Santa Clara County

- Approximately 1,300 sq miles*
- Population: 1,781,642*
- Median Household Income: $86,850*
- 15 incorporated cities & towns

*Information provided by 2010 US Census
What is VTA?

• Congestion Management Agency
  ➢ Planning
  ➢ Funding
• Transit Provider
  ➢ Bus
  ➢ Light Rail
• Sales Tax Entity
  ➢ Capital Projects
• Tolling Authority
  ➢ Express Lanes Management
Programs & Projects

Highways

Transit
A 16-mile extension of the SF Bay Area Rapid Transit District System into Silicon Valley

Provides a contiguous connection to Oakland and San Francisco

Partially funded with voter approved 30 year ½ cent sales tax

Scheduled to open 2018
Light Rail Efficiency Project

- Coordinated program of capital projects and operating changes to:
  - Speed up the light rail system
  - Increase service hours
  - Introduce a new line of service
  - Expand express service
  - Prepare for seamless, high-quality service to BART Silicon Valley
Bus Rapid Transit

• Goals: Achieve a 30% travel time savings over local bus service and reach an average speed of 20-30MPH

• Operational Improvements include, higher frequency, increased station spacing, all-door boarding, specialized vehicles, and use of technology such as real-time information

• Infrastructure Improvements center on station improvements and use of dedicated lanes to bypass congestion
**El Camino Real**
Plan/Eng: 2010-2014
Begin Service: 2016

**Santa Clara-Alum Rock**
Plan/Eng: 2008-2011
Construction: 2012-2014
Begin Service: 2014

**Stevens Creek**
Plan/Eng: 2011-2014
Begin Service: 2017
• 570 miles of Planned Express Lanes Network in SF Bay Area

• Dynamic Pricing determines cost of solo driving

• SR 237 Express Lanes Ph I opened March 2012

• SR 85 and SR 101 Express Lanes to open late 2014 and early 2016, respectively
US 101 Improvements
(I-280/680 to Yerba Buena Road)

Project Scope:
- Reconfiguration and reconstruction of US 101/Tully Road interchange
- Construction of additional lane on SB US 101 from story Road to Capitol Expressway
- Construction of auxiliary lane on SB US 101 between Tully Road and Capitol Expressway

Project Benefits:
- Improvements to merging and weaving conditions
- Reduction in overall corridor congestion
- Reduction in corridor travel times

Project Accomplishments:
- Project design reflects multi-modal approach, including
- Combination of 11-foot and 12-foot lane widths
- Wider 10-foot sidewalks
- Continuous 6-foot bicycle lanes
- “Squared-up” interchange ramp termini to provide lower vehicular speeds
- Bulb-outs at intersection pedestrian crossings to reduce crossing distances
- Improved accommodations to pedestrian and bicycle movements
- Bridge and corridor design includes aesthetic treatments and accommodations
- Project successfully achieved or beat CMIA Milestone Dates
- Project schedule accelerated by 3-months to achieve an early
- RTL Milestone Date of September 2009 and Contract Award of December 2009
- Construction Completed by June 2012

Total Project Cost - $63M
($30M from CMIA)

Intersection bulb outs to decrease pedestrian crossing distance
6-foot wide continuous bike lanes
Combination of 11-foot and 12-foot lane widths
Squared-up pedestrian friendly intersections for lower vehicle speed
Wider 10-foot sidewalks

Proposed Interchange Configuration with Multi-Modal Features

July 8th, 2009
Bicycle/Pedestrian Program

• Allocates $165 mil to 80 bicycle projects for 2010-2035

• Publishes the Bicycle Technical Guidelines – a set of optimum standards and best practices for roadway and bikeway design

• Adopted Santa Clara Countywide Bicycle Plan

• Bicycle Share Program Pilot Program
Innovative Delivery Team

- Equitable funding commensurate with the size and importance of Silicon Valley
- Effective and efficient project delivery
- Collaboration/Accountability with local agencies
- Innovation in practices and advanced transportation technology
- Model for Bay Area and State
Grants & Funding

CTC
- Prop 1B
- SHOPP
- STIP
- TCRP

MTC
- TDA
- STA
- 5307/09
- STP/CMAQ
- ARRA
- Bridge Tolls

VTA
- 2000 Measure A
- 2008 Measure B
- VRF
- TFCA
- TDA, Article 3
State Legislation (SB 375) requires the region to reduce transportation-related greenhouse emissions.

Develop a Sustainable Communities Strategy.

Work with the regional transportation commission, Association of Bay Area Governments, Bay Conservation and Development Commission, Bay Area Air Quality Management District and the nine Bay Area counties.