

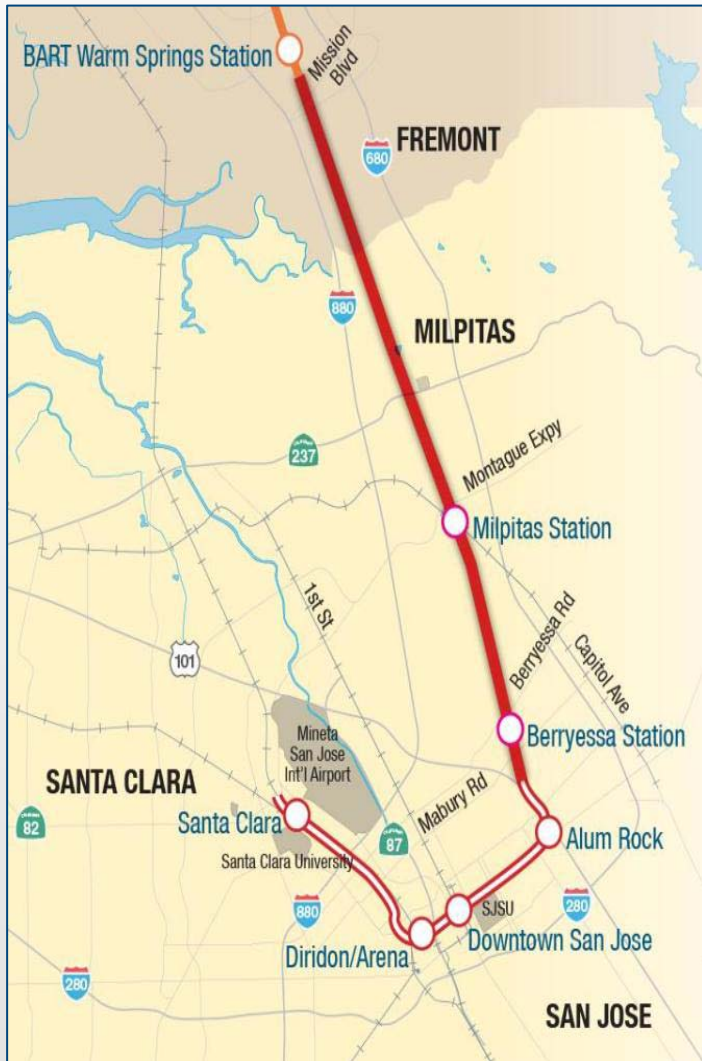
POTENTIAL SANTA CLARA COUNTY TRANSPORTATION MEASURE



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		

FINISH BART TO DOWNTOWN SAN JOSE AND SANTA CLARA



\$1.4 Billion Allocated
*** 25% Cap of revenue**

IMPORTANCE OF BART PHASE 2

- ▶ Roughly 90,000 daily riders
 - ▶ Reduce 16,000 tons of GHG emissions
 - ▶ Completes rapid rail around Bay
 - ▶ Connections to regional and state transit at Diridon Station
 - ▶ 25% Cap of total measure revenue.
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CALTRAIN COMMUTER RAIL

Project Name	Details	Costs
Capacity Improvements	Full Electric Conversion, 8 car Trains, Longer platform	\$214 Million
System Performance and Reliability	Crossovers, Holdout Rule, Guadalupe river Bridge Project	\$58 Million
Station Improvements	Parking Improvements, Bike Facilities, Transit Connectivity	\$42 Million
Safety Improvements/ Grade Separations	Grade Separations, Quad Gates	\$700 Million (\$50-150 Mil each)

Total: \$1014 million

IMPORTANCE OF CALTRAIN

- ▶ Carries 61,000 daily trips
- ▶ Commute “baby bullet” trains at capacity
- ▶ Electrification – nearly doubles capacity
- ▶ New Measure – SCC’s portion to increase capacity beyond electrification

MASS TRANSIT FUNDING

- ▶ Mass Transit for Most Vulnerable
 - ▶ Seniors
 - ▶ Disabled
 - ▶ Students
 - ▶ Low-income workers
- ▶ Funding to focus on VTA Core ridership network.
- ▶ Seed money for new Express Bus service
- ▶ Money for Lifeline/Outreach service to seniors/disabled.

\$400 Million



TRANSIT IMPROVEMENTS TO WEST VALLEY/NORTH COUNTY CORRIDOR

- ▶ Help relieve traffic congestion on Hwy 85 corridor
- ▶ Specific solutions to be determined by West Valley/North County, through VTA Hwy 85 Policy Advisory Board process.

\$350 Million



BIKE/PED FACILITIES, ESPECIALLY NEAR SCHOOLS

- ▶ Tied to regular update of countywide bicycle/pedestrian plan
- ▶ Criteria for Tier 1 projects include:
 - ▶ Geographic Equity
 - ▶ Gap closure across barriers
 - ▶ Increasing safety
 - ▶ Protected bikeways
 - ▶ Mode shifts to biking/walking
 - ▶ Matching funds from other sources
- ▶ Would be flexible to allow funds to go towards educational safety programs like Safe Routes to Schools



Total: \$250 million

IMPORTANCE OF BICYCLE/PEDESTRIAN FACILITIES

- ▶ Bridges gaps in major transportation corridors
- ▶ Improves safety
- ▶ Provides first/last mile solutions to complete transportation network



STREET MAINTENANCE & POTHOLE REPAIR

-Allocations
based on
population
and road miles

Total: \$1.2 Billion

PCI for Santa Clara County Cities, 2015		
City	PCI Score	Allocation
Campbell	72	\$23,494,418
Cupertino	67	\$34,668,280
Gilroy	69	\$29,972,188
Los Altos Hills	77	\$4,805,412
Los Altos	76	\$17,323,674
Los Gatos	68	\$17,588,250
Milpitas	72	\$39,479,508
Monte Sereno	63	\$1,988,688
Morgan Hill	68	\$23,305,434
Mountain View	70	\$44,344,232
Palo Alto	79	\$38,592,158
San Jose	62	\$572,357,502
Santa Clara	73	\$69,943,634
Saratoga	67	\$17,855,154
Sunnyvale	77	\$84,881,466
Santa Clara County	70	\$179,400,000

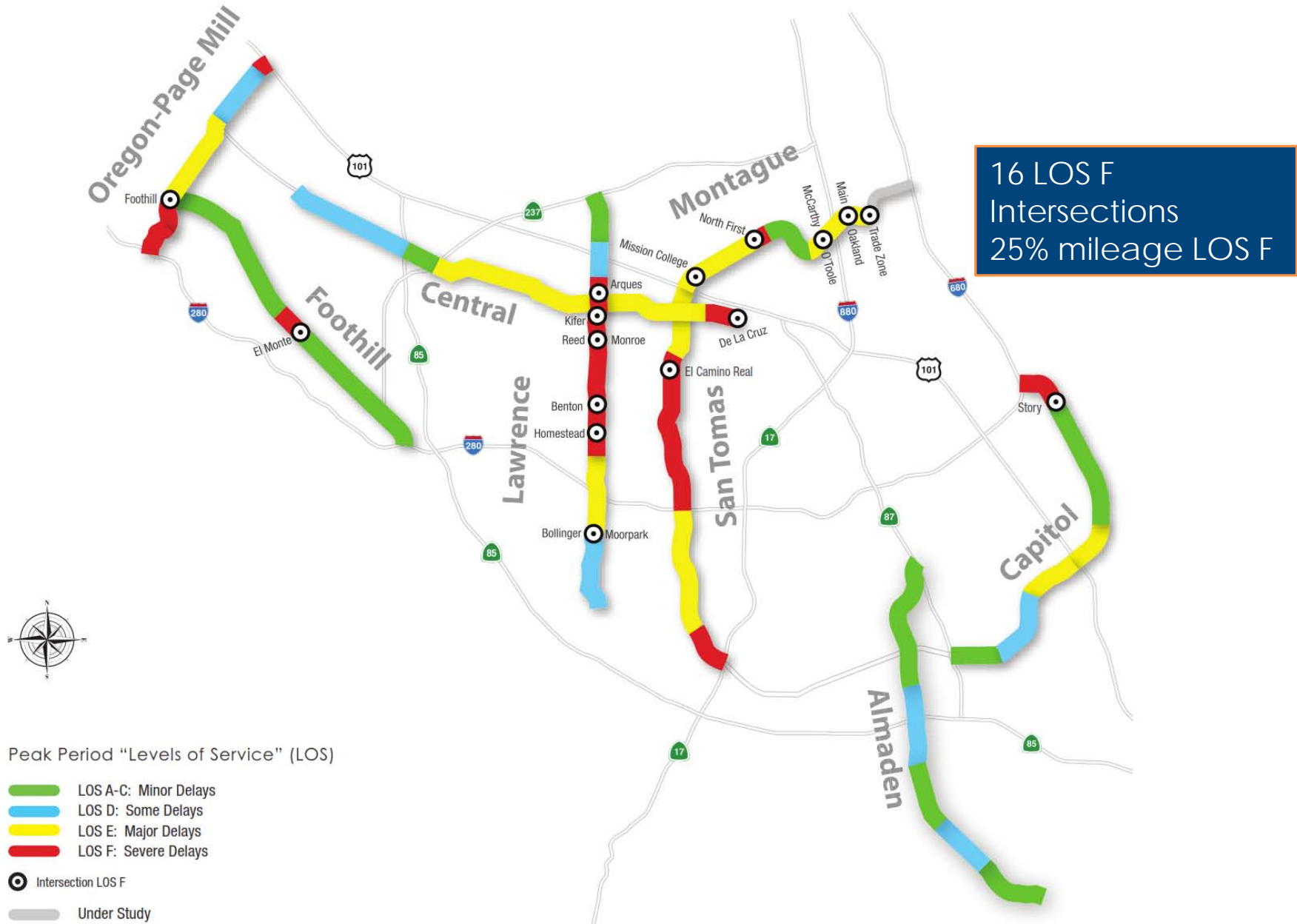
IMPORTANCE OF STREET MAINTENANCE/POTHOLE REPAIR

- ▶ Potholes cost \$1,723 a year per driver in extra vehicle operating costs (2014 TRIP data)
 - ▶ Every dollar we spend now, saves \$6 – 14 in the future (Smart Growth America)
 - ▶ Flexible funds for jurisdictions with 70 PCI or above
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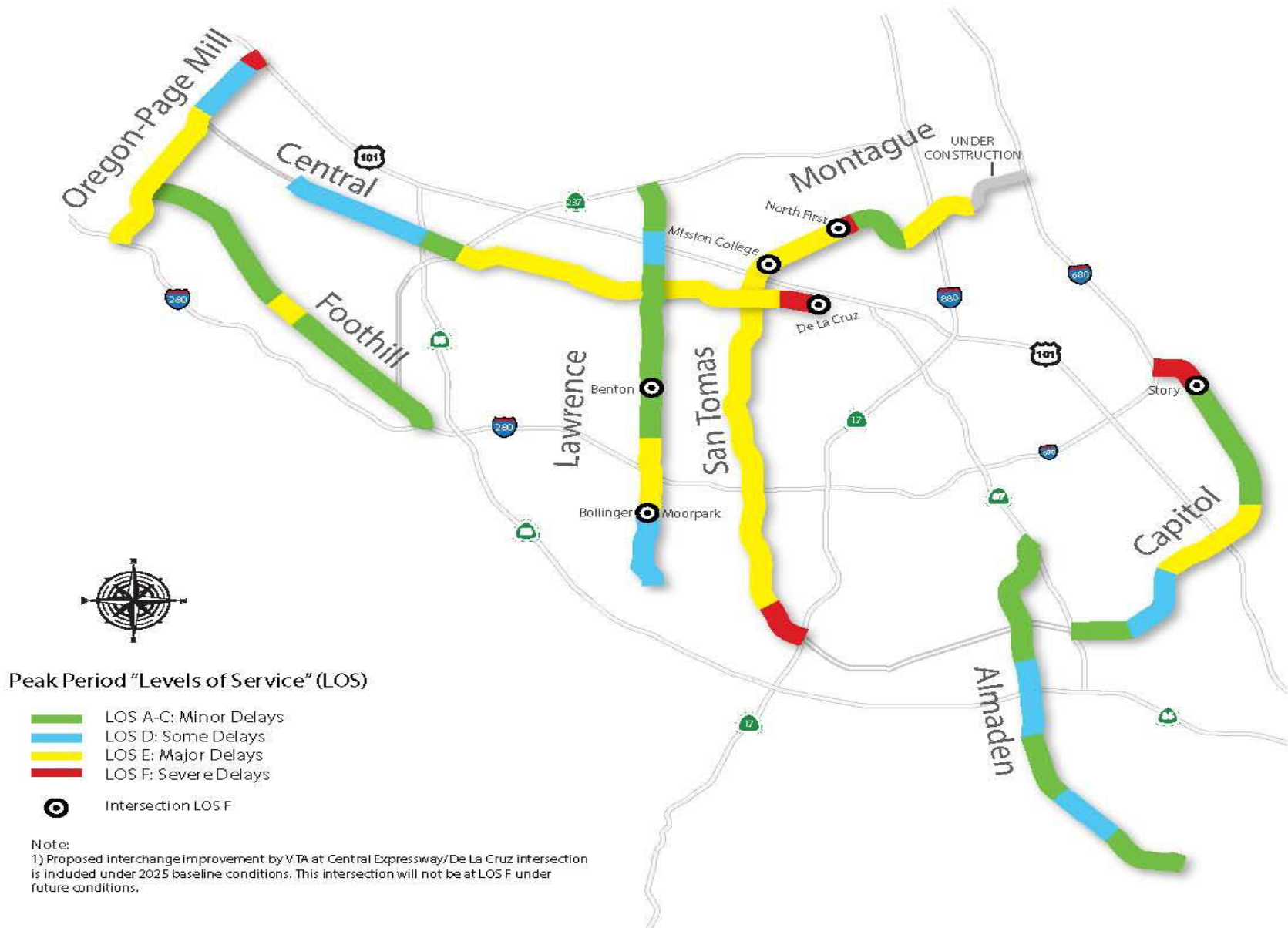
COUNTY EXPRESSWAY TIER 1 - \$750 MILLION

Expressway	Improvement	Cost (\$M)
Lawrence	Grade Separations: Reed/Monroe to Arques & Homestead area, with Bike/Ped Trails	\$540
Montague	Finish 8-lane widening with HOV lane	\$41
San Tomas	Widen to 8 lanes to Stevens Creek with trail and HOV	\$41
Page Mill	Reconfigure I-280 Interchange and widen to 6 lanes to Foothill Expressway (possible HOV lane) with trail	\$43
Foothill	Add auxiliary lanes between El Monte and San Antonio	\$3
Capitol	Reconfigure I-680 interchange with operational improvements to Capitol Avenue including sidewalks	\$12
Santa Teresa/ Hale	Widen to 4 lanes in north Gilroy with trail; complete Hale extension with trail in Morgan Hill	\$22
All	Various intersection improvements, including ITS/Signal	\$38

Expressway System Existing Conditions 2013



Expressway System Existing Conditions 2013 with Proposed Tier 1 Improvements



IMPORTANCE OF COUNTY EXPRESSWAYS

- ▶ 52% of Santa Clara County Residents use on a daily basis
 - ▶ 1.5 million people daily
- ▶ 253,000 daily trips on Lawrence Expressway
- ▶ 211,000 daily trips on San Tomas Expressway



KEY HIGHWAY INTERCHANGE PROJECTS

Project	Cost (\$M)
101 Improvements - North County, San Jose & South County	\$370
85/237 Improvements	\$95
237/101/Mathilda	\$40
280 Improvements	\$185
680 Corridor Improvements	\$50
87 Tech-based corridor improvements	\$40
17 Corridor Improvements	\$50

Total: \$750 million

IMPORTANCE OF KEY HIGHWAY INTERCHANGES

- ▶ Supports current and future development in the Silicon Valley
- ▶ Freeway delays due to congestion have increased nearly 40 percent from 2010 levels (Vital Signs by MTC)
- ▶ Bay Area total delay is the second-worst among major metro areas, surpassed only by Los Angeles (Vital Signs by MTC)