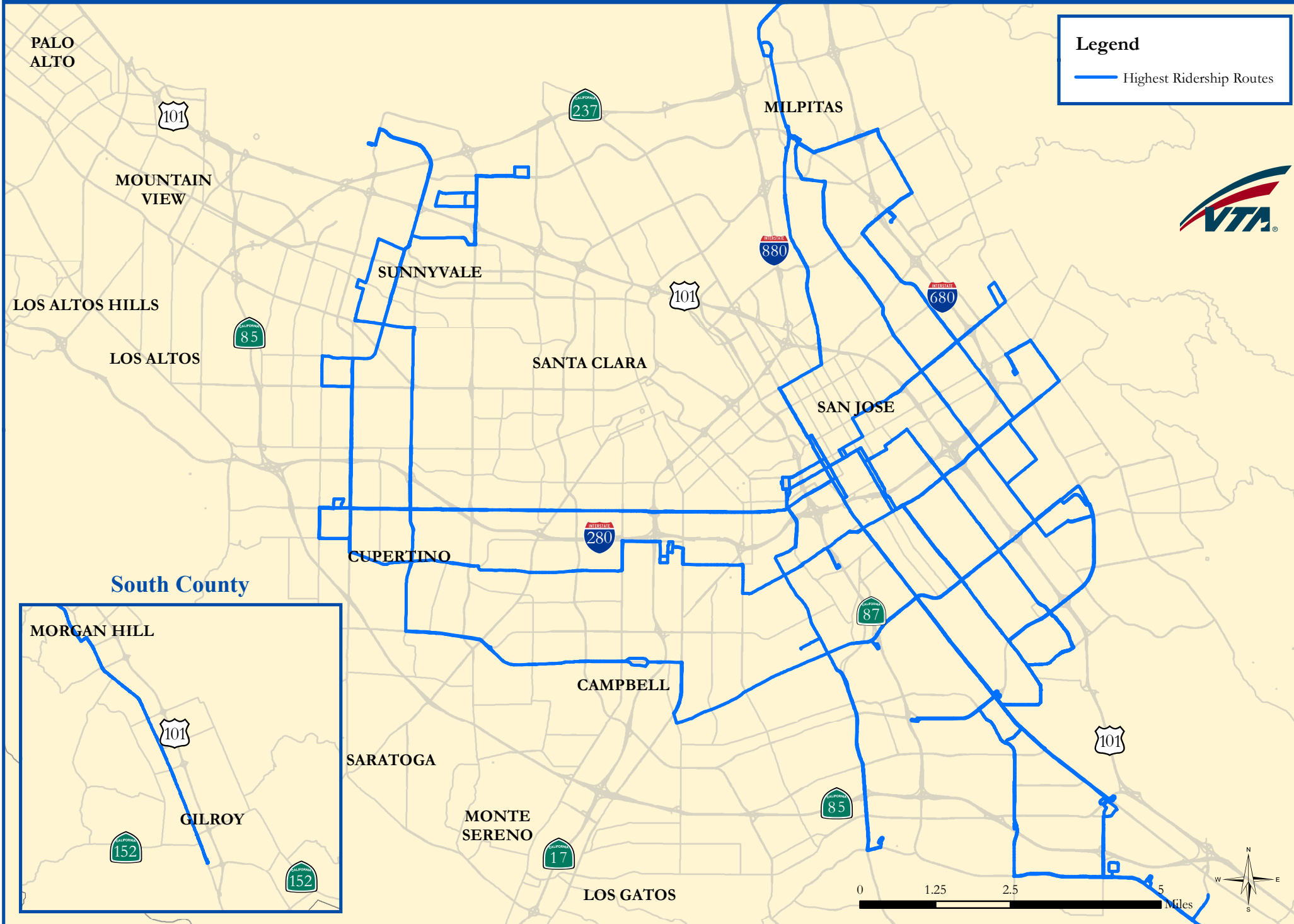
Medium Low (2)










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

Enhance Frequent Core Bus Network (10 Minute)

3.2.d



Draft Envision Evaluation Card

Express Bus Countywide Expansion: \$500 M Sponsor: VTA	Implement a countywide expansion of express services across the complete freeway network.							
Purpose: 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.	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							

High (5)



Medium (3)



Low (1)



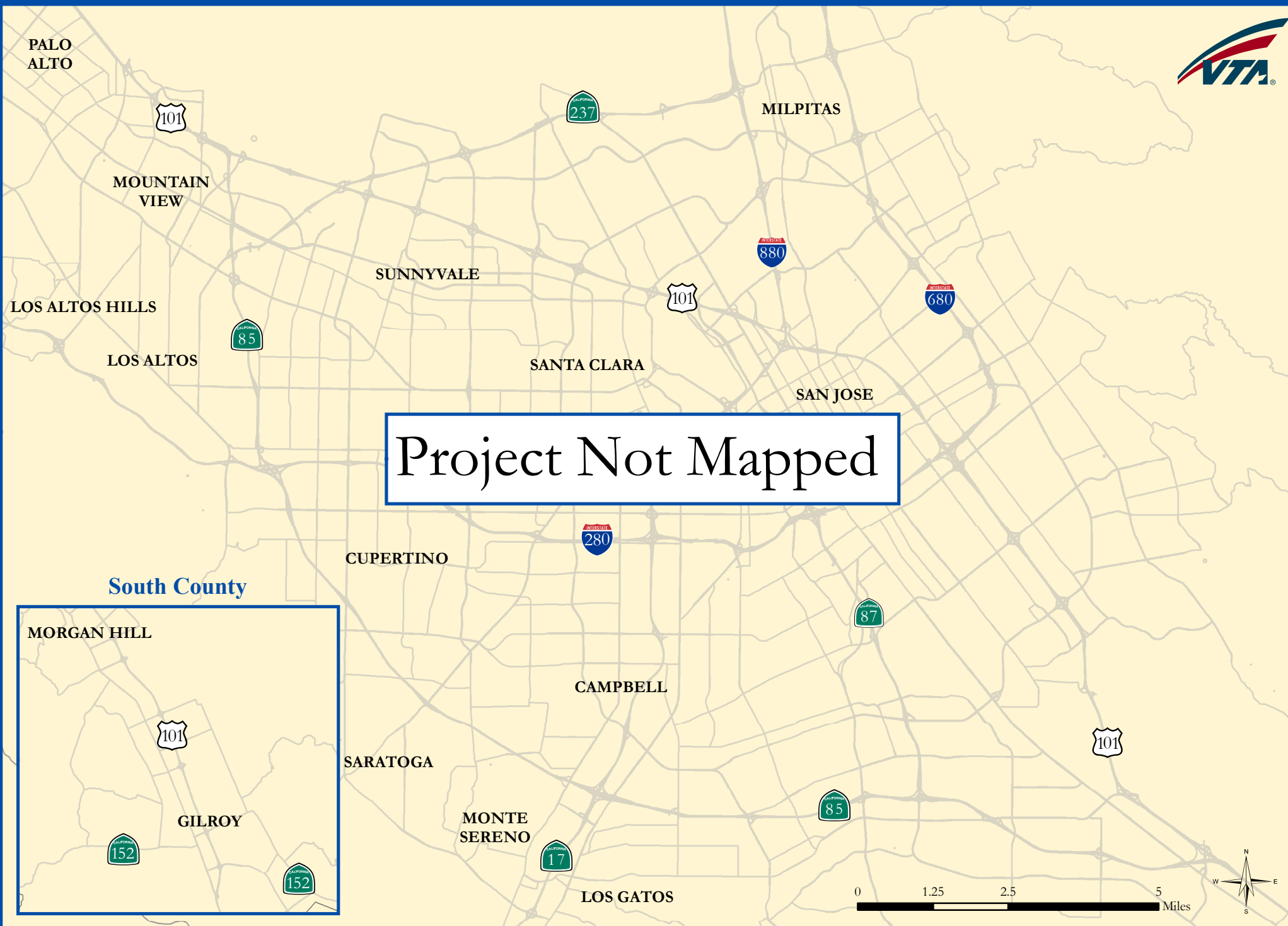
Medium High (4)










Medium Low (2)



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



Draft Envision Evaluation Card

Extend Capitol Expressway light rail to Eastridge Transit Center - Phase II: \$293 M Sponsor: VTA	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.							
<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.	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							

High (5)



Medium (3)



Low (1)



Medium High (4)



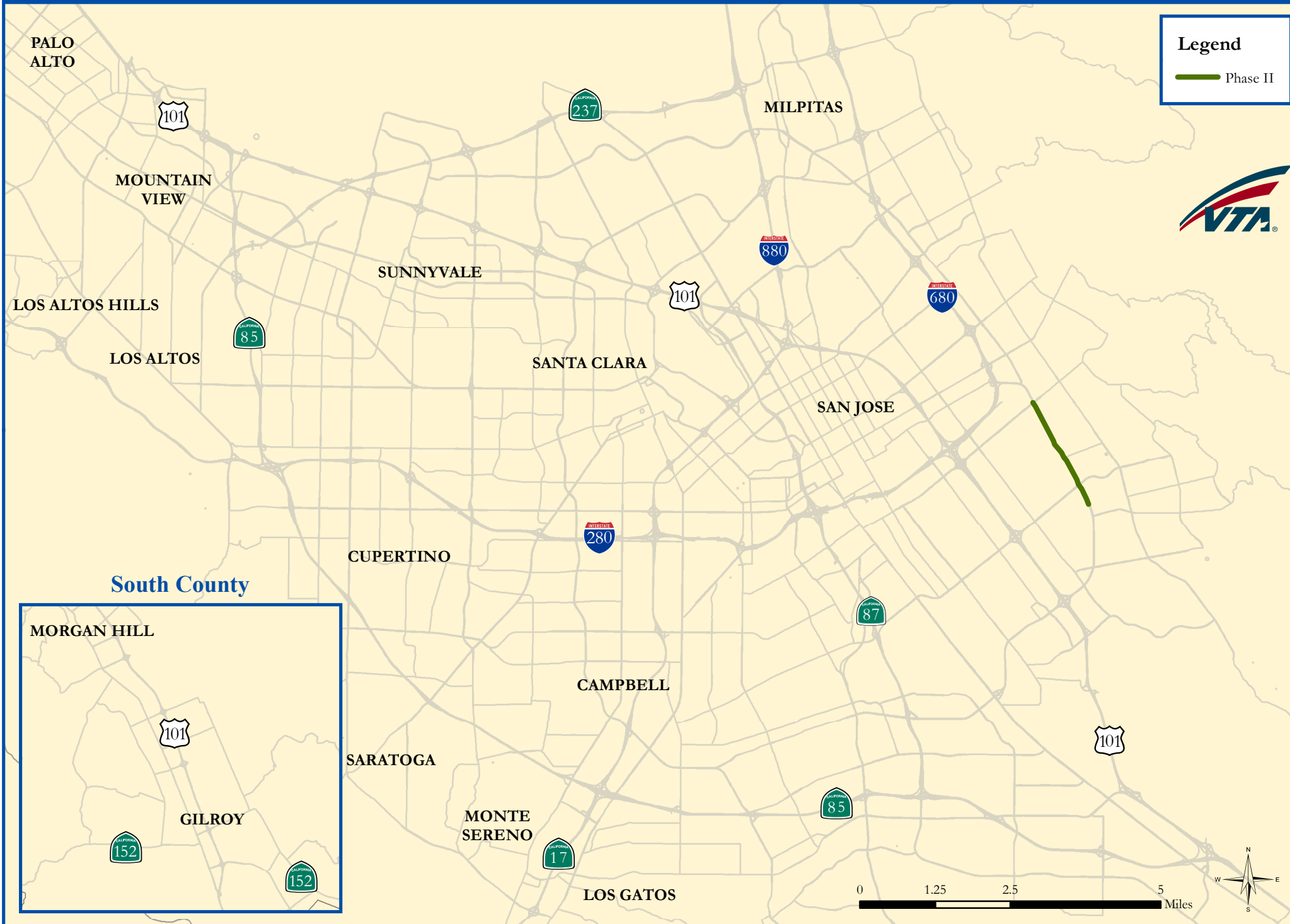
Medium Low (2)










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

Extend Capitol Expressway Light Rail to Eastridge Transit Center

3.2.d



Draft Envision Evaluation Card

Extend light-rail transit from Winchester Station to Route 85 (Vasona Junction): \$176 M Sponsor: VTA	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).						
Purpose: 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.	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
POSSIBLE FUNDING SOURCE(S)	Measure A, Federal Small Starts						

3.2

High (5)



Medium (3)



Low (1)



Medium High (4)



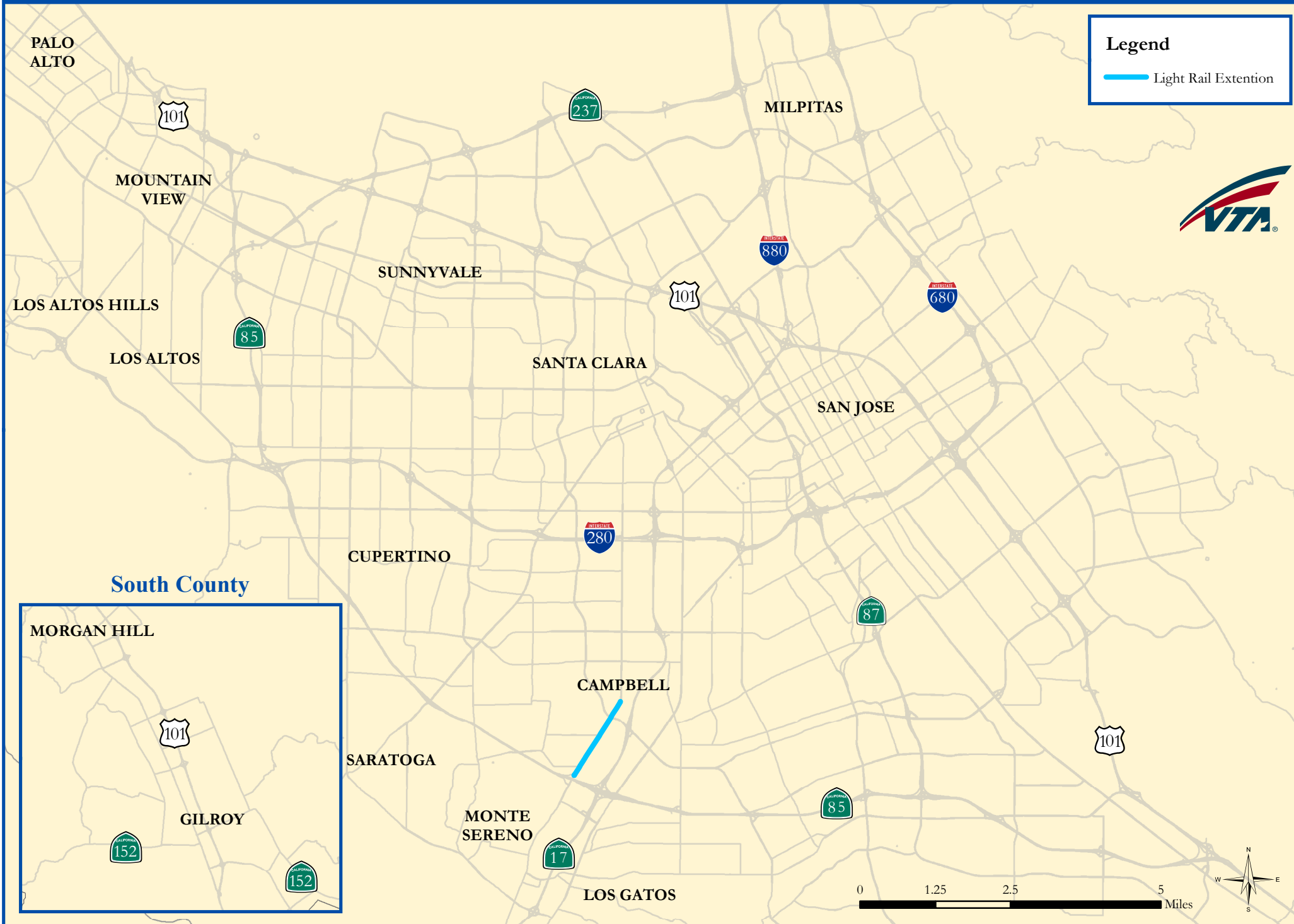
Medium Low (2)



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

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

3.2.d



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 (Goal Scores were rounded)	2	2	4	4	3	3	3
POSSIBLE FUNDING SOURCE(S)	VTA Local Sales Tax Measure, Federal and State Transit Funds						

2.9

High (5)



Medium (3)



Low (1)



Medium High (4)



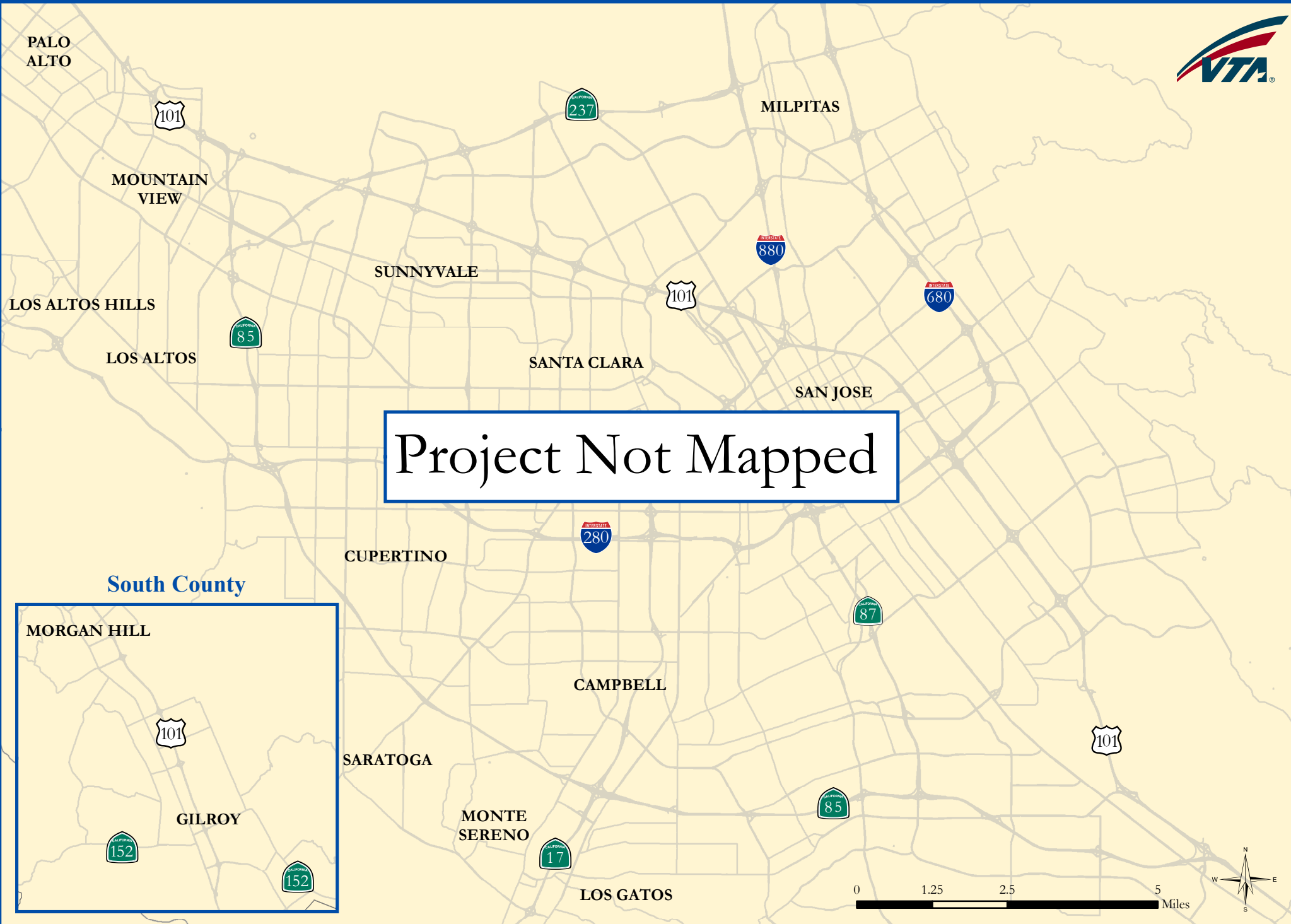
Medium Low (2)










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

Fast and Reliable Bus Network

3.2.d



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
POSSIBLE FUNDING SOURCE(S)	VTA Local Sales Tax Measure, Federal and State Transit Funds						

3.2

High (5)



Medium (3)



Low (1)



Medium High (4)



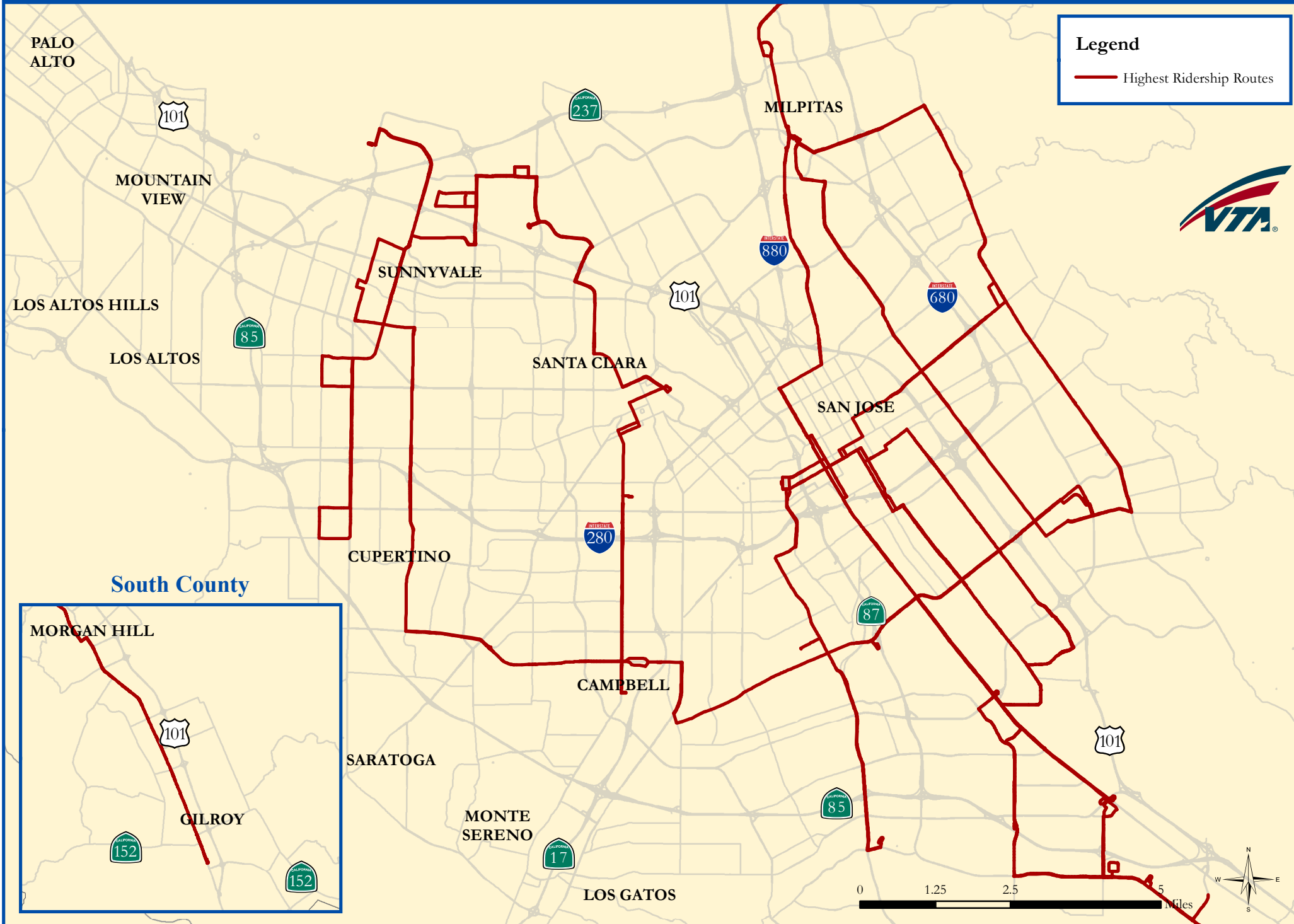
Medium Low (2)










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

Frequent Core Bus Network (15 Minute)

3.2.d



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 (Goal Scores were rounded)	2	4	5	2	4	4	2	3.0
POSSIBLE FUNDING SOURCE(S)	Federal and State Transit Funds							

High (5)



Medium (3)



Low (1)



Medium High (4)

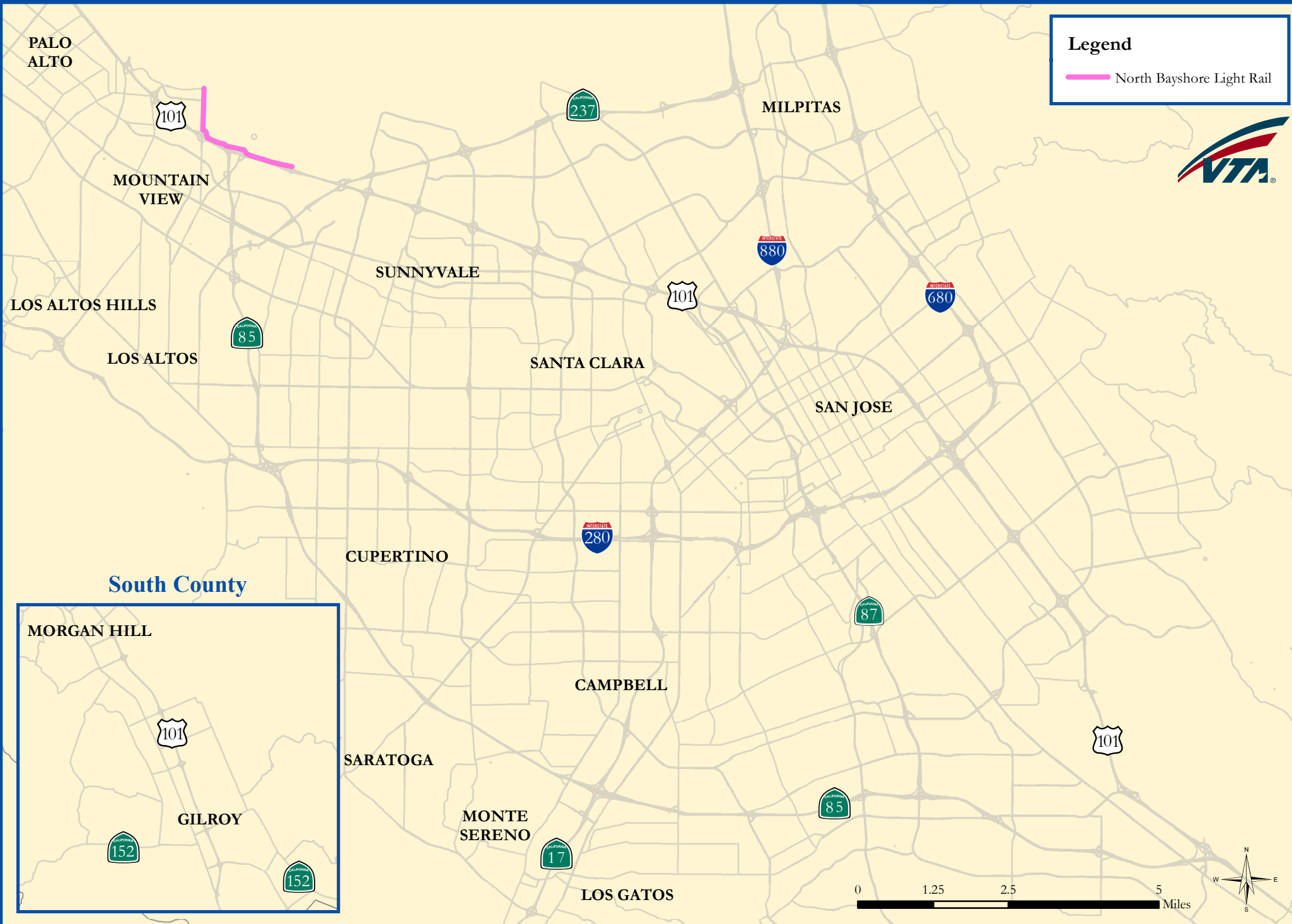


Medium Low (2)









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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.							
<u>Purpose:</u> 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							

High (5)



Medium (3)



Low (1)



Medium High (4)



Medium Low (2)


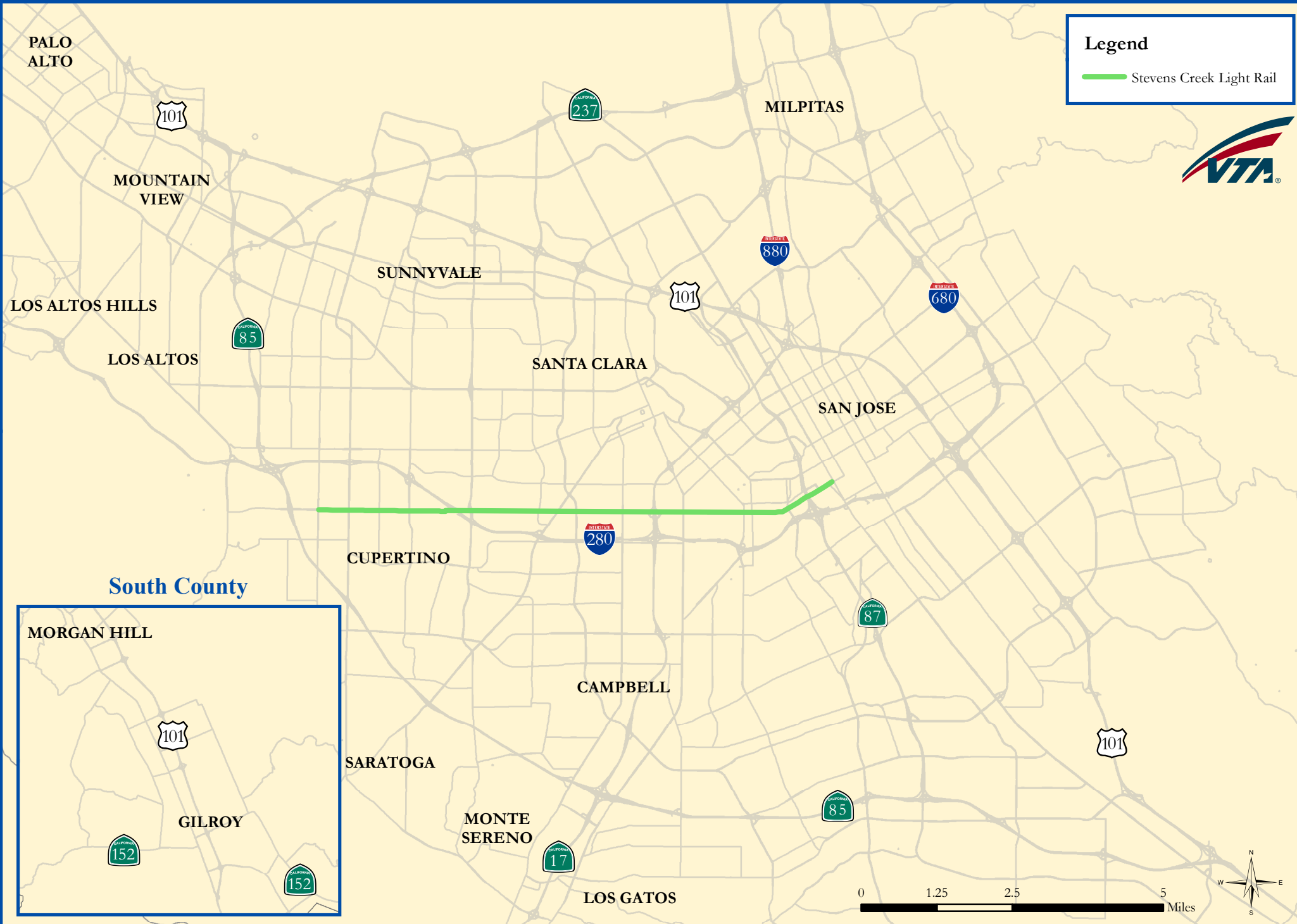


*These are the goals adopted by the VTA Board without weighting or priority.








Stevens Creek Light Rail

3.2.d

Legend

 Stevens Creek Light Rail


Draft Envision Evaluation Card

SVRT Phase II (San Jose to Santa Clara): \$4,770 M Sponsor: VTA	Extension of BART service from San Jose (Berryessa) to Santa Clara							
<u>Purpose:</u> 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.	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)							

High (5)



Medium (3)



Low (1)



Medium High (4)



Medium Low (2)










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

BART Silicon Valley

3.2.d



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 (Goal Scores were rounded)	1	2	5	2	3	2	2	2.4
POSSIBLE FUNDING SOURCE(S)	Federal and State Transit Funds							

High (5)



Medium (3)



Low (1)



Medium High (4)



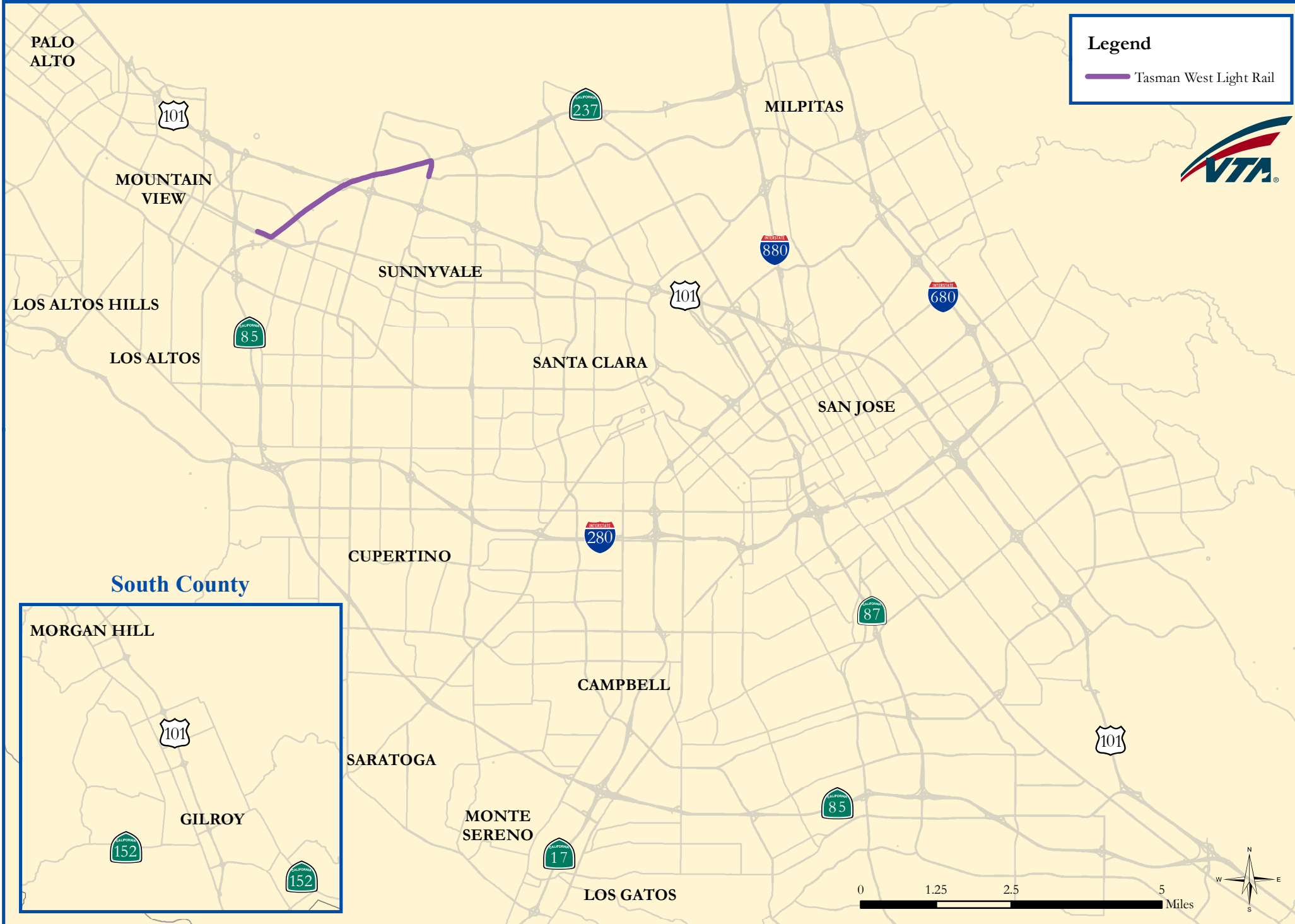
Medium Low (2)










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

Tasman West Reconstruction

3.2.d



Draft Envision Evaluation Card

Upgraded Santa Clara Great America Intermodal Station: \$200 M Sponsor: VTA/City of Santa Clara	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.							
<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.	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							

High (5)



Medium (3)



Low (1)



Medium High (4)



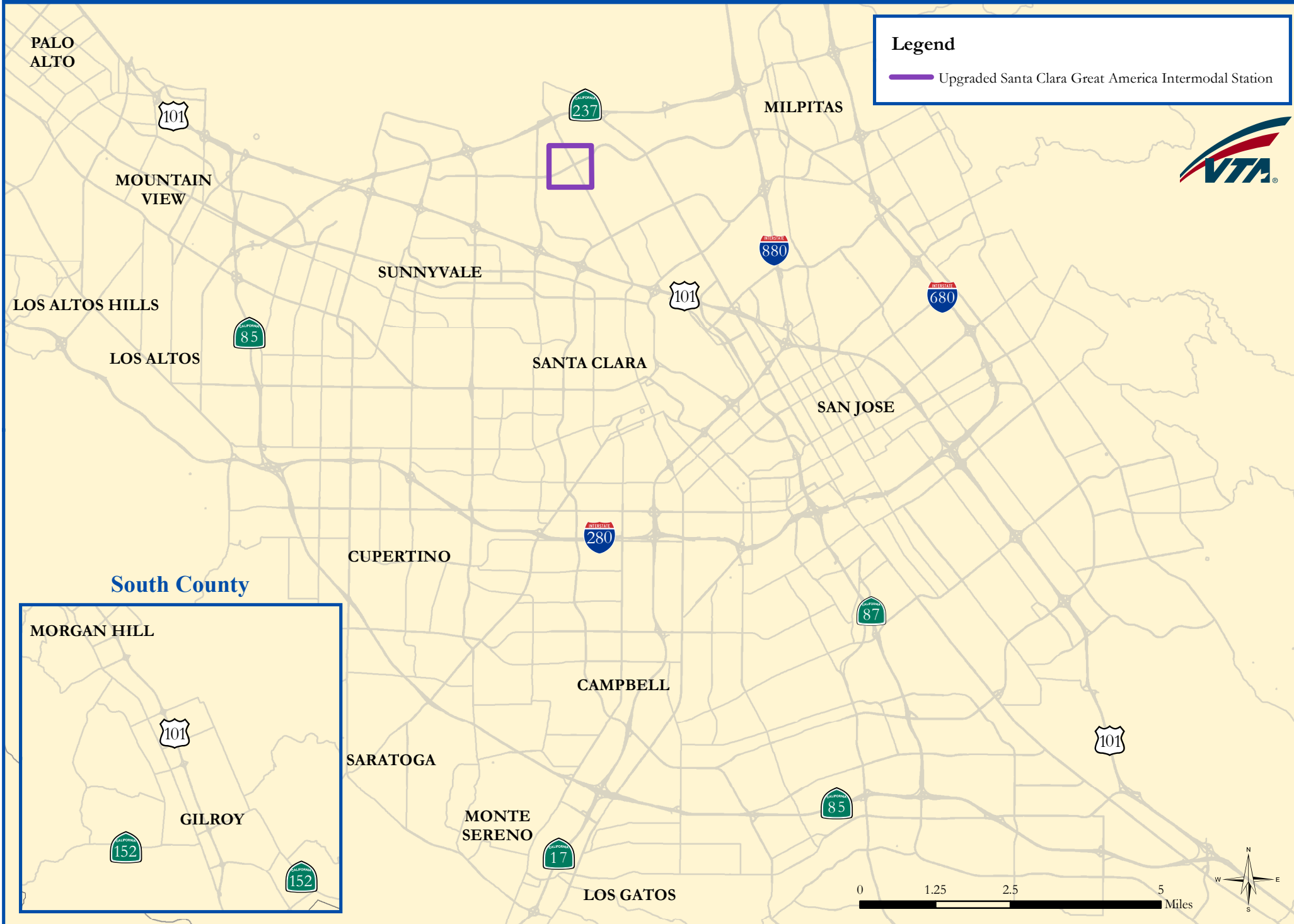
Medium Low (2)



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

Upgraded Santa Clara Great America Intermodal Station

3.2.d



TRANSIT			
#	Project Title	Description	COST (\$M) in 2017
1	Implementation of Future Mass Transit Needs for Santa Clara County (Campbell)	Develop, finance, and construct a mass transit system to serve job centers along and near the Highway 85 Corridor, based on recommendations of a comprehensive study.	\$ 25.0
2	Future Mass Transit Project Improvements (Campbell)	Implement Transportation Improvements that serve Campbell.	\$ 750.0
3	Comprehensive Systems Study for Future Mass Transit in Santa Clara County (Cup)	Comprehensive study to develop a system-wide plan that integrates future mass transit investments in Santa Clara County with connections to other counties, as well as community-level systems and first/last mile strategies.	\$ 1.0
4	Future Mass Transit Needs for Santa Clara County (Cup)	Develop, finance, and construct a mass transit system to serve job centers along the Highway 85 corridor focusing on mass transit improvements to reduce single-occupancy vehicle trips, develop plans for effective last-mile connections to major employment areas, identify transit center locations for last-mile services, and improve connections to other inter-county mass transit systems	\$ 810.0
5	Transit Stop Enhancements (Cup)	Enhance VTA bus stops citywide. Enhancements may include benches, shelters, landscaping, and real-time route information systems.	\$ 9.0
6	Tri-School Area Shuttle Service (Cup)	Provide a public shuttle to supplement existing VTA bus service in the neighborhoods served by McClellan Rd, Bubbs Rd, and Rainbow Drive	\$ 1.1
7	Cupertino Bus/Shuttle Service Expansion (Cup)	This project would expand the existing VTA bus service, or provide new City-operated public shuttles, along Homestead Road, Foothill Blvd, Stevens Creek Blvd, and Wolfe Road.	\$ 2.2
8	South County Commuter Rail service enhancements (Gil)	Provide operational subsidy to extend hours of service, reverse commute options, and frequency of service to southern Santa Clara County cities of Morgan Hill and Gilroy, by way of the Caltrain Peninsula Service and other commuter rail entities.	\$ 19.0
9	CaHSR Station at Downtown Gilroy Transit Center (Gil)	To help implement primary and ancillary enhancements for transit and other vehicular access, and to construct a superior Gilroy High Speed Rail Station including a parking structure for expected commuters using HSR to provide an alternative to the US101 corridor to connect to jobs in Silicon Valley and the greater bay area and southern California.	\$ 201.0
10	Future Mass Transit Needs for Santa Clara County Study (LA)	Comprehensive Study with an Alternatives Analysis which would serve the mass transit needs of the region, with an initial phase on Highway 85 corridor from Highway 87 to Highway 101, subsequent phases will look at 280, 101 corridor.	\$ 2.5
11	Expand Loading Platform at Caltrain Station (MH)	Extend Caltrain loading platform on east side of UPRR tracks to meet future needs of rail transit.	\$ 0.4
12	Study of Mass Transit Needs for Santa Clara County (MV)	Comprehensive study to develop a long-term plan for future mass transit and last-mile investments for Santa Clara County.	\$ 25.0
13	Implementation Funding for Future Mass Transit Investments in Santa Clara County (MV)	Funding to begin implementation of recommended projects and initiatives identified in the comprehensive system-wide study to develop a plan for future mass transit and last-mile investments in Santa Clara County and connections to other counties.	\$ 750.0
14	Reversible Transit Lane on Shoreline Boulevard (MV)	Construction of the initial phase of a reversible median transit lane on Shoreline Boulevard between Middlefield Road and Pear Avenue to serve Caltrain shuttles, private company commuter buses and other transit vehicles traveling into and out of the North Bayshore Area during commute times. Includes protected intersection at Middlefield Road.	\$ 13.5
15	Downtown Transit Center Improvements (MV)	Improvements to accommodate the increased number of Caltrain and light rail riders, provide facilities for better connections to other transportation modes at/near the Transit Center site, and address increased demand for housing, employment and services at/near the Transit Center.	\$ 126.2
16	Future Mass Transit Needs for Santa Clara County Study (PA)	Comprehensive study to develop a long-term plan for future mass transit and last-mile investments for Santa Clara County	\$ 25.0
17	Palo Alto Shuttle Project (PA)	Acquire (or lease) shuttle vehicles to operate expanded service and improve shuttle stops	\$ 22.0
18	Caltrain Quiet Zones (PA)	Construct crossing improvements to facilitate implementation of quiet zone - quad gates and other improvements at all four at-grade crossings	\$ 5.0
19	Caltrain Grade Crossings - Safety Improvements (Fencing) (PA)	Installation of 8' welded wire fencing along the entire 4-mile west-side of the Caltrain corridor in Palo Alto	\$ 1.3
20	Caltrain Grade Crossings - Safety Improvements (Camera Intrusion Detection System) (PA)	Installation of a camera intrusion detection system at Palo Alto's four at-grade crossings	\$ 0.7
21	Palo Alto Inter-modal Transportation Center (PAITC) (PA)	Modification of University Ave. and Caltrain Station to facilitate better access and connections	\$ 50.0
22	Implement North San Jose Transit Improvements (SJ)	Miscellaneous Transit Improvements in the North San Jose area.	\$ 39.0
23	West San Carlos Light Rail Station (SJ)	In the City of San Jose construct a new light rail station to support new development on West San Carlos Street	\$ 12.1
24	Implement Mineta San Jose International Airport APM connector (SJ)	The proposed project will provide transit link to San Jose International Airport from VTA's Guadalupe Light Rail Transit (LRT) Line, and from Caltrain and future BART in Santa Clara, using automated People Mover (APM) technology.	\$ 70.2
25	City of Saratoga Senior Transportation Program (Saratoga)	This program would provide a means of transportation for seniors to assist in obtaining their daily needs. The transportation will focus on access to shopping centers and grocery stores, which is different from the door to door services that VTA's Outreach service provides. This project will require a Planning Study, Pilot and Final implementation of Services.	\$ 0.5
26	Downtown San Jose Double Track	Project would construct a 2nd light rail track on first street, and move all light rail operations to first street	\$ 57.2
27	VTA Transportation Demand Management Development Grant Program	A Santa Clara County TDM investment program designed to reduce drive-alone commuting, vehicle miles traveled, and greenhouse gas emissions, while facilitating efficient transportation. The investment program would assist jurisdictions with activities leading to the development of transportation management associations (TMA) and similar geographically focused mode shift programs.	\$ 150.0
28	SVRT Phase II (San Jose to Santa Clara)	Extension of BART service from San Jose (Berryessa) to Santa Clara	\$ 4,700.0
29	Upgraded Santa Clara Great America Intermodal Station	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.	\$ 200.0
30	Caltrain Railroad Maintenance (Santa Clara County Share)	Funding for SCC's share of the cost to maintain the railroad in a state of good repair.	\$ 419.0
31	Caltrain Santa Clara County Station Area Enhancements	Station improvements / access needs i.e parking improvements, bike facilities, transit connectivity, ticket vending machines, and station enhancements in Santa Clara County	\$ 42.0
32	Caltrain System Performance and Reliability (Santa Clara County Share)	Reduce delays, improve operational flexibility, reliability and speed movement through congested area (track reconfigurations) including the following improvements: Guadalupe River Bridge Project, Terminal Projects, Cross-overs, and College Park Station.	\$ 58.0
34	ACE Operations (Santa Clara County Share)	The proposed project will provide VTA's share of funds for additional trainsets and operating and maintenance costs for additional ACE service from Merced, Stanislaus, San Joaquin and Alameda Counties.	\$ 127.7
35	ACE Alviso Wetlands Doubletrack	Provide double track section on the UPRR Coast Subdivision from the Alameda County line to the vicinity of State Route 237. The improvements are expected to include double-tracking the segment running over the Alviso Wetlands.	\$ 156.0
36	New Grade Separations	Project would grade separate light rail tracks from the existing roadway in the following 3 locations: Centre Expressway, Lawrence Expressway, and Alum Rock Avenue	\$ 150.3
40	Light Rail Vehicle replacement	Project would replace 100 LRV vehicles by 2030.	\$ 500.2
41	LRV additional vehicle purchase	Project would purchase 25 LRV to be used for new Light rail services	\$ 87.5
42	Guadalupe Rail Yard Improvements	Project would upgrade facilities at the Guadalupe rail yard, detailed in the facilities master plan.	\$ 148.0
45	Winchester Line Double Tracking and Platform	Double track the two single tracked segments on the Vasona line and expand all platforms to accommodate 3 car trains	\$ 90.2
46	North First Street light rail speed Improvements	This project would improve light rail service and reliability along North First Street. Some of the problems in this area include signal timing issues, slow speeds(maximum speed currently restricted to 35mph), and unscheduled stops. Fencing along this corridor would allow maximum speeds to increase to 45 mph, and combined with improvements to signal timing.	\$ 10.5
47	New bus yard (250 buses)	Construct a new storage and maintenance facility for 250 buses	\$ 240.0
48	Park & Ride Improvements	Acquire land for and construct 6 Express Bus park & ride lots	\$ 144.0
49	Affordable fares	Increase ridership by reducing the cost of transit services for low-income populations including seniors, persons with disabilities, youth and students.	\$ 60.0
50	Bus Stop Improvements	Create comfortable and dignified transit waiting environments by improving accessibility and amenities at VTA bus stops.	\$ 60.0
54	Reconstruct Mountain View Transit Center	Mountain View Transit Center and Caltrain Station Reconstruction	\$ 503.6
55	Bus Facility Upgrades at Cerone and Chaboya	Upgrade and expand the Cerone and Chaboya bus facilities to accommodate VTA's transit bus fleet through 2040.	\$ 234.5
56	De Anza College Transit Center	Improve De Anza College Transit Center to allow all lines serving the college to be in the same location and meet anticipated ridership increases from future BRT. The project will include more bus bays, improved lighting, and an enhanced pedestrian waiting environment.	\$ 52.8
60	Implement El Camino Rapid Transit Project	Implement Rapid line 522 improvements in the El Camino Real/The Alameda corridor including: dedicated guideways, signal prioritization, low-floor boarding, ticket vending machines, premium stations, real-time information, and specialized vehicles.	\$ 275.5
61	Implement Stevens Creek Rapid Transit Project	Implement Rapid Transit improvements in the Stevens Creek corridor including: dedicated guideways, signal prioritization, low-floor boarding, ticket vending machines, premium BRT stations, real-time information, and specialized vehicles.	\$ 196.0
62	Extend BART to Berryessa (includes environmental, preliminary engineering, property acquisition and construction phases)	Extend BART to Berryessa (includes environmental, preliminary engineering, property acquisition and construction phases)	\$ 3,226.5
63	Santa Cruz Metro Bus Purchase (VTA Share)	Purchase of six electric powered over-the-road coaches and two electric induction charging stations.	\$ 6.6
64	Express Bus Highway Stations	Create efficient transit connections between express buses operating on highways and transit service operating on local roads at over/underpasses in Santa Clara County by constructing multi-level transit stations along freeway medians.	\$ 305.0
65	Senior Transportation Mobility Management (STAR) Program	Project provides mobility management, coordinated eligibility services and coordinated mobility options that address the transportation needs of lower-income older adults and people with a disability who are residents of Santa Clara County.	\$ 46.0
			\$ 15,422.8

ATTACHMENT E - ENVISION PROJECTS NOT MODELED

HIGHWAY PROJECTS

#	Route	Project Title	DESCRIPTION	Cost (\$M) in 2017
17	All	Noise Abatement Program (Countywide)	General noise abatement program for countywide	\$ 50
18	All	Hwy. Transportation Operations System/Freeway Performance Initiative Phase 1 & 2	This project will implement traffic control systems based on the Regional Freeway Performance Initiative.	\$ 54
25	SR 85	SR 85 Noise Abatement Pilot Projects	The project will implement noise reduction pilot projects along the SR 85 corridor which will include a noise reduction study (Phase 1) and noise reduction pilot projects (Phase 2).	\$ 8
26	SR 85	SR 85 Noise Abatement Project (from SR 87 to I-280)	This is a specific project to the West Valley Region along SR 85. The project limits would be from SR 87 to I- 280. This project would be Phase 3a of VTA's current VTP 2045 ID H085-04 SR 85 Noise Abatement Pilot Projects. This Phase will implement the treatment recommendations from VTP 2045 ID H085-04 Study Phase and Pilot Phase.	\$ 17
31	SR 87	SR 87/Capitol Expressway/Narvaez Ave. Interchange Improvements	Improve interchange at SR 87 and Capitol / Narvaez.	\$ 13
32	SR 87	SR 87 Technology-based Corridor Improvements	Improve SR 87 with technology-based features.	\$ 40
53	US 101	US 101/Great America Pkwy SB off-ramp Improvements	Widen US 101/Great America Pkwy SB off-ramp	\$ 10
63	I-280	I-280 Northbound: Second Exit Lane to Foothill Expressway	Construct second exit lane on I-280 to Foothill Expressway.	\$ 3
64	I-280	I-280 Northbound Braided Ramps between Foothill Expressway and SR 85	Improve braided ramps on northbound I-280 between Foothill Expressway and Route 85.	\$ 47
71	I-280	I-280 Soundwalls - from Robelda Rd. in Los Altos to South 11th St. in San Jose	Construct approximately 20 soundwalls along I-280 corridor from Robelda Road to South 11th Street.	\$ 25
74	I-280	I-280/San Tomas Expressway New Interchange	Construct new interchange on I-280/ San Tomas Expressway	\$ 50
90	I-680	I-680 Soundwalls - Capitol Expwy. to Mueller Ave. in San Jose	Construct 6 new soundwalls	\$ 6
93	N/A	Santa Cruz Toll Corridor Tunneled Highway with Light Rail	Project would construct a light rail line from the end of the Vasona Line to Santa Cruz Via the old Railroad corridor. Project costs include construction of a double tracked rail corridor, two lanes of auto traffic, and two bike lanes. Total corridor length is approximately 27 miles, and corridor would include 2.5 miles of tunneling. 21 Light Rail vehicles would also need to be purchased to serve this corridor.	\$5,031

\$7,111

LOCAL STREETS AND ROADS

Agency	#	Project Title	Desctiption	COST (\$M) in 2017
Campbell	1	Dell Avenue Area Improvements	Add lanes and install or modify traffic signals at Hacienda/Dell,Dell/Sunnyoaks, Winchester/Sunnyoaks, and Winchester/Hacienda	\$ 4.0
	2	Campisi Way Improvements	Reconstruct Campisi Way from PruneYard Shopping Center entrance to end of existing bridge approximately 260 feet to the north	\$ 2.0
Cupertino	3	Citywide Sidewalk Gap Closure	Install sidewalks to infill gaps in the existing sidewalk network citywide.	\$ 7.0
	4	McClellan Road Bridge Replacement	The McClellan Road bridge over Stevens Creek is again and will require increasing maintenance. This project replaces the existing bridge with a new bridge, including sidewalks.	\$ 6.0
	5	Citywide ADA curb ramp improvements	Upgrade and provide new curb ramps citywide to current ADA standards.	\$ 4.0
	6	Stevens Creek Blvd Bridge Replacement over Stevens Creek	The existing Stevens Creek Blvd bridge over Stevens Creek is aging and will be increasingly expensive to maintain. This project replaces the structure with a new bridge of equal capacity.	\$ 8.0
Gilroy	7	Extend Buena Vista Avenue from Santa Teresa Boulevard to Monterey Road	Boulevard. Construct a new 4-lane "Complete Street" arterial that extends Buena Vista Avenue from Santa Teresa Boulevard to US101 for use by vehicles, bicyclists, and pedestrians.	\$ 10.0
	9	Tenth Street Bridge over Uvas Creek	Construction of a new four-lane arterial bridge over Uvas Creek consisting of four through lanes, a left turn lane and median, 6 foot bicycle lanes, 8 foot sidewalks, a roundabout at the intersection of Tenth Street and Orchard Park Drive. The project will provide connections to the Bicycle/Pedestrian Trail network that parallels Uvas Creek	\$ 16.3
Los Altos	13	El Monte Avenue Street Resurfacing Project	Work includes traffic control, mill and overlay, striping and adjusting utility boxes and manholes to grade.	\$ 2.1
	14	Fremont Avenue Street Resurfacing	Avenue. Work includes traffic control, mill and overlay, striping, and adjusting manholes/utility boxes to grade.	\$ 1.3
Los Gatos	15	Blossom Hill Road South Side (Union Avenue to Regent Drive)	The project includes Widening of the south side of Blossom Hill Road to conform with the roadway width at Regent drive and provide for bicycle and pedestrian safety improvements including Class II bicycle lane. The widening will also include addition of retaining walls/curbs, new roadway section, striping, signage and traffic control.	\$ 2.0
	16	HWY 9 @ North Santa Cruz Avenue	The project provides a double left turn from eastbound Hwy 9 to northbound Santa Cruz Ave. as well as a new gateway entry feature. The project will require additional right of way and will build new roadway section, remove pork-chop islands, median island modifications, signal modifications, striping and traffic control.	\$ 2.0
	17	Lark Avenue Improvements from HWY 17 to Los Gatos Blvd	The project will improve the intersection level of service for Lark/Los Gatos Blvd, which is a CMP intersection. Roadway will be widened from 4 lanes to 6 lanes with new bicycle lanes and changes to the median islands. This work will include new street section, new curb and gutter, striping, signage and traffic control.	\$ 4.0
	18	Blossom Hill Road Widening @ HWY 17	This project will widen the Caltrans bridge over HWY 17 on Blossom Hill Road. The bridge is narrow with inadequate width for vehicle lanes, bicycle lanes, and pedestrian sidewalk. The project section is a heavily used route for students who walk/bike to Jack Fisher Middle and Louise Van Meter Elementary School. The project will improve school route safety and encourage more non-motorized traffic.	\$ 10.0
	19	Lark Avenue Widening from Winchester Blvd. to HWY 17	This project will enhance roadway capacity and install Class II bicycle lanes for Lark Ave. Roadway will be widened from four lanes to six lanes with new bicycle lanes and changes to the median islands. This work will include new street section, new curb and gutter, signal modifications, striping, signage and traffic control.	\$ 3.0
	20	Los Gatos-Almaden Road Improvement from Los Gatos Boulevard to National Avenue	This project will install pedestrian sidewalks and Class II bike lanes connecting from Lark/LGB to Bascom Ave in San Jose.	\$ 4.0
	21	Los Gatos Boulevard Improvement from Lark to Samaritan Drive	This project will provide Class II bicycle lanes on both sides of Los Gatos Blvd.between Lark Ave and Samaritan Dr.and sidewalk on the east side of the roadway. Right of way will be needed to complete the project. The project will include new roadway section, curb and gutter, sidewalk, striping, signage and traffic control.	\$ 4.0
	22	Los Gatos Boulevard and Lark Avenue Intersection improvements	This project will improve intersection level of service for Lark/LGB, a CMP intersection, and provide improved pedestrian and bicycle access. The project will include, new curb, gutter, sidewalk, roadway section, median islands, signal modification, striping, signage and traffic control.	\$ 1.2
	23	Los Gatos Blvd and Samaritan Drive Intersection Improvements	This project will help the flow of traffic get through the area with the development of the North Forty Specific Plan. The project will modify the intersection by widening Burton Road with one left turn lane, one shared through/left turn lane and one right turn lane. In addition, a third northbound through lane on Los Gatos Blvd will be added with striping modification.	\$ 1.0
	24	Pollard Road Improvements from York to Knowles Drive	The project will provide continuous pedestrian sidewalk and Class II bike lanes along Pollard for increased pedestrian and bicyclist safety in the area. The project will widen the road to four lanes and provide Class II bike lanes and continuous pedestrian sidewalks.	\$ 2.0
	25	Union Avenue Improvements from Blossom Hill Road to Los Gatos-Almaden Road	The project will enhance roadway capacity and provide continuous pedestrian sidewalk and Class II bike lanes along Union Avenue allowing for better safety in this highly travelled area. The project will widen the road to four lanes and provide Class II bike lanes and continuous pedestrian sidewalks.	\$ 3.0
	26	Wedgewood Avenue improvements from Granada to Wimbledon	This project will provide continuous pedestrian sidewalks and Class II bike lanes along Wedgewood allowing for increased safety in the area. The project will widen the road to provide curb, gutter, sidewalk, Class II bike lane, and pedestrian sidewalk.	\$ 3.0
	27	Winchester Blvd. Improvements from Daves Ave to Lark	The project will re-configure the existing unimproved roadway, add pedestrian sidewalks, provide Class II bike lanes, landscape featured median, and protected pedestrian crosswalks crossing Winchester Blvd at selected uncontrolled intersections. The project will also construct curb, gutter & sidewalk,on-street parking, landscaped median islands, and pedestrian crosswalk improvements.	\$ 4.0
	28	School-based Traffic Congestion Relief Program	Develop a program that addresses traffic safety and travel in areas near schools	\$ 8.0
	29	Los Gatos Creek Pedestrian Bridge	Pedestrian Bridge from Los Gatos Sports Park over the Los Gatos Creek to connect to the Los Gatos Creek Trail	\$ 0.8
	30	Blossom Hill Road (BH Park to Union) Improvement Project	BHR is an arterial street connecting Los Gatos to San Jose. The project section is narrow without pedestrian sidewalk and without marked bicycle lane. The project will improve safety and provide a direct east-west connection for pedestrians/bicyclists from Los Gatos to San Jose.	\$ 3.0
Milpitas	31	Dixon Landing Road/Milpitas Blvd. Intersection Improvements	These improvements include constructing an additional northbound left-turn lane, with bicycle detectors, a southbound right-turn lane and addition of an eastbound left- and right-turn lanes.	\$ 4.0
	32	Widen Calaveras Boulevard overpass from 4-lanes to 6-lanes	The replacement of the four lane bridge, with a single sidewalk and no bicycle lane, over the Union Pacific (UP) Railroad tracks to a six lane bridge. Sidewalks that are 10' wide and bicycle lanes in both directions will provide safe passage for all modes of transportation.	\$ 85.0
Morgan Hill	33	Monterey Road Corridor Safety Improvements	Construct safety improvements along Monterey Road between Dunne Avenue and Tennant Avenue, including new curbs, gutters, sidewalks, bike lanes, pedestrian crossings, bus shelters, street lights and medians.	\$ 2.4
	34	Depot Street Realignment	Realign Depot Avenue to connect with Church Street intersection to enhance circulation and improve transit options in the downtown. Realigned roadway will include bike lanes, sidewalks and street lights.	\$ 1.3
	35	Butterfield Blvd. North Extension	Extend Butterfield Boulevard north. Road improvements include 4 lane arterial, bike lanes, sidewalks, lighting and signal modification.	\$ 1.1
Mountain View	36	Castro Street/Moffett Boulevard/Central Expressway Intersection Improvements	This plan recommends design and construction of the intersection improvements as proposed in the Shoreline Boulevard transportation Corridor Study, including travel lane modifications, signal modifications and bicycle and pedestrian striping improvements. These recommendations will improve pedestrian and bicycle travel through the intersections.	\$ 2.0
	38	San Antonio Ramp to Southbound Central Expressway (Tier 2 Expressway Study)	Reconfigure San Antonio ramp to touch down past the Mayfield intersection and enhance bike/pedestrian access to Caltrain station and along Central Expressway.	\$ 31.8
	41	Shoreline Boulevard Transportation Corridor Improvements Full Build Out	This project would design and construct the full build out of improvements identified in the 2014 Shoreline Boulevard Transportation Corridor Study including reversible transit lane stations, cycle tracks, landscaping and other improvements.	\$ 10.2
Palo Alto	44	Charleston Road / Arastradero Road Corridor Improvements	Continuous bike lanes, median and intersection improvements	\$ 10.0

Agency	#	Project Title	Desciption	COST (\$M) in 2017
San Jose	45	Chynoweth/Thornwood Extension from Almaden Expwy to Winfield	Road will provide a new two or four lane connection between Almaden Expwy. and Winfield Blvd. Chynoweth Ave. or Thornwood bridge will include construction of a new connector, bike lanes and sidewalks.	\$ 21.0
	46	Widen Zanker Road from 4-lanes to 6-lanes	Widen Zanker Road from 4 to 6 lanes to support traffic circulation in North San Jose area	\$ 67.0
	47	Alum Rock Falls over Penitencia Creek Bridge Replacement	The project would improve the structural integrity of the bridge and to lengthen and raise the bridge to accommodate flood control improvement by replacing the structure.	\$ 32.0
	48	Implement improvements to the North First Street Core Area grid	To facilitate the efficient circulation, several new local streets will be constructed forming a grid. These streets will be two-lane roadways connecting to the major roadways within in NSJ	\$ 93.0
	49	Senter Road Widening from Umbarger to Lewis	Eliminate roadway bottleneck by widening Senter Road between Umbarger and Lewis improve bicycle/ped facilities and install median landscaping.	\$ 8.0
	50	Widen Oakland Road from 4-lanes to 6-lanes between U.S. 101 and Montague Expressway	Provides median island landscaping and operational improvements in roadway corridor between North San Jose and Downtown San Jose area. Widens Oakland Rd. from 4 to 6 lanes.	\$ 15.0
	51	Implement miscellaneous intersection improvements in North San Jose	North San Jose Miscellaneous Intersection Improvements	\$ 44.0
	52	Widen Brokaw Bridge over Coyote Creek	Widen north side of the bridge to add an additional through traffic lane on westbound Brokaw Road.	\$ 29.0
	53	Santa Clara Street at Coyote Creek Bridge Replacement	Replace the Coyote Creek Bridge at Santa Clara Street.	\$ 33.0
	55	Highwood Drive over North Babb Creek Bridge Replacement	Replace structurally deficient bridge with improved facilities.	\$ 11.0
	56	City of San Jose General Plan Local Streets Improvements	Multiple street downgrades and streetscape projects per the City's General Plan 2040.	\$ 13.0
	57	Downtown Couplet Conversions	Convert one-way couplet to two-way streets, reduce lanes and add bike lanes along 10th Street, 11th Street, Julian and St. James	\$ 27.6
	58	South Bascom Complete Streets from Parkmoor to Southwest	On South Bascom from Parkmoor to Southwest Expressway reduce the road to two lanes and make bicycle and pedestrian improvements in the corridor.	\$ 33.0
	59	East Santa Clara Complete Streets from 7th St to 17th St	On East Santa Clara Street between 7th and 17th Streets add intersection bulb-outs, improved crosswalks, vegetated median in various locations, pedestrian refuges, bicycle infrastructure either buffered or class II, relocation of bus stops, additional street tree planting , and signal modifications.	\$ 7.0
	60	Winchester Blvd. Road Diet and Pedestrian and Bicycle Facilities Improvements from 1-280 to City Limit	Remove vehicle lanes on Winchester to improve the streetscape of the facility and to facilitate bike and pedestrian movement.	\$ 3.5
	61	Stevens Creek Blvd. Complete Street Improvements from I-880	Install bicycle facilities, pedestrian improvements and streetscape improvements between Stern Avenue and I-880.	\$ 15.0
	62	West San Carlos Streetscape and Pedestrian Improvements	Add bulb-outs on most intersections, removal of pork chop islands at several intersections, corresponding location moves for signals, add smaller turn radii at select intersections, add up to three mid-block crossings and improvements to existing mid-block crossings, green infrastructure in bulb-outs, public paseos, street trees in parking lane along entire width of street.	\$ 16.2
	63	San Jose Vision Zero Priority Safety Corridor Improvements	Projects along Vision Zero safety corridors to provide ped/bike improvements to support projects that support the City's goal of eliminating fatal crashes and reducing major injury collisions.	\$ 38.0
	64	Noble Avenue Bridge over Penitencia Creek	Replacement of the Nobel Avenue Bridge from Penitencia Creek to Bayo Vista. The project will improve the functionality of the bridge by widening the roadway for improved traffic bicycle and pedestrian circulation.	\$ 28.0
	65	O'Connor Drive Bridge over Forest Avenue	The project will consists of replacing the current bridge with a wider bridge that will allow for improved traffic and bicycle and pedestrian circulation.	\$ 34.0
	66	King Road Bridge Replacement and Widening at Penitencia Creek	Eliminate roadway bottleneck along King Road and repalce bridge to accommodate flood control and bike/ped trail facilities along Penitencia Creek and bike/ped access route to the planned Berryessa BART station.	\$ 20.0
	67	Chynoweth/Monterey Rd/UPRR Grade Separation Project	Plan and construct a grade separation project.	\$ 43.0
	68	Widen Coleman Avenue from 4-lanes to 6-lanes between I-880 and Taylor Street	Widen Coleman Avenue from 4 to 6 lanes as part of an enhanced highway gateway to serve planned expansion of Downtown San Jose.	\$ 17.0
Santa Clara	83	Landscape Improvements at Santa Clara Gateways	Landscape improvements for freeways and major roadways at the entrance to the City.	\$ 15.0
	84	Widen intersection at El Camino Real/Lafayette Street	Widening and capacity improvements and signal systems upgrades at the intersection of El Camino Real and Lafayette St.	\$ 1.0
	85	Implement capacity increasing improvements at the intersection of Great America Parkway/Mission College Boulevard	Intersection Improvements at the intersection of Great American Pkwy. and Mission College Blvd.; This includes the widening and capacity improvements to add triple left turns in two directions, and traffic signal upgrades.	\$ 8.3
Sunnyvale	86	Intersections and improve sidewalks throughout the city of Sunnyvale	Intersection widening and sidewalk improvements at various locations Citywide	\$ 18.0
	87	Sunnyvale Downtown Specific Plan Transportation Improvements	Intersection and streetscape enhancements, bikeways, signal improvements, and roadway reconfiguration	\$ 17.0
	89	Realign Wildwood Avenue to connect with Lawrence Expressway (includes new traffic signal at Lawrence Expressway/Wildwood Avenue intersection)	Realigns Wildwood Avenue to connect directly with Lawrence Expressway, and create a new signalized intersection at Lawrence and Wildwood.	\$ 7.0
Santa Clara County	92	Watsonville Rd. Center Turn Lane	Add center turn lane and right-turn improvements where needed to serve driveways/cross streets so drivers waiting to turn do not block traffic and do not intrude into the shoulders which are well-used by bicyclists. Project also includes improving paved shoulders for bicycle use. From Morgan Hill to Gilroy	\$ 8.1
	93	Center Ave & Marcella Ave Two-lane connection & new bridge	Extend Center Avenue approximately 0.2 miles as a two-lane roadway to connect to Marcella Avenue. Project includes constructing a bridge over Llagas Creek near Gilroy.	\$ 3.4
	94	Marcella Ave. Two-Lane Realignment	Realign existing two-lane Marcella Ave. into a straighter line (eliminate 90-degree zigzag along the alignment) to improve line of sight and operations east of Gilroy.	\$ 7.0
	95	Railroad Crossing Improvements at Church Ave. and Monterey Hwy.	Improves the railroad crossing and traffic operation and safety at the Church Ave. and Monterey Hwy. intersection in San Martin for all modes of transportation.	\$ 0.8
	96	DeWitt Ave/Sunnyside Ave realignment at Edmundsen Ave	Align DeWitt Avenue with Sunnyside Avenue south of Morgan Hill to eliminate the existing offset intersection and introduce shoulder treatments.	\$ 7.7
	97	Fitzgerald Ave/Masten Ave realignment at Monterey Hwy	Straighten the existing off-set intersection to provide an aligned intersection, add a left-turn lane to Fitzgerald Ave, and widen shoulders for bicycle use and safety on Fitzgerald from Santa Teresa to Monterey.	\$ 0.7
	98	Hill Rd. Extension from East Main Ave. to Peet Rd.	Construct an extension of two-lane alignment for Hill Rd. from East Main Ave. to Half Rd. and connect to Peet Rd. in Morgan Hill. Project also includes realigning the existing Peet Rd. approach to Half Rd. to line up and connect with Hill Rd.	\$ 9.5
	99	Rural Road Safety Program	Provide operational/safety improvements (such as wider/continuous paved shoulders, turning lanes, straightened alignments) for rural roads with safety concerns and/or high bicycle demand.	\$ 25.0
VTA	100	Santa Clara Countywide Pavement Management Program	Maintenance and repair of a network of roadways or other paved facilities within Santa Clara County in order to optimize pavement conditions over the entire network.	\$ 7,000.0

Agency	#	Project Title	Description	COST (\$M) in 2017
VTA (cont.)	101	Lawrence Expressway Multimodal Grade Separated Toll Corridor	Creation of a grade separated toll corridor with multimodal features.	\$ 1,000.0
				\$ 9,175.7

ATTACHMENT E - ENVISION PROJECTS NOT MODELED

3.2.e

SIGNAL SYSTEMS

Agency	#	Project Title	Description	COST (\$M) in 2017
Campbell	S1	Reactivation of Traffic Count Stations		\$ 0.1
	S2	Winchester Blvd. Intelligent Transportation System Phase 2	Design and construct copper interconnect, video detection, and emergency vehicle preemption systems at various locations	\$ 0.2
	S3	ATMS Enhancements	Purchase monitors and workstations to increase bandwidth	\$ 0.0
	S4	Downtown Flashing Beacon Systems	Design and construct rectangular rapid flashing beacon systems and LED warning signs at four intersections	\$ 0.3
	S5	Adaptive Pedestrian Detection Systems	Design and construct adaptive pedestrian detection systems at various locations	\$ 0.2
	S6	Winchester/Latimer Signal Modification	Design and construct Winchester/Latimer signal upgrades	\$ 0.1
	S7	Hamilton/Central Signal Modification	Design and construct Hamilton/Central signal upgrades	\$ 0.2
	S8	Hamilton/April Signal Modification	Design and construct Hamilton/April signal upgrades	\$ 0.2
Cupertino	S9	Traffic Operations Center Upgrade	Replace the existing Traffic Operations Center with a state-of-the-art facility.	\$ 0.5
	S10	Citywide Advanced Traffic Management System Implementation	Replace the existing traffic signal management system software and hardware with a state-of-the-art ATMS system.	\$ 0.5
	S11	Citywide traffic monitoring camera expansion	Install pan-tel-zoom cameras at intersections citywide for monitoring traffic. The scope includes installing 25 cameras at selected locations citywide, filling gaps in the existing network.	\$ 0.2
	S12	Citywide traffic signal retiming and coordination	This project will update timing and coordination plans for all major corridors citywide, including De Anza Blvd, Stevens Creek Blvd, Homestead Rd, and Wolfe Rd. Timing plans will be developed for signals that are not part of the coordinated system.	\$ 0.3
	S13	De Anza Blvd Advanced Traffic Management System	Install an Advanced Traffic Management System along De Anza Blvd between Prospect Rd and Homestead Rd, with possible coordination with City of Sunnyvale north of Homestead Rd.	\$ 0.6
	S14	Citywide ADA Pedestrian Signal Upgrades	Upgrade pedestrian signal indications at signalized intersections citywide. Project includes installing real-time pedestrian detectors to adjust pedestrian clearance times based on pedestrian presence in crosswalks.	\$ 1.0
	S15	Miscellaneous Citywide Traffic Signal Upgrades	Upgrade traffic signal hardware citywide. Project includes installing new poles, mast arms, cabinets, controllers, and other features necessary to enhance safety and functionality of signalized intersections.	\$ 10.0
Gilroy	S16	Flood Watch Camera System (iNet Phase 3)	Install CCTV cameras to provide real-time video to the City of Gilroy Emergency Operations Center (EOC) to be used to conduct traffic management and emergency operations activities in times of significant flooding.	\$ 0.7
	S17	Adaptive traffic signal control system (iNet Ph 1)	Implement an adaptive traffic control system in Gilroy. It will consist of traffic management strategy in which traffic signal timing changes or adapts based on actual traffic demand accomplished using both hardware and software.	\$ 1.2
	S18	Gilroy Downtown Parking Guidance/Event Management System	Implement a Downtown Parking Guidance System to present drivers with dynamic parking information within controlled areas. The system will combine traffic monitoring, communication, processing and variable message sign technologies to provide the service. Project to utilize a variety of methods to help motorists find unoccupied parking spaces and vehicle location.	\$ 1.2
	S19	Traffic Signal System Upgrade (iNet Ph 2)	Perform a system-wide evaluation and implement improvement to Gilroy's current traffic-management operations which may include traffic signals, CCTV, travel-demand detection, traffic-data collection, and local and central-system traffic-management software and hardware. The project will also include an evaluation of Gilroy's traffic system communication network and communication upgrades.	\$ 5.0
	S20	ITS Enhancements on Santa Teresa Blvd	Evaluate and install ITS enhancements on Santa Teresa Blvd using advanced applications which aim to provide services to different modes of transport and traffic management. It should enable various, including pedestrians and bicyclist users to be better served and make safer use of the Gilroy transport networks.	\$ 2.6
	S21	SR 152 (First Street) Signal System Upgrade for complete streets and "Caltrans Main Street" candidate street conversion.	Evaluate and implement traffic signal system upgrade to SR152/First Street in Gilroy to better accommodate bicyclists, pedestrians, the differently-abled and transit vehicles.	\$ 3.0
	S22	Downtown and 10th Street Corridor Signal Upgrades	Evaluate and implement traffic signal system upgrade to downtown (Monterey Street) and 10th Street corridors. Additions will include accommodation of pedestrian walks at all crossings, improved signal coordination to reduce greenhouse gas emission and provide better transit bus throughput, as well as better bicycle detection at each signal.	\$ 2.0
	S23	Downtown Parking Management System	Implement downtown parking management plan recommended per initial parking study. It may include but not limited to better use of shared parking, installation of smart parking meters, parking wayfinding signage, and implement improved time of day parking restrictions to provide greater turn-over opportunities, consistent with Downtown Gilroy Specific Plan goals.	\$ 0.5
	S24	Gilroy Signal Upgrades	Evaluate, identify and implement various signal upgrades throughout Gilroy for the purposes of improving safety for bicyclists, pedestrians and the differently-abled.	\$ 1.3
	S25	Community Bus Signal Pre-emption	Install traffic signal preemption devices on traffic signals and VTA Buses to allow the normal operation of traffic lights to be preempted. System will allow public transportation priority access through intersections.	\$ 0.6
Los Altos	S26	Advanced Traffic Management System	Develop an Intelligent Transportation (ITS) throughout the City. ITS encompasses a broad range of wireless and wire-line communications based information and electronic technologies. These technologies include advanced traffic controllers, vehicle/bicycle detection and monitoring and data collection, and a central traffic management system software. Additional technology will also include the ability to communicate with self-driving, autonomous vehicles or connected vehicles.	\$ 5.0
Los Gatos	S27	Los Gatos Traffic Signal and Information System	This project will upgrade existing traffic signal equipment, install interconnect and communication, install message boards, install electronic traffic data collection devices, and install/integrate real-time travel time information for managing regional cut-through traffic and improving Town-wide traffic flow. An ITS traffic study will determine an optimal system layout and components.	\$ 4.0

ATTACHMENT E - ENVISION PROJECTS NOT MODELED

3.2.e

Agency	#	Project Title	Description	COST (\$M) in 2017
Los Gatos (cont.)	S28	Traffic Corridor Study Project	The proposed project is to study the traffic impact on local Town streets due to the inadequacy of existing regional highway system, i.e. local streets, Hwy 9, SR 17 and SR 85. The study will review existing roadway and traffic conditions. It will also forecast and evaluate future roadway and traffic conditions.	\$ 1.0
Milpitas	S29	South Milpitas Blvd. SMART Corridor		\$ 0.6
	S30	Citywide Adaptive Bicycle and Pedestrian Timing		\$ 0.6
	S31	Citywide video detection/monitor	Install video detection/monitoring at city traffic signals	\$ 0.8
Monte Sereno	S32	SR-9 Traffic Signal Upgrades and Interconnect	Conduct study and upgrade signals and interconnect communication from Austin Way to Los Gatos Boulevard.	\$ 1.0
Morgan Hill	S33	Install adaptive signal technology at all locations	Install adaptive signal technology at all locations to improve efficiency and reduce accidents.	\$ 2.5
	S34	Arterial Intersection Efficiency Improvements		\$ 1.0
Mountain View	S35	Mountain View Citywide Traffic Signal Upgrade and IP Traffic Signal Access	(VTP Project Number S21) Install new traffic signal controllers, software and Internet-accessible traffic signal communications to upgrade the City's existing traffic system.	\$ 5.0
	S36	Rengstorff Avenue Adaptive Signal System	(VTP Project Number S23) Install adaptive traffic signal technology, including a new signal interconnect system along Rengstorff Avenue, from Montecito Avenue to Garcia Avenue / Amphitheatre Parkway.	\$ 1.6
Palo Alto	S37	Palo Alto Downtown Parking Improvements	Parking signage (way-finding) and equipment to manage paid parking and monitor usage	\$ 2.5
	S38	Citywide Traffic Signal CCTV/EV Preemption Project		\$ 1.4
	S39	Citywide traffic signal retiming and coordination	Provide real-time traffic information and expand adaptive signal timing to additional corridors.	\$ 1.0
	S40	Palo Alto Downtown and Calif. Ave. Parking Supply and Management Program	Construction of new parking facilities and equipment to help manage parking supply	\$ 10.0
San Jose	S41	San Jose Proactive Signal Retiming Program		\$ 60.0
	S42	San Jose Transportation Communications Network Enhancements		\$ 27.1
	S43	San Jose Traffic Signal System Upgrades		\$ 27.1
	S44	Silicon Valley ITS Program Upgrades		\$ 35.2
	S45	City of San Jose Red Light Running Enforcement Program		\$ 3.2
	S46	San Jose Emergency Vehicle Preemption System		\$ 10.8
	S47	Eastridge/Evergreen Area Advanced Traffic Management System		\$ 5.4
	S48	Saratoga/Moorpark Advanced Traffic Management System		\$ 5.4
	S49	San Jose Traffic Surveillance Video System Expansion		\$ 3.2
	S50	San Jose Multimodal Operations and Efficiency		\$ 21.6
	S51	San Jose Adaptive Traffic Management System		\$ 10.8
	S52	San Jose Accessible Pedestrian Signal System Upgrade		\$ 2.2
	S53	San Jose Traffic Signal Installation and Modification		\$ 17.9
	S54	Transportation Innovation Zone Infrastructure Enhancements		\$ 5.4
	S55	San Jose General Plan Technology Upgrades		\$ 12.6
	S56	First/Last Mile Trip Completion Alternatives		\$ 1.5
	S57	Streetlight Conversion to LED		\$ 37.9
	S58	Balanced Transportation Education Program		\$ 5.4
	S59	San Jose TMC System Integration		\$ 16.2

ATTACHMENT E - ENVISION PROJECTS NOT MODELED

3.2.e

Agency	#	Project Title	Description	COST (\$M) in 2017
San Jose (cont.)	S60	San Jose Coleman-Airport-Awaya Stadium Area Advanced Traffic Management System		\$ 5.4
	S61	San Jose Citywide Roadways Performance Monitoring System		\$ 10.8
	S62	San Jose Wayfinding Program		\$ 3.0
Santa Clara	S63	Monroe Street @ Bellomy Street Signal Upgrade	Upgrade signal to provide protected lefts. This would include upgrades to Controller & Cabinet, poles, communications, detection cameras, bicycle detection, and ADA access.	\$ 1.0
	S64	Homestead Road @ Lincoln Street Signal Upgrade	Upgrade signal to provide protected lefts. This would include upgrades to Controller & Cabinet, poles, communications, detection cameras, bicycle detection, and ADA access.	\$ 1.0
	S65	Santa Clara Communications Network Upgrade		\$ 6.6
	S66	Santa Clara Traffic Signals Upgrade		\$ 5.5
	S67	Citywide Traffic Monitoring Cameras		\$ 3.0
	S68	Citywide Bicycle Detection		\$ 4.8
	S69	Citywide Pedestrian Signal Upgrades		\$ 4.2
	S70	Santa Clara Adaptive Traffic Signal System		\$ 7.2
	S71	Lafayette Street Reversible Lane Control Upgrade		\$ 3.6
	S72	North Santa Clara Event Management System		\$ 9.2
	S73	Video Detection System Upgrade	Upgrade of old Video Detection System and replacement of Sensus Detection	\$ 2.5
	S74	Travel Time Monitoring System	Installation of WiFi and Blue Tooth Travel Time Monitoring System	\$ 3.0
	S75	Pedestrian Crosswalk Warning System	Installation of in-roadway Lighted Crosswalk, Hybrid Pedestrian Activated Crosswalk Signal, or Rectangular Rapid Flashing Beacons for uncontrolled pedestrian crossings	\$ 5.0
	S76	Traffic Signal Coordination Update	Retiming of Traffic Signal Coordination Plan	\$ 3.5
	S77	Traffic Signal Traffic Responsive Plan	Implementation of Traffic Responsive Timing Plans	\$ 5.0
	S78	Citywide Emergency Vehicle Preemption for Traffic Signals		\$ 3.0
Saratoga	S79	Herriman Ave/Saratoga Ave Traffic Signal Project	This project will consist of installing traffic signals at the intersection of Herriman Avenue and Saratoga Avenue that currently meets traffic warrants. This project will include advance hardware, software, wire and wireless technology at the signals to provide interconnect capability to the signalized intersections along Saratoga Avenue.	\$ 0.4
	S80	Verde Vista Ln. Traffic Signal	This project will consist of installing traffic signals at the intersection of Verde Vista Lane and Saratoga-Sunnyvale Road that currently meets traffic warrants. This project will include advance hardware, software, wire and wireless technology at the signals to provide interconnect capability to the signalized intersections along Saratoga-Sunnyvale Road.	\$ 0.4
	S81	Citywide Accessible Pedestrian Signals	The City of Saratoga has developed a plan to update 15 City owned traffic signal intersections with audible signals for the visually impaired and handicap ramps. The City plans to install a "vibrotactile" type of pedestrian signal. The device gives the pedestrian a vibrotactile signal (vibration) when the WALK sign is on.	\$ 0.4
Sunnyvale	S82	Advanced Adopted Traffic Management System (AATMS) and ITS Architecture Deployment	As part of this project following ITS Architecture will be deployed; AATMS, Web base traffic signal controllers, FLIR, Real Time Traffic Data Collection System, Real Time Travel Time Information System, CCTVs, and Integrated Corridor Management (ICM) techniques strategies.	\$ 3.0
	S83	Install pedestrian countdown signals in Sunnyvale	Installation of pedestrian countdown signals at all signalized intersections citywide.	\$ 0.2
	S84	Traffic Adaptive Signal Controller Update		\$ 4.0
	S85	Citywide CCTV Camera Deployment		\$ 1.3
	S86	Citywide Traffic Signal Controller Update		\$ 0.7
	S87	Citywide Count and Speed Monitoring Stations		\$ 1.2
	S88	ITS Communications Infrastructure		\$ 2.0
	S89	Traffic Management Center Integration		\$ 0.4

ATTACHMENT E - ENVISION PROJECTS NOT MODELED

3.2.e

Agency	#	Project Title	Description	COST (\$M) in 2017
Sunnyvale (cont.)	S90	Emergency Preemption Receiver Installation		\$ 1.2
	S91	Traffic Signal Reconstruction to Downtown Streetscape Standards		\$ 2.3
Santa Clara County	S92	Expressway ITS/Signal System (Tier 2 Exp Plan 2040)	Intelligent Transportation System (ITS) Mid-Long Term: Expanded TOC for regional benefit; V2I and I2V interface and communications	\$ 68.0
	S93	Expressway ITS/Signal System (Tier 1 Exp Plan 2040)	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
VTA	S94	Countywide Freeway Traffic Operation System and Ramp Metering Improvements		\$ 30.1
	S95	Regional Transportation Operations Personnel Service		\$ 6.0
	S96	Regional ITS Maintenance Service		\$ 2.4
				\$ 608.1

ENVISION

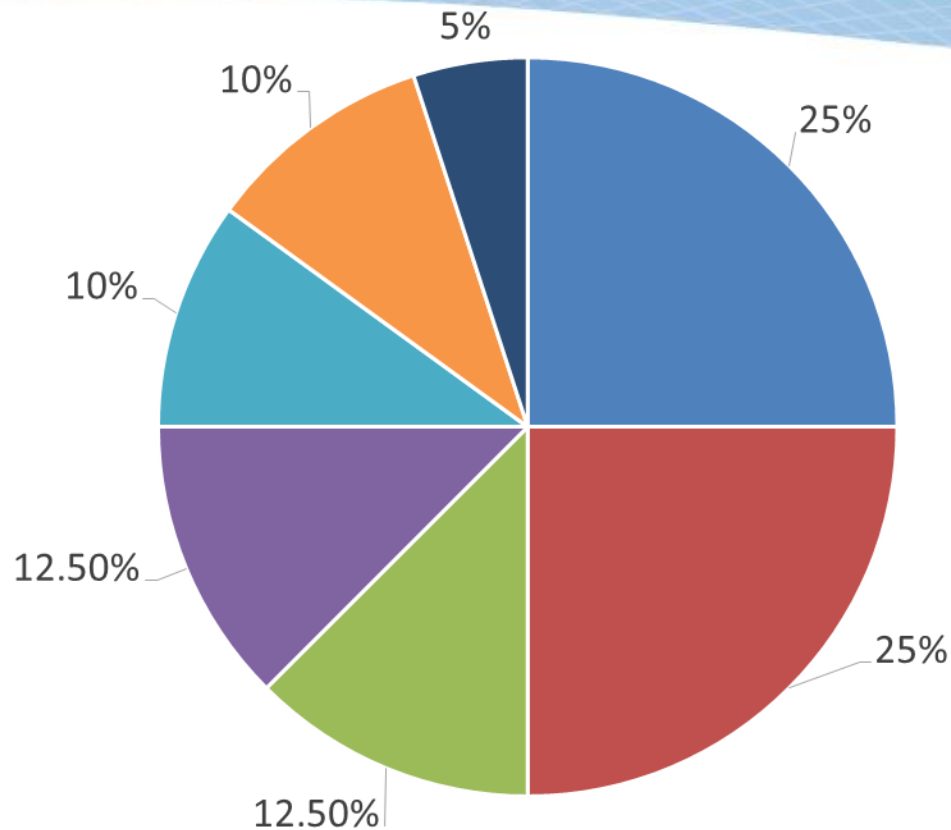
SILICON VALLEY

Stakeholder Recommendations

March Stakeholder Meeting

- Divided into four groups
- Each group made a recommendation for potential categories and funding levels
- Each stakeholder voted for their favorite proposal

Group #1



■ BART Ph. II
■ Bikes/Ped
■ Local Transit

■ Local Streets and Roads
■ Caltrain

■ Highways/Interchanges
■ Expwys.

Group #1 Summary

Category	Percentage
BART Phase II	25%
Local Streets and Roads	25%
Highways/Interchanges	12.5%
Bikes/Pedestrians	12.5%
Caltrain	10%
Expressways	10%
Local Transit	5%

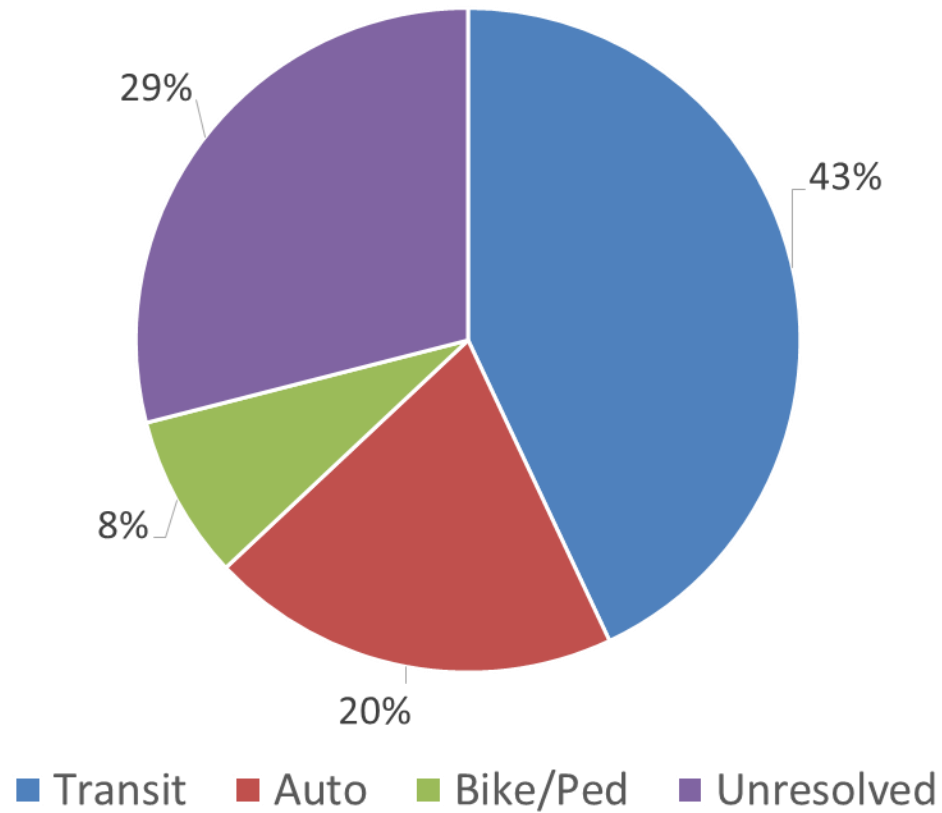
Group #1 Notes

- Local Streets and Roads should require a Complete Streets element.
- Local Transit can include improved transit access and connections.

Group #1 Notes

- Geographical equity should be considered.
- Received 5 of 18 votes.

Group #2



Group #2 Summary

Category	Percentage
Transit	43%
Auto	20%
Bike/Ped	8%
Unresolved	29%

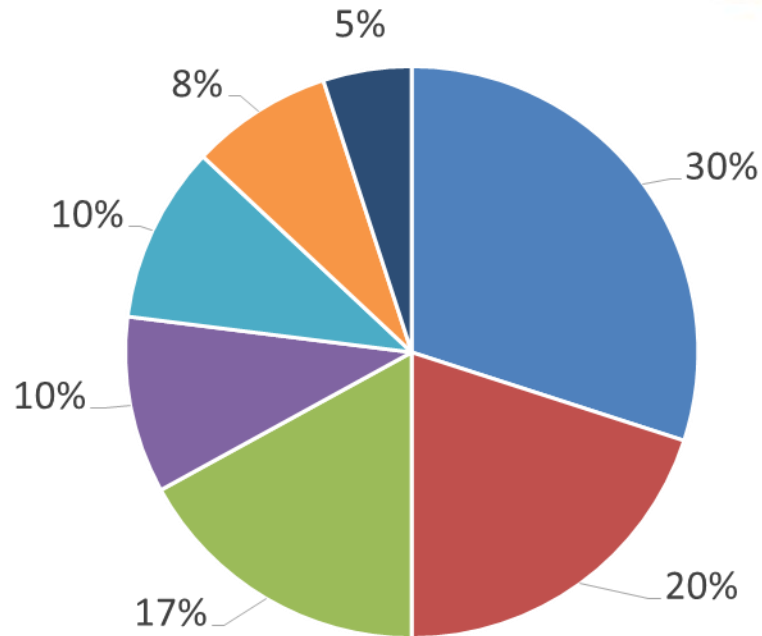
Group #2 Notes

- Could not reach consensus on unresolved section.
- Majority should go to transit, such as improved light rail service, frequent bus service, and general transit enhancements. BART and Caltrain should also be considered.

Group #2 Notes

- Auto category would go to local jurisdictions for city infrastructure and expressways.
- Bike/Pedestrian category would go towards gap closures and innovative projects.
- Received 2 of 18 votes.

Group #3



■ Transit
■ Highways/Expwys
■ Grade Separations

■ Local Streets and Roads
■ Affordable Housing
■ Bikes

■ Bus Transit

Group #3 Summary

Category	Percentage
Transit	30%
Local Streets and Roads	20%
Bus Transit	17%
Highways/Expwys	10%
Affordable Housing	10%
Bikes	8%
Grade Separations	5%

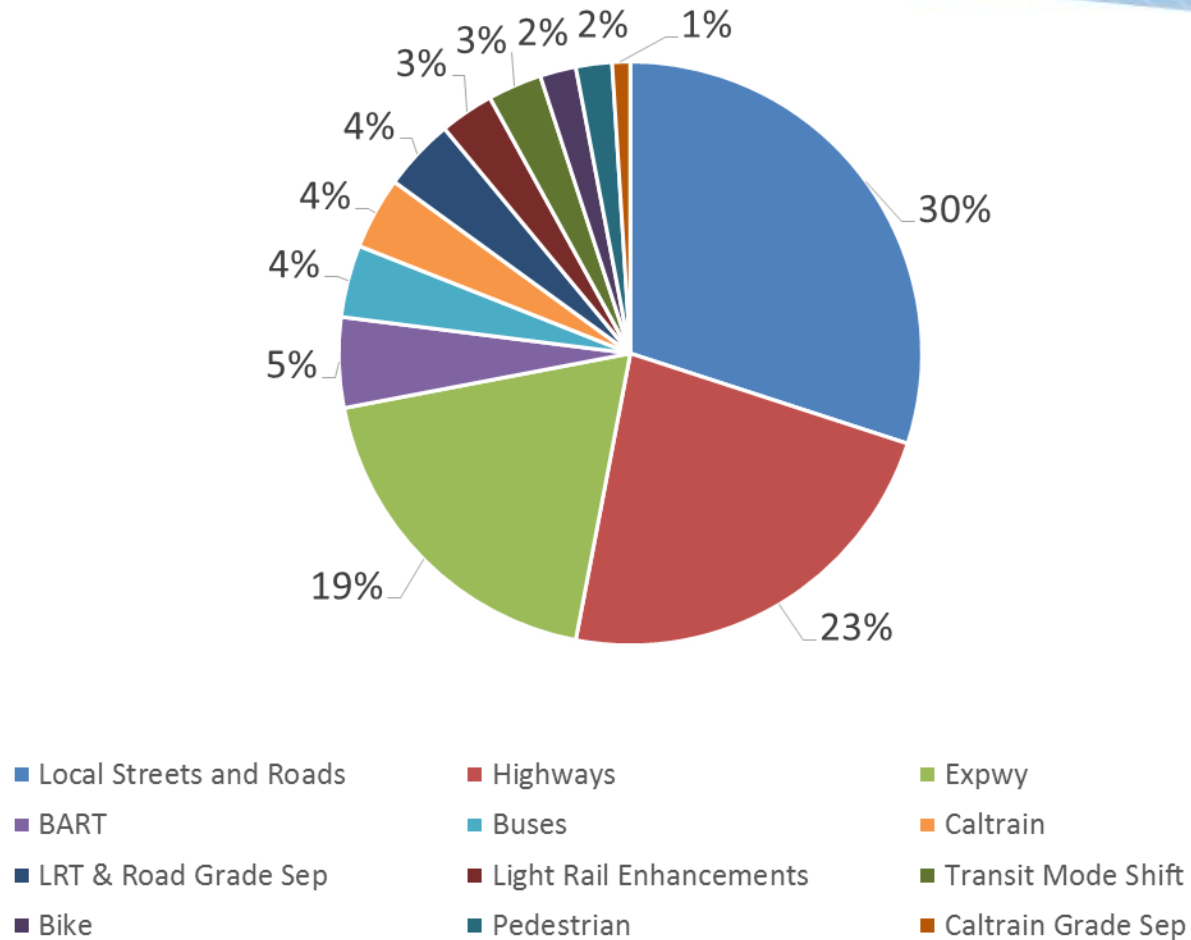
Group #3 Notes

- Transit category should be for regional transit such as BART and Caltrain.
- Affordable housing is to be located close to transit.
- Grade separations should be for Caltrain and other transit.

Group #3 Notes

- Bike/Pedestrian improvements should be for gap closures and enhancing existing bikeways.
- Received 8 of 18 votes.

Group #4



Group #4 Summary

Category	Percentage
Local Streets and Roads	30%
Highways	23%
Expressways	19%
BART	5%
Buses	4%
Caltrain	4%
LRT & Road Grade Sep	4%
Light Rail Enhancements	3%
Transit Mode Shift	3%
Bikes	2%
Pedestrian	2%
Caltrain Grade Sep	1%

Group #4 Notes

- Local streets and roads would be determined by individual city. Specifically for pavement management and widening.
- The highways category would go towards interchanges and operational projects.

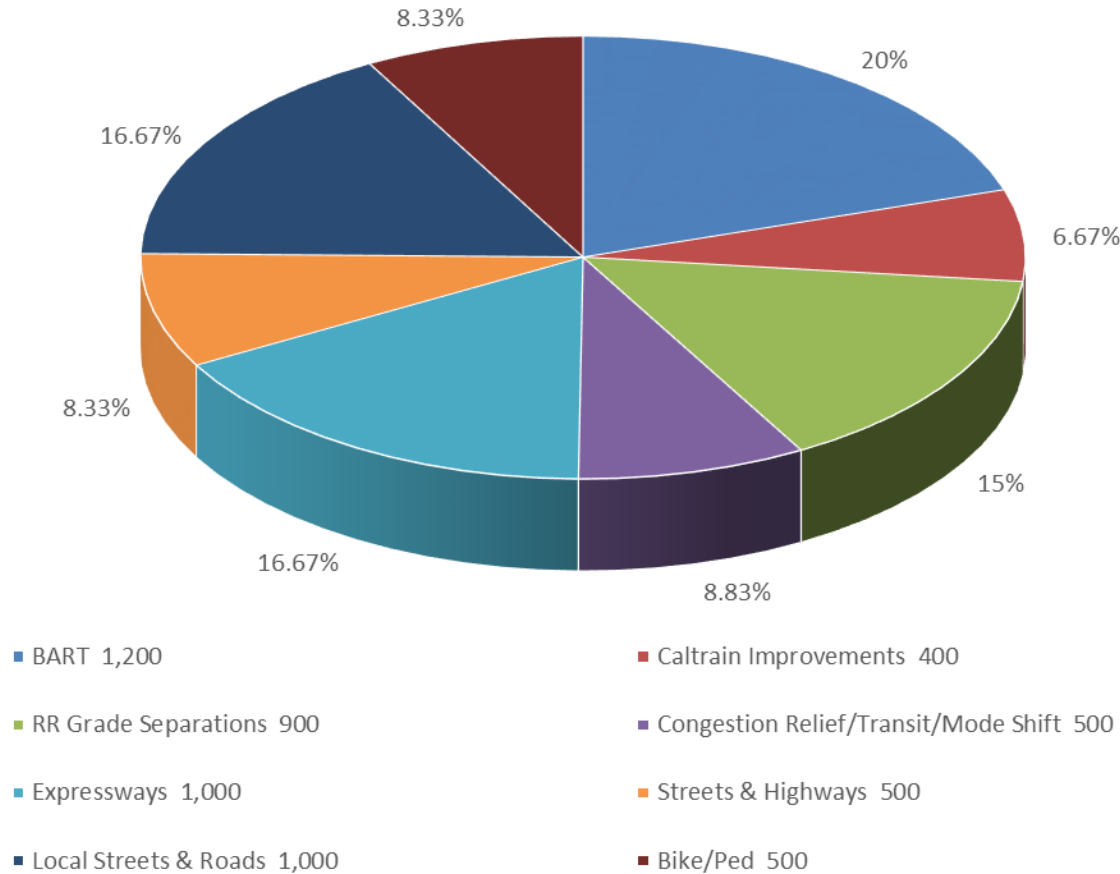
Group #4 Notes

- Expressway program would be set aside for maintenance, grade separations, widening and interchanges.
- Focus on roadway infrastructure.
- Received 3 of 18 votes.

Cities: Campbell, Cupertino, Los Altos, LAF, Mountain View & Palo Alto

3.2.g

Expenditures in \$M

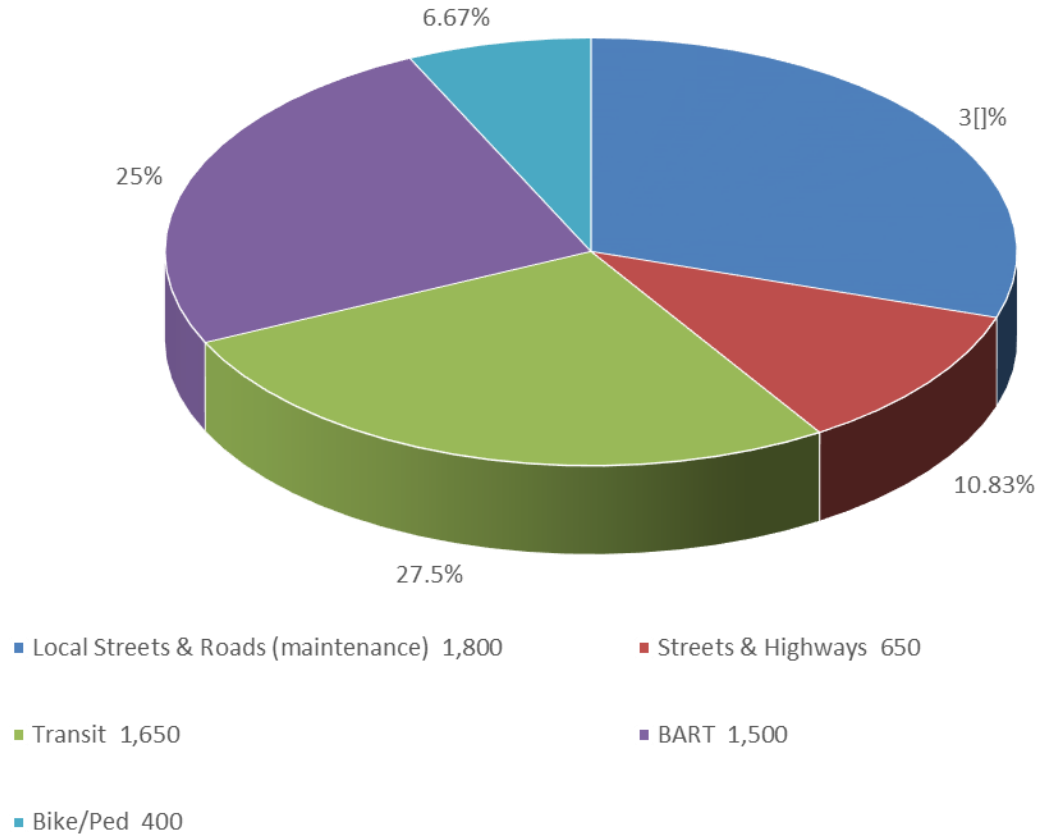


Cities: Campbell, Cupertino, Los Altos, LAH, Mountain View & Palo Alto

Category	Millions (\$)
BART	1,200
Caltrain Improvements	400
Railroad Grade Seps	900
Congestion Relief/Transit/ Mode Shift	500
Expressways	1,000
Streets & Highways	500
Local Streets & Roads	1,000
Bike/Ped	500

City of San Jose

Expenditures in \$M

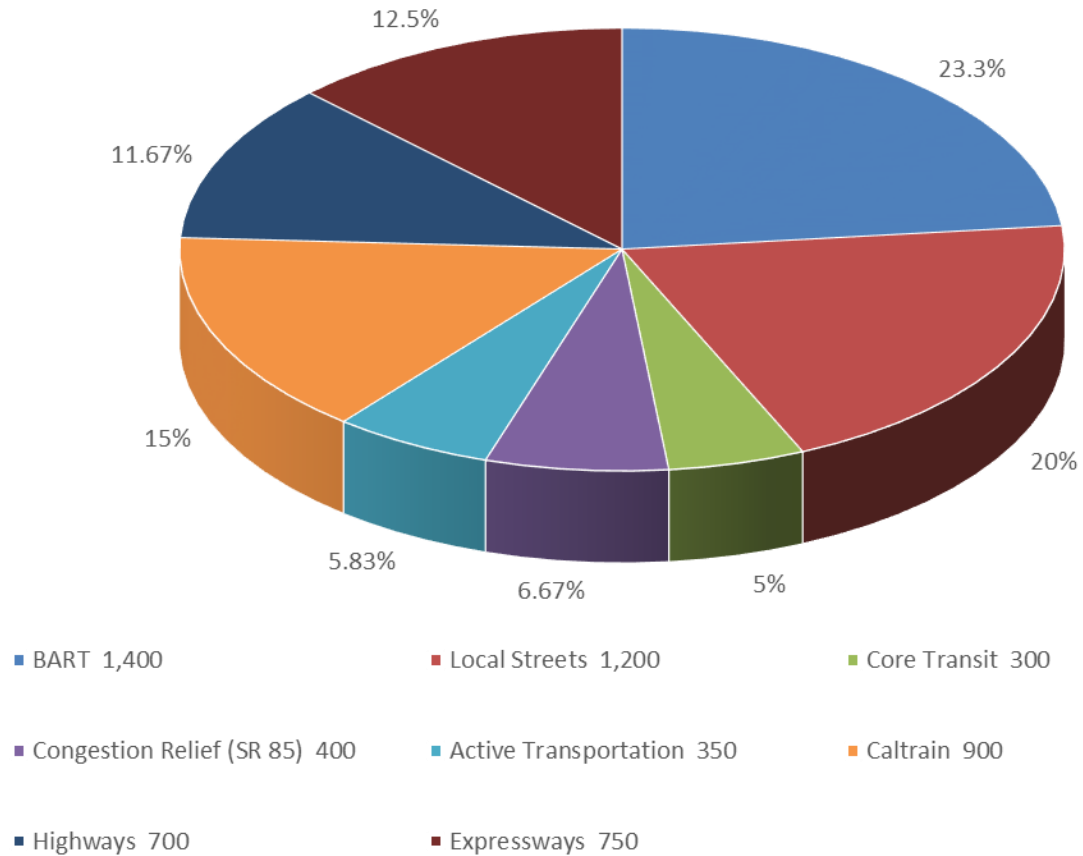


City of San Jose

Category	Millions (\$)
Local Streets and Roads	1,800
Streets & Highways	650
Transit	1,650
BART	1,500
Bike/Ped	400

City of Sunnyvale

Expenditures in \$M



City of Sunnyvale

Category	Millions (\$)
BART ¹	1,400
Local Streets ²	1,200
Core Transit ³	300
Congestion Relief (SR 85) ⁴	400
Active Transportation	350
Caltrain	900
Highways	700
Expressways	750

1 BART would receive additional \$100 M if revenues exceed \$6,000M.

2 Revenues over \$6,100 M would be directed to local streets.

3 Projects that strengthen core routes, provide first- and last-mile connections to active transit routes and serve all segments of the population (including senior, low income, disabled, and students).

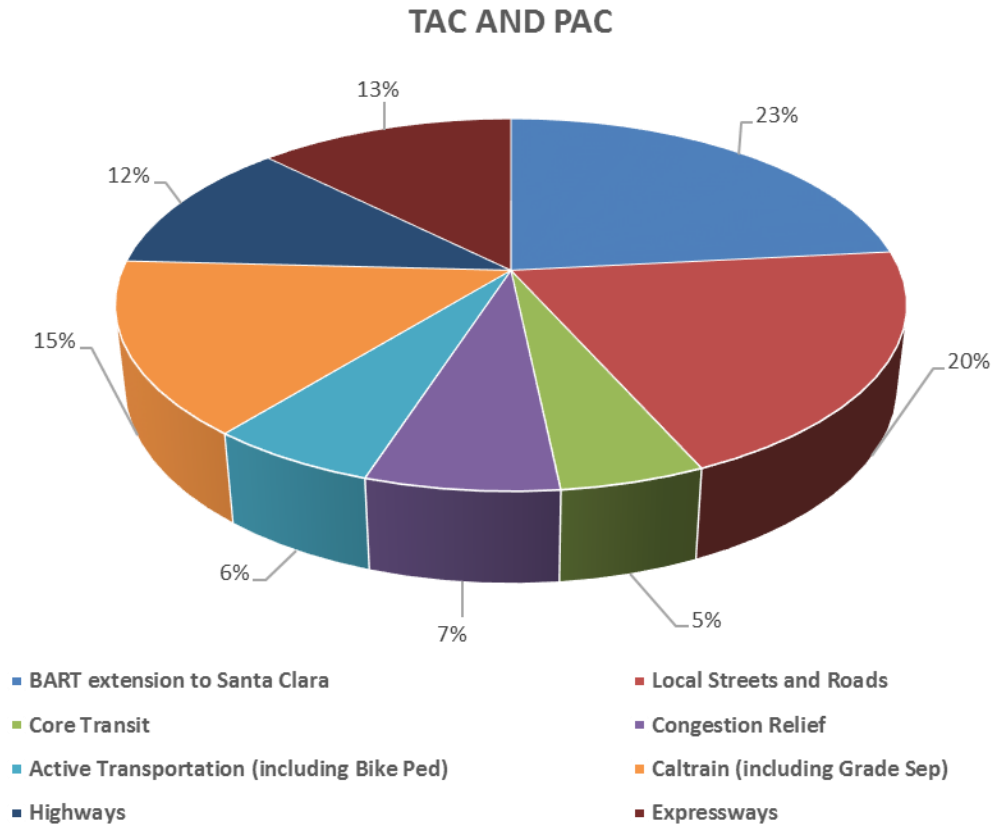
4 To include \$25 million for comprehensive study.

Citizens Advisory Committee (CAC) Recommendation

Category
Transit
Local Streets and Roads
Bus Transit
Highways/Expressways
Affordable Housing
Bikes
Grade Separations

- Chose categories, but not percentages
- Specifically call out BART, Caltrain, & Ace under Transit Category
- Could not come to consensus to include Affordable Housing in the recommendation

Technical and Policy Advisory Committee Recommendation



Technical and Policy Advisory Committee Recommendation

Category	Percentage
BART extension to Santa Clara	23%
Local Streets and Roads	20%
Core Transit	5%
Congestion Relief	7%
Active Transportation (including Bike Ped)	6%
Caltrain (including Grade Sep)	15%
Highways	12%
Expressways	13%

Notes on TAC/PAC Recommendation

- Percentage based on \$6 B total
- The Local Streets Category is inclusive of minor and major roadway improvements and pavement management.
- Core Transit are projects that strengthen current routes, provide first and last mile connections to active transit routes, serve all segments of the population (including senior, low income, disabled, and students), and transit environment improvements on major routes.

Notes on TAC/PAC Recommendation

- Congestion relief may include projects that encourage mode shift from auto travel, those that decrease travel times, and various local road and highway improvements that improve roadway efficiency.
- Active Transportation are those projects that focus on improving bicycle and pedestrian access, improving streets for all users, and generally improving non-auto travel.
- Caltrain Improvements consist of corridor improvements along Caltrain with grade separation improvements at major junctions.

OVERALL DRAFT EXPENDITURE PLAN

TRANSIT/Mode Shift	Millions	%
BART to Downtown San Jose/Santa Clara*	1,400	23%
Caltrain Capacity & Safety	1,014	17%
Mass transit for seniors, students, workers, disabled	400	7%
Transit improvements in the West Valley/North County Corridor	350	6%
Bike/Ped Facilities, especially near schools	250	4%
Transit/Mode Shift total:	3,414	56%
ROADS		
Street Maintenance & Pothole Repair	1,200	20%
County Expressways (Tier 1)	750	12%
Highway Interchanges	750	12%
Roads total:	2,700	44%
Grand total:	6,114	~100%
*BART Cap = 25% of total measure revenue		

ENVISION

SILICON VALLEY

Board of Directors
April 22, 2016

Envision Silicon Valley

- In 2014, VTA and its partners considered a possible new tax measure.
- The need for transportation improvements is far greater than funding currently available.
- When we decided not to go forward, it was an opportunity to step back & develop an inclusive process.
- As a result, we created Envision Silicon Valley.

Envision Silicon Valley

Engage community leaders in a dynamic visioning process to:

- Discuss current and future transportation needs
- Identify solutions
- Craft funding priorities

Ad Hoc Committee

- To help guide staff through the process, the VTA Board of Directors created the Ad Hoc Committee for Envision Silicon Valley
- Consists of six members of the VTA Board
- Committee meets on an as-needed basis – approximately every other month

VTA Advisory Committees

- As part of Envision Silicon Valley, we worked closely with our existing advisory groups:
 - Bicycle & Pedestrian Advisory Committee (BPAC)
 - Citizens Advisory Committee (CAC)
 - Committee for Transit Accessibility (CTA)
 - Policy Advisory Committee (PAC)
 - Technical Advisory Committee (TAC)

Stakeholder Groups



Advisory Committees & Stakeholders

- Review and provide input on goals, criteria, project analysis, unconstrained project list, community feedback



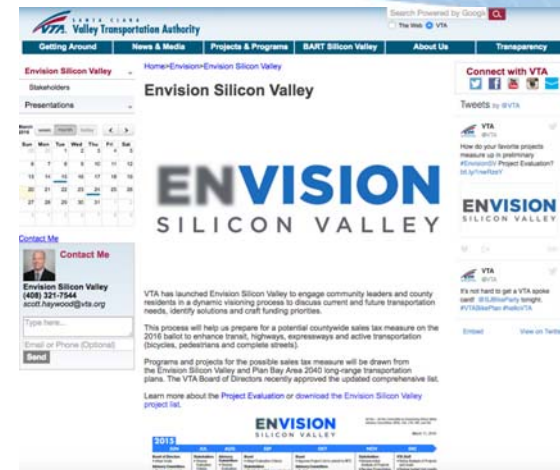
Community Outreach

- Presentations started in Summer 2015
- 1,945 people reached in:
 - 39 separate small group presentations
 - 5 public open house meetings
 - 4 jointly hosted workshops coordinated by Transit Justice Alliance
 - 1 festival (Viva Calle)
 - 314 comments recorded

Digital

VTA Envision website & Envisionsv.org microsite

- 895,000 page views by 191,960 unique users
- Not statistically significant



Welcome to the Envision Silicon Valley interactive website, brought to you by the Santa Clara Valley Transportation Authority.

This online tool and microsite provides up-to-date information about Envision Silicon Valley as well as a survey and citizen's budget tool. Your participation in these activities will help VTA examine the trade-offs between new revenues, spending options, and key metrics in order to prepare our community to invest in transportation.

ABOUT ENVISION SILICON VALLEY

VTA's Envision Silicon Valley effort takes a close look at Santa Clara County's transportation needs to prepare for a potential 2016 transportation sales tax ballot measure. VTA will look at multiple potential revenue sources and projects representing all modes of transportation—transit, local roads, pavement, highways and active transportation.

Microsite & Textizen Surveys

3,400 responses total

Improve transit service/times

Use tech to improve transportation experience

Improve safety

Relieve roadway bottlenecks

Fund road maintenance (e.g., potholes)

Deliver bike/sidewalk/bus stop projects that promote connectivity

Increase funding for bike projects, sidewalks, bus stops (Complete Streets)

Microsite Transportation Challenge

Interactive budget tool

- 1,773 completed budgets
- 84% favor ½-cent, 30-year sales tax
- Demographics: majority age 25-44; \$50K+ income

The screenshot shows the Envision Silicon Valley Transportation Challenge Beta microsite. At the top, there is a navigation bar with links for SURVEY, TRANSPORTATION CHALLENGE, RESULTS, ABOUT, and CONTACT. Below the navigation bar, a banner reads "Test your budgetary skills" and "Log In". A large blue button says "Try the Transportation Challenge Beta!". Below this, a section titled "How Would You Invest in Transportation?" contains a paragraph explaining the challenge. A "MY BUDGET" section features a horizontal bar chart with a scale from 0 to 6 billion dollars. The bar is currently empty, with the text "(Let's start with Revenue)" inside. To the right of the bar, a summary table shows: Available = \$0 Billion, Invested = \$0 Billion, and Remaining = \$0 Billion. Below the bar chart, a section titled "Revenue" is visible.

ENVISION SILICON VALLEY

SURVEY TRANSPORTATION CHALLENGE RESULTS ABOUT CONTACT

Test your budgetary skills Log In

Try the Transportation Challenge Beta!

How Would You Invest in Transportation?

This Envision Silicon Valley Transportation Challenge (currently in beta with ongoing improvements) enables you to tell VTA the revenue generation and spending options you'd prioritize. The only rule for the Challenge is that you can't spend more than the projected funding available—the rest is up to y (More...)

MY BUDGET

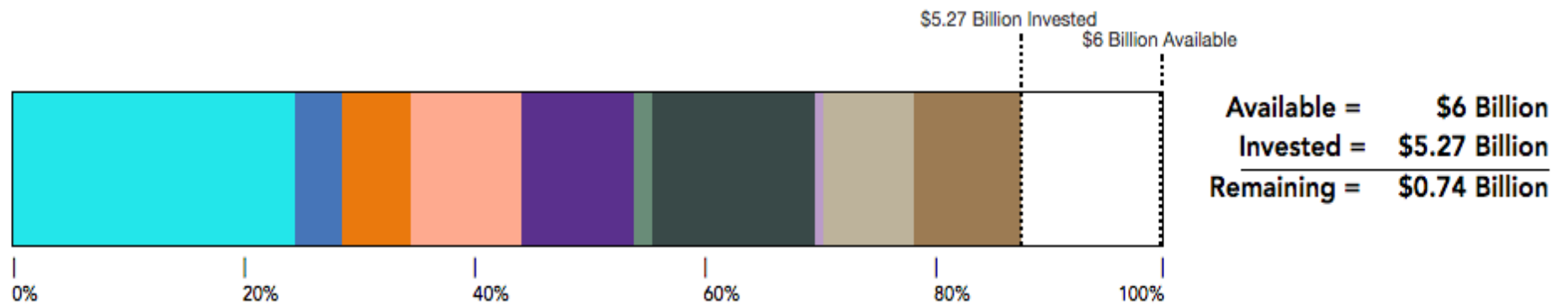
(Let's start with Revenue)

Available = \$0 Billion
Invested = \$0 Billion
Remaining = \$0 Billion

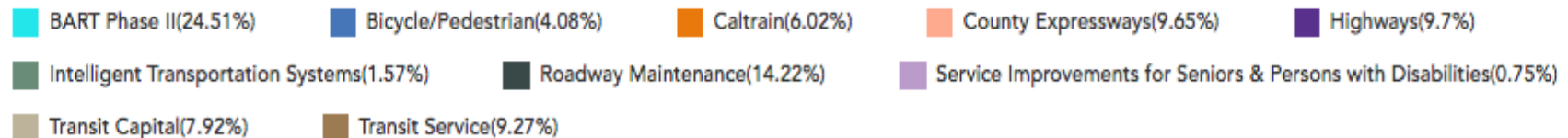
Revenue

Microsite Transportation Challenge

TRENDING BUDGET



(Percentages reflect amount selected by program relative to total amount selected for overall investment)



Envision Actions

- Goals for the Program
- Call for Projects
- Evaluation Criteria
- Project Analysis

Goals, Purpose & Process

- Provide strategic vision for program
- Draft goals introduced to Ad Hoc Committee in November 2014
- Iterative process with stakeholders, advisory committees & Board Ad Hoc Committee

Adopted Goals

Adopted by Board in June 2015

- Enhance Safety
- Provide Congestion Relief and Improve Transportation Efficiency
- Expand Transportation Choices and Improve Travel Experience
- Expand Transit Ridership and Continue to Promote Quality Transit for Everyone – Including Low-income Areas

Adopted Goals

- 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

Call for Projects

- Conducted from May to August 2015
- Received over 600 projects and programs
- \$48.7 billion need
- Board adopted full project list October 2015

Evaluation Criteria








- Began discussing in February 2015
- Iterative process with stakeholders, advisory committees & Board Ad Hoc Committee
- 32 qualitative and quantitative criteria to analyze projects/programs in relation to goals
- Adopted by Board in August 2015

Project Analysis

- Grouped projects to analyze
- Projects not analyzed are still eligible to be in measure
- Analysis is one tool to help in deliberations

Sample Report Card

Draft Envision Evaluation Card

<p>Upgraded Santa Clara Great America Intermodal Station: \$200 M</p> <p>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 area/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 modes 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							



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

Expenditure Scenarios

- Stakeholders
- Cities
- Advisory Committees
- Silicon Valley Leadership Group (SVLG)

Staff Recommendation

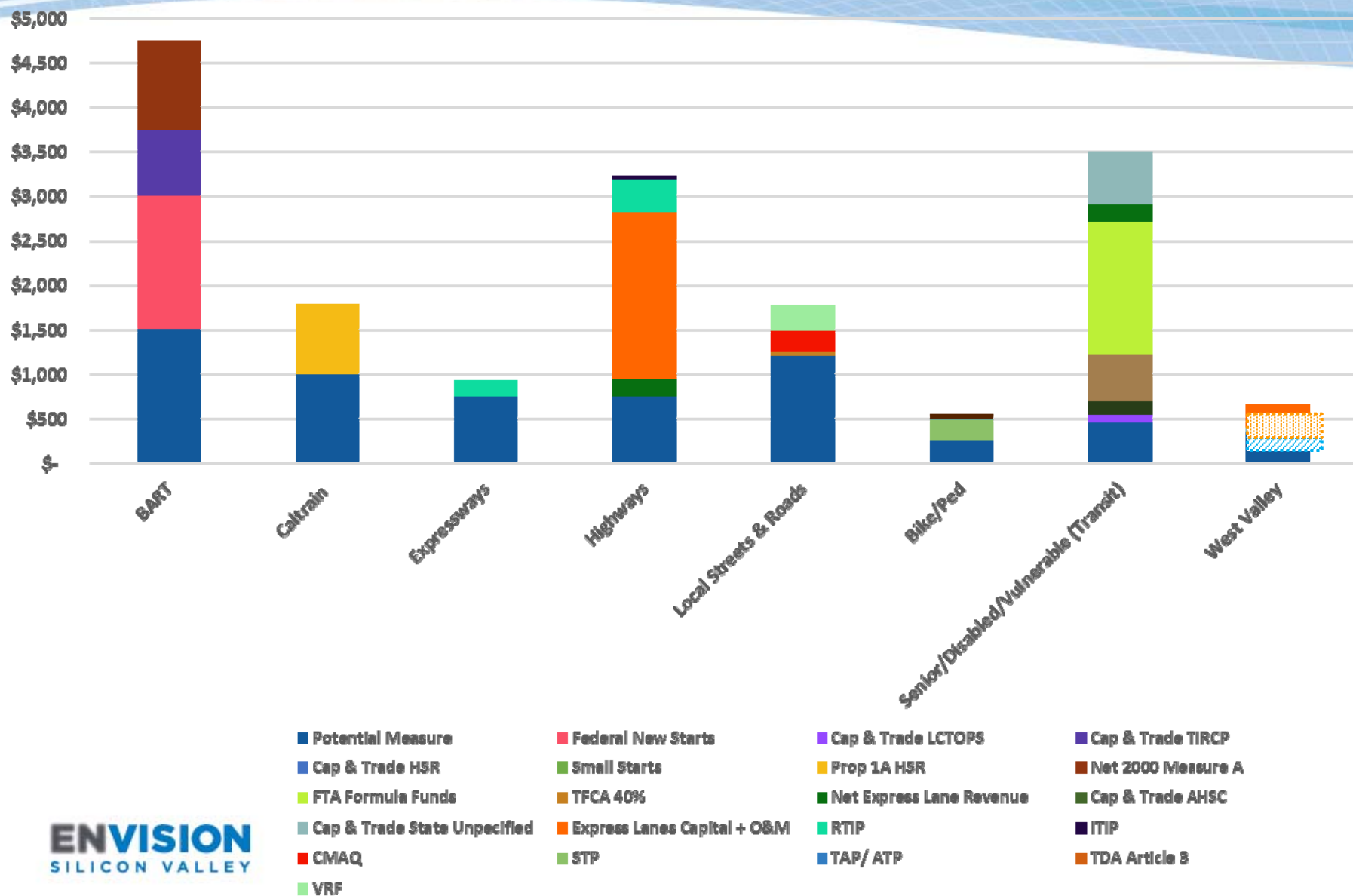
John Ristow

Director of Planning &
Program Development

Tax Measure Basics

- Proposed ½-cent sales tax
- 30-year duration
- November 8, 2016 ballot
- If approved, collections begin July 2017
- Forecasted revenue: \$6 billion to \$6.5 billion in 2017 dollars

Potential Measure With Other Funding Sources



Questions for Board Members

- Do we have the right categories?
- Do we have the right funding amounts?
- Do we have the right policies to match each category?

Funding Allocation – Staff Recommendation

Category	\$ Amount (Billions)
BART Phase II	\$1.50
Bicycle/Pedestrian Program	\$0.25
Caltrain Capacity Enhancements	\$0.30
Caltrain Grade Separations	\$0.70
Expressways	\$0.75
Highway Interchanges	\$0.75
Local Streets and Roads	\$1.20
SR 85 Corridor	\$0.35
Transit Operations	\$0.45
Total	\$6.25

BART Phase II

- **\$1.5 Billion**
- Construction phase of the six-mile, four-station extension
- New regional rail corridor
- Ridership projected at 55,000 in 2035
- Leverage \$1.5 billion in federal funds and \$750 million in state funds

Envision Silicon Valley

BART Silicon Valley



BART Phase II

Scores High or Medium High for the following:

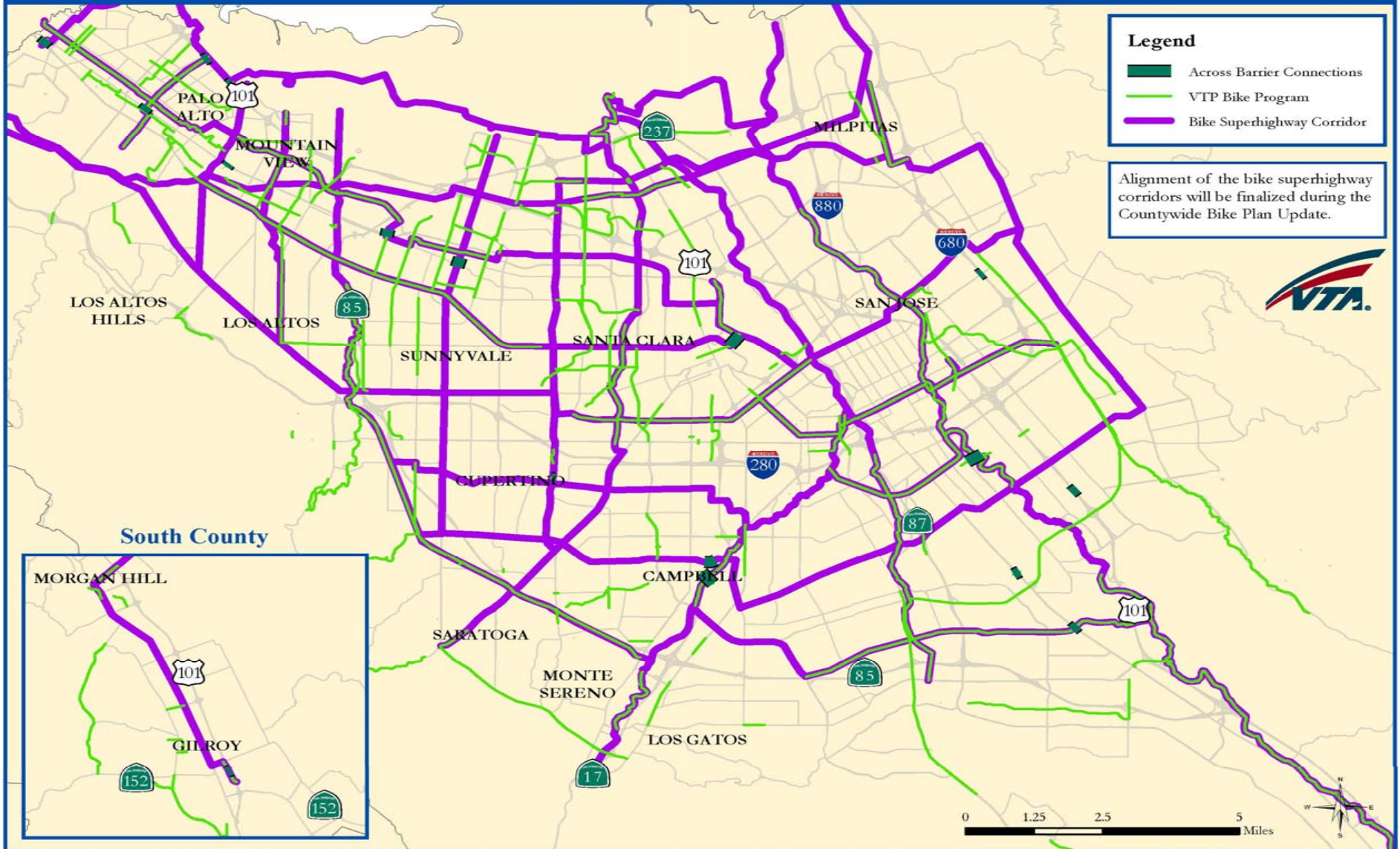
- Congestion relief and improve efficiency
- Expand transportation choices
- Actively promote healthy communities, environmental sustainability and plan for the next generation
- Improve system financial sustainability and maintenance

Bicycle and Pedestrian Program

- **\$250 Million**
- Complete gaps in cross-county corridors
- Construct across barrier connections
- Vision of Superhighway Program

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Countywide Bicycle and Pedestrian Program / Potential Bike Superhighway Corridors



Bicycle and Pedestrian Program

- Competitive grant program
- 20% match
- Safe Routes to School & other bike/pedestrian education programs eligible

Bicycle and Pedestrian Program

Scores High or Medium High for the following:

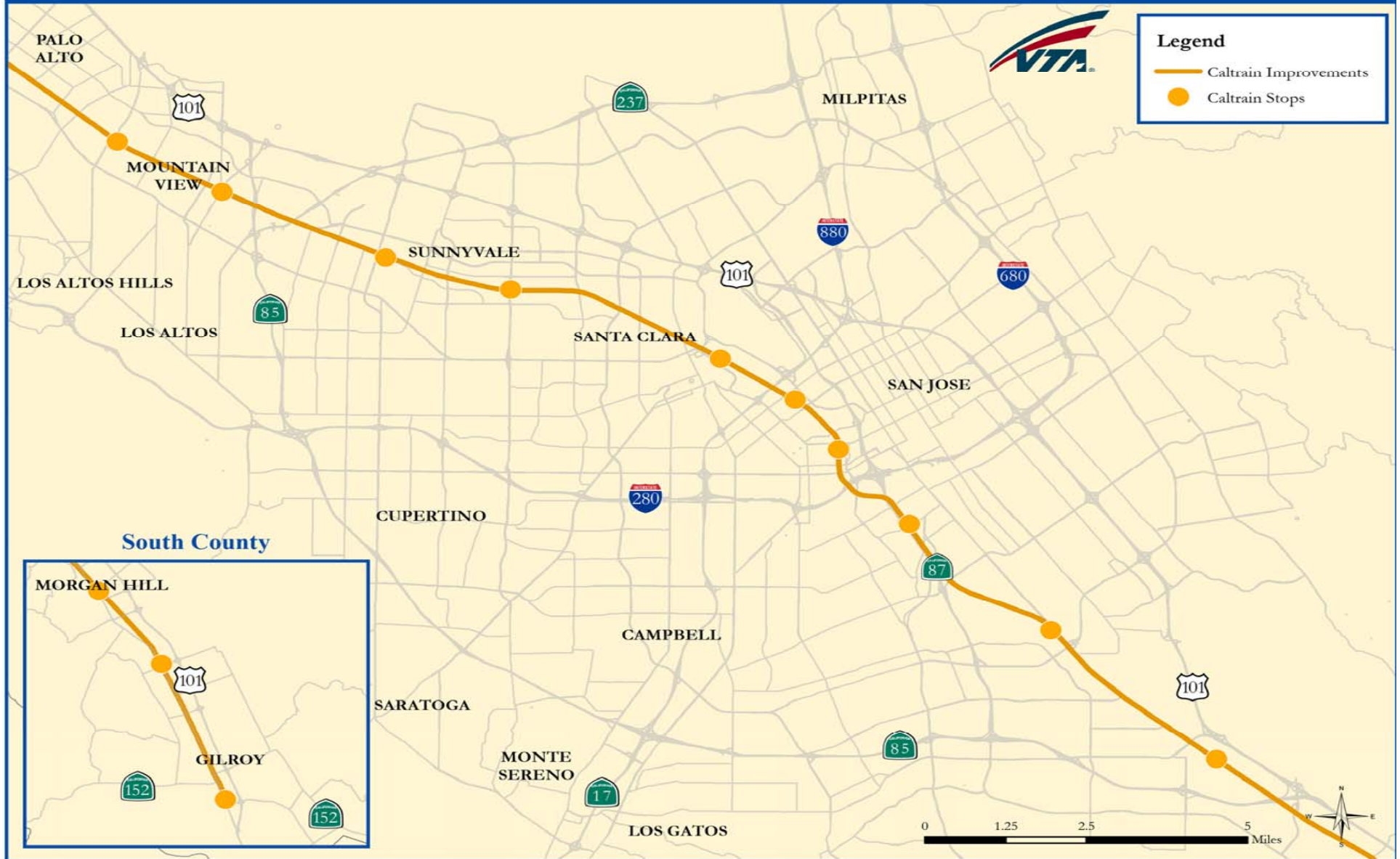
- Congestion relief and improve efficiency
- Expand transportation choices
- Actively promote healthy communities, environmental sustainability and plan for the next generation
- Improve system financial sustainability and maintenance

Caltrain Capacity Improvements

- **\$300 million**
- Expand capacity by allowing longer trains at station
- Serve more riders with improved operations
- Level boarding
- Longer platforms

Envision Silicon Valley

Caltrain Improvements



Caltrain Capacity Improvements

Scores High for the following:

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

Caltrain Grade Separations

- **\$700 million**
- Separate Caltrain tracks from roadways
- Safety improvement for drivers, bicyclists and pedestrians
- Reduce congestion at intersections

Envision Silicon Valley

Caltrain Grade Separation



Caltrain Grade Separations

- Caltrain project with a local sponsor
- 20% match

Caltrain Grade Separations

Scores High for the following:

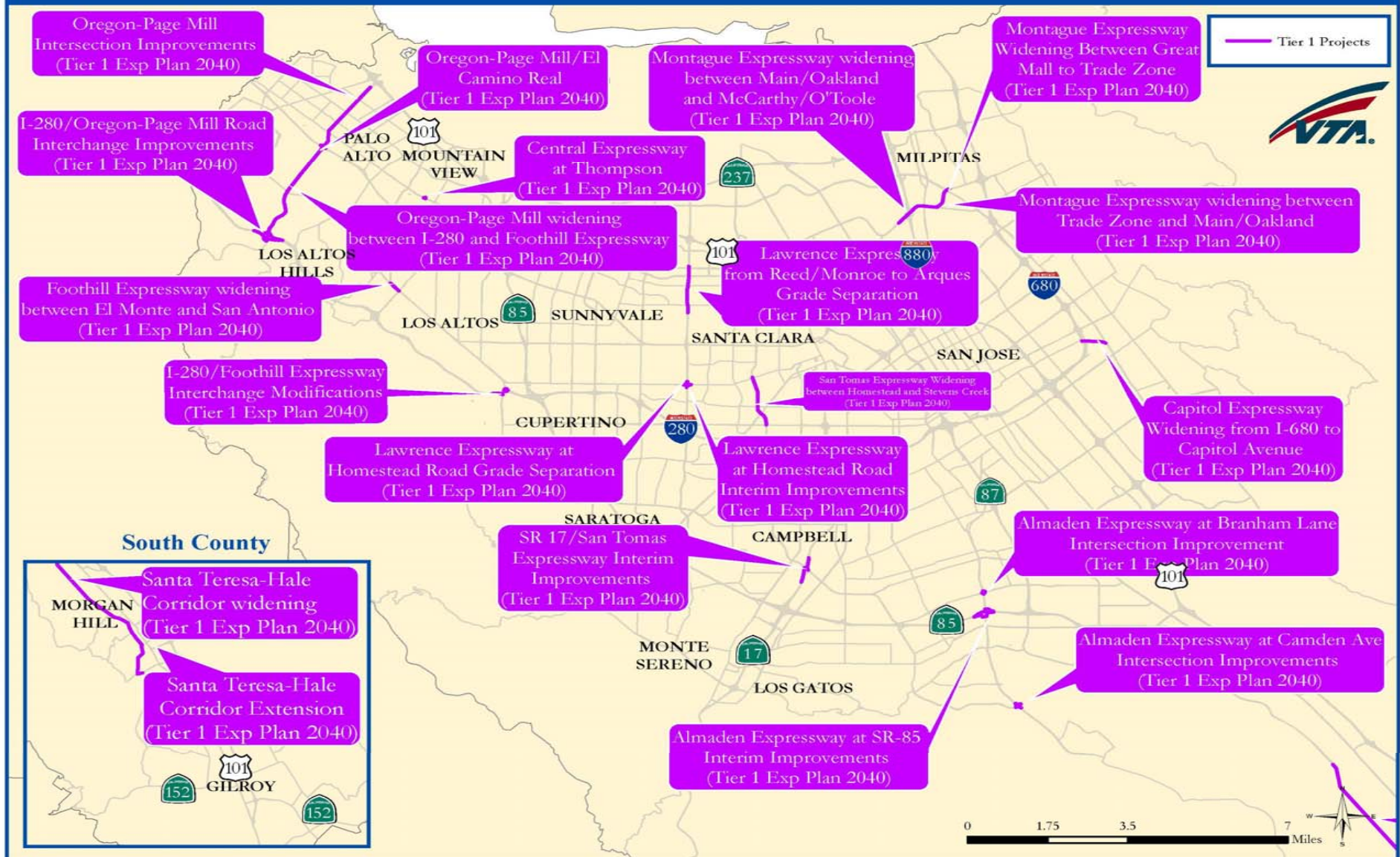
- Enhance safety
- Expand transportation choices

County Expressways

- **\$750 million**
- Tier 1 candidate projects
- Improvements throughout county

Envision Silicon Valley

Expressway Tier 1 Projects



County Expressways

- 20% match requirement
- Complete Streets requirement

County Expressways

Scores High or Medium High for the following:

- Enhance safety
- Expand transportation choices
- Congestion relief and improve efficiency

Highway Program

- **\$750 Million**
- Candidate projects throughout county

Envision Silicon Valley

Highway Projects



Highway Program

- 20% match requirement
- Complete Streets requirement

Highway Program

Varies by Location – Several score well for the following:

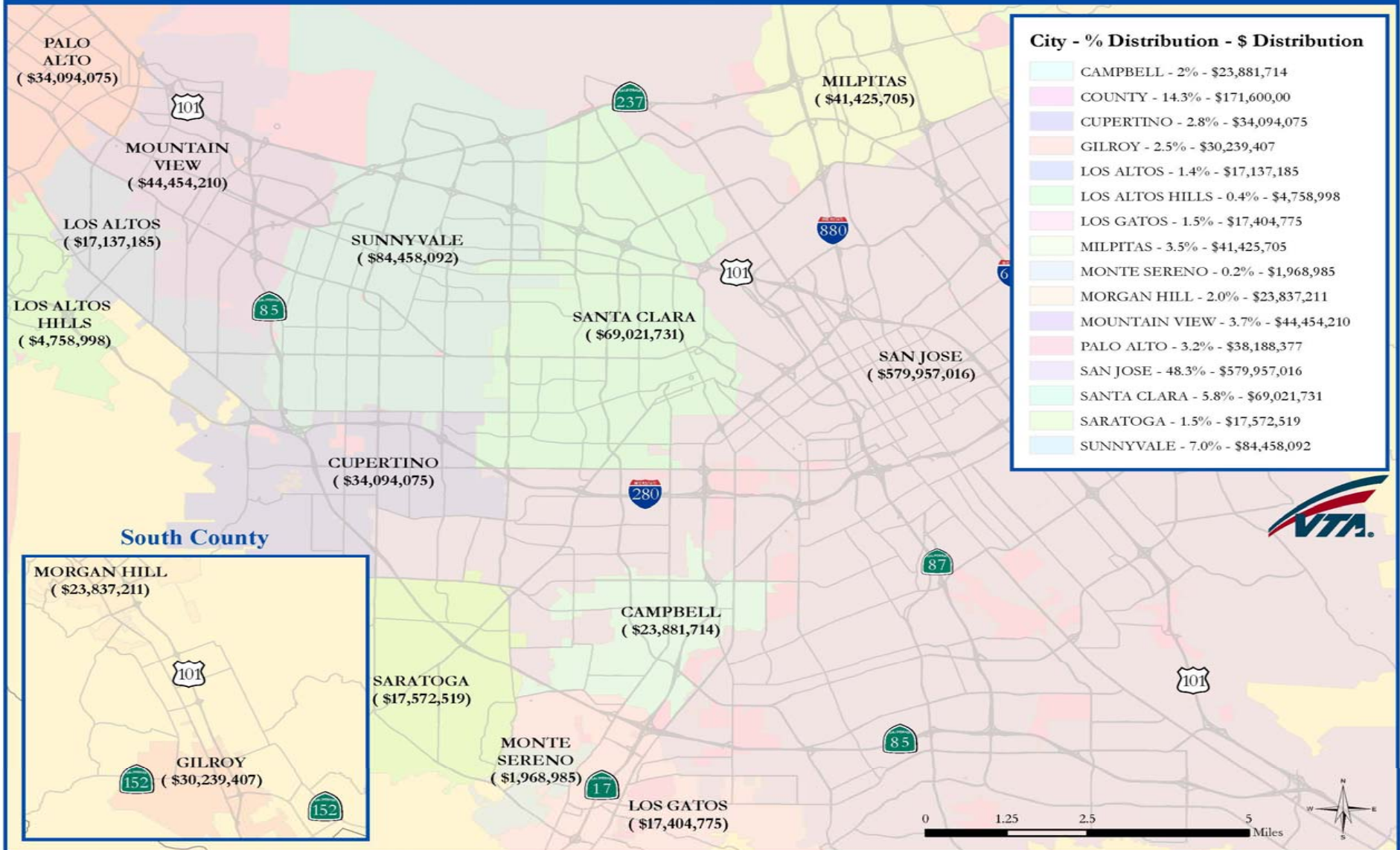
- Enhance safety
- Expand transportation choices

Local Streets and Roads

- **\$1.2 Billion**
- Geographical equity: Returned to cities on formula basis
- Ensure current level of effort (\$ designated for transportation)
- Complete Streets requirement
- Funds may be used for other transportation purposes per pavement condition index (PCI) score of 70 or above

Envision Silicon Valley

Local Streets and Roads



State Route 85 Corridor

- **\$350 Million**
- State Route (SR) 85 Policy Advisory Board is working to identify a project(s) for consideration
- Scheduled to be completed in May 2016

Envision Silicon Valley

Transit Solutions for SR 85 Corridor



Transit Operations & Amenities

- **\$450 Million**
- Increased service frequency along high-ridership corridors
- Improved amenities at bus stops to improve safety, security and access including shelters, sidewalks and lighting
- Support new service models to address first/last mile connections
- Develop programs and services for senior, disabled and low-income riders

Envision Silicon Valley

Transit Network



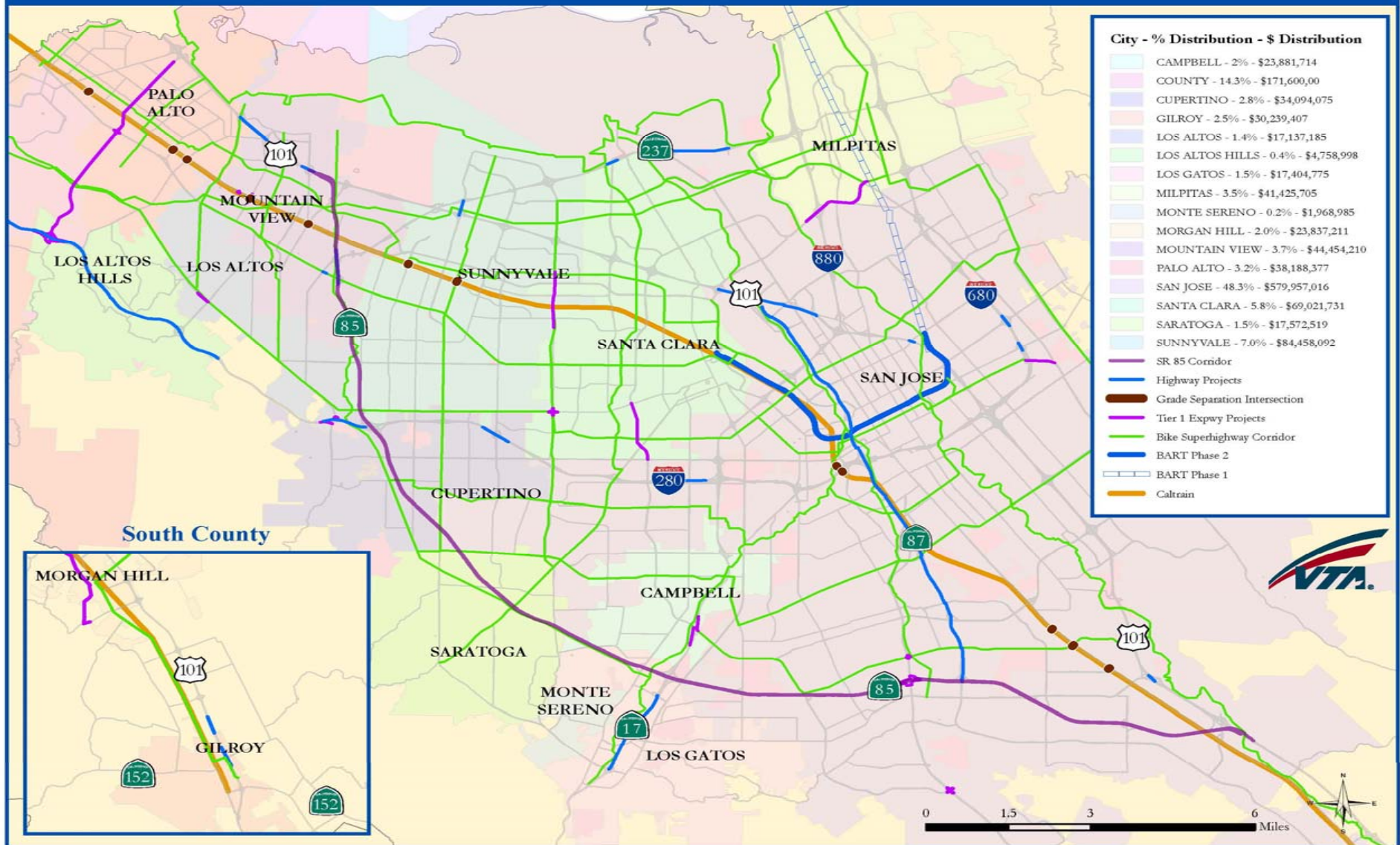
Transit Operations & Amenities

Scores High or Medium High for the following:

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

Envision Silicon Valley

All Programs



Matching Funds

- Objective:
 - Leverage additional federal, state, regional, local and private funding to augment the sales tax program
 - Extend the ability of the program to deliver more transportation projects
- Common practice for grant programs: Other federal, state regional and local grant programs use a match-fund requirement

Matching Funds

- Implementation Options:
 - Requirement versus target
 - Overall program-level requirement
 - Category-level requirement
 - Project-level requirement
 - Scoring criteria – range of matching level per score

Benefits

Some of the benefits of the proposed measure:

- Transit improvements would result in ridership increases of 25% by 2040.
- The Bike Superhighway Network would result in 1.6 million vehicle trips off the road annually.
- Highway projects would relieve approximately 2.3 million hours of congestion per year.

Potential Measure

- Fulfills vision of program established by VTA Board
- Balanced & multimodal approach
- Geographically balanced
- Supported by public – strong poll results

Next Steps

Input needed today from Board

- Do we have the right categories?
- Do we have the right funding amounts?
- Do we have the right policies to match each category?

Next Steps

- Stakeholder meeting on May 10, 2016
- Advisory Committee meetings:
 - BPAC & CAC May 11, 2016
 - PAC & TAC May 12, 2016
- Public meetings in May
- Board adoption on June 2, 2016



QUESTIONS



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Candidate Highway Projects

- US 101 Improvements to address regional connectivity and circulation between San Antonio and Charleston (Palo Alto and Mountain View)
- SR 85/SR 237 Area Improvements to address mainline congestion and regional connectivity (Mountain View)
- SR 237 Corridor Improvements to address mainline congestion and regional connectivity (San Jose, Santa Clara and Milpitas)
- I-280 West County Improvements to address mainline congestion (Los Altos, Los Altos Hills, Cupertino and Palo Alto)
- SR 85/I-280 Area Improvements to address Regional Connectivity (Cupertino, Los Altos, and Sunnyvale)
- US 101/Trimble to Zanker Area Improvements to address local roadway connectivity and mainline congestion (San Jose and Santa Clara)
- US 101/Mabury Improvements (San Jose)
- I-680 Corridor Improvements to address mainline congestion and regional connectivity (San Jose and Milpitas)
- I-280/Winchester Area Improvements (San Jose and Santa Clara)
- SR 87 Technology-based Corridor improvements (San Jose)
- SR 17 Corridor Improvements to address mainline congestion (Los Gatos)
- US 101/Blossom Hill I/C (San Jose)
- US 101 Improvements to address mainline congestion and regional connectivity (Gilroy)
- US 101/SR 25 Improvements (Gilroy)
- I-280/Wolfe I/C Improvements (Cupertino)

Expressway Tier 1

- Almaden Expressway at SR-85 - Interim Improvements
- Almaden Expressway at Branham Lane Intersection Improvement
- Almaden Expressway at Camden Ave intersection improvements
- Capitol Expressway Widening from I-680 to Capitol Avenue
- Central Expressway at Thompson
- Foothill Expressway widening between El Monte and San Antonio
- Lawrence Expressway at Homestead Road Interim Improvements
- Lawrence Expressway at Homestead Road Grade Separation
- Lawrence Expressway from Reed/Monroe to Arques Grade Separation
- Montague Expressway widening between Main/Oakland and McCarthy/O'Toole
- Montague Expressway widening between Trade Zone and Main/Oakland
- Montague Expressway Widening Between Great Mall to Trade Zone
- Oregon-Page Mill widening between I-280 and Foothill Expressway
- Oregon-Page Mill intersection improvements
- Oregon-Page Mill/El Camino Real
- San Tomas Expressway Widening between Homestead and Stevens Creek
- Santa Teresa-Hale Corridor Extension
- Santa Teresa-Hale Corridor widening
- SR 17/San Tomas Expressway Interim Improvements
- I-280/Foothill Expressway Interchange Modifications
- I-280/Oregon-Page Mill Road Interchange Improvements
- Expressway ITS/Signal System

Caltrain Grade Separations

Palo Alto

- Churchill
- Charleston & Meadow

Mountain View

- Castro/Moffett
- Rengstorff

Sunnyvale

- Sunnyvale Ave.
- Mary

San Jose

- Auzerais
- Virginia
- Skyway
- Branham
- Chynoweth/Monterey

Bicycle Superhighway Network

- Trails in Expwy Right of Ways
- Coyote Creek Trail Completion
- Lions Creek Trail
- Miramonte Ave Bikeways
- Fremont Road Pathway
- Los Gatos Creek Trail Connector to SR 9
- Berryessa Creek Trail
- West Llagas Creek Trail
- Guadalupe River Trail-Extension to south
- Five Wounds Trail from William Street to Mabury Road/Berryessa
- Lower Guadalupe River Access Ramps
- Calabazas Creek Trail
- San Tomas Aquino Trail Extension to South & Campbell Portion
- Stevens Creek Trail extension
- Hamilton Avenue/Highway 17 Bicycle Overcrossing
- Stevens Creek Trail grade separation at Stevens Creek Blvd
- Montague Expwy Bike/Ped Overcrossing at Milpitas BART Station
- Shoreline/101 Bike Ped Bridge
- South Palo Alto Caltrain Bike/Ped Crossing
- Caltrain Capitol Undercrossing
- Newhall Street Bike/Ped Overcrossing over Caltrain Tracks
- Winchester Bicycle and Pedestrian Overcrossing
- Implementation of Pedestrian Access to Transit Plan (VTA)
- Countywide Vision Zero Program (VTA)

Bicycle Superhighway Network (cont.)

- Bike amenities at transit stops and on transit vehicles
- Bike & ped safety education at approximately ~200 schools.
- Ped/Bike Bridge over SR 17 from Railway/Sunnyside to Campbell Technology Pkwy
- UPRR Bike/Ped Bridge Crossing: Stevens Creek Boulevard to Snyder Hammond House/Rancho San Antonio Park
- Mayfield Tunnel Ped/Bike under Central Expressway connecting to San Antonio Caltrain station
- Matadero Creek Trail Undercrossing
- US 101/Adobe Creek Bicycle-Pedestrian Bridge
- Phelan Avenue Pedestrian & Bike Bridge over Coyote Creek
- Kiely Bicycle & Pedestrian Overcrossing
- Bernardo Caltrain Undercrossing
- Highway 9 Pedestrian Safety Improvements
- Three Creeks Trail East from Guadalupe River to Coyote Creek Trail
- Los Gatos Creek Trail Gap Closure



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.

Prepared By: Scott Haywood
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/El Camino Real Improvements	\$ 27.0
	SR 237/El 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/EI 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%