



T&E AGENDA: 03/04/19
ITEM: d(1)

Memorandum

TO: TRANSPORTATION AND
ENVIRONMENT COMMITTEE

FROM: John Ristow

**SUBJECT: REGIONAL TRANSPORTATION
ACTIVITIES QUARTERLY REPORT**

DATE: February 13, 2019

Approved

Date

2-22-19

RECOMMENDATION

Accept the quarterly status report on regional transportation funding, programs, and projects of interest to the City of San José involving other regional, state, and federal agencies such as the Santa Clara Valley Transportation Authority (VTA), the Peninsula Corridor Joint Powers Board (Caltrain), the Metropolitan Transportation Commission (MTC), the California High Speed Rail Authority, and the State Department of Transportation (Caltrans).

BACKGROUND

The Transportation and Environment Committee work plan includes quarterly reports on current activities related to regional transportation funding, programs, and projects. This report will focus on the wide range of major regional capital projects enabled by the 2016 VTA Measure B and previewing the Transportation Access & Mobility Plan work effort.

ANALYSIS

I) 2016 VTA MEASURE B

On January 30, 2019, nearly two years after Santa Clara County voters approved the 2016 VTA Measure B, the California Supreme Court refused to hear an appeal on the legal challenge that had been delaying implementation. This paved the way for the lower court, which also ruled against that challenge, to allow VTA to begin dispersing the accumulated funding that had been held in escrow.

The following chart shows the nine program areas and the projected allocations based on estimated amounts at the time voters approved the measure:

2016 VTA MEASURE B ALLOCATIONS		
Program Categories	Amounts (Estimated in 2017 \$)	Percentage
Local Streets & Roads*	1,200,000,000	19%
Bicycle & Pedestrian	250,000,000	4%
- 80% - Capital Improvements		
- 15% - Education*		
- 5% - Planning		
Transit Operations	500,000,000	8%
BART Phase II	1,500,000,000	24%
Caltrain Grade Separation	700,000,000	11%
Caltrain Corridor Capacity Improvements	314,000,000	5%
Highway Program	750,000,000	12%
County Expressways	750,000,000	12%
SR 85 Corridor	350,000,000	6%
Total	6,314,000,000	100%

*San José and other jurisdictions will receive a portion of the funding based on established formulas

The City of San José will see direct funding benefits from several 2016 VTA Measure B program categories such as Local Streets & Roads and Bicycle & Pedestrian Education formula-based funding. The City of San José will also benefit indirectly from several 2016 VTA Measure B program categories that will fund BART Phase II, County Expressway improvements, Caltrain Corridor Capacity Improvements, the SR 85 Corridor program, and VTA Transit Operations. Additionally, Measure B funding comes with requirements to incorporate complete street design that considers all roadway users. The City of San Jose previously adopted Complete Streets design standards that comply with VTA requirements.

In March 2018, Department of Transportation (DOT) staff will bring forward a recommendation to the City Council to adopt a resolution that will authorize the City Manager or designee to negotiate and execute agreements with VTA for the receipt of funds and administration of 2016 VTA Measure B sales tax programs.

Bicycle & Pedestrian Capital Improvements and Planning

The City of San José is committed to pursuing 2016 VTA Measure B Bicycle & Pedestrian Capital Improvements and Planning funds on a competitive application basis, as well as Education and Encouragement funds on a formula reimbursement basis. The total funding for the Bicycle and Pedestrian Program is estimated at \$250 million in 2017 dollars for VTA, the County, and all cities in the County.

The Measure B Bicycle & Pedestrian Program (BPP) will fund bicycle and pedestrian projects of countywide significance identified by the cities, County and VTA. The program gives priority to projects that connect to schools, transit and employment centers; fill gaps in the existing bike and pedestrian network; safely cross barriers to mobility; and make walking or biking a safer and more convenient means of transportation for all county residents and visitors. Bicycle and pedestrian educational programs such as Safe Routes to Schools, are also eligible for funding.

The BPP has two funding mechanisms. One is a competitive grants program, potentially worth \$4 million annually to San Jose, for which DOT and PRNS staff are working to identify projects, that fit the BPP requirements and progress the City's Envision 2040 and Climate Smart San Jose goals, to submit. Major trail extension and enhancement capital projects such as those planned on the Guadalupe River, Coyote Creek, Lower Silver Creek, and Los Gatos Creek trails are being considered. Staff is also analyzing on-street facilities that advance the safety and connectivity of active modes of transportation for submittal. These include implementation of portions of the Story-Keyes Complete Streets Study, the enhancement and expansion of Downtown Better Bikeways installations, safety improvements along Vision Zero safety corridors, and funding bike parking needs in critical areas.

BPP's second funding mechanism is formula-based funding that supports education and encouragement programs. San Jose's Walk n' Roll and Viva CalleSJ programs would receive support from the fund, giving them a consistent source of funds for the foreseeable future. Santa Clara County is also planning to launch a countywide Vision Zero traffic safety program.

Highway Interchanges and Overcrossings

Measure B will also fund highway interchange and overcrossing projects throughout the county that will improve highway operations, regional and local access, noise impacts, and develop overcrossings; and deploy advanced technology through Intelligent Transportation Systems. Total funding for the Highway Interchange Program is estimated at \$750 million in 2017 dollars. Eligible highway projects in San Jose consist of the following:

- Safety Improvements for **Southbound US 101 Off-Ramp to Southbound SR 87**
- **US 101/Trimble Road/De La Cruz Boulevard Interchange & Complete Street** Improvements
- Extension of **Charcot Avenue Overcrossing at I-880** to provide needed east-west connectivity
- Connectivity Improvements at **I-280 Winchester Boulevard Interchange & Complete Street** Improvements
- **US 101/Blossom Hill Road Interchange** Improvements & Coyote Creek Trail Connection

- Construct a new interchange at **US/101 and Mabury Road** to provide a direct and reliable access to the Berryessa BART station and surrounding areas
- Provide additional capacity for **US 101/Oakland Road Interchange & Complete Street Improvements**
- Construct a new overcrossing across **US 101 connecting Zanker Road** and Old Bayshore Highway with North Fourth Street and/or Skyport Drive
- **Technology enhancement** to improve accommodation to meet travel demands on **SR 87**
- Increase efficiency on **SR 237 Corridor** by converting existing carpool lanes to express lanes
- Safety and Complete Street Improvements at **I-680 Alum Rock Avenue/McKee Road Interchange**
- Noise abatement projects

II) TRANSPORTATION ACCESS & MOBILITY PLAN

The Transportation Access & Mobility Plan (the Plan) will lay out a set of strategies to bring the bold transportation goals of Envision 2040 San José General Plan and Climate Smart San José to life. The Plan will develop projects and policies that make progress on goals like increased walking, biking, and transit use, decreased auto dependence, increased safety, and making our streets designed for people and all modes of travel, not just cars. This effort will result in:

- Implementation strategies, such as major transportation projects and policy efforts
- A Decision Support System - a values and policy based metrics and modeling system for holistically identifying, prioritizing, and improving transportation projects. This system will use the latest in Big Data and analytics to focus resources on the transportation projects that advance the City's vision and goals the most.

The Plan is being developed in the following three phases:

- Phase 1, "Directives," is currently underway. This phase will bring together the City's transportation policies and goals into one document. It will propose key performance indicators (KPIs) to measure success when the plan is implemented. A draft of the Directives is available on the project website; input is being sought at this time.
- Phase 2, "Strategies," will refine and develop the major strategies to implement the Phase 1 Directives.
- Phase 3, "Decision Support System," will develop the data sources, analytics, and evaluative tools to help make informed decisions on priorities, programs, and project selection. These tools will be used to constantly evaluate success and adjust our strategies when needed.

More information is available on the Access & Mobility Plan website:
<http://www.sanjoseca.gov/index.aspx?NID=6308>.

COORDINATION

This memorandum has been coordinated with the Attorney's Office and PRNS.

/s/
John Ristow
Acting Director of Transportation

For questions, contact Jessica Zenk, Acting Deputy Director for Transportation Planning and Project Delivery at (408) 535-3543.