

- Provide the most effective use of tax revenues that benefit the mobility and economic vitality of Silicon Valley
- Maximize appeal and geographic equity of proposed new tax measure to assure greatest possibility for success
- Create a plan with flexibility to allow for best strategic use of funds in the long-term
- Support City’s goals for transportation, economic development and “smart growth” land use planning

In many respects, the VTA plan is supportive of the City’s interests and those of the region as a whole. The primary basis of the plan is to implement the transit improvements identified in the VTA’s 30-year transportation master plan known as Valley Transportation Plan 2030. The substantial proposed investment provides for a quality transportation system that serves existing and future needs for the region. Also, the VTA proposal aligns well with the highest priority projects based on surveys of the public’s preferences. The plan supports full delivery of BART to Silicon Valley, significantly enhances existing transit services (paratransit, bus, LRT and Caltrain), and provides critically needed funds for pavement maintenance of local streets. The VTA staff report does acknowledge the need to have a flexible plan that can respond to changing circumstances over a 30-year period. It is proposed by VTA staff that the VTA Board of Directors review and approve the Expenditure Plan on an annual basis.

Regarding the City’s economic development and land use goals, the proposed Expenditure Plan supports many of the City’s “smart growth” strategies. The investment in BART, Caltrain, Capitol Expressway LRT and improved service levels for existing bus and LRT lines, supports the City’s transit-oriented development plans in Downtown San Jose, North San Jose, BART Station Areas, Evergreen, Edenvale, and Coyote Valley. Figure 3 summarizes the scope of the City’s development plans and the transit enhancements that support them. As discussed below, the VTA plan does however create concerns for the City’s development plans at the Airport, in the Santa Clara/Alum Rock Transit Corridor, and portions of Evergreen.

Figure 3 – Planned Growth Areas in San Jose

Area	Scope of Growth (Approx.)	Supportive Transit Projects
Downtown San Jose	10,000 households; 30,000 jobs	BART; Enhanced transit; Caltrain
North San Jose	32,000 households; 83,000 jobs	BART, Enhanced transit
Mineta SJ Intl Airport/ FMC	Airport Expansion; 9,000 jobs	BART, Airport People Mover
Berryessa BART Station	3,000 households; 2,000 jobs	BART
Stevens Creek/San Carlos Corridor	4,000 households	Stevens Creek BRT
Santa Clara/Alum Rock Corridor	4,000 households	Downtown-East Valley Transit
Evergreen	4,500 households	Downtown-East Valley Transit
Edenvale	3,000 households; 10,000 jobs	Caltrain Upgrades
Coyote Valley	25,000 households; 50,000 jobs	Caltrain Upgrades

Note: ABAG growth projections for San José include 355,000 new residents and 240,000 new jobs by 2030.