

Draft Environmental Impact Report

MILPITAS TRANSIT AREA SPECIFIC PLAN

DRAFT | October 2007

State Clearinghouse No. 2006032091

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Executive Summary

This Draft Environmental Impact Report (EIR) evaluates the potential impacts of the proposed *Milpitas Transit Area Specific Plan*.¹ The Milpitas Transit Area Plan process was initiated in November 2004, following up on the recommendations laid out in the Midtown Milpitas Specific Plan. In order for the Transit Area Plan to accurately address community needs and values, a comprehensive public process was held to obtain the input of residents, businesses, and property owners as well as City officials. This involved the sharing of information and ideas between elected and appointed officials, City staff, the planning consultants, property owners, businesses, and residents. The City of Milpitas is the “lead agency” for this EIR, as defined by the California Environmental Quality Act (CEQA). As the lead agency, the City is required to evaluate the potential effects of the Plan in an EIR.

An EIR is intended to inform decision-makers and the general public of the potential significant environmental impacts of a proposed project. The EIR also identifies mitigation measures to minimize significant impacts and evaluates reasonable alternatives to the proposed project that may reduce or avoid one or more significant environmental effects. These alternatives must include a “No Project” alternative that represents the result of not implementing the project and a range of reasonable alternatives to the project, which would feasibly attain most of the basic objectives but would avoid or substantially lessen any of the significant effects of the project.² Based on the alternatives analysis, an environmentally superior alternative is identified.

As a program EIR, this document focuses on the overall effects of the proposed Transit Area Plan. When specific development proposals for the Transit Area are submitted to the City, the City will determine whether the environmental effects of the proposed projects are addressed by this EIR. If the City finds that the proposals would not result in any additional environmental impacts beyond those considered in this EIR, no new environmental analysis would be required. If the City determines that a project would create potential environmental impacts not studied in this EIR, or that environmental conditions have changed substantially since the EIR was prepared, the City could require further environmental review to determine appropriate revisions to the project, conditions of approval, or mitigation measures.

¹ Throughout this document, the term “proposed Milpitas Transit Area Specific Plan” is used interchangeably with “Plan,” “proposed Plan” or the “proposed project.”

² CEQA Guidelines 15126.6(a)

E.1 PROPOSED PROJECT

The Transit Area Plan proposes transit-oriented residential and commercial redevelopment on industrial land around existing light rail stations and a future BART station in the City of Milpitas. The City of Milpitas is a largely residential community occupying a unique location in the southeastern Bay Area. It is located at the northern edge of Santa Clara County, and is bounded by San Jose to the south and west, Fremont to the north, and unincorporated land to the east. The city is at the crossroads of I-880 and I-680, Highway 237, and the Montague Expressway. The Milpitas Transit Area lies between these major vehicular routes at the southern edge of the city.

The Planning Area is largely within the area of the Midtown Milpitas Specific Plan, adopted by the City in 2002. The Midtown Plan provides direction for southern areas of the city in terms of land use, circulation, community design, and utilities and services. Policy 7.5 of the Midtown Milpitas Plan requires the creation of a coordinated development plan for the parcels at and around the proposed BART station. The Milpitas Transit Area Specific Plan fulfills that requirement.

The project includes the Transit Area Specific Plan, as well as the actions needed to implement the Plan and make it consistent with existing plans and regulations. These actions will be undertaken concurrent with adoption of the proposed Plan by the City:

- Midtown Milpitas Specific Plan amendments;
- Milpitas General Plan amendments; and
- Milpitas Zoning Code and Zoning Map amendments.

OBJECTIVES AND OVERALL GOALS OF THE PLAN

Objectives

The Planning Area presents a tremendous opportunity for quality high-intensity development with great freeway and transit access. The Planning Area is unique in the Bay Area, offering large land acreages; access to two freeways; two light rail stations, and a future BART station; property owners experienced in real estate development; the Great Mall as a retail anchor; and a city ready to facilitate new private sector development. The Planning Area also presents an ideal opportunity for high intensity development, given its proximity to rail transit and the presence of several large underutilized parcels. Promoting such high intensity development around transit stations is a key transportation goal for the Bay Area, and would meet regional objectives.

Overall Goals

Balancing City goals for fiscal health and quality development, regional goals for housing and transportation, and property owner goals, the City of Milpitas has established the following overall vision and goals for the Transit Area:

- Transition from an industrial area to one that supports higher intensity mixed uses.
- Strengthen the city's tax base – provide opportunities for retail and hotel, ownership housing, and high-density employment uses.
- Build transit-oriented development around light rail and future BART stations, with an emphasis on housing to maximize transit ridership and meet regional housing/transportation goals.
- Build quality neighborhoods and commercial districts that are desirable in the market place and hold their value over time.
- Include employment uses in the area, so that there is an appropriate mix of uses that meets market demand, creates a balance of uses for the City overall, and allows people to work near homes and transit.

These goals and the policies proposed to implement them are described in greater detail in Chapter 2 of this EIR.

ESTIMATED BUILDOUT OF THE PROPOSED PLAN

Full development under the proposed Plan is referred to as “buildout.” Although the proposed Plan applies until the 2030 planning horizon, the Plan is not intended to specify or anticipate when buildout will actually occur; nor does the designation of a site for a certain use necessarily mean the site will be built or redeveloped with that use until 2030. Refer to the Land Use Chapter of the Plan for more detailed analysis of Plan buildout.

HOUSING AND POPULATION GROWTH

The Transit Area Specific Plan assumes approximately 7,100 units of residential development, all of which will be in multi-family structures, with 18,000 new residents, a high level of residential density near transit that maximizes transit ridership and creates a vibrant residential community. Based on estimates from the California Department of Finance, as of January 1, 2006, Milpitas had around 18,200 housing units and a population of 65,000. Consequently, the proposed Plan would increase the present City's housing stock by 39 percent and its population by 28 percent.

Table ES-1 shows the maximum and minimum number of housing units that would be generated as a result of the densities permitted under the plan and the subsequent population increase expected.³ These numbers include both market-rate housing and the 20 percent affordable units called for by the City's General Plan policies, and assume 2.52 persons per household. The people-per-household figure is from City demographic analysis and is the basis

³ The proposed Plan has been revised resulting in minor deviations from the minimum and maximum buildout possible. However, these revised buildout numbers have not been used in the EIR because the differences are minor, the EIR analysis was performed on the numbers published in Chapter 2 and Table 4.2-1 of the EIR, and the changes have reduced the amount of possible buildout meaning that the EIR slightly overstates the environmental impact of the proposed Plan.

for other City requirements, such as park acreage. Approximately 470 housing units with approximately 1,200 residents already exist within the Plan area; these are included in the table below.

Table ES-1: New Housing and Population at Buildout

	<i>Housing Units</i>	<i>Population</i>
Minimum	6,440	16,229
Maximum	9,358	23,582
Reasonable Worst Case Scenario (RWCS)	7,109	17,915

BUILDOUT EMPLOYMENT

The Transit Area Plan is expected to create approximately 4,200 new jobs at buildout, stemming from around one million square feet of office space, 285,000 square feet of retail space, and 175,000 square feet of hotels. This is a gross estimate of new jobs, and does not reflect the number of jobs lost by demolition of existing buildings for new development. The current number of existing jobs is hard to estimate due to high vacancy rates currently in the Planning Area. However, based on a simple ratio of jobs per acre of existing industrial uses, roughly 3,000 jobs would be displaced (see the below discussion for more details). As a result, the proposed Plan is projected to cause a net increase of around 1,200 jobs.

Table ES-2 shows the maximum and minimum floor area square footage as a result of the intensities permitted under the proposed Plan and the corresponding estimated number of new jobs generated.

New non-residential development in the Planning Area is expected to include office, retail, and hotel uses. These uses are concentrated in Montague/Trade Zone and Great Mall/Montague, with the greatest amount of retail and commercial occurring along Great Mall Parkway and Montague Expressway. Hotels are expected to add between 350 and 430 rooms. While no light industrial or R&D uses will be added, some existing industrial uses in the southeastern part of the Planning Area are slated to remain.

Table ES-2: New Non-Residential Floor Area and Employment

	<i>Office (sq. ft.)</i>	<i>Retail (sq. ft.)</i>	<i>Hotel (sq. ft.)</i>	<i>New Jobs</i>
Minimum	838,429	280,894	175,000	3,732
Maximum	1,370,111	357,050	215,000	5,666
RCWS	993,843	287,075	175,500	4,228

Industrial Employment

The Planning Area is predominantly made of industrial, light industrial, and research and development (R&D) uses currently. It has around 210 acres of these industrial uses, with and 3.13 million square feet of building floor area. The proposed Plan would redevelop around 200 acres of industrial and R&D land uses, resulting in the loss of around 2,986,000 square feet of industrial space.

The number of industrial and R&D employees as of the year 2000 is estimated by a ratio of 30 jobs per acre of land, due to high R&D/ dot-com employment rates at the time. For the future, industrial/R&D employment is estimated at 15 jobs per industrial acre. Consequently, the Planning Area is estimated to have had around 6,340 industrial/R&D jobs in the year 2000, while the redevelopment of 200 acres of industrial/R&D land is expected to displace approximately 3,040 jobs.

GROWTH INDUCING EFFECTS

Under the proposed Transit Plan, the Planning Area will accommodate a population of up to 19,094 people at buildout, which is approximately 16 times that of the current estimated population of 1,179.

Based on estimates from the California Department of Finance, as of January 1, 2006, Milpitas had around 18,200 housing units. With the additional 7,109 housing units developed under the Transit Plan, an increase the present City's housing stock by 39 percent is expected.

Based on 2003 Association of Bay Area Governments (ABAG) Projections, the population in Milpitas is projected to be 91,400 in 2030, compared to its 2006 population of 65,276 as estimated by the California Department of Finance, for a projected increase of 26,124 residents. The proposed Specific Plan would increase the population in the planning area from 1,179 in 2006 to 19,094 in 2030, an addition of 17,915 people, and this represents a citywide total population increase of 27 percent. This growth would be roughly 69 percent of the citywide growth assumed under 2030 ABAG projections. An additional 2,860 units were projected in other portions of the Midtown Plan area, which could add up to 7,150 more residents (assuming 2.5 people per unit.). Thus the total new residents projected in the Midtown Plan area (including all of the Transit Plan area) would be 25,065, which equates to 90 percent of the 2030 ABAG projection of 26,124 new residents in Milpitas. The Midtown Plan area, which includes the TASP Planning Area, is the primary growth area within the City, and thus it is reasonable to assume that citywide population growth is concentrated in this area. However other areas of the City have some growth capacity, and thus the City cumulative growth may exceed ABAG projection of 26,124.

Indirect growth-inducing impacts such as those associated with job increases within the Transit Area that might affect housing and retail demand in other jurisdictions over an extended time period are difficult to assess with precision, since future economic and population trends may be influenced by business and development cycles. Moreover, long-term changes in economic and population growth are often regional in scope; they are not influenced solely by changes or policies in the Transit Area. Business trends are influenced by economic conditions throughout

the state and country, as well as around the world. Despite these limitations on the analysis, it is still possible to assess the potential growth-inducing impacts of the proposed Transit Plan. Refer to Section 5, CEQA Required Conclusions, which further addresses potential growth-inducing impacts of the proposed Transit Plan.

E.2 ALTERNATIVES TO THE PROPOSED PLAN

The following alternatives are described and evaluated in this EIR:

REDUCED RESIDENTIAL ALTERNATIVE

The Reduced Residential Alternative plan has an almost identical layout to the proposed Plan. It differs in its reduction of residential densities permitted in the Boulevard Mixed Use areas and removes the Transit Density Overlay designation, an approach used in the proposed Plan to allow certain parcels near the BART station to receive a 25 percent density increase. In addition to existing uses, this alternative would produce 470,795 square feet of regional retail and 762,732 square feet of office park uses, 350 hotel rooms, and 5,601 multi-family residential units.

In comparison to the proposed Plan, this alternative would add 183,720 more square feet of retail uses (64% higher), 231,111 fewer square feet of office space (23% less), the same amount of hotel use, and 1,508 fewer housing units (21% less). Overall, this alternative scenario would add around 1,409,027 square feet of non-residential uses—47,391 square feet, or 3 percent, less than the proposed Plan.

NO PROJECT ALTERNATIVE

The No Project Alternative projects the expected development if the Planning Area's existing policies, land use designations, and circulation system were to remain in place. The majority of the Transit Area would retain its existing land uses, although much of the land between Montague Expressway and Capitol Avenue would develop as high density residential uses, as would the triangle parcel next to the future BART station and the parcels along South Main Street. The Great Mall would also undergo some continued expansion, although the same buildout for that area is expected under the proposed Plan as well as the Reduced Residential Alternative.

In addition to existing uses, this alternative would produce 236,250 square feet of retail uses, 243,750 square feet of office uses, no hotel rooms, and 2,632 housing units. In comparison to the proposed Plan, this alternative would add 50,825 fewer square feet of retail uses (18% less), 750,093 less square feet of office space (75% less), no hotel uses (100% less), and 4,009 fewer housing units (56% less). However, this alternative would also retain 2,743,833 square feet of light industrial/research and development uses. As a result, the total non-residential square footage of this scenario (5.7 million square feet) would be 47 percent greater than the proposed Plan (3.8 million square feet). Refer to Section 4, Alternatives Analysis, Table 4.2-1 for buildout of Proposed Plan, Reduced Residential Alternative, and the No Project Alternative

E.3 SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL IMPACTS

While the proposed policies of the Transit Area Specific Plan described in Chapter 3 in the EIR would avoid or eliminate most potentially significant impacts, several impacts classified as significant unavoidable have been identified in the issue areas of transportation, regional air quality, and to schools.

TRANSPORTATION

- Implementation of the proposed Transit Plan would result in freeway speeds and delays on I-680, I-880, and the SR-237 segments that are below the Congestion Management Program LOS standards;
- Implementation of the proposed Transit Plan would contribute to substandard roadway segment operations during the peak hours along numerous roads; and
- Implementation of the proposed Transit Plan would contribute to substandard intersection operations during the peak hours along 15 key intersections.

According to Santa Clara Valley Transportation Authority (VTA) policy direction, the mitigation measure for regional freeway impacts is participation in the Countywide Deficiency Plan (CDP) prepared by the VTA, which requires additional impact fees to provide for regional roadway and freeway improvements. The CDP has not received final approval; in addition, the mitigation of impacts to freeway operations cannot be guaranteed since the City of Milpitas does not have legal authority to mitigate freeway impacts. Thus, the project's impacts to the freeway system are considered significant and unavoidable.

During the AM peak period, the addition of traffic from the proposed Plan under Year 2030 Preferred Transit Area Plan Conditions would degrade acceptable roadway level of service (LOS D or better) under 2030 General Plan Conditions to unacceptable level of service (LOS E and F) on three roadway segments, and exacerbate operations on 30 study roadway segments that are projected to operate at unacceptable levels under 2030 General Plan Conditions. During the PM peak hour, the proposed Plan is expected to degrade level of service on three roadway segments from acceptable levels under 2030 General Plan to unacceptable level of service under 2030 Preferred Transit Area Plan Conditions. Additionally, traffic from the proposed Plan is expected to exacerbate unacceptable 2030 General Plan Conditions operations on 47 study roadway segments in the PM peak hour.

No feasible mitigation measures for physical improvements have been identified that would reduce freeways or roadway segments impacts—or to the 15 key intersections—to a level that is less than significant. However, other intersection improvements are outside of the City's jurisdiction, and thus have been deemed significant and unavoidable because the City does not control the implementation of these impacts.

REGIONAL AIR QUALITY

Implementation of the proposed Plan would further contribute to the exceedance of regional air pollutant emissions for State and federal ambient air quality standards. As the Bay Area is currently designated “non-attainment” for State and national ozone standards and for the State PM10 and PM2.5 standards, development of projects per the provisions of the Plan could further contribute to non-attainment of air quality standards. Additionally, buildout of the proposed Plan could place sensitive land uses near local intersections or roadways associated with air pollutant emissions that exceed State or federal ambient air quality standards. Similarly, existing sensitive land uses near local roadways that experience increased levels of traffic resulting from buildout of the proposed Plan could be exposed to air pollutant emissions that exceed State and/or federal ambient air quality standards. While General Plan policies and Transit Plan policies would reduce air quality impacts, regional air quality standards could still be exceeded, and thus this impact is still considered significant and unavoidable.

SCHOOLS

The increase in student population from the proposed Plan represents a 9 percent increase in demand for Milpitas Unified School District school facilities. If no other development were to occur within MUSD borders, the district would be able to accommodate the proposed Plan’s students. However, when considered along with development within the Midtown Plan area—which predates the proposed Plan—and other new housing development in Milpitas, the proposed Plan could contribute to an exceedance of school district capacity and this impact is considered significant and unavoidable.

E.4 SUMMARY OF IMPACTS & ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Table ES-3 presents the summary of the proposed Plan impacts identified in the EIR and the proposed Plan policies and mitigation measures that reduce these impacts. Detailed discussions of the impacts and proposed policies that would reduce impacts are in Chapter 3. The significance of each impact with implementation of the proposed Plan policies is also shown in Table ES-3. The level of significance is determined by comparing the impact to the significance criteria described in Chapter 3.

Cumulative impacts are addressed in Section 5, CEQA Required Conclusions, of this EIR. It should be noted though that the air quality, transportation, and greenhouse gases/climate change analyses evaluate the future development scenario as a whole, with the proposed Transit Plan development and transportation system applied to projected future growth in the region. As such, for these three issue areas, analysis of the proposed Transit Plan represents both the project impacts and cumulative effects. As a result of adding the proposed Transit Plan to the regional land use and transportation baseline, the travel demand, level of service operations, and associated air emissions produced, and energy use for the proposed Plan - conditions are considered identical to the cumulative condition for CEQA purposes. Refer to sections 3.3, Transportation, 3.6, Air Quality, and 3.12, Green House Gases and Climate Change.

Based on the comparative analysis in Chapter 4 of this Draft EIR, and setting aside the No Project alternative (as provided by CEQA), the Reduced Residential Alternative is identified as the environmentally superior alternative.

Overall, the Reduced Residential Alternative would have the least environmental impact relative to the proposed Plan due to its lower growth in population and jobs, resulting in fewer automobile trips and hence less traffic congestion, air pollution, noise, and greenhouse gas emissions. The Reduced Residential Alternative would have equivalent impacts in land use, visual and biological resources, and hazardous materials. Its lower population means less people would be at risk from geologic and flooding hazards; and utility usage—particularly wastewater discharge—would be lower. However, the difference in impacts between the proposed Plan and the Reduced Residential Alternative is not substantial.

While the Reduced Residential Alternative creates a reduced level of environmental impacts compared to the proposed Plan, this amount is only incremental. At buildout, the alternative results in 11 percent fewer residents and 14 percent fewer jobs than the proposed Plan. The Reduced Residential Alternative does create 18 percent fewer daily automobile trips, but the resultant traffic congestion is projected to be similar to that under the proposed Plan since the majority of the intersection impacts come from regional developments. The difference in land development, visual resources, utility usage, waste generation, and greenhouse gas emissions between the plans is similarly noticeable but not significant under CEQA.

There are disadvantages associated with the Reduced Residential Alternative. Its development potential does not meet the region's broader housing needs and it does not maximize the massive public investment in the BART and VTA light rail systems by placing as many residential and employment uses within walking distance as possible. As a consequence, the development not accommodated by the Reduced Residential Alternative would instead occur at the urban fringe in low density, greenfield areas away from mass transit options. The resultant scenario would be moderate density development in the Planning Area with a slightly lower environmental impact than the proposed Plan, but with additional development elsewhere that would:

- generate much higher impacts on traffic since transit would be less of an option;
- result in greater air pollution and noise due to the greater length of automobile trips;
- damage biological resources and water quality;
- require the construction of new utility systems; and
- emit more greenhouse gases from the same number of people, because of their greater reliance on automobiles for transportation.

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Impact	Proposed Plan Policies and Actions that Reduce the Impact	Significance after Policy Implementation
Land Use		
3.1-1 The Plan proposes new policies and land use designations for areas covered by the City of Milpitas General Plan, the Midtown Milpitas Specific Plan, and City Zoning Ordinance.	Chapter 7 of the Transit Area Specific Plan provides the following Implementation Steps which reduce this impact: Amend Milpitas Midtown Specific Plan sections related to the Transit Area. Amend Milpitas General Plan sections related to the Transit Area. Amend Zoning Ordinance and Map to add new base districts MXD2 and MXD3 and amend R4 and MP districts and TOD Overlay. Amend other zoning code sections including parking and landscaping.	Less than Significant
3.1-2 The proposed Plan makes substantial changes to the types of land uses in an area, which could result in conflicts with neighboring areas, or with the established pattern of development.	Specific Plan Policies that Reduce the Impact Policy 5.10: New development in the Transit Area shall adhere to the standards and guidelines in the Milpitas General Plan that govern noise levels. Policy 5.13: Apply the FTA groundborne vibration criteria (presented in Table 5-5 [of the pro-posed Plan]) as review criteria for development projects in the vicinity of vibration sources such as BART trains and heavy rail trains. Policy 5.14: Project applicants shall conduct a vibration impact analysis for any sites adjacent to or within 300 feet of active UPRR and BART alignments to demonstrate that interior vibration levels within all new residential development (single family and multifamily) and lodging facilities would be at acceptable levels. If needed, require mitigation measures to reduce vibration to acceptable levels. Policy 5.15: Prior to issuance of building permits, applicants shall demonstrate that noise exposure to sensitive receptors from construction activities has been mitigated to the extent feasible pursuant to the City's Noise Abatement Ordinance. Policy 5.17: In all rental and sale agreements, provide disclosures to future residents about all surrounding industrial uses and the permanent rights of existing industrial uses to remain. This notification must be made prior to the sale or rental of building space, and provide information about the extent of industrial uses throughout the Transit Area and specific information about each industrial use that is immediately adjacent to the property. Policy 5.18: Day care facilities, schools, nursing homes, and other similar sensitive receptors shall be located away from sites which store or use hazardous materials, in accordance with State and City standards. Adequate buffers to protect occupants of these sensitive uses shall be provided, including but not limited to walls, fences, landscaping, large building setbacks, and additional exit routes over and above minimum code requirements. Policy 5.19: Require the installation of temporary buffers—fences, walls, or vegetation— when residential uses are developed adjacent to existing industrial uses. The type of buffer must be reviewed and approved by the	Less than Significant

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Impact	Proposed Plan Policies and Actions that Reduce the Impact	Significance after Policy Implementation
	City Planning Department. The temporary buffers may be removed if and when an adjacent site is redeveloped as a non-industrial use. Standards contained in Table 5-1 of the proposed Plan would further reduce these impacts.	
Visual Resources		
3.2-1 New development under the proposed Plan could affect scenic views of the eastern foothills and the existing visual character of the Planning Area.	Midtown Plan Policies that Reduces the Impact Policy 6.13: Require the undergrounding of new utilities. Policy 6.14: Prioritize the undergoing of existing above ground facilities within the Midtown Area for the use of PG&E Rural 20A money. Consider using other financial resources to complete the undergoing of utilities, as necessary. Specific Plan Development Standard that Reduces the Impact Utilities shall be underground or in subsurface conduits and accessible. Specific Plan Policies that Reduce the Impact <i>These policies apply specifically to the Montague Corridor subdistrict:</i> Policy 4.4: A 40 foot wide, landscaped setback is required from the future right of way line of Montague Expressway. <i>A landscaped setback creates a strong attractive image for the Transit Area, offers an attractive view to residents or employees in the buildings, and provides a buffer from the heavy traffic volumes and automobile exhaust. The setback will contain a double row of trees and a continuous sidewalk, as shown in the Street Sections in Chapter 5. The future right of way refers to Montague Expressway after its planned expansion to eight through-lanes.</i> Policy 4.6: Buildings will be designed with facades facing Montague Expressway. <i>A building entrance shall be provided facing onto Montague Expressway. The facades facing Montague Expressway shall not have blank walls, service entrances, or other features that make the façade look like the back side of a building. Building facades should contain punched openings similar to window openings, cornice or other details at the top of the building, and any sloping floors must be concealed. Parking structures may only front on Montague Expressway if the façade facing the expressway is of a design quality equivalent to habitable space.</i> <i>These policies apply specifically to the Piper/Montague subdistrict:</i> Policy 4.7: Planting strips and street trees shall be placed along all streets, between the curb and the sidewalk, to provide an attractive landscaped appearance for this high density neighbor-hood. <i>Setback distances and the arrangement between the street, sidewalk, building, and vegetation can be seen in Chapter 5. Trees will be placed in such a way to ensure emergency access to residential units by fire department equipment.</i> Policy 4.13: Provide landscape buffers at least 30 feet deep along the BART track, the northern property line of the subdistrict, the railroad spur, the PG&E substation, and Milpitas Boulevard.	Less than Significant

Impact	Proposed Plan Policies and Actions that Reduce the Impact	Significance after Policy Implementation
	<i>These buffers will be constructed and maintained by the adjacent private properties. Buffer distance shall be measured from the outside edge of the track. Sound walls are also likely to be required along railroad tracks. They may be located within the landscaped buffer area along the tracks.</i> <i>These policies apply specifically to the BART Station subdistrict:</i> Policy 4.34: Provide 30 foot landscape setbacks with a double row of trees between the BART track and residential buildings. <i>The landscaping will be alongside the residential structure(s) on the east side of the BART access road and will be maintained by that property. The setback, which will be measured from the outside edge of the track, may include a soundwall if necessary to comply with the City's noise level standards.</i> Policy 4.35: Provide a minimum 20 foot landscaped buffer between Capitol Avenue and any BART garage and other BART facilities located along Capitol Avenue. <i>The buffer should include at least two rows of trees by using street trees (in the right of way if feasible) and a row of trees on the BART facilities site.</i> <i>These policies apply specifically to the Trade Zone/Montague subdistrict:</i> Policy 4.44: Create a deep landscape setback along Capitol Avenue to separate residences from noise and heavy traffic on Capitol Avenue. See Figure 5-11, Chapter 5 [of the proposed Plan]. Policy 4.49: Create a deep landscape setback along Trade Zone Boulevard to buffer residential uses from the office/R&D/industrial uses across the street in San Jose, and to provide an overall attractive street appearance. See Figure 5-12, Chapter 5 [of the proposed Plan]. Policy 4.51: Provide 30 foot landscape setbacks with a double row of trees between the BART track and residential buildings. <i>The setback, which will be measured from the outside edge of the track, may include a sound-wall if necessary to comply with the city's noise level standards.</i> <i>These policies apply specifically to the McCandless/Centre Point subdistrict:</i> Policy 4.57: To the maximum extent feasible (and with exceptions such as removal for emergency, health, or fire hazard purposes), retain the corridor of trees along McCandless Drive and in the vicinity both as an important visual resource and a potential resource for habitat. Also maintain the existing double row of trees on Great Mall Parkway north of McCandless Drive. Policy 4.65: Do not create new curb cuts along McCandless Drive or Centre Point Drive, in order to preserve the existing trees and to create a pedestrian environment along the street. <i>Locate access to parking on the new streets perpendicular to McCandless Drive and to Centre Point Drive. An exception may be granted close to Great Mall parking to facilitate ground floor retail development.</i>	

Impact	Proposed Plan Policies and Actions that Reduce the Impact	Significance after Policy Implementation
	<i>This policy applies to the entire Planning Area:</i> Policy 6.41: Construct a continuous trail network as delineated in the Transit Area Plan through land dedication and improvements by property owners in coordination with the Santa Clara Valley Water District and the City of Milpitas.	
3.2-2 New development under the proposed Plan could result in increased light and glare.	Specific Plan Development Standards that Reduce the Impact • Lighting shall be designed and placed to direct lighting to appropriate surfaces and minimize glare onto adjacent areas. All external signs and lighting should be lit from the top and shine downward except where up-lighting is required for safety or security purposes. The lighting should be shielded to prevent direct glare and/or light trespass and directed to the focus area. • The light source used in outdoor lighting should provide a white light for better color representation and to create a more pedestrian-friendly environment. • Low pressure sodium lamps are prohibited. • To reinforce the pedestrian character of the area, light standards along sidewalks should be approximately 12 to 16 feet in height. • The use of uplighting to accent interesting architectural features or landscaping is encouraged.	Less than Significant
Transportation		
3.3-1 Implementation of the proposed Plan would result in unacceptable operations at the intersection of W. Calaveras Boulevard / I-880 NB Ramps.	Specific Plan Policies that Reduce the Impact Policy 6.32: The City shall establish and assess a transportation impact fee program, known as the Regional Traffic Fee, to contribute toward traffic improvements to be undertaken in whole or in part by the County of Santa Clara or City of San Jose. This fee will go toward the East/West Corridor Study, Montague Expressway Widening project, and Calaveras Boulevard (SR 237) Overpass Widening project, as well as other local and regional improvements. Individual developments within the Transit Area are required to prepare a traffic impact analysis to identify their fair share contribution toward the impacts and mitigation measures covered by the fee. Policy 6.33: The City shall establish and assess a transportation impact fee program, known as the Transit Area Plan Traffic Fee, to provide improvements to mitigate future traffic operations on the roadway segments within the City of Milpitas. All projects within the Transit Area Plan will be required to pay this fee. Policy 6.34: The new traffic impact fee program should include fair-share payments toward the following improvement: At the West Calaveras Boulevard / I-880 northbound ramps, convert the northbound center left turn lane to a shared left-turn/right-turn lane. The City of Milpitas will coordinate with Caltrans to implement this improvement. <i>This action will provide acceptable LOS C intersection operations.</i>	Less Than Significant

<i>Impact</i>	<i>Proposed Plan Policies and Actions that Reduce the Impact</i>	<i>Significance after Policy Implementation</i>
3.3-2 Implementation of the proposed Plan would result in unacceptable operations at the intersection of McCarthy Boulevard / Alder Drive.		Significant and Unavoidable
3.3-3 Implementation of the proposed Plan would exacerbate unacceptable operations at the intersection of Tasman Drive / McCarthy Boulevard.	Specific Plan Policies that Reduce the Impact Policy 6.35: The new traffic impact fee program should include fair-share payments toward the following improvement: At the intersection of Tasman Drive / McCarthy Boulevard, the southbound (McCarthy Boulevard) shared through/right-turn lane will be converted to an exclusive right-turn lane with overlap signal phasing. The southbound right-turn will have a green arrow and enter the intersection at the same time as the eastbound left-turn movement. Eastbound left-turns will be prohibited. The City of Milpitas will implement this improvement. <i>This policy will provide acceptable intersection operations during morning and afternoon peak travel hours (LOS D in the AM and LOS D+ in the PM). The eastbound left-turn prohibition will not affect a significant number of vehicles (five or fewer vehicles during the PM peak-hour).</i> Policy 6.33 (see text under Impact 3.3-1)	Less Than Significant
3.3-4 Implementation of the proposed Plan would exacerbate unacceptable operations at the intersection of Tasman Drive / Alder Drive.		Significant and Unavoidable
3.3-5 Implementation of the proposed Plan would exacerbate unacceptable operations at the intersection of Tasman Drive / I-880 SB Ramps.	Specific Plan Policies that Reduce the Impact Policy 6.36: The new traffic impact fee program should include fair-share payments toward the following improvement: Coordinate the traffic signals at the Tasman Drive / I-880 southbound ramps and the Great Mall Parkway / I-880 northbound ramps with one another as well as adjacent intersections, particularly Tasman Drive/Alder Drive, in order to improve operations in the Great Mall Parkway/Tasman Drive corridor north of the Transit Area. The City of Milpitas will coordinate with Caltrans to implement this improvement. Policy 6.32 (see text under Impact 3.3-1) Policy 6.33 (see text under Impact 3.3-1)	Significant and Unavoidable

Impact	Proposed Plan Policies and Actions that Reduce the Impact	Significance after Policy Implementation
3.3-6 Implementation of the proposed Plan would exacerbate unacceptable operations at the intersection of Great Mall Parkway / I-880 NB Ramps.	Specific Plan Policy that Reduces the Impact Policy 6.36 (see text under Impact 3.3-5)	Significant and Unavoidable
3.3-7 Implementation of the proposed Plan would exacerbate unacceptable operations at the intersection of Tasman Drive /N. First Street.		Significant and Unavoidable
3.3-8 Implementation of the proposed Plan would result in unacceptable operations at the intersection of Montague Expressway / McCarthy Boulevard- O'Toole Avenue.	Specific Plan Policies that Reduce the Impact Policy 6.37: The new traffic impact fee program should include fair-share payments toward the following improvement: Implement the planned grade separation of Montague Expressway at McCarthy Boulevard, as identified in the Montague Expressway Improvement Project Final Technical Report: Traffic Study and Improvement Alternative Analysis, March 1999. <i>Construction of square loops will eliminate this intersection and provide acceptable operations with development of the Transit Area Plan.</i> Policy 6.32 (see text under Impact 3.3-1)	Significant and Unavoidable
3.3-9 Implementation of the proposed Plan would result in unacceptable operations at the intersection of N. Capitol Avenue / Trade Zone Boulevard-Cropley Avenue.	Specific Plan Policies that Reduce the Impact Policy 6.38: The new traffic impact fee program should include fair-share payments toward the following improvement: Install an overlap phase for eastbound Trade Zone Boulevard right turns at Capitol Avenue. <i>This action is required to provide LOS E operations at the intersection.</i> Policy 6.32 (see text under Impact 3.3-1)	Significant and Unavoidable
3.3-10 Implementation of the proposed Plan would exacerbate unacceptable operations at the intersection of Great Mall Parkway-E. Capitol Avenue / Montague Expressway.	Specific Plan Policy that Reduces the Impact Policy 6.32 (see text under Impact 3.3-1)	Significant and Unavoidable

<i>Impact</i>	<i>Proposed Plan Policies and Actions that Reduce the Impact</i>	<i>Significance after Policy Implementation</i>
3.3-11 Implementation of the proposed Plan would result in unacceptable operations at the intersection of Montague Expressway / Milpitas Boulevard.		Significant and Unavoidable
3.3-12 Implementation of the proposed Plan would exacerbate unacceptable operations at the intersection of Montague Expressway / First Street.		Significant and Unavoidable
3.3-13 Implementation of the proposed Plan would exacerbate unacceptable operations at the intersection of Montague Expressway / Zanker Road.	Specific Plan Policies that Reduce the Impact Policy 6.39: The new traffic impact fee program should include fair-share payments toward the following improvement: Widen Zanker Road at its intersection with Montague Expressway to provide second northbound and southbound left-turn lanes. <i>This improvement is a required mitigation of North San Jose development. The combination of this improvement along with the planned widening of Montague Expressway to eight lanes (as identified in the Montague Expressway Improvement Project Final Technical Report) will provide LOS E+ operations at the intersection of Montague Expressway / Zanker Road.</i> Policy 6.32 (see text under Impact 3.3-1)	Significant and Unavoidable
3.3-14 Implementation of the proposed Plan would exacerbate unacceptable operations at the intersection of Montague Expressway / S. Main Street-Oakland Road.	Specific Plan Policy that Reduces the Impact Policy 6.32 (see text under Impact 3.3-1)	Significant and Unavoidable
3.3-15 Implementation of the proposed Plan would exacerbate unacceptable operations at the intersection of Montague Expressway / McCandless Drive-Trade Zone	Specific Plan Policy that Reduces the Impact Policy 6.32 (see text under Impact 3.3-1)	Significant and Unavoidable

Impact	Proposed Plan Policies and Actions that Reduce the Impact	Significance after Policy Implementation
Boulevard.		
3.3-16 Implementation of the proposed Plan would exacerbate unacceptable operations for four freeway segments.		Significant and Unavoidable
3.3-17 Implementation of the proposed Plan would degrade and exacerbate unacceptable operations for multiple roadways segments.	Specific Plan Policies that Reduce the Impact Policy 6.32 (see text under Impact 3.3-1) Policy 6.33 (see text under Impact 3.3-1)	Significant and Unavoidable
3.3-18 Implementation of the proposed Plan would have an impact to intersections on Montague Expressway, Capitol Avenue, and Great Mall Parkway (see Impacts 3.3-10, 14, and 15).	Specific Plan Policies that Reduce the Impact Policy 3.12: Preserve adequate right-of-way along Capitol Avenue, Great Mall Parkway, and Montague Expressway to accommodate funded future regional roadway improvements including an urban interchange at Montague Expressway/Great Mall Parkway and the future widening of Montague Expressway to eight lanes as required with development of the Transit Area Plan. <i>Final dimensions of right-of-way acquisition are not yet known. The detailed street sections in Chapter 5 include notes about right-of-way acquisition, to the extent that information is currently available.</i>	Significant and Unavoidable
3.3-19 The proposed Plan would create demand in areas with inadequate pedestrian and bicycle.	Specific Plan Policies that Reduce the Impact Policy 3.15: Review individual development applications to ensure that adequate street right-of-way, bicycle facilities, pedestrian facilities and landscaping are provided and are consistent with the Transit Area Plan circulation policies and street design standards in Chapter 5. Policy 3.28: Provide continuous bicycle circulation through the project site and to adjacent areas by closing existing gaps in bicycle lanes and bicycle routes, per Figure 3-5 [of the proposed Plan]. <i>Gaps exist on Capitol Avenue between Montague Expressway and Trimble Road, and on Trade Zone Boulevard between Montague Expressway and Lundy Place. Capitol Avenue only needs to be re-striped to add a bike lane. Trade Zone Boulevard generally contains sufficient width to accommodate two travel lanes and bike lanes in each direction; however, the westbound lanes on Trade Zone jog south slightly, so right-of-way acquisition will likely be required to push the curb further north to maintain a consistent section and to add bike lanes. Bike routes should be upgraded to bike lanes as part of any Montague widening project.</i> Policy 3.29: A Class III bicycle route shall be created on the internal roadways (from the Milpitas Boulevard Extension/Capitol Avenue intersection to Tarob Court) to provide a continuous bicycle connection between Milpitas Boulevard and the existing bicycle lanes on Lundy Street, as indicated on Figure 3-5 [of	Less Than Significant

Impact	Proposed Plan Policies and Actions that Reduce the Impact	Significance after Policy Implementation
	the proposed Plan]. Policy 6.32 (see text under Impact 3.3-1) Policy 6.33 (see text under Impact 3.3-1)	
3.3-20 The proposed Plan would generate demand for transit services in the area.	Specific Plan Policies that Reduce the Impact Policy 3.32: Coordinate with VTA to provide sufficient amenities (such as transit shelters) at all transit stops within the Transit Area. Policy 6.32 (see text under Impact 3.3-1)	Less Than Significant
3.3-21 The proposed Plan proposes a reduction of twenty percent in parking supply from the City's parking requirements.		Less Than Significant
Safety and Hazardous Materials		
3.4-1 Implementation of the Milpitas Transit Area Specific Plan could expose construction workers and/or the public to soil and groundwater impacted by petroleum hydrocarbons or other chemical constituents, or hazardous building materials including PCBs, lead-based paint, or asbestos.	Specific Plan Policies that Reduce the Impact Policy 5.20: Property owners shall work with the City of Milpitas Fire Department, the Santa Clara County Department of Environmental Health (SCCDEH), the California Department of Toxic Substances Control (DTSC), and/or the State Water Resources Control Board (SWRCB), whichever has jurisdiction, to resolve issues related to contamination that could potentially impact future land uses in the project area. The lateral and vertical extent of contamination shall be determined, remediation activities completed, and land use restrictions implemented, as necessary, prior to the issuance of development permits on parcels with known contamination. For parcels with known contamination, appropriate human health risk assessments (HHRAs) shall be conducted based on proposed land uses by a qualified environmental professional. The HHRAs shall compare maximum soil, soil gas, and groundwater concentrations to relevant environmental screening levels (ESLs) and evaluate all potential exposure pathways from contaminated groundwater and soil. Based on the findings of the HHRAs, if appropriate, engineering controls and design measures shall be implemented to mitigate the potential risk of post-development vapor intrusion into buildings. For parcels with no identified contamination, a Phase I study shall be completed to review potential for ground water, soil, or other contamination related to previous land uses. If any potential for contamination is determined to exist that could adversely affect human health for residential uses, a Phase II level analysis shall be conducted per City, State, and Federal requirements. If contamination is found to exist, procedures for contaminated sites as described in the paragraph above shall be followed. Policy 5.21: Project applicants shall submit information to the City regarding the presence of asbestos-containing	Less than Significant

Impact	Proposed Plan Policies and Actions that Reduce the Impact	Significance after Policy Implementation
	building materials, PCBs, and lead-based paint in existing buildings proposed for demolition, additions, or alterations. The information shall be verified prior to the issuance of demolition permits by the City of Milpitas Building Inspection Division for any existing structures or buildings in the project area. If it is found that painted surfaces contain lead-based paint and/or the structures contain asbestos-containing building materials, measures to ensure the safe demolition of site structures shall be incorporated into the project Demolition Plan. The Demolition Plan shall address both onsite and offsite chemical and physical hazards. Prior to demolition, hazardous building materials associated with lead-based paint and asbestos-containing building materials shall be removed and appropriately disposed of in accordance with all applicable guidelines, laws, and ordinances. The demolition of buildings containing asbestos would require retaining contractors who are licensed to conduct asbestos abatement work and notifying the Bay Area Air Quality Management District (BAAQMD) ten days prior to initiating construction and demolition activities. Regarding lead-based paint, Cal-OSHA regulates all worker exposure during construction activities associated with lead-based paint. The Cal-OSHA-specified method of compliance includes respiratory protection, protective clothing, housekeeping, hygiene facilities, medical surveillance, and training. Policy 5.22: At sites with known contamination issues, a Risk Management Plan (RMP) shall be prepared to protect the health and safety of construction workers and site users adjacent to construction activities. The RMP shall include engineering controls, monitoring, and security measures to prevent unauthorized entry to the construction site and to reduce hazards outside of the construction site. The RMP shall address the possibility of encountering subsurface hazards and include procedures to protect workers and the public. The RMP shall also include procedures for managing soils and groundwater removed from the site to ensure that any excavated soils and/or dewatered groundwater with contaminants are stored, managed, and disposed of in accordance with applicable regulations and permits. Protocols for the handling, transport, and disposal of both known and previously unidentified hazardous materials that may be encountered during project development shall be specified. If prescribed exposure levels are exceeded, personal protective equipment shall be required for workers in accordance with OSHA regulations. Finally, the RMP shall also include procedures for the use, storage, disposal, of hazardous materials used during construction activities to prevent the accidental release of these materials into the environment during construction.	
3.4-2 Future land uses proposed by the Milpitas Transit Area Specific Plan could involve the transport, use, and disposal of hazardous materials.		Less than Significant
3.4-3 Implementation of the	See Plan policies listed under Impact 3.4-1 above.	Less than

Impact	Proposed Plan Policies and Actions that Reduce the Impact	Significance after Policy Implementation
Milpitas Transit Area Specific Plan could result in hazardous emissions or the handling of hazardous materials, substances, or waste within one-quarter mile of a proposed school.		Significant
Geology, Soils, and Seismic Hazards		
3.5-1 Implementation of the Milpitas Transit Area Specific Plan would expose people or structures to seismic hazards such as ground shaking or liquefaction.	General Plan Policy that Reduces the Impact Policy 5.a-I-3: Require projects to comply with the guidelines prescribed in the City's Geotechnical Hazards Evaluation manual.	Less than Significant
3.5-2 Implementation of the Milpitas Transit Area Specific Plan could expose proposed structures and infrastructure to geologic hazards, including expansive soils, differential settlement, and erosion.		Less than Significant
3.5-3 During a large earthquake on the Hayward, San Andreas, or other active Bay Area faults, implementation of the Milpitas Transit Area Specific Plan would further increase the demands on emergency service providers in the City of Milpitas.	General Plan Policy that Reduces the Impact Policy 5.d-I-2: Design critical public facilities to remain operational during emergencies. Midtown Specific Plan Policy that Reduces the Impact Policy 6.19: Ensure that adequate fire, police, and emergency services are in place to serve new development in Midtown. Specific Plan Policies that Reduce the Impact Policy 6.49: The Fire Department shall conduct a "standards of cover" analysis to determine the Transit Plan's precise impact on the department's staffing and equipment, and any required facility needs. Identify and evaluate potential sites for an expanded or new fire station near the Transit Area if the standards of cover analysis determines it is warranted.	Less than Significant

Impact	Proposed Plan Policies and Actions that Reduce the Impact	Significance after Policy Implementation
	Policy 6.50: Additional fire department staff will be hired, equipment purchased, and facilities built to provide an adequate level of service—as determined by City Council—for the residents, workers, and visitors of the Transit Area. New equipment and facilities shall be funded by the Community Facilities District fee and new staff paid from the City’s General Fund. <i>These facilities are not expected to be sited within the Transit Area.</i> Policy 6.51: If a new fire station is built to meet the service needs of the Transit Area, it must be sited and developed in such a way to not create substantial adverse physical impacts or significant environmental impacts. <i>The new station should be chosen to minimize noise and traffic impacts on existing land uses.</i> Policy 6.52: The Fire Department shall update the City’s emergency and disaster response plans to take the location and type of new development, and future traffic levels, into account. Policy 6.53: Additional police staff will be hired and equipment purchased to provide an adequate level of service—as determined by City Council—for the residents, workers, and visitors of the Transit Area. New equipment shall be funded by the Community Facilities District fee and new staff paid from the City’s General Fund. <i>As the Transit Area develops over its 20 year timeframe, the Milpitas Police Department will review its level of service calls and response times in order to recommend the amount of additional staff they require.</i>	
Air Quality		
3.6-1 New development under the proposed Plan could increase population and vehicle miles traveled in the area at a rate greater than that assumed in regional air quality planning and therefore conflict with the implementation of the Bay Area Ozone Strategy.	General Plan Policies that Reduce the Impact 3.b-G-1: Develop a street network integrated with the pattern of living, working and shopping areas, and which provides for safe, convenient, and efficient vehicular movement within the City and to other parts of the region. 3.c-G-1: Promote measures that increase transit use and lead to improved utilization of the existing transportation system. 3.c-G-2: Cooperate with other agencies to promote local and regional transit serving Milpitas. 3.c-I-1: Actively support regional planning efforts for the development of mass transit facilities generally along either the Union Pacific or Southern Pacific Railroad corridors. 3.d-G-1: Promote walking and bicycling for transportation and recreation purposes by providing a comprehensive system of sidewalks, bicycle lanes and routes and off-street trails that connects all parts of the City. 3.d-G-2: Provide adequate bicycle parking and end-of trip support facilities for bicyclists at centers of public and private activity.	Significant and Unavoidable

Impact	Proposed Plan Policies and Actions that Reduce the Impact	Significance after Policy Implementation
	3.d-G-3: Promote intermodal commuting options. 3.d-G-4: Encourage a mode shift to non-motorized transportation by expanding current pedestrian and bicycle facilities. 3.d-I-1: Complete the on-street bicycle and the off-street circulation systems as depicted and described in the Bikeways and Trails Master Plans. 3.d-I-2: Develop connections between the off-street trail system and on-street bicycle system to fully integrate these facilities. Maximize linkages to other trail and bikeway systems to provide alternative transportation routes for pedestrians and bicyclists. 3.d-I-3: View all public capital improvement projects as opportunities to enhance the bicycle and pedestrian systems, and incorporate bicycle and pedestrian facilities into the design of such projects wherever feasible. 3.d-I-4: Encourage walking, biking and transit use by improving bicycle and pedestrian connections to transit centers, specifically the Great Mall and Main/Weller bus transit centers and light rail stations and the proposed commuter/passenger rail stations. 3.d-I-5: Distribute the Milpitas Bicycle Map, Trail Map, bicycle safety information and other related materials at City buildings and schools, and special events. 3.d-I-6: Use funds from the Streets budget for bicycle and pedestrian projects as appropriate. 3.d-I-7: Actively pursue external grant funds for bicycle and pedestrian capital improvement projects. 3.d-I-8: Consider developing additional local sources of funding for trails and bikeways such as special assessment districts, nonprofit corporations and ballot initiatives. 3.d-I-9: Require developers to make new projects as bicycle and pedestrian “friendly” as feasible, especially through facilitating pedestrian and bicycle movements within sites and between surrounding activity centers. 3.d-I-10: Encourage developer contributions toward pedestrian and bicycle capital improvement projects and end-of-trip support facilities. 3.d-I-11: Make improvements to roads, signs, and traffic signals as needed to improve bicycle travel. 3.d-I-12: Discourage speed bumps and other street features that hinder bicycling on public streets and private parking lots. 3.d-I-13: Where appropriate, install bicycle lockers and/or racks at public parks, civic buildings and other community facilities. 3.d-I-14: Include evaluation of bicycle facility needs in all planning applications for new developments and major remodeling or improvement projects.	

Impact	Proposed Plan Policies and Actions that Reduce the Impact	Significance after Policy Implementation
	3.d-I-15: Encourage new and existing developments to provide end-of-trip facilities such as secure bicycle parking, on-site showers and clothing storage lockers, etc. 3.d-I-16: Support bicycle education programs. 3.d-I-18: Provide and accommodate recreational and transportation use of the trail system. 3.d-I-21: Consider building bridges or undercrossings across creek channels, railroad lines and roadways to facilitate bicycling and walking. 3.d-I-26: Require sidewalks on both sides of the street as a condition of development approval, where appropriate with local conditions. 3.d-I-27: Review City street improvement standards to see if there are ways to increase walking enjoyment and safety, particularly with regards to increased sidewalk width, landscape buffers between sidewalks and streets and pedestrian lighting. 3.d-I-28: Develop a Streetscape Master Plan that identifies goals and policies for improving the appearance and enjoyment of public streets and sidewalks in Milpitas, particularly with regards to landscaping, street furniture and the identification of significant entryways and corridors. 2.a-G-6: Implement the Midtown Specific Plan goals, policies and development standards and guidelines to create a mixed-use community that includes high-density, transit-oriented housing and a central community 'gathering place' while maintaining needed industrial, service and commercial uses. 2.a-I-2: Promote development within the incorporated limits which acts to fill-in the urban fabric rather than providing costly expansion of urban services into outlying areas. 2.a-I-22: Develop the Midtown area, as shown on the Midtown Specific Plan, as an attractive and economically vital district that accommodates a mixture of housing, shopping, employment, entertainment, cultural and recreational activities organized within a system of landscaped boulevards, streets and pedestrian/bicycle linkages. 2.b-G-1: Support jobs/housing balance programs at the local and regional scale intended to reduce the distance needed to commute. 2.b-I-2: Consider locating housing in close proximity to industrial developments where they can be served by existing city services and facilities. Specific Plan Policies that Reduce the Impact Policy 3.16: Establish and implement a travel demand management (TDM) program. Establish a funding mechanism to pay for the costs of the program, including the cost of a transportation coordinator to administer the program. The program would include a ride-matching program, coordination with regional ride-sharing organizations, and provision of transit information; and could also include sale of discounted transit passes and provision of shuttle service to major destinations.	

Impact	Proposed Plan Policies and Actions that Reduce the Impact	Significance after Policy Implementation
	Policy 3.19: In future decisions regarding street layout, street design, and allocation of public right-of-way, balance the needs of cars with those of pedestrians, bicyclists, and transit. <i>Changes to the circulation system must continue the Transit Area's emphasis on balancing auto traffic with bike and pedestrian connectivity.</i> Policy 3.21: Provide continuous pedestrian sidewalks and safe bike travel routes throughout the entire Transit Area and within development projects. <i>New development shall install sidewalks per the street design standards in Chapter 5 [of the proposed Plan]. The City and/or private property owner shall install sidewalks in areas where they currently do not exist, and where new development is not anticipated during the Plan timeframe. City staff will review individual development applications to ensure that adequate pedestrian facilities are provided and are consistent with the Transit Area Plan's pedestrian improvements.</i> Policy 3.22: Private development shall be encouraged to provide direct walking and biking routes to schools and major destinations, such as parks and shopping, through their property. Policy 3.23: Encourage children to walk or bike to school by expanding existing safe walking and bicycling routes to schools into the Transit Area. Policy 3.24: Design local streets for slow speeds (25 – 35 miles per hour) to improve pedestrian safety and comfort. Policy 3.25: Improve pedestrian crossings at major intersections on Great Mall Parkway, as shown in Figure 3-3 and Figure 3-4 [of the proposed Plan]. <i>These intersections are extremely wide and thus discouraging for pedestrians. These crosswalks should be designed to be highly visible and to provide safe spots for pedestrian as they cross the street.</i> • <i>•Add date palms to punctuate the major intersection and give a spot of refuge for pedestrians.</i> • <i>•Add pedestrian-scale street lights to demarcate pedestrian islands and crosswalks.</i> • <i>•Use ornamental paving to differentiate crosswalks from adjacent paving material.</i> Policy 3.26: Construct pedestrian/bicycle bridges over Montague Expressway to allow safe crossings of this regional roadway with heavy traffic volumes: (1) near Piper Drive, to connect the Light Rail station, BART station, and development sites on the south side with the Great Mall and the neighborhoods north of Montague Expressway; and (2) near the Penitencia Creek East channel to connect schools and neighborhoods north and south of Montague Expressway. Policy 3.27: Every resident of the Transit Area shall be able to safely walk and bike to the BART and VTA light rail stations. As projects are constructed, make sure that all the routes described below are continuous and designed to be attractive and safe for pedestrians. <i>The Plan aims to create attractive, inviting, and safe pedestrian connections for residents, workers, and visitors to key</i>	

Impact	Proposed Plan Policies and Actions that Reduce the Impact	Significance after Policy Implementation
	destinations. The major destinations for walking within the Transit Area are anticipated to be transit stations, parks, and shopping. The idea is to minimize unnecessary automobile use and promote a fun and interesting community. Pedestrian bridges will be constructed to permit direct pedestrian access between subareas without having to cross arterial roads at grade; this will also permit great or traffic volumes and speeds on regional roads. Policy 3.28: Provide continuous bicycle circulation through the project site and to adjacent areas by closing existing gaps in bicycle lanes and bicycle routes, per Figure 3-5 [of the proposed Plan]. Gaps exist on Capitol Avenue between Montague Expressway and Trimble Road, and on Trade Zone Boulevard between Montague Expressway and Lundy Place. Capitol Avenue only needs to be re-striped to add a bike lane. Trade Zone Boulevard generally contains sufficient width to accommodate two travel lanes and bike lanes in each direction; however, the westbound lanes on Trade Zone jog south slightly, so right-of-way acquisition will likely be required to push the curb further north to maintain a consistent section and to add bike lanes. Bike routes should be upgraded to bike lanes as part of any Montague widening project. Policy 3.29: A Class III bicycle route shall be created on the internal roadways (from the Milpitas Boulevard Extension/Capitol Avenue intersection to Tarob Court) to provide a continuous bicycle connection between Milpitas Boulevard and the existing bicycle lanes on Lundy Street, as indicated on Figure 3-5 [of the proposed Plan]. Policy 3.30: Maintain pedestrian and biking facilities. Pedestrian facilities and amenities shall be routinely maintained as funding and priorities allow. The highest priority shall be given to facilities that are used to provide access to transit, public facilities, senior facilities, and schools. Policy 3.31: Require provision of bicycle and pedestrian facilities such as weather protected bicycle parking, direct and safe access for pedestrians and bicyclists to adjacent bicycle routes and transit stations, showers and lockers for employees at the worksite, secure short-term parking for bicycles, etc. Policy 3.32: Coordinate with VTA to provide sufficient amenities (such as transit shelters) at all transit stops within the Transit Area. Policy 3.33: Require new development within the Transit Area to facilitate the use of alternative modes of transportation through programs such as carpool parking, the VTA's EcoPass Program, shuttles to transit stations and lunchtime destinations, assistance to regional and local ridesharing organizations, alternative work schedules, telecommuting, etc. Establish a Transportation Demand Management (TDM) program for this purpose, as described in Policy 3.16. Policy 3.34: Encourage preferential parking measures for carpool and vanpool vehicles, guaranteed ride home services and other incentives to employees choosing transportation modes other than driving. Provide preferential parking for low-emission vehicles. Policy 4.20: A small amount of neighborhood-serving retail shall be located in the Piper/Montague subdistrict as indicated in the Transit Plan Map Figure 3-1 [of the proposed Plan] to serve its residents as well as other	

Impact	Proposed Plan Policies and Actions that Reduce the Impact	Significance after Policy Implementation
	users of the area. Policy 4.37: Provide a small amount of neighborhood commercial use that also serves BART patrons, located adjacent or across the street from the BART station. Policy.5.24: Allow only natural gas fireplaces, pellet stoves or EPA-Certified wood-burning fireplaces or stoves. Conventional open-hearth fireplaces shall not be permitted.	
3.6-2 The proposed Plan could be inconsistent with the Transportation Control Measures in the 2005 Bay Area Ozone Strategy.	See Plan policies listed under Impact 3.6-1 above.	Less Than Significant
3.6-3 Fugitive dust and other criteria pollutant emissions generated by construction and demolition activities under the proposed Specific Plan could result in health and nuisance type impacts in the immediate vicinity of construction sites.	Policy 5.16: During review of specific development proposals made to the City, sponsors of individual development projects under the Specific Plan shall implement the BAAQMD's approach to dust abatement. <i>This calls for "basic" control measures that should be implemented at all construction sites, "enhanced" control measures that should be implemented in addition to the basic control measures at construction sites greater than four acres in area, and "optional" control measures that should be implemented on a case-by-case basis at construction sites that are large in area, located near sensitive receptors or which, for any other reason, may warrant additional emissions reductions (BAAQMD, 1999).</i>	Less than Significant
3.6-4 Development under the proposed Plan would result in an increase in traffic along roadways in the vicinity of the Planning Area, which could result in localized air quality impacts.		Less than Significant
3.6-5 Implementation of the proposed Plan would further contribute to the exceedance of regional air pollutant emissions for State and federal ambient air quality standards.	The General Plan policies and Transit Plan policies stated in Impact 3.6-1 would reduce air quality impacts, however, even with implementation of these policies standards could still be exceeded, and thus this impact is still considered significant and unavoidable.	Significant and Unavoidable
3.6-6 Implementation of the proposed Plan would	Policy 5.23: Require project sponsors to inform future and/or existing sensitive receptors (such as hospitals, schools, residential uses, and nursing homes) of any potential health impacts resulting from nearby	Less than Significant

Impact	Proposed Plan Policies and Actions that Reduce the Impact	Significance after Policy Implementation
expose sensitive receptors to toxic air contaminants.	sources of dust, odors, or toxic air contaminants, and where mitigation cannot reduce these impacts. <i>This information could be disseminated through rental agreements, real property disclosure statements, and/or mailed notices to existing residents and property owners; and would include, but would not be limited to: location of dry cleaners, proximity to diesel emissions from trucks and passenger vehicles, and light industrial operations.</i>	
Noise		
3.7-1 Increased vehicle traffic resulting from proposed Specific Plan land uses could result in increased ambient noise levels on local roadways.	General Plan Policies that Reduce the Impact Policy 6-G-1: Maintain land use compatibility with noise levels similar to those set by State guidelines. Policy 6-G-2: Minimize unnecessary, annoying, or injurious noise. Policy 6-I-2: Require an acoustical analysis for projects located within a "conditionally acceptable" or "normally unacceptable" exterior noise exposure area. Require mitigation measures to reduce noise to acceptable levels. Policy 6-I-3: Prohibit new construction where the exterior noise exposure is considered "clearly unacceptable" for the use proposed. Policy 6-I-4: Where actual or projected rear yard and exterior common open space noise exposure exceeds the "normally acceptable" levels for new single-family and multifamily residential projects, use mitigation measures to reduce sound levels in those areas to acceptable levels. Policy 6-I-5: All new residential development (single family and multifamily) and lodging facilities must have interior noise levels of 45 dB DNL or less. Mechanical ventilation will be required where use of windows for ventilation will result in higher than 45 dB DNL interior noise levels. Policy 6-I-6: Assist in enforcing compliance with noise emissions standards for all types of vehicles, established by the California Vehicle Code and by federal regulations, through coordination with the Milpitas Police Department, Santa Clara County Sheriff's Department, and the California Highway Patrol. Policy 6-I-9: Enforce the provisions of the City of Milpitas Noise Ordinance and the use of established truck routes. Policy 6-I-10: Reduce the noise impact in existing residential areas where feasible. Noise mitigation measures should be implemented with the cost shared by public and private agencies and individuals. Policy 6-I-14: City streets will be designed to reduce noise levels to adjacent areas. This is most effectively implemented through traffic engineering to prevent residential streets from becoming rush-hour thoroughfares, and through enforcement of speed limits. Physical mitigation measures, such as sound walls, will also be considered, where appropriate. Policy 6-I-15: Promote installation of noise barriers along highways and the railroad corridor where substantial land uses of high sensitivity are impacted by unacceptable noise levels.	Less than Significant

Impact	Proposed Plan Policies and Actions that Reduce the Impact	Significance after Policy Implementation
	Policy 6-I-16: Work with Caltrans and other agencies on traffic and railroad noise issues and participate in appropriate noise mitigation programs. Specific Plan Policies that Reduce the Impact Policy 5.10: New development in the Transit Area shall adhere to the standards and guidelines in the Milpitas General Plan that govern noise levels. Policy 5.12: The City shall offer to pay for sound walls, sound absorptive material, and additional sound insulation for residential uses located along Great Mall Parkway, between South Main and Abel streets, if interior noise levels rise above permitted levels by the year 2030.	
3.7-2 Mixed-use and transit-oriented development under the Specific Plan could expose existing and future noise-sensitive uses to noise levels considered unacceptable for such uses.	Specific Plan Policies that Reduce the Impact Policy 5.10 (see text under Impact 3.7-1) Policy 5.11: Construct masonry walls to buffer residential uses from BART and UPRR train tracks. <i>These walls will be constructed by residential developers. They may be located within the landscaped buffer along the tracks.</i> Policy 5.17: In all rental and sale agreements, provide disclosures to future residents about all surrounding industrial uses and the permanent rights of existing industrial uses to remain. This notification must be made prior to the sale or rental of building space, and provide information about the extent of industrial uses throughout the Transit Area and specific information about each industrial use that is immediately adjacent to the property. Policy 5.18: Day care facilities, schools, nursing homes, and other similar sensitive receptors shall be located away from sites which store or use hazardous materials, in accordance with State and City standards. Adequate buffers to protect occupants of these sensitive uses shall be provided, including but not limited to walls, fences, landscaping, large building setbacks, and additional exit routes over and above minimum code requirements. Policy 5.19: Require the installation of temporary buffers—fences, walls, or vegetation—when residential uses are developed adjacent to existing industrial uses. The type of buffer must be reviewed and approved by the City Planning Department. The temporary buffers may be removed if and when an adjacent site is redeveloped as a non-industrial use.	Less than Significant
3.7-3 Mixed-use and transit-oriented development under the Specific Plan could expose existing and future noise-sensitive uses to groundborne vibration.	Specific Plan Policies that Reduce the Impact Policy 5.13: Apply the FTA groundborne vibration criteria (presented in Table 5-5 [of the proposed Plan]) as review criteria for development projects in the vicinity of vibration sources such as BART trains and heavy rail trains. Policy 5.14: Project applicants shall conduct a vibration impact analysis for any sites adjacent to or within 300 feet of active UPRR and BART alignments to demonstrate that interior vibration levels within all new	Less than Significant

Impact	Proposed Plan Policies and Actions that Reduce the Impact	Significance after Policy Implementation
	residential development (single family and multifamily) and lodging facilities would be at acceptable levels. If needed, require mitigation measures to reduce vibration to acceptable levels.	
3.7-4 New development under the Specific Plan may result in temporary noise impacts related to construction activities.	City Regulations that Reduce the Impact The City's Noise Abatement Ordinance would reduce potential construction-related noise impacts. General Plan Policy that Reduces the Impact Policy 6-I-13: Restrict the hours of operation, technique, and equipment used in all public and private construction activities to minimize noise impact. Include noise specifications in requests for bids and equipment information. Specific Plan Policy that Reduces the Impact Policy 5.15: Prior to issuance of building permits, applicants shall demonstrate that noise exposure to sensitive receptors from construction activities has been mitigated to the extent feasible pursuant to the City's Noise Abatement Ordinance. <i>Mitigation may include a combination of techniques that reduce noise generated at the source, increase the noise insulation of the receptor or increase the noise attenuation rate as noise travels from the source to the receptor.</i>	Less than Significant
Biological Resources		
3.8-1 Construction activities associated with buildout of the proposed Specific Plan could disturb, or cause the direct mortality of burrowing owls.	General Plan Policies that Reduce the Impact Policy 4.b-I-4: Require a biological assessment of any project site where sensitive species are present, or where habitats that support known sensitive species are present. Policy 4.b-I-5: Utilize sensitive species information acquired through biological assessments, project land use, planning and design. Specific Plan Policies that Reduce the Impact Policy 5.25: For any project sites that are either undeveloped or vacant and support vegetation, or project sites which are adjacent to such land, a pre-construction survey shall be conducted by a qualified biologist within 30 days of the onset of construction. This survey shall include two early morning surveys and two evening surveys to ensure that all owl pairs have been located. If preconstruction surveys undertaken during the breeding season (February 1st through July 31st) locate active nest burrows, an appropriate buffer around them (as determined by the project biologist) shall remain excluded from construction activities until the breeding season is over. During the non-breeding season (August 15th through January 31st), resident owls may be relocated to alternative habitat. The relocation of resident owls shall be according to a relocation plan prepared by a qualified biologist in consultation with the California Department of Fish and Game (CDFG). This plan shall provide for the owl's relocation to nearby lands possessing available nesting habitat. Suitable development-free buffers shall be maintained between replacement nest burrows and the nearest building, pathway, parking lot, or landscaping. The relocation	Less than Significant

<i>Impact</i>	<i>Proposed Plan Policies and Actions that Reduce the Impact</i>	<i>Significance after Policy Implementation</i>
	of resident owls shall be in conformance with all necessary state and federal permits.	
3.8-2 Construction activities associated with buildout of the proposed Specific Plan could adversely affect non-listed special-status nesting raptors and other nesting birds.	Specific Plan Policies that Reduce the Impact Policy 5.26: To mitigate impacts on non-listed special-status nesting raptors and other nesting birds, a qualified biologist will survey the site for nesting raptors and other nesting birds within 14 days prior to any ground disturbing activity or vegetation removal. Results of the surveys will be forwarded to the U.S. Fish and Wildlife Service (USFWS) and CDFG (as appropriate) and, on a case-by-case basis, avoidance procedures adopted. These can include construction buffer areas (several hundred feet in the case of raptors) or seasonal avoidance. However, if construction activities occur only during the non-breeding season between August 31 and February 1, no surveys will be required. Policy 5.27: Development under the Specific Plan shall, to the maximum extent feasible (and with exceptions such as removal for emergency, health, or fire hazard purposes), retain the corridor of trees along McCandless Drive and corridors of trees in the vicinity both as a potential resource for habitat and as an important visual resource.	Less than Significant
3.8-3 Construction activities associated with buildout of the proposed Specific Plan could adversely affect significant trees, including heritage trees.	See Plan policies listed under Impact 3.8-2 above.	Less than Significant
3.8-4 Implementation of the Plan could result in filling of wetlands and other waters, including creeks, and other drainages.	See Plan policies listed under Impact 3.8-1 above.	Less than Significant
3.8-5 New development under the proposed Plan could result in substantial and adverse impacts on riparian habitat.	Specific Plan Policies that Reduce the Impact Policy 5.29: Prior to new development in areas that border creeks and with potential riparian habitat, applicants will be required to coordinate with the CDFG, as required by law. Coordination will include evaluation of existing riparian habitat and development of avoidance, minimization, and/or compensatory measures sufficient to procure a Streambed Alteration Agreement with the CDFG. Also see Plan policies listed under Impact 3.8-1 above.	Less than Significant
Public Services		
3.9-1 New development under the proposed Milpitas Transit Area Specific Plan	General Plan Policies that Reduce the Impact Policy 2.c-1-I: Continue working with MUSD, Berryessa Union High School District, and East Side Union School	Significant and Unavoidable

Impact	Proposed Plan Policies and Actions that Reduce the Impact	Significance after Policy Implementation
will increase the demand for school facilities.	District in its update of the comprehensive facilities plan and to ensure adequate provision of school facilities. Policy 2.c-I-3: Work with MUSD, Berryessa Union High School District, and East Side Union School District to monitor statutory changes and modify school fees when necessary to comply with statutory changes. Following this policy will permit the MUSD to update school fees for developers to cover the cost of constructing a new school and expanding Milpitas High School. Midtown Specific Plan Policies that Reduce the Impact Policy 6.20: Coordinate with the school districts in planning for adequate public school facilities. Specific Plan Policies that Reduce the Impact Policy 6.43: Cooperate with the Milpitas Unified School District to identify and evaluate potential sites for the construction of a K-8 public school, within or in reasonable proximity to the Transit Area, taking the State's school siting guidelines into consideration. <i>If feasible, the public elementary school should be located within the Transit Area. Doing so makes sense given that the expected number of K-8 students living in the Transit Area at buildout would be enough to populate a standard MUSD K-8 school. It would also help promote a sense of community, reduce traffic, and could prevent development of natural habitat or agricultural land.</i> <i>The Milpitas Unified School District should consider applying for a waiver from the State's Department of Education to allow development of an elementary school on a seven acre site (smaller than the State would typically permit). The District could model its new school on Horace Mann Elementary School in San Jose, which enrolls around 550 students in a multi-story building and includes playground space on 3.0 acres.</i> Policy 6.44: The City and the school districts located in the Transit Area should consider entering into a joint use agreement, allowing public use of a new school's playfields when not in use by students, and public use of rooms in the school building for community meetings and events. Any new school site should include outdoor active recreation facilities, which would be counted toward the Transit Area's public parks requirement. The school building should include facilities that can be accessed and used for community events. Policy 6.45: If a new Milpitas Unified school is not located within the Transit Area, it should be sited and developed in such a way as to be accessible to students in the Transit Area by safe continuous walking and biking routes. The City and the Milpitas Unified School District should work together to create the necessary pedestrian and bicycle connections. Policy 6.46: Coordinate with the affected school districts on facilities needed to accommodate new students and define actions the City can take to assist or support them in their efforts. Policy 4.74: If a school is located in the Transit Area, place it in the McCandless/Centre Point subdistrict.	

Impact	Proposed Plan Policies and Actions that Reduce the Impact	Significance after Policy Implementation
	<i>The Milpitas Unified School District will need to make an assessment of whether projected student enrollment will require a new school and, if so, whether to locate it in the Transit Area. The State has siting requirements that call for public schools to be located away from heavy traffic volumes, noise, and hazardous contamination, while still providing an adequate amount of building space, outdoor recreation, and parking. As a consequence, the large park designated on the Plan Map between Houret and McCandless drives and the Penitencia Creek East Channel is likely the only location in the Transit Area where a public school could be located. More details on public facilities policies are listed in Chapter 6 [of the proposed Plan].</i> <i>If a school is not built on the site, it shall become a park with active and passive recreation facilities and an indoor community center.</i>	
3.9-2 New development in the Transit Area will require fire protection services that exceed current staffing and facilities.	Milpitas General Plan Policies that Reduce the Impact Policy 5.c-I-1: Maintain a response time of four minutes or less for all urban service areas. Specific Plan Policies that Reduce the Impact Policy 6.49: The Fire Department shall conduct a “standards of cover” analysis to determine the Transit Plan’s precise impact on the department’s staffing and equipment, and any required facility needs. Identify and evaluate potential sites for an expanded or new fire station near the Transit Area if the standards of cover analysis determines it is warranted. Policy 6.50: Additional fire department staff will be hired, equipment purchased, and facilities built to provide an adequate level of service—as determined by City Council—for the residents, workers, and visitors of the Transit Area. New equipment and facilities shall be funded by the Community Facilities District fee and new staff paid from the City’s General Fund. <i>These facilities are not expected to be sited within the Transit Area.</i> Policy 6.51: If a new fire station is built to meet the service needs of the Transit Area, it must be sited and developed in such a way to not create substantial adverse physical impacts or significant environmental impacts. <i>The new station should be chosen to minimize noise and traffic impacts on existing land uses.</i> Policy 6.52: The Fire Department shall update the City’s emergency and disaster response plans to take the location and type of new development, and future traffic levels, into account. Policy 4.9: Create a street grid with small size blocks of 2-3 acres that provides easy and direct access for pedestrians to walk from the Piper/Montague subdistrict to BART, light rail, and the Great Mall. <i>A fine-grained street grid will provide the shortest pedestrian connections, keep automobile speeds lower due to frequent intersections, prevent monolithic building design, and provide the fire department with multiple access points to emergencies.</i> Policy 5.3: All streets (public & private) shall be consistent with the street sections in Chapter 5 [of the proposed	Less than Significant

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Impact	Proposed Plan Policies and Actions that Reduce the Impact	Significance after Policy Implementation
	Plan] and shall meet any additional Milpitas Fire Department fire apparatus design requirements for access and firefighting operations.	
3.9-3 New development in the Transit Area will require additional police services that exceed current staffing.	Specific Plan Policies that Reduce the Impact Policy 6.53: Additional police staff will be hired and equipment purchased to provide an adequate level of service—as determined by City Council—for the residents, workers, and visitors of the Transit Area. New equipment shall be funded by the Community Facilities District fee and new staff paid from the City's General Fund. <i>As the Transit Area develops over its 20 year timeframe, the Milpitas Police Department will review its level of service calls and response times in order to recommend the amount of additional staff they require.</i> Also see Policy 6.45 as listed under Impact 3.9-1	Less than Significant
3.9-4 Implementation of the Transit Plan would result in an increase in the use of existing neighborhood and regional parks and would increase the need for additional Parkland	Midtown Plan Policy that Reduces the Impact Policy 3.24: Require new residential development to provide public parks at a ratio of 3.5 acres per 1,000 persons, of which up to 1.5 acres per 1,000 persons can be developed as private or common open space. Policy 3.26: Encourage new or expanding office and public/quasi-public uses to provide publicly accessible outdoor open spaces (plazas, gardens, arcades) as a part of new development. Ensure that open spaces are linked to sidewalks and pedestrian paths. Specific Plan Policies that Reduce the Impact Policy 3.35: The open space requirements of the Midtown Milpitas Specific Plan (Policy 3.24) shall apply to the entire area of the Transit Area Specific Plan. <i>Parks are required at a ratio of 3.5 acres per 1,000 people, with at least 2.0 of those acres publicly accessible. Land dedicated for public parks or trails shall fulfill the park land requirements. In addition, 20 percent of a landscape buffer area along a street or public right of way may count towards the public park requirements, when it includes trails or wide sidewalks connected to an overall pedestrian/bike circulation network.</i> Policy 3.36: Develop between 32 and 47 acres of public park space in the Transit Area, with a goal of around 36 acres. <i>This target is based on the Midtown Milpitas Specific Plan's parks standard of 2.0 acres of public park land per 1,000 residents, applied against the minimum and maximum population expected in the Transit Area. The 36 acre goal, which includes parks, plazas and linear parks, is generated from the Transit Area's expected final population.</i> Policy 3.37: Locate and size parks as shown on Figure 3-6, Parks, Public Spaces, and Trails [of the proposed Plan]. <i>Parks should be built in the locations shown in Figure 3-6 [of the proposed Plan]. Minor adjustments may be necessary depending on the type of development proposed, and the timing of development applications submitted, and may be approved through the Site Plan Review process. Complete elimination or relocation of a park requires an amendment to the Specific Plan. If a school is located on a site designated as a park, it may be counted as a park if a joint use agreement</i>	Less than Significant

Impact	Proposed Plan Policies and Actions that Reduce the Impact	Significance after Policy Implementation
	<i>is established to allow public use of open space and buildings for recreation purposes after school hours and on weekends. If no such joint use agreement is established, an alternative park site shall be designated.</i> Policy 3.38: Park land dedication and in-lieu fees required of new development. <i>Park land shall be dedicated as part of the approval of any new development, if a park site is designated on the property as shown in Figure 3-6. Land dedication is required for Parks/Plazas/Community Facilities and Linear Parks and Trails in the locations and amounts shown on Figure 3-6.</i> <i>Dedication of the land shown on Figure 3-6 cannot be substituted by in-lieu fees. When an application for a new development within the Transit Area is submitted to the City, City staff shall determine the development's fair share contribution to the Transit Area's parks system, using the provisions of the City's subdivision ordinance regarding the collection of park fees and dedication of land. If a development's contribution is not satisfied by required land dedication, it must pay an in-lieu fee which shall be spent to acquire and develop other parks within the Transit Area. If a development provides more than its fair share of park land, it will be compensated by the City at fair market value, using in-lieu fees paid by new development and other available sources.</i> Policy 3.39: If a public utility easement (such as the one existing between Capitol Avenue and Penitencia Creek East Channel) is developed as a publicly-accessible pathway or linear park that connects two public streets, it can be counted toward a development's park dedication requirement. Policy 3.40: New development must pay for the construction of public parks and streets surrounding the parks (or half-streets if bordering an adjacent development site). <i>In addition to dedicating or contributing toward the land for new public parks, projects under this Specific Plan must also pay for the improvement of the parks with appropriate landscaping and recreation facilities. Covering this cost can be handled by paying a fee to the City or by direct development of parkland, or both. The cost and/or actions expected of projects will be determined by the City.</i> Policy 3.41: The design and programming of new parks must be approved by the City's Parks and Recreation Department. <i>This Specific Plan includes policies on parks programming in Chapters 3 and 4 [of the proposed Plan]. If a developer plans to construct the public park(s) designated for their property, while adhering to this Plan's policies, the developer may either execute a park plan provided by the City or submit plans for new public parks on their property to the City's Parks and Recreation Department for review and approval.</i> Policy 3.42: Private development within the Transit Area must meet the private open space requirements on a project-by-project basis. <i>Private open space cannot be shared between separate developments.</i> Policy 3.43: Parks in the Piper Montague subdistrict shall be small urban neighborhood parks with passive recreation facilities that include tot lots, barbeques, and opportunities for dog-walking. <i>They shall also be landscaped to create a visual amenity for the residents of the neighborhood.</i>	

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Impact	Proposed Plan Policies and Actions that Reduce the Impact	Significance after Policy Implementation
	Policy 3.44: The park along Berryessa Creek shall provide a staging area for access to the citywide trail system. <i>It shall include parking; a pedestrian path along the creek; BBQ's, and other passive recreation facilities.</i> Policy 3.45: The park along the Penitencia Creek East Channel shall provide a pedestrian path along the creek; BBQ's; a tot lot; open space areas for frisbee and similar informal recreation, and other passive recreation facilities. Policy 3.46: The park site in the McCandless/Centre Point subdistrict shall include a school and/or community center along with play fields and areas for passive recreation. <i>There is a strong need for sports fields and a community center with recreation programs in this area of Milpitas; so it will need to be provided either on this site or on the park site in the Montague/Trade Zone subdistrict. This could be a joint use facility, serving as both a school and a city park. The play fields could serve the school on weekdays and be open to the community as a park on evenings and weekends. The school building could also function as a community center on evenings and weekends.</i> <i>If a public school is built in the planning area, shared indoor and outdoor recreation areas—available to the City's Recreation Services Department for events and/or general public use outside of school hours—will be counted toward the planning area's open space requirement.</i> Policy 3.47: The park in the center of the Trade Zone/Montague subdistrict shall provide sports fields for soccer, baseball, basketball, and/or other sports that have a high demand in Milpitas. <i>There shall be ample perimeter landscaping to create an attractive setting for the surrounding housing; and a tot lot shall be included. A community center could also be included. Sports fields should serve both children and adult sports leagues.</i> Policy 3.48: Parks will have public streets abutting at least three sides. <i>Parks shall be surrounded by streets on three sides in order to: provide parking for the park on the street; enhance security of the park by having residents overlook the park and police vehicles able to drive by; and provide noise and visual separation for residents and offices from the activities in the park. If approved by the City, a park can also have public streets on two sides and a public right-of-way, such as a trail, or a railroad right-of-way along the third side.</i> Policy 3.49: Provide a plaza or other type of public space in the Mixed Use District at Great Mall Parkway/McCandless/Centre Point. <i>Amenities shall include landscaping, trees, lighting, waste receptacles, shade, benches or ledges for people to sit, and amenities such as fountains or public art. Wide sidewalks shall be provided along the edge for outdoor cafes.</i> Policy 3.50: Create an attractive and comfortable plaza at the future BART Station that provides a place for BART, light rail, and bus patrons waiting for a ride. <i>The space shall include landscaping, trees, lighting, information kiosks, benches or ledges for people to sit on and amenities such as fountains or public art. The space shall also be designed to allow and encourage mobile food vendors.</i> Policy 3.51: Include a network of trails along Penitencia Creek and railroad right of ways.	

Impact	Proposed Plan Policies and Actions that Reduce the Impact	Significance after Policy Implementation
	<i>These bike/pedestrian trails will connect into the citywide trail network, pedestrian overcrossings of expressways, and the Transit Area's continuous network of bike lanes. They will be located on both sides of Lower Penitencia Creek and on the east side of the Union Pacific railroad tracks that run between Main Street and McCandless Drive.</i> Policy 3.52: Complete a Trail Loop connecting the whole Transit Area. <i>The trail loop goes from McCandless Drive and Lower Penitencia Creek; along Penitencia Creek East Channel, across Montague Expressway, west along the creek channel, then northeast across Capitol Avenue, then across Montague Expressway, along Piper Drive, and across the Great Mall back to Centre Point and McCandless. It is shown on Figure 3-6 [of the proposed Plan].</i> <i>The Trail Loop provides a clear and easy way for people to access the BART and LRT station, move between different subareas of the Transit Area, and offers a roughly 1.5 to 2 mile jogging and walking and biking path for recreational use.</i> Policy 3.53: Connections shall be created across Montague Expressway with overhead bridges or undercrossings to create a continuous trail network; allow pedestrians and bicyclists to cross safely; and connect neighborhoods, schools, and parks. <i>One connection will be where the Penitencia Creek East Channel crosses Montague, via ramps in the creek channel area or on adjacent park land, and another will be at Piper Drive, connected to the BART station, with elevators at both ends.</i> Policy 3.54: All properties along the trail network will need to set aside land for the trails if adequate land is not available within the right of ways that exist for drainage channels and rail. <i>This land will count towards the required public park land dedication requirement. The width of the land area to be dedicated should be as shown in Figure 3-7 [of the proposed Plan].</i>	
Hydrology and Water Quality		
3.10-I Project construction could result in increased erosion and sedimentation, which could increase turbidity and decrease water quality in adjacent water courses.	General Plan Policies that Reduce the Impact 4.d-G-I: Protect and enhance the quality of water resources in the Planning Area. 4.d-I-I: Continue implementing the National Pollutant Discharge Elimination System (NPDES) requirements of the Regional Water Quality Control Board – this is implemented through Chapter 16 of the City's Zoning Ordinance. Specific Plan Policies that Reduce the Impact Policy 5.33: Require construction projects that disturb one or more acres to prepare a Stormwater Pollution Prevention Plan (SWPPP) that, when properly implemented, would reduce or eliminate impacts on surface water quality during construction. <i>Construction projects that disturb one or more acres are required to obtain a Construction General Permit under the General Permit for Discharges of Stormwater Associated with Construction Activity. As part of the requirements for the</i>	Less than Significant

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Impact	Proposed Plan Policies and Actions that Reduce the Impact	Significance after Policy Implementation
	permit, the developer must develop a SWPPP containing site maps that show the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must list Best Management Practices (BMPs) the discharger will use to protect stormwater runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for “non-visible” pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. None of the water courses adjacent to the Planning Area are listed on the 303(d) list for sediment, so this requirement is not required. (2002 CWA Section 303(d) List of Water Quality Limited Segment, San Francisco Bay Regional Water Quality Control Board, approved July 2003) The San Francisco Bay Regional Water Quality Control Board (Regional Board) administers permitting for the SWPPP. A Notice of Intent (NOI) must be filed with the Regional Board signaling the intent of the developer or construction contractor to prepare a SWPPP prior to construction activities. Policy 5.34: Require construction projects that disturb one or more acres to prepare a Stormwater Control Plan, as stipulated in Provision C.3 of the Santa Clara County National Pollutant Discharge Elimination System (NPDES) permit for stormwater discharges. The City of Milpitas is included in the Santa Clara County NPDES permit for stormwater discharges. The permit requires that redevelopment projects 10,000 square feet or more in size develop a Stormwater Control Plan, as stipulated in Provision C.3 of the permit. The Stormwater Control Plan requires the implementation of BMPs to control both stormwater peak flows and pollutant levels. BMPs for flow control can include a decrease in impervious area (as will occur in the Planning Area) or construction of flow detention ponds and/or mechanical filtration. The City of Milpitas provides the Stormwater C.3 Guidebook (2005) to developers for assistance in developing a Stormwater Control Plan. The State of California periodically amends the City’s NPDES Permit; projects seeking approval will be required to meet all requirements in place at the time of project application.	
3.10-2 Post-construction land uses could result in degradation of water quality in adjacent water courses by contaminating stormwater runoff.	Midtown Specific Plan Policies that Reduce the Impact Policy 6.8: Encourage creativity in design of new development in order to reduce stormwater runoff, increase percolation, and improve water quality. Specific Plan Policies that Reduce the Impact Policy 6.5: Ensure that runoff in storm drains does not lower water quality within or outside of the Transit Area by implementing Best Management Practices (BMPs) in new developments within the Transit Area. Policy 6.7: Prepare Master Grading and Storm Drainage Plans for each subdistrict of the Transit Area prior to approval of Zoning Permits for new buildings in that subdistrict. The site’s location within a FEMA-designated floodplain means that areawide planning is required, and special construction methods must be applied to development within much of the planning area. Regional flooding mitigation will be handled by the Santa Clara Valley Water District and the US Army Corp of Engineers for creeks improvements. However, localized	Less than Significant

Impact	Proposed Plan Policies and Actions that Reduce the Impact	Significance after Policy Implementation
	<i>flooding mitigations will be handled by individual developers for necessary on-site and off-site improvements. A Transit Area Storm Drainage Plan for each subdistrict will be needed. Funding for the plan would need to be provided by the developers, and the City would need to review and approve construction plans, contract for and oversee the construction in coordination with property owners.</i> <i>The Plans would, among other things, establish the elevations of the new street network and the points at which the street network drains into the storm drain channels. The Plan would also prepare an overall strategy for how to set sidewalk elevations and floor levels, so that flood plain requirements are met, but the vertical distance between the sidewalks and first floor levels are minimized as much as possible. The Plan would also establish parameters for parking structures so that they meet FEMA requirements and at the same time achieve the design standards of the Transit Plan.</i> Specific Plan Implementation Actions that Reduce the Impact Actions from Table 7-1, Implementation Plan, of the proposed Plan: • Prepare Master Grading and Storm Drainage Plans for each subdistrict of the Transit Area prior to approval of Zoning Permits for new buildings in that subdistrict. • Establish a funding mechanism to recoup the cost of preparation of the Storm Drainage and Flooding Master Plans for each subarea.	
3.10-3 New construction within a FEMA-designated 100-year flood hazard zone could be flooded, posing significant hazards to people and property.	Specific Plan Policies that Reduce the Impact Policy 6.1: Minimize damage associated with flooding events and comply with regulations stipulated by FEMA and the National Flood Insurance Program. Policy 6.2: New development within a FEMA-designated flood hazard zone must follow the City's construction standards for such areas, as currently laid out in Section XI-15 'Floodplain Management Regulations' of the Milpitas Municipal Code. Policy 6.3: New development must maintain the Transit Area's urban design standards. In particular, first floor commercial space must be within two feet of the elevation of the public sidewalk. <i>The design and development standards in Chapter 5 [of the proposed Plan] must be followed, as well as the FEMA construction standards. This policy is particularly important regarding the location and appearance of on-site parking and the accessibility of ground floor retail from sidewalks. FEMA's construction standards require a building's floor plate to be one foot above flood level. Rather than elevate a building on stilts and require store access via stairs or ramps, the ground floor should be accessible via a sloping sidewalk. On streets fronted by ground floor commercial, no sidewalk shall be more than two feet above or below the floor level of adjacent commercial space, as specified in Chapter 5. The sidewalk needs to be designed so that the grade of its slope complies with federal, state, and local standards for disabled access.</i> Policy 6.4: Provide storm drain infrastructure to adequately serve new development and meet City standards. Policy 6.6: Construct the improvements within the Transit Area that were identified in the 2001 Storm Drainage Master Plan, and any other improvements identified in updates to the Master Plan.	Less than Significant

Impact	Proposed Plan Policies and Actions that Reduce the Impact	Significance after Policy Implementation
	The Master Plan improvements within the Transit Area are: • Constructing a new parallel 48-inch culvert beneath Montague Expressway at Piper Drive. • Replacing an existing 30-inch pipe with a 36-inch pipe to drain the low end of Tarob Court. • Improving Wrigley Creek (560') along Piper Drive, downstream of Montague Expressway to carry the 100-year flood. • Constructing a parallel 24-inch pipe (390') where Wrigley Creek is crossing Railroad Spurs. • Constructing a 54-inch (500') parallel pipe downstream of the railroad crossing Wrigley Creek. • Constructing a 36-inch pipe (140') to drain the Piper Drive cul-de-sac. Policy 6.7 (see text under Impact 3.10-2)	
Utilities and Service Systems		
3.11-1 Expected buildout of the proposed Plan would exceed the water flow capacity planned for in the City's Water Master Plan.	Specific Plan Policy that Reduces the Impact Policy 6.22: Upgrade and expand the water distribution system such that it will be adequate to serve new development in the Transit Area. The following additional improvements were developed as part of the 2007 Water Master Plan Update and are required to accommodate future water demands due to development of the Transit Area as specified in this Plan: • Construct an additional 20-inch turnout along the SCVWD supply pipeline within the Transit Area. • Construct 2.8 MG tank within the SCVWD system. The tank will also need a pump station. This improvement would supersede the recommendation from the 2002 Water Master Plan because of a requirement for additional storage.	Less than Significant
3.11-2 Implementation of the proposed project would create an additional water demand over current estimates	Specific Plan Policies that Reduce the Impact Policy 6.13: Provide water supply for the Transit Area from the Santa Clara Valley Water District per the Water Supply Assessment. Policy 6.18: Construct recycled water mains along Great Mall Parkway, Capitol Avenue, as Montague Expressway, Sango Court, and into the Piper/Montague subdistrict, as shown in Figure 6-3 [of the proposed Plan]. Policy 6.19: Per the Midtown Specific Plan, require new development to include recycled water lines for irrigation. Policy 6.21: Require existing irrigation users to convert to recycled water when it becomes available.	Less than Significant
3.11-3 Expected buildout of the proposed Plan would exceed the sewer flow capacity planned for in the	Specific Plan Policies that Reduce the Impact Policy 6.8: Construct the improvements to the wastewater collection system within the Transit Area that were identified in the 2007 Sewer Master Plan Update, which include the following:	Less than Significant

Impact	Proposed Plan Policies and Actions that Reduce the Impact	Significance after Policy Implementation
City's Sewer Master Plan.	- Upsize 990 feet of existing 18-inch pipe to 27-inch, 370 feet of 12-inch pipe to 27-inch, and 560 feet of 18-inch pipe to 21-inch along South Main Street north of Great Mall Parkway. - Upsize 1,460 feet of 15-inch pipe to 21-inch along South Abel Street north of Curtis Avenue. - Upsize 450 feet of 10-inch pipe to 15-inch, 1,820 feet of 10-inch pipe to 18-inch, and 360 feet of 15-inch pipe with 18-inch along Great Mall Parkway between South Main Street and Montague Expressway. - Upsize 325 feet of 8-inch pipe to 12-inch, 20 feet of 8 inch pipe to 15-inch and 885 feet of 10-inch pipe to 12-inch along Montague Expressway. - Upsize 2,060 feet of 8-inch pipe with 12-inch along South Main Street south of Great Mall Parkway. - Upsize 1,415 feet of 18-inch pipe with 21-inch and 690 feet of 15-inch pie with 18-inch along East Curtis Avenue north of the Great Mall. - Upsize 495 feet of 10-inch pipe with 12-inch along Montague Expressway west of Gladding Avenue. - Upsize 500 feet of 15-inch pipe to 18-inch south of Calaveras Boulevard and north of South Abbott Avenue All other recommended capital improvement projects included in the 2007 Update were identified in the 2004 Revision and are unaffected by the increased flows in the Transit Area. Policy 6.9: The City of Milpitas will implement improvements to the Main Sewage Pump Station and the force mains which convey flows to the WPCP in general accordance with those improvements identified in the "Functionality and Operation Report" as prepared for the City by Winzler & Kelly Engineers, November 2005. The improvements listed above are shown in Figure 3.11-10 of the EIR.	
3.11-4 Implementation of the proposed Plan would create additional sewer flows that, combined with other cumulative growth and development within the city, would exceed the City's contracted capacity at the Water Pollution Control Plant	Specific Plan Policy that Reduces the Impact Policy 6.10: The City of Milpitas will acquire up to 1.0 mgd of wastewater treatment capacity at the WPCP if necessary. The final amount to be acquired, if any, and the timing of the acquisition will be based on studies of actual usage and the pace of development in the city. The City shall monitor the increase in actual sewage flows and the amount of new development approved on an annual basis to determine when additional capacity is required. <i>This additional capacity will enable the City to meet the cumulative wastewater treatment demands generated by cumulative growth and development throughout the City, including the net increase in demand attributable to the Transit Area. However, the City's need to acquire an additional 1.0 mgd of WPCP capacity is based on the ability to serve all planned growth and development within the City. The need for this additional WPCP capacity will not be triggered until such time in the future when full General Plan buildout and Transit Area Specific Plan buildout is realized.</i>	Less than Significant

Impact	Proposed Plan Policies and Actions that Reduce the Impact	Significance after Policy Implementation
3.11-5 Implementation of the proposed Plan would generate additional sewer flows that, combined with wastewater flows from other cumulative growth and development within the region, could exceed the wastewater treatment requirements imposed on operation of the WPCP by the Regional Water Quality Control Board	Specific Plan Policies that Reduce the Impact Policy 6.16: Reduce water consumption through a program of water conservation measures, such as use of recycled water, water-saving features, and drought-tolerant landscaping. Policy 6.17: The City of Milpitas will require that water saving devices, as required by the California Plumbing Code, be installed in all residential, commercial, industrial and institutional facilities within the Transit Area. Such devices are capable of reducing the amount of water used indoors, resulting in substantial wastewater flow reductions. Policy 6.20: The City of Milpitas will require that recycled water be used to irrigate all parks, plazas, community facilities, linear parks, landscaped front yards and buffer zones. Recycled water may also be used for landscape irrigation on vegetated setbacks and private common areas. The City shall also require, where reasonable and feasible, that commercial uses, schools and non-residential mixed use developments be provided with dual plumbing to enable indoor recycled water use for non-potable uses to the extent feasible. <i>Only non-residential buildings are allowed to use recycled water for indoor water use. The use of recycled water will reduce the amount of effluent otherwise requiring disposal.</i>	Less than Significant
3.11-6 In order to maintain the Midtown Milpitas Specific Plan's policy of requiring new development to include recycled water lines for irrigation, new mainlines would need to be installed		Less than Significant
3.11-7 Implementation of Transit Plan would increase the demand on existing solid waste facilities	Midtown Specific Plan Policies that Reduce the Impact: Policy 6.17 Implement existing recycling programs in the Midtown Area. Policy 6.18 Promote recycling of demolition and construction debris Specific Plan Policies that Reduce the Impact Policy 6.23: All new development shall participate to the maximum extent practical in solid waste source reduction and diversion programs. Policy 6.24: Before the expiration of its current waste disposal contract, the City shall negotiate new agreements to handle the long-term disposal of its solid waste past the closure of the Newby Island Sanitary Landfill.	Less than Significant

Impact	Proposed Plan Policies and Actions that Reduce the Impact	Significance after Policy Implementation
Green House Gases and Climate Change		
3.12-1 Development under the proposed Transit Area Specific Plan will result in a substantial increase in total vehicle miles traveled (VMT), leading to an increase in greenhouse gas emissions.	Proposed Specific Plan Policies that Reduce the Impact Policy 3.16: Establish and implement a travel demand management (TDM) program in order to encourage alternate modes of travel and thereby reduce automobile trips. Establish a funding mechanism to pay for the costs of the program, including the cost of a transportation coordinator to administer the program. The program would include a ride-matching program, coordination with regional ride-sharing organizations, and provision of transit information; and could also include sale of discounted transit passes and provision of shuttle service to major destinations. Policy 3.21: Provide continuous pedestrian sidewalks and safe bike travel routes throughout the entire Transit Area and within development projects. Policy 3.22: Private development shall provide direct walking and biking routes to schools and major destinations, such as parks and shopping, through their property. Policy 3.23: Encourage children to walk or bike to school by expanding existing safe walking and bicycling routes to schools into the Transit Area. Policy 3.28: Provide continuous bicycle circulation through the project site and to adjacent areas by closing existing gaps in bicycle lanes and bicycle routes, per Figure 3-5 [of the proposed Plan]. Policy 3.31: Require provision of bicycle and pedestrian facilities such as weather protected bicycle parking, direct and safe access for pedestrians and bicyclists to adjacent bicycle routes and transit stations, showers and lockers for employees at the worksite, secure short-term parking for bicycles, etc. Policy 3.33: Require new development within the Transit Area to facilitate the use of alternative modes of transportation through programs such as carpool parking, the VTA's EcoPass Program, shuttles to transit stations and lunchtime destinations, assistance to regional and local ridesharing organizations, alternative work schedules, telecommuting, etc. Establish a Transportation Demand Management (TDM) program for this purpose, as described in Policy 3.16. Policy 3.34: Encourage preferential parking measures for carpool and vanpool vehicles, guaranteed ride home services and other incentives to employees choosing transportation modes other than driving. Provide preferential parking for low-emission vehicles.	Less than Significant
3.12-2 Development under the proposed Transit Area Specific Plan will result in a substantial increase in the total amount of energy	Proposed Specific Plan Policies that Reduce the Impact Policy 5.4: New commercial or institutional buildings, or tenant improvements to commercial, industrial or institutional buildings shall follow the provisions of the City's future Green Building Ordinance. In the absence of any ordinance, all new projects should be encouraged to incorporate green building measures. Policy 5.5: Coordinate with Santa Clara County and other regional agencies to establish and implement new local	Less than Significant

Impact	Proposed Plan Policies and Actions that Reduce the Impact	Significance after Policy Implementation
consumed by residential and non-residential users in Transit Area.	regulations and standards related to greenhouse gas emissions simultaneously across the region. <i>By working together at the regional level, no one jurisdiction would bear the burden of being the first to adopt new regulations.</i> Policy 5.6: Require the use of Energy Star appliances and equipment in new residential and commercial development, and new City facilities. Policy 5.7: Require at least 50 percent of all new residential development to be pre-wired for optional photovoltaic roof energy systems and/or solar water heating. Policy 5.8: Incorporate cost-effective energy conservation measures into all buildings being constructed by the City in the Transit Area, including construction, operations and maintenance. These measures can include but are not limited to: • Energy efficient light fixtures, including solar powered systems, for streetscapes, parks, and public buildings which have limited glare and spillover; • Automatic lighting systems in public buildings and offices; and • Life-cycle costing of capital projects so that the environmental, societal, and economic costs are evaluated over the project's long-term operation. Policy 5.9: Establish a program to support energy efficiency in new private development and facilitate environmentally sensitive construction practices by: • Establishing an incentive program for projects with energy-efficient design, such as expedited permit processing; • Promoting use of products that are durable and allow efficient end-of-life disposal (recyclable); • Requiring demolition permits for structures and/or pavement exceeding 7,500 square feet to submit a report on recycled materials; • Promoting the purchase of locally or regionally available materials; and • Promoting the use of cost-effective design.	
Cultural Resources		
3.13-1 New development under the proposed Plan has the potential to adversely affect historic resources that appear on State historical inventories or may be eligible for inclusion on such	Milpitas General Plan Principals and Policies that Reduce the Impact 4.f-G-1: Preserve existing historical and cultural resources, especially those sites where an Historical Park may prove feasible. 4.f-G-2: Undertake efforts that promote Milpitas as a historical community, and undertake efforts to increase public awareness towards preservation. 4.f-I-1: Continue to maintain, rehabilitate, and restore City-owned historic buildings and sites.	Less than Significant

Impact	Proposed Plan Policies and Actions that Reduce the Impact	Significance after Policy Implementation
lists.	Midtown Plan Policies that Reduce the Impact Policy 5.8: Ensure that building restoration receiving City support meet standards of architectural integrity. Specific Plan Policies that Reduce the Impact Policy 5.30: Consider any potential impacts to historic and cultural resources during the review of any proposed alteration or demolition projects on the Great Mall property.	
3.13-2 New development within the Planning Area has the potential to disrupt undiscovered archaeological resources and human remains	Specific Plan Policies that Reduce the Impact Policy 5.31: Any future ground disturbing activities, including grading, in the Transit Area shall be monitored by a qualified archaeologist to ensure that the accidental discovery of significant archaeological materials and/or human remains is handled according to CEQA Guidelines § 15064.5 regarding discovery of archeological sites and burial sites, and Guidelines §15126.4(b) identifying mitigation measures for impacts on historic and cultural resources. (Reference CEQA §§ 21083.2, 21084.1.) In the event that buried cultural remains are encountered, construction will be temporarily halted until a mitigation plan can be developed. In the event that human remains are encountered, the developer shall halt work in the immediate area and contact the Santa Clara County coroner and the City of Milpitas. The coroner will then contact the Native American Heritage Commission (NAHC) which will in turn contact the appropriate Most Likely Descendent (MLD). The MLD will then have the opportunity to make a recommendation for the respectful treatment of the Native American remains and related burial goods.	Less than Significant
3.13-3 Implementation of the proposed Specific Plan could adversely affect unidentified paleontological resources.	Specific Plan Policies that Reduce the Impact Policy 5.32: All grading plans for development projects involving ground displacement shall include a requirement for monitoring by a qualified paleontologist to review underground materials recovered. In the event fossils are encountered, construction shall be temporarily halted. The City's Planning Department shall be notified immediately, a qualified paleontologist shall evaluate the fossils, and steps needed to photo-document or to recover the fossils shall be taken. If fossils are found during construction activities, grading in the vicinity shall be temporarily suspended while the fossils are evaluated for scientific significance and fossil recovery, if warranted.	Less than Significant

I Introduction

This Program Environmental Impact Report (EIR) has been prepared on behalf of the City of Milpitas in accordance with the California Environmental Quality Act (CEQA). This chapter outlines the purpose of and overall approach to the preparation of the EIR on the proposed Milpitas Transit Area Plan. The City of Milpitas is the lead agency responsible for ensuring that the proposed Plan complies with CEQA.

I.1 PURPOSE OF EIR

The proposed Transit Area Plan consists of policies and proposals to guide the future growth of the City of Milpitas (see Chapter 2: Project Description for discussion and map of planning and jurisdictional boundaries). This Draft EIR evaluates the potential impacts of the adoption and implementation of the proposed Plan. This EIR will also be used as a reference for subsequent environmental review of infrastructure improvements, zoning amendments, impact fees and development proposals. The City will determine whether the environmental effects of any proposed projects are addressed by this EIR, and may require, pursuant to CEQA guidelines section 15162, 15665, or 15164, additional environmental analysis, revisions to the project, conditions of approval, and/or mitigation measures.

The EIR on the proposed Plan has three purposes:

- First, the EIR will help the City of Milpitas meet California Environmental Quality Act (CEQA) requirements for analysis of environmental impacts by including a complete and comprehensive programmatic evaluation of the physical impacts of the proposed Transit Area Plan and its alternatives.
- Second, the EIR will inform residents and members of the City Council and Planning Commission of the environmental impacts prior to the Commission and Council taking action on the Plan. This information will assist City officials in reviewing and adopting the proposed Plan.
- Third, the EIR will assist local decision-makers in determining appropriate amendments to Milpitas's land use regulations and other implementation actions, based on a balanced assessment of the environmental impacts of the proposed Transit Area Plan.

The EIR also identifies further measures that decision-makers may want to incorporate into the Transit Area Plan or implementation programs to minimize environmental effects.

CEQA requires that the agency with the primary responsibility over the approval of a project (the lead agency) evaluate the potential impacts of the project in an EIR. The City is required to prepare an EIR on the Transit Area Plan in order to provide the City Council, as the ultimate decision maker, with an informational document for use in evaluating the proposed Plan. After adoption, the EIR will serve the additional function of providing direction to the City in implementation of the new Plan. The EIR also identifies mitigation measures to minimize

significant impacts and evaluate reasonable alternatives to the proposed Plan. The “No Project Alternative” discusses the result of not implementing the proposed Transit Area Plan or any of the alternatives. An environmentally superior alternative is also identified as part of the alternatives analysis to inform the public.

This Draft EIR will be used by Milpitas residents, elected officials, and City staff during the public review process. The Draft EIR will be circulated for a 45-day public review period. The Final EIR, which includes the Draft EIR and responses to public comments received during the comment period, will be certified by the Milpitas City Council prior to consideration of approval of the proposed Milpitas Transit Area Plan. The proposed Plan and the EIR have been prepared concurrently and policies in the proposed Plan take into consideration the EIR discussion of impacts and mitigation measures.

1.2 SPECIFIC PLAN PROCESS AND PUBLIC INVOLVEMENT

The Milpitas Transit Area Plan process was initiated in November 2004, following up on the recommendations laid out in the Midtown Milpitas Specific Plan. In order for the Transit Area Plan to accurately address community needs and values, a comprehensive public process was held to obtain the input of residents, businesses, and property owners as well as City officials. This involved the sharing of information and ideas between elected and appointed officials, City staff, the planning consultants, property owners, businesses, and residents.

The planning process began with background research of existing documentation and regulations, and thorough site surveys to gain an understanding of existing conditions, opportunities, and constraints in the area. Stakeholder interviews were also conducted in order to determine the interests and concerns of property owners and concerned agencies, such as the Santa Clara Valley Transportation Authority (VTA). This background preparation was followed by a visioning workshop and design charrette with stakeholders. At these meetings, alternative concepts were presented, and feedback gained. An evening community meeting was held in January 2005 to solicit input from citizens. This feedback was incorporated in the alternatives for presentation to the Planning Commission and City Council.

The first major step in the process was preparation of the Transit Area Concept Plan, endorsed by the Milpitas City Council in April 2005 after an intensive five-month planning process. The various property owners, City of Milpitas, and regional planning authorities were involved in every step of creating the Concept Plan, and the document reflects a compromise of the interests of all parties.

The next step involved further research into the existing site and contextual conditions of the Transit Plan area. Stakeholders were re-interviewed to get updated information about development plans for their properties and other issues relevant to the proposed Transit Area Plan. An initial impact analysis of the Concept Plan was also undertaken regarding elements such as the layout of the BART station, economic demand for land uses, the fiscal impact of the proposed Plan on the City of Milpitas, environmental constraints, cultural resources, and traffic, as well as requirements for schools, parks and open space, and public safety and services. This analysis included input from the Planning Commission and from public agencies that would be affected by the proposed Plan, including the Fire and Police departments of the

City of Milpitas, the VTA, and the Milpitas Unified School District. As a result of these initial findings, the Concept Plan was revised, thereby creating the Preferred Plan, which was presented to the City Council on May 2, 2006. At the same meeting, the City Council voted to accept the Preferred Plan and further develop it.

A stakeholder meeting was held with property owners, developers, and public agencies in September 2006 to review development issues, potential environmental impacts, proposed street sections and development standards, and the requirement of retail uses proportionate to residential uses in the area closest to the Great Mall. Based on feedback from the meeting, as well as further understanding of environmental and development issues, the Preferred Plan was revised in December 2006.

This Preferred Plan has been slightly modified into the Draft Specific Plan, which will be considered by the Milpitas City Council at a public hearings following public review of the EIR. A stakeholder meeting in August 2007 presented information on the final plans for land use, streets, parks and trails, zoning, and building heights, as well as development standards and street sections and areawide infrastructure needs. If approved, the Draft Specific Plan—known in this document as the proposed Plan—will become the Final Specific Plan for the Milpitas Transit Area and will guide land use decision-making in the Plan area through the year 2027, unless it is amended or a subsequent Transit Area Plan is adopted.

1.3 PROGRAM EIR APPROACH

A program EIR is defined in the CEQA Guidelines Section 15168 as: “...an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either: (1) geographically; (2) as logical parts in the chain of contemplated actions; (3) in connection with the issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or (4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental impacts which can be mitigated in similar ways.”

Program EIRs can be used as the basic, general environmental assessment for an overall program of projects developed over the 20 year planning horizon. A program EIR has several advantages. First, it provides a basic reference document to avoid unnecessary repetition of facts or analysis in subsequent project-specific assessments. Second, it allows the lead agency to look at the broad, regional impacts of a program of actions before its adoption and eliminates redundant or contradictory approaches to the consideration of regional and cumulative impacts.

As a program EIR, this document focuses on the overall effects of the proposed Transit Area Plan; the analysis does not examine the effects of potential site-specific projects that may occur under the overall umbrella of this program in the future. When specific development proposals for the Transit Area are submitted to the City, the City will determine whether the environmental effects of the proposed projects are addressed by this EIR. If the City finds that the proposals would not result in any additional environmental impacts beyond those considered in this EIR, no new environmental analysis would be required. If the City determines that a project would create potential environmental impacts not studied in this EIR,

or that environmental conditions have changed substantially since the EIR was prepared, the City could require further environmental review to determine appropriate revisions to the project, conditions of approval, or mitigation measures.

In order to place many of the proposed Transit Area Plan policies into effect, the City will adopt or approve specific actions—zoning regulations, zoning map amendments, development impact fees, capital improvement programs, development projects, etc.—that are consistent with the policies and implementation measures of the Plan.

CEQA mandates that lead agencies adopt mitigation monitoring and reporting programs for projects identified as having significant impacts where mitigation measures have been identified. Mitigation monitoring and reporting programs are intended to ensure compliance during project implementation. These programs provide the additional advantages of providing staff and decision-makers with feedback as to the effectiveness of mitigation measures, as well as the experience and information to shape future mitigation measures.

The proposed Transit Area Plan is intended to be self-mitigating, in that the policies and programs of the proposed Plan are designed to mitigate environmental impacts. This EIR clearly shows how the impacts of future development in the Plan area will be mitigated through implementation of the policies and programs of the proposed Plan. Any residual impact after implementation of these proposed policies and programs is identified as measured against the significance criteria established for each impact area. The significance criteria is an identifiable quantitative, qualitative, or performance level of a particular environmental effect in which non-compliance indicates that the effect is significant.

This EIR represents the best effort to evaluate the potential environmental effects of the proposed Transit Area Plan given its long-term planning horizon. It can be anticipated that conditions will change; however, the assumptions used are the best available at the time of preparation and reflect existing knowledge of patterns of development and travel patterns.

The proposed Transit Area Plan EIR is based on the following key assumptions:

- *Full Implementation.* This EIR assumes that all policies in the proposed Transit Area Plan will be fully implemented and all development will be consistent with the proposed Transit Area Plan Land Use Diagram.
- *Buildout in 2027.* This EIR assumes that the majority of development and redevelopment under the proposed Transit Area Plan will occur within 20 years. This is the timeline or planning horizon for this analysis. It is understood that development under the proposed Transit Area Plan will be incremental and timed in response to market conditions.
- *Reasonable Worst Case Scenario.* A reasonable worst case scenario (RWCS) was used to calculate the expected impacts of air pollution, water usage, automobile traffic, and other environmental consequences of the project. The RWCS reflects the most likely estimate of development in the next 20 years, since not all parcels in the Plan area will be redeveloped and many will not be built to maximum allowable densities. Assuming that up to 90 percent of sites will actually redevelop during the 20 year timeframe of the Plan, the RWCS was calculated as 90 percent of the midpoint between maximum and

minimum possible densities (a full description of the methodology for the buildout calculation is in Chapter 2, Project Description). It is possible that ultimate buildout of the Transit Area could exceed the RWCS should most or all parcels redevelop at densities higher than the midpoint. Should this occur, further environmental review may be necessary at such time as total development within the Transit Area exceeds 7,100 residential units, one million square feet of office, or 290,000 square feet of retail uses.

I.4 SCOPE OF EIR

The issues evaluated in this EIR were determined during the initial phase of the project. A Notice of Preparation (NOP) for the EIR on the Milpitas Transit Area Plan was circulated in March 2006 (received at the State Clearinghouse March 17, 2006) and the City received comments during a 30-day review period. The NOP and comments on that NOP received by the City are in Appendix E of this EIR. These comments, along with input received during public workshops and meetings, helped to identify the major planning and environmental issues and concerns in the Transit Area Plan and establish the framework and focus of the environmental analysis.

The first step toward completion of this Draft EIR was the initial analysis of the environmental setting. This analysis compiled specific information on the current conditions of the project area, its characteristics, and the major issues it faces. Information on the environmental setting provides background regarding relevant issues and is used to evaluate potential impacts. Based on the initial analysis of the environmental setting, as well as the NOP comments and public meetings, the following issues are analyzed in this EIR:

- Land Use and Population
- Visual Resources
- Transportation
- Safety and Hazardous Materials
- Geology, Soils, and Seismic Hazards
- Air Quality
- Noise
- Biological Resources
- Public Services (Fire, Police, Schools, Parks)
- Hydrology and Water Quality
- Utilities and Service Systems
- Energy Use and Climate Change
- Cultural Resources

Each potential impact is addressed in Chapter 3: Settings, Impact Analysis, and Mitigation, of this EIR.

1.5 DOCUMENTS INCORPORATED BY REFERENCE

Section 15150 of the CEQA Guidelines permits documents of lengthy technical detail to be incorporated by reference in an EIR. Specifically, Section 15150 states that an EIR may "incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public...." Incorporated documents are to be briefly summarized in the EIR and be made available to the public for inspection or reference. The Milpitas Transit Area Plan Draft EIR incorporates by reference the documents noted below, which are available at the City of Milpitas Planning Department, 455 E. Calaveras Boulevard, Milpitas, CA 95035:

Milpitas General Plan (Revised 1994, Updated 2002): The General Plan describes the City's ideas for its future and the ways in which it intends to transform these ideas into reality. The January 2002 update incorporates the Midtown Specific Plan and includes revisions to the General Plan land use map and text for consistency between these documents.

Milpitas General Plan EIR (Revised 1994, Updated 2002): The environmental impact report for the General Plan analyzes its buildout and effects and lists required mitigations.

Midtown Milpitas Specific Plan (April 2002): The Midtown Plan applies to much of the land covered by the Transit Area Specific Plan. It provides direction for about 1,000 acres in the southern part of Milpitas in terms of land use, circulation, community design, and utilities and services. It calls for a mixed-use community that includes high-density, transit-oriented housing, with parks and community facilities while maintaining needed industrial, service, and commercial uses. As a part of this strategy, the Midtown Plan calls for the preparation of a specific plan for the area around a proposed BART station; the proposed Transit Area Specific Plan meets this requirement.

Midtown Milpitas Specific Plan EIR (2002): The environmental impact report for the Midtown Plan analyzes its buildout and effects and lists required mitigations. The EIR for the proposed Transit Area Specific Plan relies on the analysis in the Midtown Plan EIR.

Milpitas Transit Area Concept Plan (April 2005): The Milpitas Transit Area Concept Plan was undertaken as the first phase of the planning process for the area and was meant to guide developers and decision makers prior to the preparation of a Midtown Specific Plan amendment and zoning changes. It was endorsed by the Milpitas City Council in April 2005.

Milpitas Transit Area Draft Preferred Plan (May 2006): The Milpitas Transit Area Preferred Plan revised the Transit Area Concept Plan to take into account a preliminary impact analysis and further research into environmental constraints and regulatory requirements. These inputs included economic, traffic, design, infrastructure, logistical, public service, school, and environmental issues.

Milpitas Transit Area Draft Specific Plan (September 2007): The Draft Specific Plan contains the full set of background, goals, policies, standards, and guidelines to develop the Transit Area according to the broad vision and details determined over the previous 2 ½ years in working with the City, stakeholders, and economic and environmental experts. The Draft Plan includes

an implementation program that names actions, the public agencies responsible for them, and a timeframe for each. The Draft Plan has been distributed for public review.

1.6 ORGANIZATION OF EIR

The Draft EIR is organized into the following main chapters:

Chapter 2: Project Description. This chapter includes a detailed description of the proposed Transit Area Plan. The Preferred Plan diagram, proposed land use classification system, buildout estimates, key policies, and implementation program are presented.

Chapter 3: Environmental Setting, Impact Analysis, and Mitigation. This chapter analyzes the environmental impacts of the proposed Transit Area Plan. Impacts are organized by major topic. Each topic area includes a description of the environmental setting, significance criteria, impacts, and mitigation measures. Policies in the proposed Transit Area Plan that would avoid or reduce the impacts are also discussed.

Chapter 4: Analysis of Alternatives. This chapter compares the impacts of the proposed Transit Area Plan with a reduced residential land use alternative and a “No Project” scenario, which both project different degrees of new development.

Chapter 5: CEQA-Required Conclusions. This chapter reviews the growth-inducing and cumulative impacts of the proposed Plan as well as its significant environmental effects.

The Draft EIR also includes a bibliography (Chapter 6), a list of persons and organizations consulted (Chapter 7), the report authors (Chapter 8), a glossary of terms (Chapter 9), and a list of acronyms (Chapter 10).

2 Project Description

The project analyzed in this EIR is the proposed *Milpitas Transit Area Specific Plan*, hereafter known as the Transit Area Specific Plan or the proposed Plan. The Transit Area Plan proposes transit-oriented residential and commercial redevelopment on industrial land around existing light rail stations and a future BART station.

The Planning Area is largely within the area of the Midtown Milpitas Specific Plan, adopted by the City in 2002. The Midtown Plan provides direction for southern areas of the city in terms of land use, circulation, community design, and utilities and services. Policy 7.5 of the Midtown Milpitas Plan requires the creation of a coordinated development plan for the parcels at and around the proposed BART station. The Milpitas Transit Area Specific Plan fulfills that requirement.

The project includes the Transit Area Specific Plan, as well as the actions needed to implement the Plan and make it consistent with existing plans and regulations. These actions will be undertaken concurrent with adoption of the proposed Plan by the City:

- Midtown Milpitas Specific Plan amendments;
- Milpitas General Plan amendments; and
- Milpitas Zoning Code and Zoning Map amendments.

This chapter provides background information regarding the regional location and boundaries of the Milpitas Transit Area Plan, as well as the policy development process, objectives, and key themes and components of the proposed Plan. Additional details are provided in the Plan itself. This project description provides the basis for the environmental analysis in Chapter 3.

2.1 REGIONAL LOCATION & PLANNING BOUNDARIES

The City of Milpitas is a largely residential community occupying a unique location in the southeastern Bay Area. It is located at the northern edge of Santa Clara County, and is bounded by San Jose to the south and west, Fremont to the north, and unincorporated land to the east. The city is at the crossroads of I-880 and I-680, Highway 237, and the Montague Expressway. The Milpitas Transit Area lies between these major vehicular routes at the southern edge of the city. The regional location of the city is provided in Figure 2.1-1.

The Milpitas Transit Area Specific Plan Planning Area is centered on a roughly ½ mile radius around the proposed BART station to be located along an existing rail line near the intersection of Montague Expressway and Capitol Avenue. The Transit Area Plan Planning Area consists of much of the southern portion of the Midtown Plan plus the Great Mall and an area northeast of Piper Drive and Montague Expressway. The boundaries, which are shown in Figure 2.1-2, are roughly the northern extent of the Great Mall, South Main Street on the west, Trade Zone Boulevard and the city limits on the south, the alignment of Milpitas Boulevard on the southeast, and the existing rail line in the northeast.

Figure 2.1-1: Regional Map

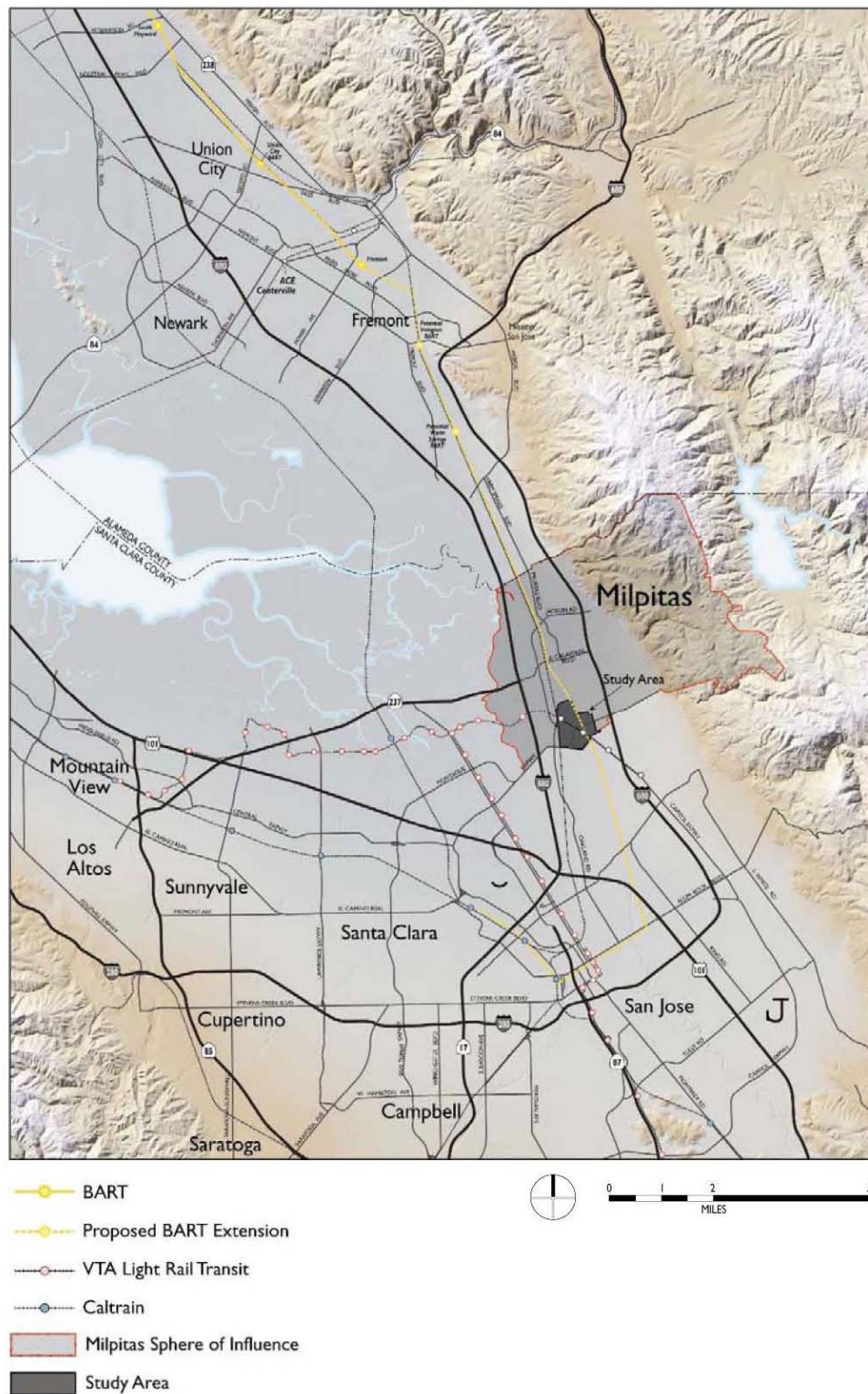
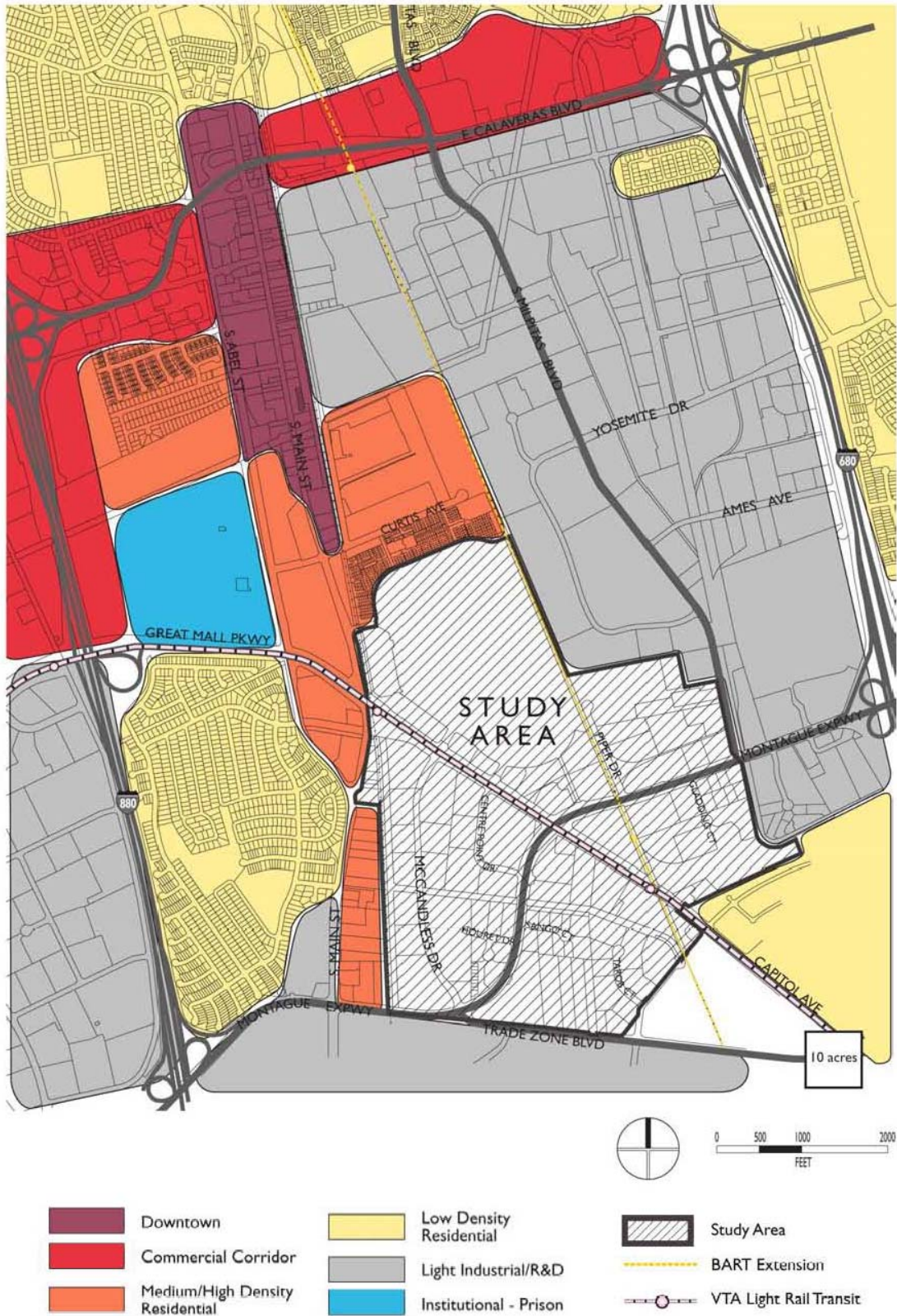


Figure 2.1-2: Milpitas Transit Area Specific Plan boundaries



2.2 PURPOSE AND OBJECTIVES OF THE PROPOSED PLAN

PLAN PURPOSE

The Midtown Milpitas Specific Plan addresses an approximately 1,000 acre area of the city with a strategy of creating a mixed-use community that includes high-density, transit-oriented housing, with parks and community facilities while maintaining needed industrial, service, and commercial uses.

As a part of this strategy, the Midtown Plan calls for the preparation of a specific plan that applies overlay zones that promote transit-oriented development around a proposed BART station, requiring housing at a density of 41-60 dwelling units per acre with a 20 percent reduction in parking requirements. The proposed Transit Area Specific Plan meets this requirement of the Midtown Plan.

PLAN OBJECTIVES

The Planning Area presents a tremendous opportunity for quality high-intensity development with great freeway and transit access. The Planning Area is unique in the Bay Area, offering large land acreages; access to two freeways; two light rail stations, and a future BART station; property owners experienced in real estate development; the Great Mall as a retail anchor; and a city ready to facilitate new private sector development. The Planning Area also presents an ideal opportunity for high intensity development, given its proximity to rail transit and the presence of several large underutilized parcels. Promoting such high intensity development around transit stations is a key transportation goal for the Bay Area, and would meet regional objectives.

Overall Goals

Balancing City goals for fiscal health and quality development, regional goals for housing and transportation, and property owner goals, the City of Milpitas has established the following overall vision and goals for the Transit Area:

- Transition from an industrial area to one that supports higher intensity mixed uses.
- Strengthen the city's tax base – provide opportunities for retail and hotel, ownership housing, and high-density employment uses.
- Build transit-oriented development around light rail and future BART stations, with an emphasis on housing to maximize transit ridership and meet regional housing/ transportation goals.
- Build quality neighborhoods and commercial districts that are desirable in the market place and hold their value over time.
- Include employment uses in the area, so that there is an appropriate mix of uses that meets market demand, creates a balance of uses for the City overall, and allows people to work near homes and transit.

Specific Objectives

Based on the planning objectives that were established, the Transit Area Specific Plan is expected to accomplish the following objectives:

- Accommodate a minimum amount of housing development (6,250 units) to boost transit ridership.
- Create a minimum amount of retail to serve demand from the residential development, estimated at up to 500,000 square feet of retail and restaurant space.
- Generate a minimum amount of employment near transit, at least 800,000 square feet.
- Set aside adequate park acreage to serve residential development.
- Add new streets and create smaller block sizes (2 to 4 acres) consistent with the scale of residential and mixed use development.
- Create five subareas, divided by major streets and other impediments, each with its own character based on the allocated mix of land uses and development densities, parks placement, street grid, pedestrian connections, and proximity to the BART station. Particular visions include
 - High to very high density housing and parks near the light rail and the future BART station;
 - Lifestyle retail with housing or offices in the McCandless Drive and Centre Point Drive areas opposite the Great Mall; and
 - Boulevard commercial and residential uses on Montague Expressway.
- Ensure the pedestrian-oriented character of the Planning Area by creating streetscapes that are richly detailed, fine-grained, and provide good connectivity between desired destinations.
- Encourage higher density and intensity on the sites closest to the BART-light rail transit node in order to support transit ridership and to respond to strong market interest in high density types of development. High density is particularly appropriate on wide streets where taller buildings fit with the scale of the street, such as Montague Expressway, Capitol Avenue, and the Milpitas Boulevard Extension.
- Develop parks that provide active and passive recreation, pedestrian connectivity, and include sports field recreation and a community center.
- Design a layout for the BART station and parking structure that is compatible with an urban transit village district and provides reasonable auto access from Montague Expressway, Milpitas Boulevard, and Capitol Avenue.
- Require local-serving retail in particular sites and permitting it in otherwise residential-only structures.
- Promote the development of two hotels, in order to meet demand and provide an important revenue source for the city.

- Improve the City and County street network over the next 20 years to help alleviate traffic problems. Key enhancements include the extension of Milpitas Boulevard and the widening of Montague Expressway.

2.3 PROPOSED PLAN

The proposed Plan emphasizes lifestyle retail development along with residential development.

LAND USE CLASSIFICATIONS

The Plan designates six new land use categories, two of which are mixed-use, two residential, and two commercial. These categories are similar to many existing land use designations used by the City, but these new ones allow and at times require higher densities. In addition, the Plan applies a density bonus to the properties closest to the BART station, allowing a higher maximum intensity for development in those areas. Some existing land uses are maintained with their current designations.

The new land use classifications follow and their basic development regulations (density, height, uses) are shown in Table 3-1. Densities for residential development are expressed in units per gross acre (see definitions later in this chapter). Densities for non-residential development are expressed in terms of floor area ratio (FAR).

On all sites throughout the Transit Area, densities can be averaged over an individual project which covers multiple parcels. Densities may also be averaged over separate projects, if so requested by developers and approved by the Planning Department, provided that legal instruments are recorded for individual parcels to ensure that the minimum and maximum densities established by the Plan are met.

Boulevard Very High Density Mixed Use

This classification is intended to provide high-density housing, retail, and employment along Montague Expressway with a landscaped boulevard character. Permitted uses include residential, office, commercial, and medical uses. Sites developed with a mix of uses, or non-residential uses, must adhere to the FAR limits: a minimum gross intensity of 1.0 FAR is required, with a maximum FAR of 1.5 allowed. Residential projects shall have a minimum average gross density of 41 units per acre and can be built up to 60 units per acre.

An FAR of 2.5 may be permitted on individual sites with approval of a conditional use permit by the Planning Commission. Special criteria would need to be met, including the following: (1) the proposed uses include a hotel or office uses that create substantial new jobs, and do not include residential uses; (2) the design of the project is of extremely high quality and is compatible with the scale of surrounding buildings; (3) there are no adverse traffic impacts beyond those studied in the Transit Area Plan EIR or the project will be required to mitigate such impacts individually; and (4) buildings do not shade public parks or plazas more than 30% between 10 AM and 3 PM as measured on March 15.

Residential - Retail High Density Mixed Use

This district is intended to be a true mixed use area with retail, restaurants, and services on the ground floor, and residential or office uses on floors above. The residential density is a minimum average gross density of 31 units per acre and a maximum of 40 units per gross acre. In addition, 200 square feet of retail or restaurant space is required for every 1000 gross square feet of residential space. Sites may be developed for office and hotel uses without residential development, although ground floor retail or restaurant square footage will still be required. For nonresidential projects, the minimum FAR is 1.0; and the maximum FAR is 1.5. However there is no FAR limit for hotels. An FAR of 2.5 may be permitted on individual sites with approval of a conditional use permit by the Planning Commission.

Very High Density Transit-Oriented Residential

Intended to create residential districts near BART and light rail stations, this designation requires housing to be built at an average density of at least 41 units per gross acre, up to a maximum of 60 units per gross acre. Small local-serving commercial uses are permitted at the ground floor level, including retail, restaurants, and personal services uses.

High Density Transit-Oriented Residential

A classification similar to the Midtown Plan's "Multifamily Very High Density" designation, these properties are intended for medium-density residential neighborhoods further from BART, at the interior of subdistrict neighborhoods. A minimum average gross density of 21 units per acre is required, up to a maximum of 40 units per acre. Residential and related uses are allowed, but not commercial uses.

Retail Mixed Use

This designation provides for retail, hotel, and office uses located immediately south of the Great Mall. Although active uses already exist in this area, infill or redevelopment would be permitted at up to a maximum gross FAR of 2.5.

Density Bonus

A density bonus is applied to sites closest to BART and light rail which allows up to a 25 percent increase in maximum allowable density for sites closest to BART and light rail. The minimum density of the underlying zoning district does not change.

Active Ground Floor Commercial Uses Required

In each subdistrict of the Transit Area, it is important to include some ground floor retail, restaurant, and other commercial uses that provide services to the residents and workers in the area. The Overlay District for Active Ground Floor Commercial Uses aims to ensure that commercial uses are available within walking distance, thereby reducing the need to drive. Also, a mix of uses will increase vitality and safety as more people walk and are outside during a broader extent of the day. The Active Commercial Uses Overlay requires a minimum of 5,000 square feet of commercial uses at the ground floor of building(s) built on the property. Permitted uses include retail, restaurants, and personal service uses such as copy shops, hair salons, etc.

Other uses

Transit Facilities. The BART Station and its accompanying parking garage.

Light Industrial/R&D. Light industrial or research and development uses, located along Lundy Street on the southern edge of the Transit Area.

Shopping Center Retail. Retail and commercial uses for regional and local customers.

Parks/Plazas/Community Facilities. Public open space developed for passive and active recreation, or civic uses such as schools or community meeting space.

Linear Park. Public space along Penitencia Creek and railroads that can contain bike and pedestrian trails.

Landscaped Front Yards/Buffers. Required green space along major streets.

Table 2.3-1: Standards for Density and Development Intensity

	<i>Residential Density Range (housing units / gross acre)</i>	<i>Non-Residential Intensity Range (FAR)</i>
High Density Transit-Oriented Residential	21 – 40	n/a
Residential – Retail High Density Mixed Use	31 – 40	Minimum amount of retail to be required based on residential floor area. 1.0 – 1.5 (1.0 – 1.88 within Density Bonus Area) Up to 2.5 allowed with conditional use permit
Very High Density Transit-Oriented Residential	41 – 60 (41 – 75 within Density Bonus Area)	n/a
Retail Mixed-Use		Max 2.5
Boulevard Very High Density Mixed Use	41 – 60 (41 – 75 within Density Bonus Area)	1.0 – 1.5 (1.0 – 1.88 within Density Bonus Area) Up to 2.5 allowed with conditional use permit

Chapter 2: Project Description

	Shopping Center Retail
	Retail Mixed Use Community and Regional Retail; Hotels, Office. Minimum FAR of 1.0; up to 2.5 may be permitted on individual sites.
	Boulevard Very High Density Mixed Use Permitted uses include Residential, Office, Commercial and Medical uses Minimum gross density of 1.0 FAR; up to 1.5 maximum gross FAR, an FAR of 2.5 may be permitted on individual sites. 4-12 stories. Residential use shall have 41 un/ac minimum average gross density; 60 un/ac maximum average gross density.
	Residential - Retail High Density Mixed Use Residential, office, and/or hotel uses above ground floor retail and restaurants, 200 sq. ft of retail or restaurant use required for every 1000 sq. ft. of residential or office use. Residential density: 31 du/ac minimum average gross density; 40 un/ac maximum average gross density. 4-12 stories.
	Very High Density Transit Oriented Residential 41 un/ac minimum average gross density; 60 un/ac maximum average gross density; 4-6 stories; gross densities of individual projects may be <41 or >60, provided that area development complies with average gross density; small local-serving retail, office, and live/work permitted at ground floor.
	High Density Transit Oriented Residential 21 un/ac minimum average gross density; 40 un/ac maximum average gross density; 3-5 stories; gross densities of individual projects may be <21 or >40, provided that area development complies with average gross density; residential uses only
	Transit Facilities Underlying zoning to be Boulevard Very High Density Mixed Use if transit facilities are not built on this site.
	Light Industrial/R & D
	Parks/Plazas/Community Facilities
	Linear Park and Trails
	Landscaped Front Yards and Buffers
	Neighborhood Retail Locations 5000 sq. ft. of local serving retail required on the ground floor.
	Density Bonus Increased density permitted on sites within 1/4 mile of BART and close to light rail.
	Potential Hotel Sites
	Proposed BART Line
	VTA Light Rail Transit
	Union Pacific Railroad and Railroad Spur
	Potential Future Train Turn-around and/or Relocated Spur Track
	Study Area
	Pedestrian Connection
	Pedestrian Bridge

Figure 2.3-1: Transit Area Specific Plan Land Use



2.4 SPECIFIC PLAN BUILDOUT

Full development under the proposed Plan is referred to as “buildout.” Although the proposed Plan applies a 20-year planning horizon, the Plan is not intended to specify or anticipate when buildout will actually occur; nor does the designation of a site for a certain use necessarily mean the site will be redeveloped with that use in the next 20 years. This section describes the assumptions included in the proposed Specific Plan regarding buildout in terms of future population, housing units, and jobs.

The proposed Plan sets a maximum as well as a minimum development density for all of the parcels within the Planning Area that are designated for redevelopment. Based on these rules, a Reasonable Worst Case Scenario (RWCS) was calculated for residential and commercial development to be used as the basis for analysis this Environmental Impact Report. RWCS is calculated as 90 percent of the midpoint between the minimum and maximum densities allowed—including the 25 percent increase allowed with a density overlay—with the assumption that up to 90 percent of the opportunity sites will actually redevelop during the 20 year timeframe of the Plan. For the High Density Transit-Oriented Residential land use, the RWCS calculation used 90 percent of the midpoint between 31 and 40 units per acre; in order to be conservative, because the properties in this land use category have a high proportion of their gross acreage devoted to parks and roads, which would result in high net acreages. Most of this land use is expected to development at or above the midpoint of the allowed density range.

All numbers include existing uses that are expected to remain.

LAND USE, HOUSING, AND POPULATION GROWTH

Table 2.4-1 shows the buildout acreage of the Transit Area Specific Plan Land Use Diagram. These are gross acreages, so new streets, rights of way, parks, and other public uses are included within the numbers below. Existing streets, however, are not included in these acreages.

Table 2.4-1: Land Use Acreage at Buildout

BART Station	4.9
Light Industrial/R&D	7.7
Retail/Office/Hotel	125.6
Residential	142.9
<i>Very High Density</i>	42.4
<i>High Density</i>	100.5
Mixed Use	79.8
<i>Boulevard Mixed Use</i>	54.8
<i>High Density Res w/ Required Retail</i>	25.0
Total	360.9

The Transit Area Specific Plan assumes approximately 7,100 units of residential development, all of which will be in multi-family structures, with 18,000 new residents, a high level of

residential density near transit that maximizes transit ridership and creates a vibrant residential community. Based on estimates from the California Department of Finance, as of January 1, 2006, Milpitas had around 18,200 housing units and a population of 65,000. Consequently, the proposed Plan would increase the present City's housing stock by 39 percent and its population by 28 percent.

Table 2.4-2 shows the maximum and minimum number of housing units that would be generated as a result of the densities permitted under the plan and the subsequent population increase expected.¹ These numbers include both market-rate housing and the 20 percent affordable units called for by the City's General Plan policies, and assume 2.52 persons per household. The people-per-household figure is from City demographic analysis and is the basis for other City requirements, such as park acreage. Approximately 470 housing units with approximately 1,200 residents already exist within the Plan area; these are included in the table below.

Table 2.4-2: New Housing and Population at Buildout

	<i>Housing Units</i>	<i>Population</i>
Minimum	6,440	16,229
Maximum	9,358	23,582
Reasonable Worst Case Scenario (RWCS)	7,109	17,915

EMPLOYMENT

The Transit Area Plan is expected to create approximately 4,200 new jobs at buildout, stemming from around one million square feet of office space, 285,000 square feet of retail space, and 175,000 square feet of hotels. This is a gross estimate of new jobs, and does not reflect the number of jobs lost by demolition of existing buildings for new development. The current number of existing jobs is hard to estimate due to high vacancy rates currently in the Planning Area. However, based on a simple ratio of jobs per acre of existing industrial uses, roughly 3,000 jobs would be displaced (see the below discussion for more details). As a result, the proposed Plan is projected to cause a net increase of around 1,200 jobs.

Table 2.4-3 shows the maximum and minimum floor area square footage as a result of the intensities permitted under the proposed Plan and the corresponding estimated number of new jobs generated.

New non-residential development in the Planning Area is expected to include office, retail, and hotel uses. These uses are concentrated in Montague/Trade Zone and Great Mall/Montague, with the greatest amount of retail and commercial occurring along Great Mall Parkway and Montague Expressway. Hotels are expected to add between 350 and 430 rooms. While no light

¹ The proposed Plan has been revised resulting in minor deviations from the minimum and maximum buildout possible. However, these revised buildout numbers have not been used in the EIR because the differences are minor, the EIR analysis was performed on the numbers published in Chapter 2 and Table 4.2-1, and the changes have reduced the amount of possible buildout meaning that the EIR slightly overstates the environmental impact of the proposed Plan.

industrial or R&D uses will be added, some existing industrial uses in the southeastern part of the Planning Area are slated to remain.

Table 2.4-3: New Non-Residential Floor Area and Employment

	<i>Office (sq. ft.)</i>	<i>Retail (sq. ft.)</i>	<i>Hotel (sq. ft.)</i>	<i>New Jobs</i>
Minimum	838,429	280,894	175,000	3,732
Maximum	1,370,111	357,050	215,000	5,666
RWCS	993,843	287,075	175,500	4,228

Job numbers were calculated as follows:

- Retail employment is calculated as one job for every 350 gross square feet of floor area of retail and pedestrian-oriented service uses. The exception is employment of the existing retail uses in the Great Mall/Retail subarea, which is estimated as one employee for every 400 gross square feet.
- Office employment is calculated as one job per 260 net square feet of floor area, which is estimated as 86 percent of gross square footage, minus an assumed seven percent vacancy rate. This results in an applied ratio of one office employee per 325 gross square feet.
- Hotel employees are estimated at one per hotel room.

Industrial Employment

The Planning Area is predominantly made of industrial, light industrial, and research and development (R&D) uses currently. It has around 210 acres of these industrial uses, with and 3.13 million square feet of building floor area. The proposed Plan would redevelop around 200 acres of industrial and R&D land uses, resulting in the loss of around 2,986,000 square feet of industrial space.

The number of industrial and R&D employees as of the year 2000 is estimated by a ratio of 30 jobs per acre of land, due to high R&D/ dot-com employment rates at the time. For the future, industrial/R&D employment is estimated at 15 jobs per industrial acre. Consequently, the Planning Area is estimated to have had around 6,340 industrial/R&D jobs in the year 2000, while the redevelopment of 200 acres of industrial/R&D land is expected to displace approximately 3,040 jobs.

2.5 KEY POLICIES OF PROPOSED PLAN

Policy direction for the Transit Area Specific Plan is described in this section. Key policies are summarized below; additional policies are included in the Plan itself. All of these policies are incorporated by reference into this project description and analyzed in this EIR.

These policies govern overall land use and development:

1. Develop at least 5,000 but no more than 10,000 housing units in the Transit Area.
2. Twenty percent of new housing units built in the Transit Area should be “affordable.”

3. Three designated locations will require 5,000 sq. ft. of local serving retail required on the ground floor.
4. Build a Milpitas Boulevard Extension and new streets, as shown on the Plan Map.
5. Provide continuous pedestrian sidewalks and bicycle circulation throughout the Transit Area and to adjacent areas.
6. Design local streets for slow speeds (25 – 35 miles per hour) to improve pedestrian safety and comfort.
7. Construct pedestrian/bicycle bridges over Montague Expressway to allow safe crossings of this regional roadway with heavy traffic volumes.
8. Apply the open space requirements of the Midtown Milpitas Specific Plan, requiring development of between 32 and 47 acres of public park space in the Transit Area, with a goal of around 36 acres.
9. Include a network of trails along creeks and railroad right of ways.

In addition, the Plan includes development standards and design guidelines for projects built in the Transit Area. Key elements of those regulations include:

10. Require residential development at minimum densities or higher, in order to support transit ridership.
11. A 25 percent increase in maximum density/intensity is permitted on sites closest to the future BART station and light rail stations.
12. Block sizes must be between 2.0 and 3.5 acres, with block length no greater than 400 feet between two streets.
13. Parking requirements pursuant to current City code are reduced by 20 percent, due to proximity to transit.

It should be noted that the City calculates site density as a gross density averaged over an entire site or area. The City defines a gross acre as being calculated to the centerline of bounding public streets and other public rights-of-way including all area dedicated for parks and trails. This gross acre calculation excludes existing roadways, railroads, public parks, and other public rights-of-way.

The Transit Area Specific Plan also includes streetscape design policies. Many of these dictate the width of traffic lanes, sidewalks, vegetation, and setbacks, but other streetscape policies include:

14. High rise buildings are encouraged along Montague Expressway and a 45 foot wide, landscaped setback is required from its future right of way line.
15. Planting strips and street trees shall be placed along all streets, between the curb and the sidewalk, to provide an attractive landscaped appearance.
16. Provide on-street parking on all internal streets, except Milpitas Boulevard.
17. Streets, trails, or railroad tracks must be located along at least three sides of each park, to ensure accessibility and provide a buffer between private and public land.

18. Minimize new curb cuts are allowed along McCandless Drive or Centre Point Drive, in order to preserve the existing trees and to create a pedestrian environment along the street.
19. Incorporate the existing canopy trees and landscape berm along McCandless Drive into the new streetscape.
20. Design Milpitas Boulevard through the Transit Area, designed as a neighborhood-scaled street with a median, wide sidewalks, and double row of street trees, and bike lanes.

2.6 PROPOSED PLAN IMPLEMENTATION

The proposed Plan provides specific policy guidance for implementation of its initiatives and establishes a basis for coordinated action by the City, adjacent jurisdictions, Santa Clara County, the Santa Clara Valley Transportation Authority (VTA), and regional and state agencies. The proposed Plan's Implementation Program describes, in general terms, the responsibilities for implementation. It also outlines specific implementation actions that will be initiated after adoption. The Implementation Program will be updated as often as deemed necessary to ensure that it reflects the City's implementation and strategic priorities.

POLICY AND REGULATORY IMPLEMENTATION

The major implementation process for the land use proposals will be administration of the Zoning Ordinance through the Zoning Map. The Zoning Ordinance and Zoning Map will need to be amended to be consistent with the Transit Area Specific Plan's policies. Amendments must also be made to the City of Milpitas General Plan, the General Plan Land Use Map, and the Midtown Milpitas Specific Plan.

PHYSICAL IMPLEMENTATION

Areawide Infrastructure

A series of area-wide infrastructure improvements will take place to accommodate residential and mixed use development; make it more accessible to and comfortable for pedestrians; improve vehicle navigability; provide open space amenities; and reduce obstructions to development such as the railroad spur. Streetscape improvements and a system of signature pedestrian bridges are particularly important to give identity to the area and make it amenable to walking and bicycles. Recommended improvements include the following specific projects:

- Pedestrian bridge across Montague Expressway to BART;
- Pedestrian bridge across Montague Expressway for walking/cycling trail;
- Pedestrian connection from Montague Expressway to Great Mall;
- Pedestrian connection from BART and Piper/Montague to Great Mall;
- Streetscape improvements on Great Mall Parkway/Capitol Avenue;
- Montague Expressway widening;
- Residential neighborhood parks;
- Removal or relocation of railroad spur tracks (long-term, if feasible);
- Relocation of railroad "Y" turnaround (long-term, if feasible);

- Milpitas Boulevard extension;
- Transportation improvements identified in EIR;
- System of trails for pedestrians and cyclists along drainage channels and landscaped streets; and
- New street network with smaller block sizes to facilitate walking and vehicle access.

Development Issues

A series of development issues must be resolved during implementation of the proposed Plan. These include:

- Identifying and cleaning soil or groundwater contamination;
- Providing new drainage and/or detention facilities to serve properties within the flood zone;
- Determining the alignment of the Milpitas Boulevard extension;
- Determining sites for future BART station, parking, bus, drop-off, and substation;
- Resolving questions relating to the train turnaround and spur;
- Addressing the Great Mall's parking need;
- Providing pedestrian connections across the expressway and major thoroughfares; and
- Determining the future of the Capitol Avenue flyover.

FINANCING RECOMMENDATIONS

There is a variety of infrastructure projects planned for future years, as described above. These will be costly, but necessary to the successful development of the Transit Area according to the proposed Plan. Different agencies and interested parties will need to co-operate and participate in infrastructure funding in various ways. Some of these include:

- The Milpitas Redevelopment Agency,
- VTA,
- The City of Milpitas,
- Property owners, and
- Impact fees from development.

Residential development will also contribute to City operating costs as the area develops. Some financing tools recommended to assist with operations expenses include the establishment or expansion of community facilities districts and the private maintenance of street landscaping.

IMPLEMENTATION

The City will use a variety of regulatory mechanisms and administrative procedures to implement the proposed Plan. Overall responsibility for plan implementation is vested in the City Council, Planning Commission, and Planning Director.

To ensure that the proposed Plan is consistent with the General Plan and the overlapping Midtown Milpitas Specific Plan, adoption of the proposed Plan will be concurrent with amending the General Plan and the Midtown Plan to bring all three plans into harmony.

The City's Zoning Ordinance will translate plan policies into specific use regulations, development standards, and performance criteria that will govern development on individual properties. The proposed Plan calls for several new zoning districts and modifications to existing districts.

Regulations for these districts will be established as part of the zoning amendment undertaken concurrently with adoption of the Plan. The use regulations and development standards for existing zoning districts will be amended to conform to Plan policies. Density and intensity limits, consistent with the Plan's land use classifications, will also be established. At the time of Plan adoption, the City will bring both the Zoning Ordinance and the Zoning Map into conformance with the Plan.

The proposed Plan includes an implementation program, which lists the actions, responsible parties, and timeframes needed to enact the Plan. These mechanisms will require the involvement of the City government: Planning, Public Works, Engineering, Parks and Recreation, Building, Police, Fire, and Finance. Assistance from the Santa Clara Valley Transportation Authority with installation of a new BART station and associated parking, transit shelters, and other transit-related amenities will also be needed. The City will take the lead in coordinating the areawide actions and will implement many of them. In some instances the City will establish funding mechanisms that will cover costs for capital projects ahead of time.

3 Settings, Impacts, & Mitigation Measures

Chapter 3 contains an analysis of the environmental issues raised by the proposed Transit Area Specific Plan. The issues covered are those mandated by CEQA and State legislation. This chapter of the EIR also provides regulatory setting discussions and addresses any inconsistencies that exist between the proposed Plan and applicable general and regional plans or local, State or federal agency regulations.

Each section of this chapter covers an individual topic with a review of the physical and regulatory setting of the proposed Plan regarding it, followed by an environmental impact analysis. The impact analysis includes a listing of significance criteria, discussion of the methodology and assumptions used in the analysis, and a series of potential impacts. Each impact statement is followed by a discussion of the issues and, if necessary and feasible, a set of mitigating policies in the proposed Plan for which the City of Milpitas will enforce. The proposed Plan is self-mitigating, meaning that any required mitigating actions have been incorporated into the Plan as policies. As a result, a mitigation monitoring program is not needed. Significant and unavoidable impacts are also identified and summarized in Chapter 5, CEQA-Required Conclusions. Population and housing is addressed in Chapter 5 as well.

3.1 Land Use

This section presents the environmental setting and impact analysis on land use in the Milpitas Transit Area Specific Plan (TASP) area.

ENVIRONMENTAL SETTING

PHYSICAL SETTING

Land Use

The Transit Area Specific Plan area consists of 437 acres (almost half of the Milpitas Midtown Specific Plan area). Approximately 286 acres are located in both the Midtown and Transit Area Specific Plan areas.

Traditional uses in the transit area include industrial, light industrial, trucking terminals, and warehousing. The Great Mall accounts for the majority of the area's commercial and retail space, plus a hotel, and a branch of Heald College, which has been classified as office use. Recently, housing projects have also been developed in and adjacent to the Plan area. High demand for new housing is creating pressure to convert industrial land to residential uses. Table 3.1-1 lists the land uses in the proposed Planning Area as of 2005 and Figure 3.1-1 shows the existing land uses.

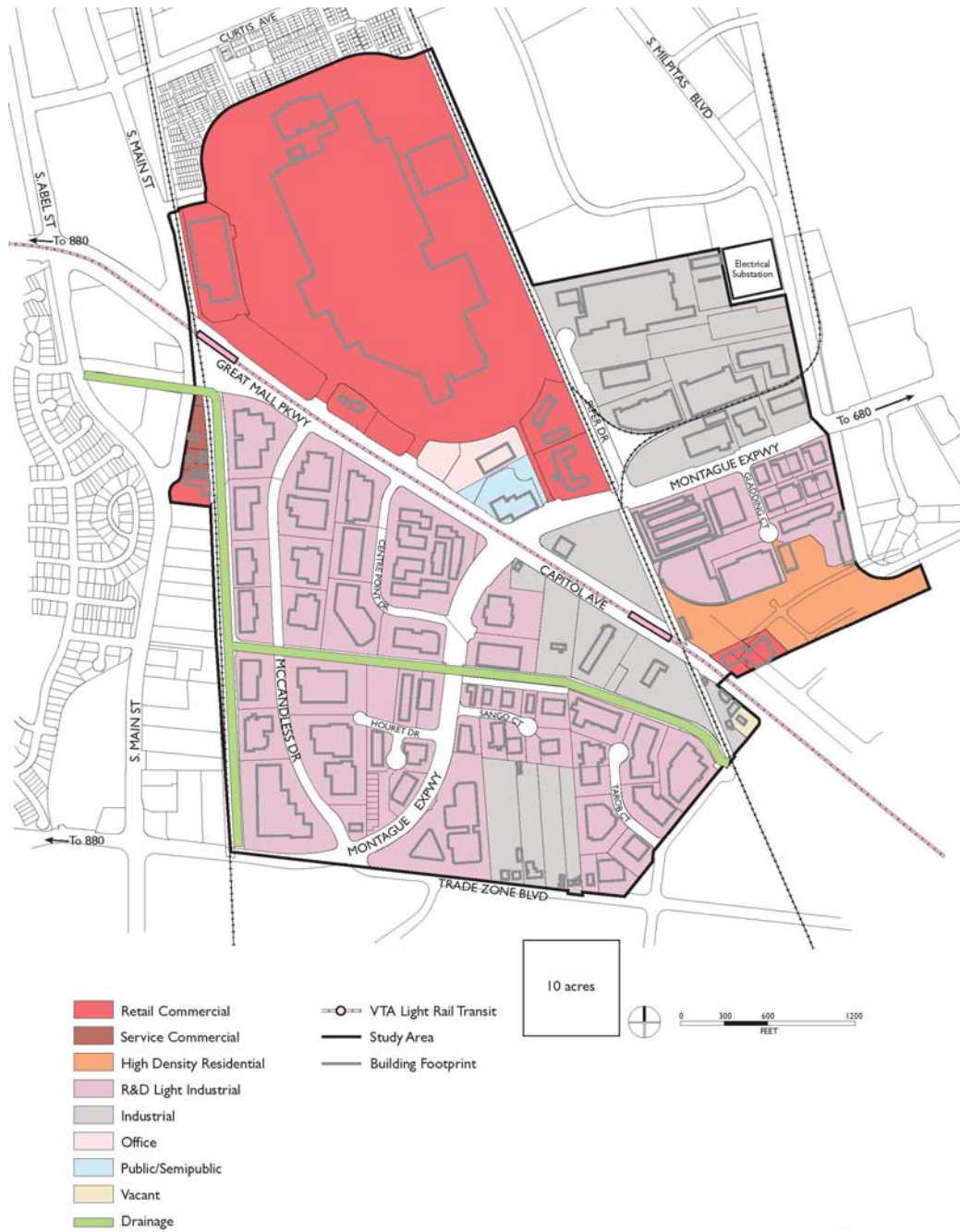
Table 3.1-1: Existing Land Uses in the Planning Area

	<i>Acres</i>	<i>Percent of Total</i>
Residential	13.1	3.0%
Industrial/R&D	221.3	50.6%
Retail/Commercial	123.4	28.2%
Office	3.1	0.7%
Rights of Way	76.1	17.4%
Total	437.0	100.0%

Source: City of Milpitas, Dyett and Bhatia, 2007

The area immediately surrounding the Planning Area is characterized by light industrial and research and development uses to the south (in the City of San Jose) and the northeast, low density residential due east (in San Jose), and medium-to-high density residential uses to the north and west. Nearby but not adjacent land uses include low density residential, the commercial uses of downtown Milpitas, and Santa Clara County's Elmwood Jail. No new developments have been approved or are otherwise pending within the Planning Area. However, just outside of the Transit Area, two high density residential developments were recently built north of the Great Mall (667 units in total) and west of the mall (374 units), with three more residential projects in development along South Main Street (1,163 units).

Figure 3.1-1: Existing Land Uses



Population

The City of Milpitas had a 2006 population of 65,276, according to the California Department of Finance. In 2007, the Association of Bay Area Governments (ABAG) projected the population in Milpitas to be 79,700 by 2020 and 90,400 by 2030.

The Transit Area currently includes a single high density residential development. The project is known as the Crossings and has 468 units and approximately 1,180 people. The Transit Area contains less than two percent of the City's current population. The Transit Area Specific Plan is anticipated to generate approximately 17,900 additional residents by 2030. This will bring the average population density to almost 41 persons per gross acre. When the Specific Plan is fully implemented, the Transit Area will contain almost 20 percent of the City's total population.

REGULATORY SETTING

Regional Plans

Santa Clara County General Plan

Santa Clara County does not regulate land use in incorporated cities within its jurisdiction; however, the County General Plan outlines countywide goals for managed, balanced growth. County goals include balanced growth of jobs and housing; planned and orderly urban expansion; appropriately located urban development within city service areas; and compact, transportation-efficient urban development.¹ The County General Plan also includes countywide goals for social and economic well-being, livable communities, and responsible resource conservation. The proposed Transit Area Specific Plan is consistent with the County's goals.

Valley Transportation Authority (VTA)

Valley Transportation Authority is not a land use regulatory agency; however, they have committed to supporting the integration of land use and transportation, improving mobility and access, reducing traffic congestion, and encouraging the use of alternative modes of transportation. In addition to planning and operating transit and local congestion management programs, VTA has developed a Transit-Oriented Development Program. This program strives to intensify and diversify land uses and enhance pedestrian circulation at appropriate locations near transit. The proposed Transit Area Specific Plan is consistent with these goals.

In June 2007, VTA certified the Final Supplemental Environmental Impact Report (FSEIR) for the Silicon Valley Rapid Transit Corridor Bay Area Rapid Transit (BART) Extension Project to Milpitas, San Jose, and Santa Clara. The FSEIR recommends building a retained cut alignment rather than an aerial alignment between Curtis Avenue and Trade Zone Boulevard and relocating the locomotive wye found within the Planning Area.² The VTA Board also adopted a rec-

¹ Santa Clara County, *General Plan Introduction and Overview*, Page A-10.

² VTA, *Silicon Valley Rapid Transit Corridor – Final Supplemental EIR*, June 2007.

ommended option for a parking structure in addition to a surface parking lot at the Montague Station.³ These options are generally consistent with the Transit Area Specific Plan.

Local Plans and Regulations

Milpitas General Plan

The 1994 Milpitas General Plan and its 2002 Update show land use designations for residential, commercial, industrial, public facility, mixed use, technology park, recreation, and open space lands within the Planning Area.

Section 65359 of the Government Code requires that specific plans that are applicable to the same areas affected by a general plan should be consistent with the general plan. The Transit Area Specific Plan is consistent with the General Plan as follows:

- The Transit Area Specific Plan furthers the Land Use Guiding Principles by providing a mixture of land uses that recognize Milpitas' role as a transit hub, and a center of housing and employment in the Silicon Valley.
- The Transit Area Specific Plan supports local and regional jobs/housing balance programs by providing additional employment and high-density housing adjacent to transit stations and employment centers.
- The Transit Area Specific Plan diversifies Milpitas' housing stock by providing additional high-density housing options adjacent to transit stations.
- The Transit Area Specific Plan facilitates a compact urban form by supporting more intense infill development.
- The Transit Area Specific Plan extends the city's park-like setting by providing for parks, creek-side trails, landscaped buffer areas, and other open spaces throughout the Planning Area.
- The Transit Area Specific Plan supports the provision of adequate schools through the payment of developer fees for new development.
- The Transit Area Specific Plan provides for improving the viability of pedestrian, bicycle and transit systems by including provisions such as wider sidewalks, streetscape improvements, pedestrian routes to transit stations and schools, and improvements to the citywide trail network.
- The Transit Area Specific Plan facilitates the conservation of natural resources by providing "smart growth" through infill development, supporting alternative modes of transportation, increasing the use of recycled water, and improving parks and trails while serving the needs of the community.
- The Transit Area Specific Plan plans for community facilities and utilities commensurate with the present and anticipated needs of the Planning Area.

³ VTA, *Board of Directors Meeting Minutes*, June 7, 2007.

Milpitas Midtown Specific Plan

The 2002 Milpitas Midtown Specific Plan provides direction for the traditional downtown areas of the city in terms of land use, circulation, community design, and utilities and services. It addresses transit-oriented areas in the southern portion of Milpitas with a transit-oriented overlay zone. It requires a Precise Plan in this overlay zone before development can take place. This requirement for a Precise Plan is met by the Transit Area Specific Plan.

The Midtown Specific Plan designates the following land uses for the Planning Area:

- Manufacturing & Warehousing,
- Multi-Family Very High Density,
- Multi-Family High Density, and
- General Commercial.

Certain sites with the Planning Area are not in the Midtown Specific Plan Area. These sites are designated by the City's General Plan as:

- General Commercial and
- Manufacturing and Warehousing.

Figure 3.1-2 shows the zoning designations that enforce these land use designations.

While the Transit Area Specific Plan provides much more detailed land use designations for the Planning Area, the proposed Plan is consistent with the goals and policies of the Midtown Specific Plan. Like the Midtown Specific Plan, the Transit Area Specific Plan:

- Encourages a compatible mixture of residential, retail, office, service-oriented commercial and industrial uses within the Planning Area.
- Provides for a significant component of new housing within the area in order to: improve the vitality of the Planning Area, addresses local and regional housing needs, and reinforces the use of transit.
- Promotes the intensity of development and land use mix in Planning Area that is appropriate for areas served by rail transit and major transit facilities.
- Creates an attractive district that is uniquely "Milpitas."
- Establishes a pedestrian-oriented, mixed-use district.
- Provides urban open spaces (i.e., plazas, squares) that serve multiple purposes and can be used for special events.
- Improves the character of streets within the Planning Area.
- Improves the viability of pedestrian, bicycle and transit systems.
- Balances the need for traffic with livability and a pedestrian focus.

Milpitas Zoning Code

The zoning for the Planning Area incorporates both the General Plan and the Midtown Specific Plan. It is shown in Figure 3.1-2.

Figure 3.1-2: Existing Zoning



IMPACT ANALYSIS

SIGNIFICANCE CRITERIA

Impacts of the proposed project would be significant if the project would:

- Physically divide an established community;
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or,
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

METHODOLOGY & ASSUMPTIONS

This analysis considers current and proposed policies and goals for the City's General Plan and Midtown Milpitas Specific Plan, existing and proposed land use conditions within the Planning Area, and applicable regulations and guidelines.

The impact analysis used a Reasonable Worst Case Scenario (RWCS) approach to estimate the amount of residential and commercial development to be used as the basis for analysis in this Environmental Impact Report. RWCS is calculated as 90 percent of the midpoint between the minimum and maximum densities allowed—essentially assuming that up to 90 percent of the opportunity sites will actually redevelop during the 20 year timeframe of the Plan. All numbers include existing uses that are expected to remain.

SUMMARY OF IMPACTS

The proposed Plan will not divide an established community, since only one residential neighborhood exists within the Planning Area. In fact, the Plan will create street and trail connections and pedestrian bridges across major thoroughfares, thereby better connecting the area's existing residents and employees with jobs, services, parks, and transit. In addition, there are no habitat conservation plans or natural community conservation plans within the Planning Area, therefore the proposed Plan will not conflict with any.

The proposed Plan will significantly change the land use designations and change the pattern of development within the area. New residential uses will be built in an existing industrial area during the planning horizon; therefore there may be periods of time when incompatible uses are adjacent to each other. However, with the implementation of the proposed Plan's policies and programs, this impact will be less than significant at final buildout. Even though the proposed Plan is largely consistent with other applicable land use plans, it includes policies to ensure that the impact of inconsistency is less than significant.

IMPACTS

Impact

3.1-1 The Plan proposes new policies and land use designations for areas covered by the City of Milpitas General Plan, the Midtown Milpitas Specific Plan, and City Zoning Ordinance. (*Less than Significant*)

As part of adopting the Transit Area Specific Plan, the City will also adopt amendments for the General Plan, the Midtown Specific Plan, and the Zoning Ordinance in order to ensure consistency between the planning documents. The General Plan amendment adds references to the new Specific Plan, new land use designations, and implementation policies to the Land Use, Circulation, and Parks Elements. In addition, the Land Use Map will be amended to reflect the new land use designations in the Transit Area. The Midtown Specific Plan amendment clarifies the relationship between the two specific plans, increases the number of housing units to be allowed, and limits the amount of future industrial uses in the Midtown Area. The Midtown Specific Plan amendment also amends implementation actions for the circulation network and streetscape improvements to reflect more intense development in the Transit Area. The Zoning Ordinance amendment adds new zoning districts, MXD2, MXD3, and R5 and edits the “-TOD” Combining District to include MXD2-TOD, MXD3-TOD, R3-TOD, R5-TOD, and MP-TOD and revises C2-TOD.

The existing land use designations in the Planning Area are changed by proposed Plan. Most of the Manufacturing & Warehousing land uses will become residential uses, mixed-use, or parks/community facilities over the next twenty years, as illustrated in Chapter 2 on Figure 2.3-1. The proposed land designations are summarized in Table 3.1-2 (total acreages) and Table 3.1-3 (intensities and densities).

Table 3.1-2: Proposed Land Use (gross acres)

BART Station	4.9
Light Industrial/R&D	7.7
Retail/Office/Hotel	126
Residential	143
Mixed Use	80
Other (streets, row, etc.)	75
Total	437

Source: Dyett and Bhatia, 2007.

Table 3.1-3: Proposed Land Use Classifications

<i>Land Use Designation</i>	<i>Minimum Density</i>	<i>Maximum Density</i>	<i>Transit Density Overlay: Max. Density</i>	<i>Building Height</i>	<i>Other Provisions</i>
Boulevard Very High Density Mixed Use	41 du/ac or 1.0 FAR	60 du/ac or 1.5 FAR	75 du/ac or 1.88 FAR	12 stories, 150 feet max Taller permitted with conditional use permit	2.5 FAR possible on individual sites with use permit.
Residential - Retail High Density Mixed Use	31 du/ac or 1.0 FAR No density limit for hotels	40 du/ac or 1.5 FAR No density limit for hotels	50 du/ac or 1.5 FAR No density limit for hotels	3 to 5 stories, 75 feet max; 12 stories on arterials	200 SF of commercial space for retail, restaurants, and services required for every 1,000 SF of residential or office. 2.5 FAR possible on individual sites with use permit.
Very High Density Transit-Oriented Residential	41 du/ac	60 du/ac	75 du/ac	4 to 6 stories, 75 feet max; Taller with conditional use permit	
High Density Transit Oriented Residential	20 du/ac	40 du/ac	40 du/ac	3 to 5 stories, 60 feet max	
Retail Mixed Use	1.0 FAR	2.5 FAR		3 to 5 stories, 75 feet max; 12 stories on arterials	
Transit Facilities	NA	NA	NA	NA	
Industrial Park	No Change	No Change	No Change	No Change	
Shopping Center Retail	No Change	No Change	No Change	No Change	

Note: For commercial projects, FAR shall be used as the measure of density. The density of residential projects shall be measured in units per gross acre. Ground floor retail, restaurant, and service uses do not count when calculating FAR.

When office, residential, and retail are combined in a single project, density shall be measured using FAR.

Source: Dyett and Bhatia, 2007.

The proposed Plan uses existing zoning districts and calls for the creation of new ones. These are the proposed base zoning districts to be applied within the Planning Area:

- C2 (existing)
- MP (existing)
- MXD2 (new)
- MXD3 (new)
- R3 (existing)
- R5 (new)

The “-TOD” Combining District will be applied to portions or all areas of the base districts. The zoning standards for the existing C2-TOD district will be modified.

Specific Plan Implementation Steps that Reduce the Impact

Chapter 7: Implementation of the Transit Area Specific Plan lists the steps required to implement the Plan. This includes:

- Amend Milpitas Midtown Specific Plan sections related to the Transit Area.
- Amend Milpitas General Plan sections related to the Transit Area.
- Amend Zoning Ordinance and Map to add new base districts MXD2 and MXD3 and amend R4 and MP districts and TOD Overlay. Amend other zoning code sections including parking and landscaping.

When these steps are complete, the impact of inconsistency and altered land use designations will be less than significant.

Mitigation Measures

No mitigation measures are required.

Impact

3.1-2 The proposed Plan makes substantial changes to the types of land uses in an area, which could result in conflicts with neighboring areas, or with the established pattern of development. (*Less than Significant*)

The Transit Area Specific Plan proposes the transition of industrial uses including heavy industrial to primarily residential and commercial uses. At anticipated buildout, the overall urban design and development standards of the proposed Plan will contribute to fewer incompatible uses in the Planning Area. The proposed uses will be more compatible with the adjacent residential and commercial uses, and the heights and densities of higher density residential and commercial uses will transition toward lower density housing. In addition, one area of Indus-

trial Park is proposed to remain adjacent to the light industrial and research and development uses in San Jose in order to shield proposed residential uses from those incompatible activities. All uses within the Industrial Park Zoning District are subject to strict performance standards, defined in XI-10-35.10 of the Milpitas Zoning Ordinance, which limit odors, fumes, smoke, dust, glare, vibrations, and radiation.

As illustrated in the proposed Land Use Plan (in Chapter 2 as Figure 2.3-1), streets, large landscaped areas, parks, and linear parks create buffers between different types of land uses. Development standards are also established to ensure adequate setbacks and building separation. An abridged list of the proposed Plan's standards is provided in Table 3.1-4; the full set of standards can be found in Chapter 5 of the Plan. These factors will ensure that there are fewer conflicts between industrial and residential uses.

However, over the planning horizon, residential uses will be built in an existing industrial area. Therefore, incompatible uses may be temporarily adjacent to each other until complete buildout. Policies have been included in the proposed Plan in order to reduce any potential impact.

Impacts relating to potential conflicts between industrial uses and residential uses are discussed in more detail in sections 3.4 Safety and Hazardous Materials, 3.6 Air Quality, and 3.7 Noise. The impact of land use changes conflicting with adjacent uses is less than significant.

Specific Plan Policies that Reduce the Impact

Policy 5.10: New development in the Transit Area shall adhere to the standards and guidelines in the Milpitas General Plan that govern noise levels.

Policy 5.13: Apply the FTA groundborne vibration criteria (presented in Table 5-5 [of the proposed Plan]) as review criteria for development projects in the vicinity of vibration sources such as BART trains and heavy rail trains.

Policy 5.14: Project applicants shall conduct a vibration impact analysis for any sites adjacent to or within 300 feet of active UPRR and BART alignments to demonstrate that interior vibration levels within all new residential development (single family and multifamily) and lodging facilities would be at acceptable levels. If needed, require mitigation measures to reduce vibration to acceptable levels.

Policy 5.15: Prior to issuance of building permits, applicants shall demonstrate that noise exposure to sensitive receptors from construction activities has been mitigated to the extent feasible pursuant to the City's Noise Abatement Ordinance.

Policy 5.17: In all rental and sale agreements, provide disclosures to future residents about all surrounding industrial uses and the permanent rights of existing industrial uses to remain. This notification must be made prior to the sale or rental of building space, and provide information about the extent of industrial uses throughout the Transit Area and specific information about each industrial use that is immediately adjacent to the property.

Policy 5.18: Day care facilities, schools, nursing homes, and other similar sensitive receptors shall be located away from sites which store or use hazardous materials, in accordance with State and City standards. Adequate buffers to protect occupants of these sensitive uses shall be provided, including but not limited to walls, fences, landscaping, large building setbacks, and additional exit routes over and above minimum code requirements.

Policy 5.19: Require the installation of temporary buffers—fences, walls, or vegetation— when residential uses are developed adjacent to existing industrial uses. The type of buffer must be reviewed and approved by the City Planning Department. The temporary buffers may be removed if and when an adjacent site is redeveloped as a non-industrial use.

Specific Plan Development Standards that Reduce the Impact

Table 3.1-4 shows selected, proposed development standards (from Table 5-1 in the proposed Plan) establish buffers and landscaped setbacks between various uses in order to limit the interaction of potentially incompatible uses adjacent to one another.

Table 3.1-4: Development Standards- Residential and Mixed use zones (from Table 5-1 in the proposed Plan, abridged for EIR)				
Land Category	Boulevard Very high Density Mixed Use	Residential-Retail High Density Mixed Use	Very High Density Transit Oriented Residential	High Density Transit Oriented Residential
Setbacks (See Street Section Drawings and Setback Drawings-Chapter 5)				
Side yard minimum	10 ft., and Minimum 15 ft. when abutting residential use and 20 ft. for portions of buildings over 60 ft. or 4 stories tall.	0 ft.; however minimum 10 ft. when abutting residential use and for portions of buildings over 60 ft. or 4 stories tall.	Minimum 15 ft., 20 ft. over three stories when abutting residential (See diagram.)	Minimum 15 ft., 20 ft. over three stories when abutting residential (See diagram.)
Rear yard minimum	15 ft., Minimum 20 ft. when abutting residential use, Minimum 30 ft. for portions of buildings over 60 ft. or 4 stories tall.	10 ft., and Minimum 15 ft. when abutting residential use and 20 ft. for portions of buildings over 60 ft. or 4 stories tall.	Minimum 15 ft., 20 ft. over three stories when abutting residential (See diagram.)	Minimum 15 ft., 20 ft. over three stories when abutting residential (See diagram.)
Special Conditions	Minimum 30 feet building setback adjacent to BART or rail lines for residential buildings, minimum 20 feet landscaped. Double row of trees required.			
Building Location and Placement				

Table 3.1-4: Development Standards- Residential and Mixed use zones (from Table 5-I in the proposed Plan, abridged for EIR)				
<i>Land Category</i>	<i>Boulevard Very high Density Mixed Use</i>	<i>Residential-Retail High Density Mixed Use</i>	<i>Very High Density Transit Oriented Residential</i>	<i>High Density Transit Oriented Residential</i>
Building Separation - Non-residential Buildings	Minimum 20 ft. window to window separation; exceptions allowed with design review.			
Building Separation - Residential Buildings	Minimum 30 ft. separation for primary windows (living, dining, bedroom) of residential units. Requirements may be met by offsetting windows directly facing an opposing unit's windows. Exceptions allowed with a use permit.			

Implementation of the proposed Plan according to its principles and standards will ensure that the proposed land use changes do not conflict with neighboring uses or the established pattern of development. Therefore, the impact is less than significant.

Mitigation Measures

No mitigation measures are required.

3.2 Visual Resources

This section presents the environmental setting and impact analysis for visual resources in the Planning Area. It evaluates how implementation of proposed Plan will affect the Planning Area's visual and aesthetic character, including scenic views of rolling foothills.

ENVIRONMENTAL SETTING

PHYSICAL SETTING

The visual resources of the Planning Area consist of its scenic views to nearby hills, vegetation and landscaping within the Transit Area, and existing structures.

The Planning Area largely consists of low-rise boxy buildings, set far back from streets with parking lots in front of them. The structures and grounds are generally in good repair, although a number are vacant. Some the streets in the Planning Area are lined with a consistent row of trees. McCandless Drive in particular is lined with mature trees on both sides, located in a raised vegetated setback with breaks only for site access. Both sides of Centre Point Drive, and the south side of Great Mall Parkway have consistent rows of trees as well, however these trees appear to be younger than those on McCandless Drive.

From the Planning Area, view corridors of the scenic foothills to the east are available. These hills are undeveloped, wide open grasslands areas with sparse oaks, sycamores, and digger pines. Views are mainly available looking eastward on Montague Expressway and across the Great Mall parking lot. There are no on-site parks or open space lands, or public lands adjacent to the Planning Area that have views through the Planning Area of the foothills. Further, according to the City's General Plan, Scenic Resources and Routes map, the City's visual resources are well outside of the Planning Area.

Insert Photo Page 1-2 from Milpitas

REGULATORY SETTING

The Open Space and Conservation Element of the General Plan identifies visual resources and scenic routes and gateways in the city and provides guiding principles and policies for their preservation and enhancement.

The Midtown Milpitas Specific Plan covers much of the Planning Area. It does not include visual resources program but it does have a Community Design chapter which pursues the goals of creating an attractive district that is unique in Milpitas, and improving the character of streets in the Midtown area. In pursuit of these goals, the Midtown Plan calls for enhanced building development standards and guidelines, streetscape improvements, open space and parks, and landmarks and community gateways.

The City's Tree and Planting Ordinance makes it a City policy to preserve, whenever feasible, all trees and plantings on City property and all vegetation of substantial size, age, or benefit to the community. Certain existing trees cannot be removed without a permit:

1. All trees which have a fifty-six inch (56") or greater circumference of any trunk and are located on developed residential property.
2. All trees which have a thirty-seven inch (37") or greater circumference of any trunk and are located on developed commercial or industrial property.
3. All trees which have a thirty-seven inch (37") or greater circumference of any trunk, when removal relates to any transaction for which zoning approval or subdivision approval is required.
4. Any tree that existed at the time of a zoning or subdivision approval and was a specific subject of such approval or otherwise covered by #2.
5. All trees which have a thirty-seven inch (37") or greater circumference of any trunk and are located on a vacant lot, undeveloped or underdeveloped property.
6. All heritage trees and specimen plantings as designated by the City.

IMPACT ANALYSIS

SIGNIFICANCE CRITERIA

Impacts of the proposed project would be significant if the project would:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- Substantially degrade the existing visual character or quality of the site and its surroundings; or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

METHODOLOGY & ASSUMPTIONS

Aesthetics and visual resources are generally subjective by nature, and therefore the level of the proposed Plan's visual impact is difficult to quantify. In addition, it is difficult to estimate the impact future development would have on scenic resources, since individual development projects can enhance the aesthetic quality of an area. As such, this analysis was conducted qualitatively, assessing potential growth implications of the Plan, including the potential degradation of the existing visual character of the Planning Area, particularly its scenic resources – such as the foothills. This evaluation does not include analysis of the future BART station because it is not assumed as part of the proposed Plan. Construction of the BART station is covered by a separate EIR.

SUMMARY OF IMPACTS

The proposed Plan will enhance the visual character of Planning Area through design standards that create a unified appearance to the Transit Area, consistent setbacks, landscaped buffers, street trees, and parks. Minimal light and glare impacts would result from Plan. The existing lighting in the Great Mall parking lot is more pervasive and intense than light sources that would likely be added as a result of the proposed Plan. The Planning Area has few existing residents and their view of scenic hills would not be affected as they are located at the eastern edge of the area and expected development is separated enough from housing west of Main Street that it should not block views. No scenic resources are located within the Planning Area except for the street trees on McCandless Drive.

The proposed Plan calls for intense new development along all of the existing streets of the Planning Area. Mature trees exist on certain streets. In some locations these trees are a visual resource as they are mature, continuously spaced, and well maintained. Further, some of these trees (most notably along McCandless Drive) are large enough and mature enough to be protected by the City tree ordinance. While some of these trees will likely be lost in order to ensure that the Fire Department has adequate ladder access to buildings, the majority of mature, healthy trees would likely remain in place. Trees that would be removed would be compensated for by the pervasive street trees and parks added throughout the Planning Area.

In addition to the requirements of the Plan, the City's Tree and Planting Ordinance (Ord. 201.1) protects significant trees and heritage trees throughout the city. A tree removal permit is required to remove any protected tree and compensation for lost trees may be requested by the City. Further, the Plan includes policies calling for the retention of trees along McCandless Drive, Great Mall Parkway, and Centre Point Drive.

IMPACTS AND MITIGATION MEASURES

Impact

- 3.2-1 New development under the proposed Plan could affect scenic views of the eastern foothills and the existing visual character of the Planning Area. (*Less Than Significant*)

The proposed Plan would allow buildings along Great Mall Boulevard and Montague Expressway up to 12 stories in height, and 24 stories with design review, which may block views down Montague Expressway of the scenic hills. However, the Plan calls for 40 foot wide setbacks be-

tween the future right-of-way and any new development, resulting in at least 218 feet of space from building-to-building across Montague Expressway, through which ample views of the hills should be available. Additionally, development in the Piper/Montague subdistrict can be up to 5 or 6 stories in height, and up to 12 stories with design review, which may block views of the hills from the Great Mall property. However, the proposed Plan includes small blocks and east-west streets which will assure that view corridors remain through the Piper/Montague area. Design review for taller structures will ensure best efforts to preserve views.

The proposed Plan is aimed at improving the existing aesthetic value of the Transit Area and calls for new parks, trails, landscape buffers, and other amenities such as a public plaza with benches, wide sidewalks for outdoor cafes, public art, and a landscaped areas—all of which provide visual relief from the existing views of light industrial uses and vast parking lots. In doing so, the Plan provides development standards that govern new construction, as well as alterations and additions, in the Transit Area. These development standards and design guidelines, which are detailed in Section 5 of the Milpitas Transit Area Specific Plan, represent an integrated package of requirements for street design, land use, building height, and building setbacks, in order to establish the unique character and form of each district. One such standard requires the under-grounding of utilities, and others require appropriate siting, screening, and landscaping of mechanical equipment to minimize visual impacts. Additional standards require the under-grounding or back-facing of parking lots. Additional to the standards, the Plan provides numerous policies which further provide aesthetic assurances. Policy 6.41 requires the construction of an attractive, landscaped trail network which ties to the City's trails system and to open space areas; and several policies requires planting strips and street trees or landscaped setbacks along streets. Compliance with the Plan's standards and policies would ensure that less-than-significant impacts occur on the City's scenic views of the foothills, and visual character.

Midtown Plan Policies that Reduces the Impact

Policy 6.13: Require the undergrounding of new utilities.

Policy 6.14: Prioritize the undergoing of existing above ground facilities within the Midtown Area for the use of PG&E Rural 20A money. Consider using other financial resources to complete the undergoing of utilities, as necessary.

Specific Plan Development Standard that Reduces the Impact

Utilities shall be underground or in subsurface conduits and accessible.

Specific Plan Policies that Reduce the Impact

These policies apply specifically to the Montague Corridor subdistrict:

Policy 4.4: A 40 foot wide, landscaped setback is required from the future right of way line of Montague Expressway.

A landscaped setback creates a strong attractive image for the Transit Area, offers an attractive view to residents or employees in the buildings, and provides a buffer from the heavy traffic volumes and automobile exhaust. The setback will contain a double row of trees and a con-

tinuous sidewalk, as shown in the Street Sections in Chapter 5. The future right of way refers to Montague Expressway after its planned expansion to eight through-lanes.

Policy 4.6: Buildings will be designed with facades facing Montague Expressway.

A building entrance shall be provided facing onto Montague Expressway. The facades facing Montague Expressway shall not have blank walls, service entrances, or other features that make the façade look like the back side of a building. Building facades should contain punched openings similar to window openings, cornice or other details at the top of the building, and any sloping floors must be concealed. Parking structures may only front on Montague Expressway if the façade facing the expressway is of a design quality equivalent to habitable space.

These policies apply specifically to the Piper/Montague subdistrict:

Policy 4.7: Planting strips and street trees shall be placed along all streets, between the curb and the sidewalk, to provide an attractive landscaped appearance for this high density neighborhood.

Setback distances and the arrangement between the street, sidewalk, building, and vegetation can be seen in Chapter 5. Trees will be placed in such a way to ensure emergency access to residential units by fire department equipment.

Policy 4.13: Provide landscape buffers at least 30 feet deep along the BART track, the northern property line of the subdistrict, the railroad spur, the PG&E substation, and Milpitas Boulevard.

These buffers will be constructed and maintained by the adjacent private properties. Buffer distance shall be measured from the outside edge of the track. Sound walls are also likely to be required along railroad tracks. They may be located within the landscaped buffer area along the tracks.

These policies apply specifically to the BART Station subdistrict:

Policy 4.34: Provide 30 foot landscape setbacks with a double row of trees between the BART track and residential buildings.

The landscaping will be alongside the residential structure(s) on the east side of the BART access road and will be maintained by that property. The setback, which will be measured from the outside edge of the track, may include a soundwall if necessary to comply with the City's noise level standards.

Policy 4.35: Provide a minimum 20 foot landscaped buffer between Capitol Avenue and any BART garage and other BART facilities located along Capitol Avenue.

The buffer should include at least two rows of trees by using street trees (in the right of way if feasible) and a row of trees on the BART facilities site.

These policies apply specifically to the Trade Zone/Montague subdistrict:

Policy 4.44: Create a deep landscape setback along Capitol Avenue to separate residences from noise and heavy traffic on Capitol Avenue. See Figure 5-11, Chapter 5 [of the proposed Plan].

Policy 4.49: Create a deep landscape setback along Trade Zone Boulevard to buffer residential uses from the office/R&D/industrial uses across the street in San Jose, and to provide an overall attractive street appearance. See Figure 5-12, Chapter 5 [of the proposed Plan].

Policy 4.51: Provide 30 foot landscape setbacks with a double row of trees between the BART track and residential buildings.

The setback, which will be measured from the outside edge of the track, may include a sound-wall if necessary to comply with the city's noise level standards.

These policies apply specifically to the McCandless/Centre Point subdistrict:

Policy 4.57: To the maximum extent feasible (and with exceptions such as removal for emergency, health, or fire hazard purposes), retain the corridor of trees along McCandless Drive and in the vicinity both as an important visual resource and a potential resource for habitat. Also maintain the existing double row of trees on Great Mall Parkway north of McCandless Drive.

Policy 4.65: Do not create new curb cuts along McCandless Drive or Centre Point Drive, in order to preserve the existing trees and to create a pedestrian environment along the street.

Locate access to parking on the new streets perpendicular to McCandless Drive and to Centre Point Drive. An exception may be granted close to Great Mall parking to facilitate ground floor retail development.

This policy applies to the entire Planning Area:

Policy 6.41: Construct a continuous trail network as delineated in the Transit Area Plan through land dedication and improvements by property owners in coordination with the Santa Clara Valley Water District and the City of Milpitas.

Mitigation Measures

No mitigation measures are required.

Impact

3.2-2 New development under the proposed Plan could result in increased light and glare. (Less Than Significant)

Long-term impacts are associated with the construction of new buildings and street lighting, which may create nighttime light or daytime glare. Nighttime lighting impacts are significant when they interfere with or intrude into sensitive land use areas, which include private residences, and public access areas. Glare impacts can cause daytime interferences with activities at sensitive land use areas, as defined above, as well as public roadways where automobile drivers can be temporarily blinded by glare thus causing a safety concern.

Glare impacts are typically related to use of high-voltage light fixtures without adequate shields, such that light intrudes into residences at nighttime. Compliance with the Plan policies, as provided below, would reduce potentially significant long-term light and glare impacts to less than significant levels.

Specific Plan Development Standards that Reduce the Impact

- Lighting shall be designed and placed to direct lighting to appropriate surfaces and minimize glare onto adjacent areas. All external signs and lighting should be lit from the top and shine downward except where up-lighting is required for safety or security purposes. The lighting should be shielded to prevent direct glare and/or light trespass and directed to the focus area.
- The light source used in outdoor lighting should provide a white light for better color representation and to create a more pedestrian-friendly environment.
- Low pressure sodium lamps are prohibited.
- To reinforce the pedestrian character of the area, light standards along sidewalks should be approximately 12 to 16 feet in height.
- The use of uplighting to accent interesting architectural features or landscaping is encouraged.

Mitigation Measures

No mitigation measures are required.

3.3 Transportation

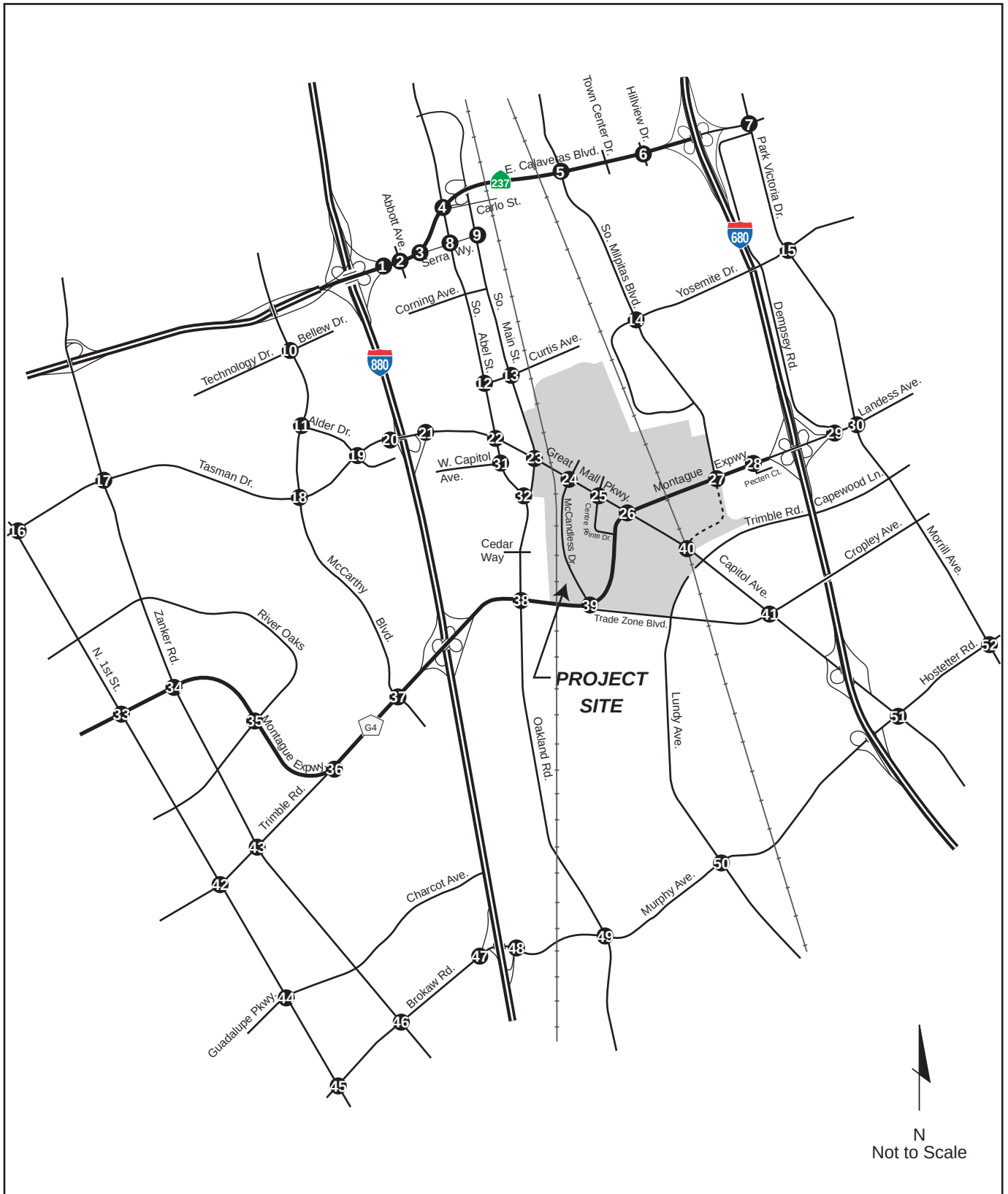
This section documents the existing conditions and transportation-related impacts associated with implementation of the proposed Milpitas Transit Area Specific Plan (TASP) located in the City of Milpitas, California. Impacts to alternative modes of travel, including pedestrian, bicycle, and transit facilities, were included. This analysis is based on a traffic impact analysis of the proposed Plan prepared by Fehr & Peers (October 2006).

The impacts of the proposed Plan were evaluated during the AM and PM peak hours for the following key Congestion Management Program (CMP), Milpitas (M), and San Jose (SJ) intersections:

- W. Calaveras Boulevard / I-880 NB Ramps (M)
- W. Calaveras Boulevard / Abbott Avenue (M)
- W. Calaveras Boulevard / Serra Way (M)
- W. Calaveras Boulevard / Abel Street (CMP, M)
- E. Calaveras Boulevard / S. Milpitas Boulevard (CMP, M)
- E. Calaveras Boulevard / Hillview Drive (M)
- E. Calaveras Boulevard / Park Victoria Drive (M)
- S. Abel Street / Serra Way (M)
- S. Main Street / Serra Way (M)
- McCarthy Boulevard / Bellew Drive (M)
- McCarthy Boulevard / Alder Drive (M)
- S. Abel Street / Curtis Avenue (M)
- S. Main Street / Curtis Avenue (M)
- Yosemite Drive / S. Milpitas Boulevard (M)
- Yosemite Drive / Park Victoria Drive (M)
- Tasman Drive / N. First Street (SJ)
- Tasman Drive / Zanker Road (SJ)
- Tasman Drive / McCarthy Boulevard (M)
- Tasman Drive / Alder Drive (M)
- Tasman Drive / I-880 SB Ramps (M)
- Great Mall Parkway / I-880 NB Ramps (M)
- Great Mall Parkway / S. Abel Street (M)
- Great Mall Parkway / S. Main Street (M)

- Great Mall Parkway / McCandless Drive-Great Mall Drive (M)
- Great Mall Parkway / Centre Pointe Drive-Mustang Drive (M)
- Great Mall Parkway-E. Capitol Avenue / Montague Expressway (CMP, M)
- Montague Expressway / S. Milpitas Boulevard (CMP, M)
- Montague Expressway / Pecten Court (M)
- Landess Avenue / I-680 NB Off-Ramp-Dempsey Road (M)
- Park Victoria Drive-Morrill Avenue / Landess Avenue (M)
- S. Abel Street / W. Capitol Avenue (M)
- S. Abel Street / S. Main Street (M)
- Montague Expressway / N. First Street (CMP, SJ)
- Montague Expressway / Zanker Road (CMP, SJ)
- Montague Expressway / River Oaks Parkway (SJ)
- Montague Expressway / Trimble Road (CMP, SJ)
- Montague Expressway / McCarthy Boulevard-O'Toole Avenue (SJ)
- Montague Expressway / S. Main Street-Oakland Road (CMP, M)
- Montague Expressway / McCandless Drive-Trade Zone Boulevard (CMP, M)
- E. Capitol Avenue / S. Milpitas Boulevard (Future Intersection) (M)
- N. Capitol Avenue / Trade Zone Boulevard-Cropley Avenue (SJ)
- Trimble Road / N. First Street (CMP, SJ)
- Trimble Road / Zanker Road (CMP, SJ)
- Guadalupe Parkway-Charcot Avenue / N. First Street (SJ)
- E. Brokaw Road / N. First Street (CMP, SJ)
- E. Brokaw Road / Zanker Road (CMP, SJ)
- E. Brokaw Road / I-880 SB Ramps (CMP, SJ)
- E. Brokaw Road / I-880 NB Ramps (CMP, SJ)
- E. Brokaw Road-Murphy Avenue / Oakland Road (CMP, SJ)
- Murphy Avenue-Hostetter Road / Lundy Avenue (CMP, SJ)
- Hostetter Road / N. Capitol Avenue (SJ)
- Hostetter Road / Morrill Avenue (SJ)

Figure 3.3-1 presents the project location, surrounding roadway system, and study intersections.



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Milpitas Transit Area Specific Plan

SITE LOCATION

FIGURE 3.3-1

The analysis also evaluated the operations of the following key freeway segments:

- I-680, between Jacklin Road and E. Calaveras Boulevard
- I-680, between E. Calaveras Boulevard and Montague Expressway
- I-680, between Montague Expressway and N. Capitol Avenue
- I-680, between N. Capitol Avenue and Hostetter Road
- I-880, between SR 237 and Great Mall Parkway
- I-880, between Great Mall Parkway and Montague Expressway
- I-880, between Montague Expressway and E. Brokaw Road
- SR 237, between Zanker Road and McCarthy Boulevard
- SR 237, between McCarthy Boulevard and I-880

Cumulative traffic operations were evaluated using a peak-hour roadway segment analysis per City of Milpitas Guidelines. Year 2030 Cumulative Conditions were evaluated using volumes from the City's travel demand model and the project trip assignment.

ENVIRONMENTAL SETTING

PHYSICAL SETTING

The Planning Area is largely within the Midtown Milpitas Specific Planning Area and is generally bounded by the Great Mall shopping center and a railroad spur to the north; Trade Zone Boulevard, Lundy Place, and Trimble Road to the south; the Union Pacific Railroad line and Main Street to the west; and South Milpitas Boulevard and Berryessa Creek to the east.

Analysis of the proposed Plan was based on the May 2006 Preferred Plan, which assumed development of 520,026 square feet of regional retail, 813,343 square feet of office parks, 350 hotel rooms, and 7,185 multi-family residential units. Approximately 3 million square feet of existing light industrial uses would be replaced under this development plan. In December of 2006, the City Council endorsed a refinement of the development assumptions for the Preferred Plan that would result in 287,075 square feet of retail, 993,843 square feet of office, the same number of hotel rooms, and 7,109 housing units. Since these Plan refinements would not affect the Plan's traffic impacts and required mitigations, the transportation analysis is based on the more conservative May 2006 Preferred Plan, which would generate slightly more traffic than the current version of the proposed Plan. Traffic projections for both the May 2006 Preferred Plan and updated Plan are shown in Tables 3.3-8 and 3.3-9.

Existing Roadway Network

Regional access to the Planning Area is provided by Interstate 880 (I-880), I-680, State Route 237 (SR 237), Montague Expressway, and Great Mall Parkway/Tasman Drive/Capitol Avenue. Local access to the site is provided by Main Street, Abel Street, Milpitas Boulevard, McCandless Drive/Trade Zone Boulevard, Centre Pointe Drive, Oakland Road, and Lundy Avenue. This section describes the existing roadway network, which is illustrated on Figure 3.3-1.

I-880 is a north-south freeway west of the Planning Area extending south to the City of San Jose and north to the City of Oakland. In the vicinity of the Planning Area, the freeway includes eight lanes north of State Route (SR) 237/Calaveras Boulevard and six lanes to the south. The I-880/SR 237 interchange includes direct ramp connections for High Occupancy Vehicle (HOV) lanes between the west and north legs of the interchange. Regional access to the Planning Area is provided via interchanges at Great Mall Parkway/Tasman Drive and Montague Expressway. The peak direction of travel is westbound during the AM peak hour and eastbound during the PM peak hour.

I-680 is a north-south freeway east of the Planning Area extending south to the City of San Jose and north to Solano County. In the vicinity of the Planning Area, the freeway includes six mixed-flow lanes plus a southbound HOV lane north of Calaveras Boulevard (SR 237) and eight mixed-flow lanes to the south. Access to the site is provided via interchanges at Calaveras Boulevard, Montague Expressway, and Capitol Avenue. Southbound I-680 is the commute direction during the AM peak hour and northbound I-680 is the commute direction during the PM peak hour.

SR 237 is an east-west roadway that includes two distinct facilities: a six-lane freeway extending from I-880 west to US 101, and a four- to eight-lane arterial roadway between I-880 and I-680 with an elevated section over the Union Pacific Railroad tracks. The arterial section is locally designated as *Calaveras Boulevard*, which is six lane except on the bridge over the Union Pacific railroad tracks and Main Street, where it is four lanes. Calaveras Boulevard serves as a major commute route with heavy directional travel during the peak hours (westbound in the morning and eastbound in the afternoon).

Montague Expressway is an east-west, six- to eight-lane divided arterial roadway extending from US 101 east to I-680. Limited access is provided to land uses fronting Montague Expressway. Montague Expressway bisects the Planning Area. This facility is designated San Tomas Expressway west of US 101 and Landess Avenue east of I-680. Montague Expressway includes directional HOV lanes during peak periods (westbound during the morning and eastbound during the afternoon commute hours). Montague Expressway connects with I-880 and I-680 via full cloverleaf interchanges.

Great Mall Parkway is an east-west, six-lane divided arterial roadway extending from I-880 east to Montague Expressway. Great Mall Parkway also bisects the Planning Area. Great Mall Parkway is designated *Tasman Drive* west of I-880 and extends into the Cities of San Jose, Santa Clara, and Sunnyvale. Great Mall Parkway becomes *Capitol Avenue* east of Montague Expressway and continues south through the City of San Jose. VTA operates light-rail transit (LRT) service along the median of Tasman Drive/Great Mall Parkway/Capitol Avenue.

Main Street is a north-south, two- to four-lane arterial roadway parallel to Abel Street extending from Railroad Avenue (north of Calaveras Boulevard) south to Montague Expressway. This street is designated as Marylinn Drive north of Railroad Avenue and Oakland Road south of Montague Expressway. Main Street includes two lanes north of Curtis Avenue and four lanes with a two-way left-turn lane and bike lanes south of Curtis Avenue. Access to east Calaveras Boulevard is provided via ramps at Carlo Street.

Abel Street is a north-south, four-lane roadway parallel to Main Street extending from Milpitas Boulevard (north of Calaveras Boulevard) south to Main Street (south of Great Mall Parkway). The section of Abel Street between Corning and Curtis Avenues includes four travel lanes plus a two-way left-turn lane.

Milpitas Boulevard is a north-south, four-lane arterial extending from the Milpitas-Fremont City limit line (also the Santa Clara-Alameda County limit line) south to Montague Expressway. Milpitas Boulevard is designated Warm Springs Boulevard north of the City/County limit.

McCandless Drive is a north-south, two-lane collector roadway with a two-way left-turn lane extending through the Planning Area from Great Mall Parkway south to Montague Expressway. The street is designated *Great Mall Drive* north of Great Mall Parkway and serves as an entrance to the Great Mall. McCandless Drive becomes Trade Zone Boulevard at Montague Expressway.

Trade Zone Boulevard is an east-west, four-lane minor arterial roadway extending along the southern border of the Planning Area from Montague Expressway east to Capitol Avenue in San Jose. Trade Zone Boulevard is designated Cropley Avenue east of Capitol Avenue.

Centre Pointe Drive is a two-lane roadway connecting Great Mall Parkway in the northwest with Montague Expressway in the southeast. The street is designated *Mustang Drive* north of Great Mall parkway and serves as an entrance to the Great Mall.

Lundy Place is a north-south, two-lane roadway extending from the Union Pacific Railroad tracks west of Capitol Avenue south to Trade Zone Boulevard. It is designated Lundy Avenue south of Trade Zone Boulevard and continues south into the City of San Jose.

Existing Pedestrian and Bicycle Facilities

Pedestrian Facilities

Pedestrian facilities comprise sidewalks, crosswalks, and off-street paths. Figure 3.3-2 presents existing pedestrian facilities in the Planning Area. Sidewalks are located at the following locations within the Planning Area:

- *Capitol Avenue*, north side between Montague Expressway and Montague Station, both sides east of Montague Station;
- *Centre Pointe Drive*, *McCandless Drive*, and *Milpitas Boulevard*, east side;
- *Great Mall Drive*, both sides at mall entrances, various throughout mall site;
- *Great Mall Parkway*, north side between Main Street and Montague Expressway, both sides west of Main Street;
- *Lundy Place*, east side, west side near Trade Zone Boulevard;
- *Main Street* and *Mustang Drive*, both sides;

- *Montague Expressway*, both sides between Great Mall Parkway and Falcon Drive, north side between Falcon Drive and Piper Drive, south side near Piper Drive and east of Gladding Court; and
- *Trade Zone Boulevard*, north side near Lundy Place, south side between Ringwood Avenue and west of Lundy Avenue.

No sidewalks or paths are provided on Montague Expressway to the west of Great Mall Parkway. In addition, the remaining streets within the Planning Area do not have pedestrian facilities. A pedestrian bridge crosses I-680, connecting Trimble Road with Capewood Lane.

Bicycle Facilities

Bicycle facilities comprise paths (Class I), lanes (Class II), and routes (Class III). Bicycle paths are paved trails that are separate from roadways. Bicycle lanes are lanes on roadways designated for bicycle use by striping, pavement legends, and signs. Bicycle routes are roadways designated for bicycle use by signs only. Figure 3.3-2 presents existing bicycle facilities in the Planning Area.

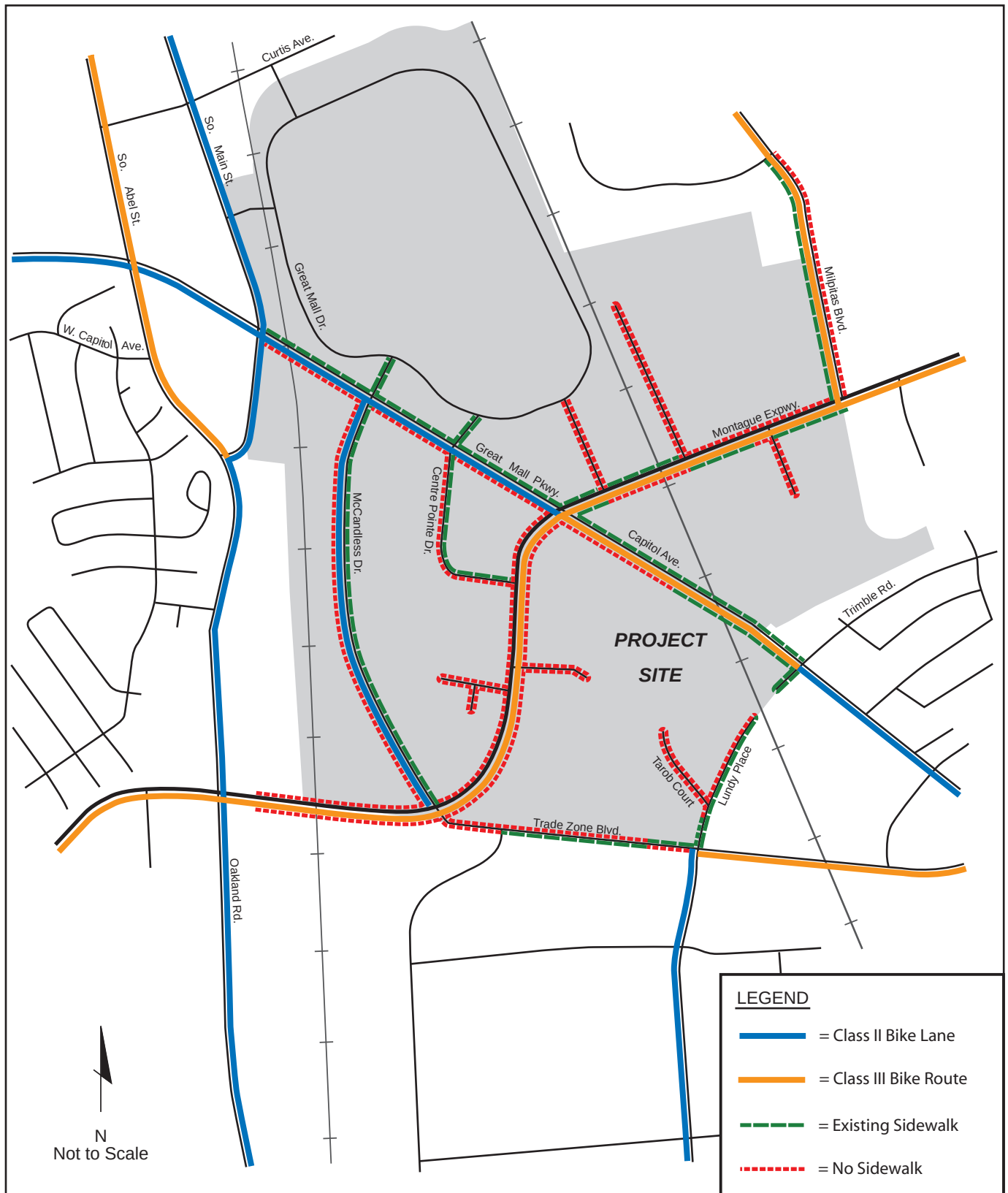
Class II bicycle lanes are located on Great Mall Parkway, Lundy Avenue, Main Street, McCandless Drive, and Capitol Avenue south of Trimble Road. Class III bicycle routes are located on Cropley Avenue, Montague Expressway, Capitol Avenue between Montague Expressway and Trimble Road, and Trade Zone Boulevard east of Lundy Avenue. No Class I bicycle paths are located within the Planning Area.

Existing Transit Service

The Santa Clara Valley Transportation Authority (VTA) operates bus and light rail service in Santa Clara County. Figure 3.3-3 shows the existing transit facilities in the Planning Area.

The Great Mall/Main Transit Center is located on the north side of Great Mall Parkway and east of Main Street on the western edge of the Planning Area. This multimodal transit hub consists of an elevated light rail station above Great Mall Parkway and a bus transfer facility and park-and-ride lot located on the northeast corner of the Great Mall Parkway/Main Street intersection. The Montague light rail station is located on the east side of the Planning Area and is elevated above Capitol Avenue. No bus or park-and-ride facilities are provided at this location.

VTA bus routes 33, 46, 47, 66, 70, 71, 77, 104, 140, 180, and 321, as well as AC Transit route 217, serve the Great Mall/Main Transit Center and provide bus service within the Planning Area. The Altamont Commuter Express (ACE) Violet Shuttle (Route 831) also provides service within the Planning Area. Table 3.3-1 summarizes the destinations, hours and days of operation, and service frequencies for the bus routes and LRT line.



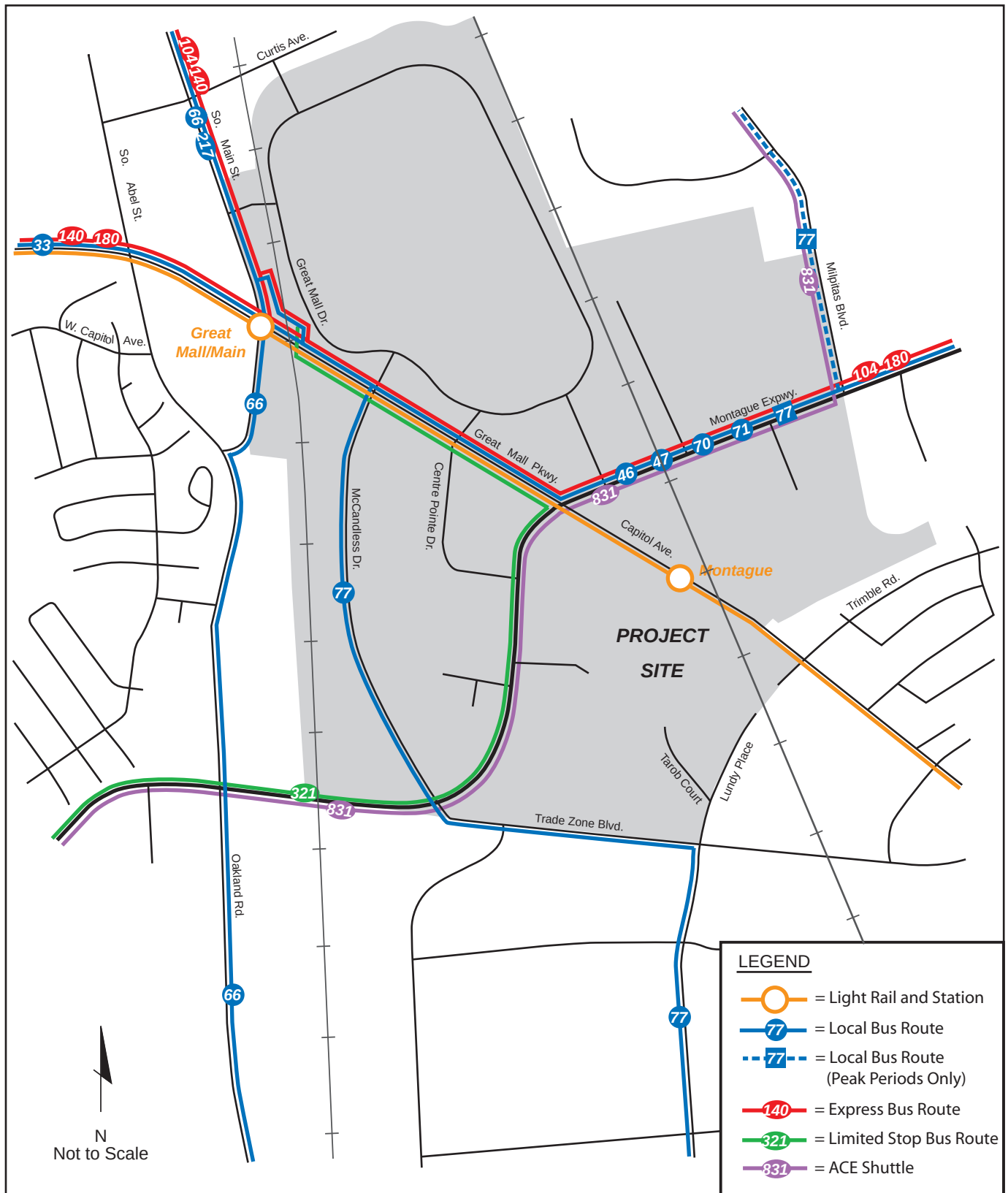
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EXISTING PEDESTRIAN AND BICYCLE FACILITIES

FIGURE 3.3-2



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Milpitas Transit Area Specific Plan

EXISTING TRANSIT SERVICE

FIGURE 3.3-3

Table 3.3-1: Existing Transit Service

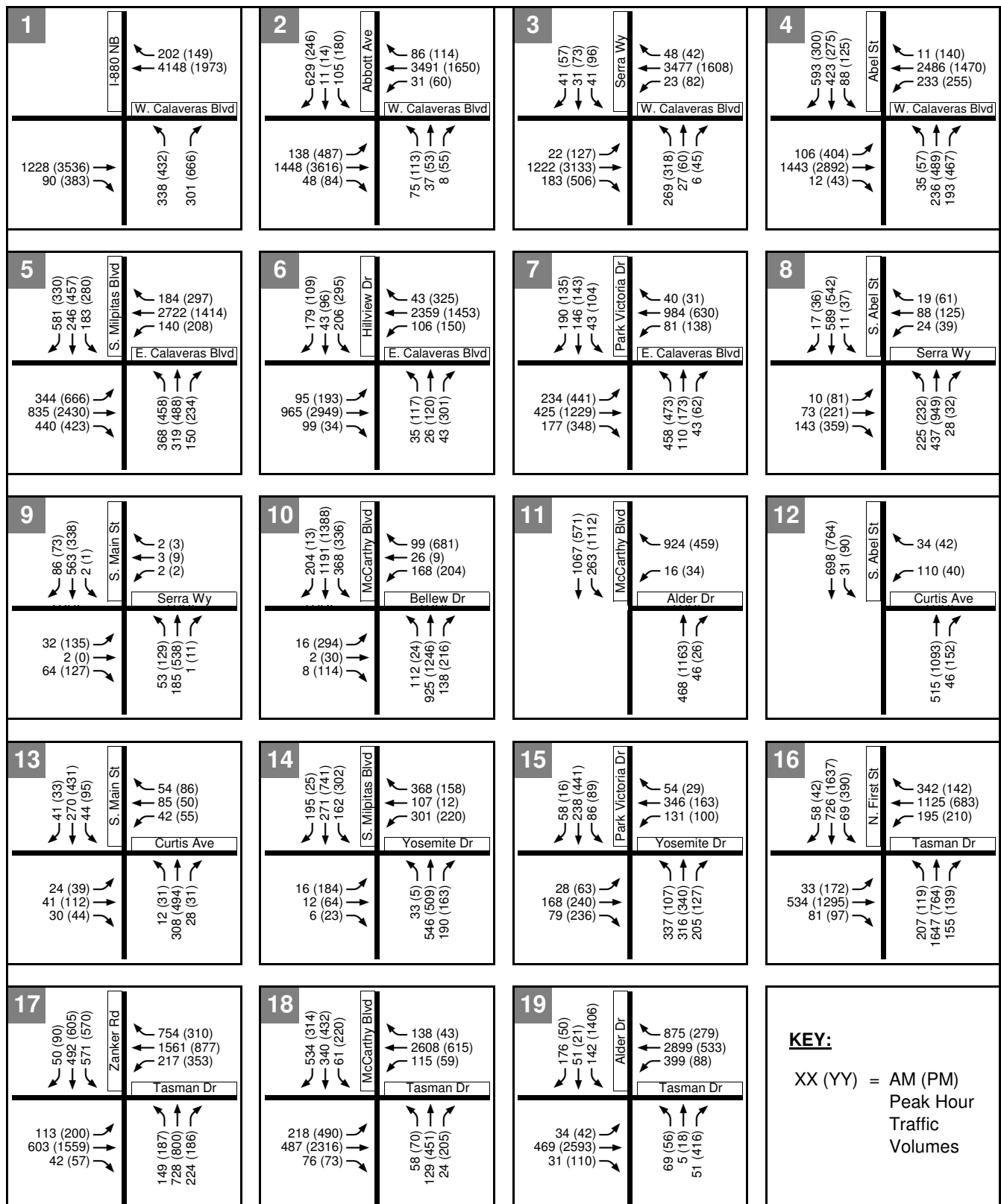
Route	From	To	Weekdays			Weekends	
			Operating Hours	Peak	Midday	Operating Hours	Midday
LRT	Santa Teresa	Alum Rock	4:20a – 2:15a	15	15	4:20a – 2:15a	15
33	Baypointe Station	Great Mall/Main	6:10a – 9:20p	30	30	8:10a – 8:25p	30-45
46	Great Mall/Main	Washington/Escuela	5:50a – 8:20p	30	30-60	8:45a – 7:10p	60
47	Great Mall/Main	Washington/Escuela	5:35a – 10:10p	30	30	6:55a – 8:30p	30-45
66	Santa Teresa Hospital	Milpitas/Dixon Landing	4:40a – 12:05a	15	30	5:35a – 12:05a	30
70	Capitol Station	Great Mall/Main	4:40a – 12:05a	15	15	6:15a – 11:25p	20
71	Eastridge	Great Mall/Main	5:10a – 10:15p	15-20	30	7:05a – 9:20p	30
77*	Eastridge	Milpitas/Calaveras	5:20a – 9:50p	15-30	30	6:40a – 9:05p	30
104	Penitencia Creek Sta.	Palo Alto	5:20a – 7:45a 3:15p – 5:50p	35-45	–	No Service	–
140	Fremont BART Station	Sunnyvale Caltrain Station	5:55a – 9:25a 3:45p – 7:25p	30-60	–	No Service	–
180	Fremont BART Station	San Jose Diridon Sta.	5:10a – 12:45a	15-20	30	6:20a – 12:45a	30
217	Fremont BART Station	Great Mall/Main	5:45a – 10:20p	30	30	7:05a – 7:55p	60
321	Great Mall/Main	Lockheed Martin	6:10a – 7:45a 3:50p – 5:50p	30-55	–	No Service	–
831	Great America ACE/Amtrak Station	Milpitas/Los Coches	6:20a – 9:10a 3:05p – 5:35p	60-75	–	No Service	–

* Route 77 operates between Great Mall/Main and Milpitas/Calaveras weekday peak periods only.

Source: www.vta.org, September 2006.

Existing Automobile Traffic Volumes and Lane Configurations

The operations of the key intersections were evaluated during the weekday AM and PM peak hours. Intersection operations were evaluated for the highest one-hour volume counted between 7:00 and 9:00 AM and between 4:00 and 6:00 PM. Available intersection counts from the years 2004 and 2005 were provided by Cities of Milpitas and San Jose staff. New intersection turning movement counts were conducted at the remaining locations to supplement this information. The new traffic counts are included in Appendix A. Figure 3.3-4 presents the existing AM and PM peak-hour turning movement volumes at the study intersections. Figure 3.3-5 presents the existing intersection lane configurations and traffic control devices.



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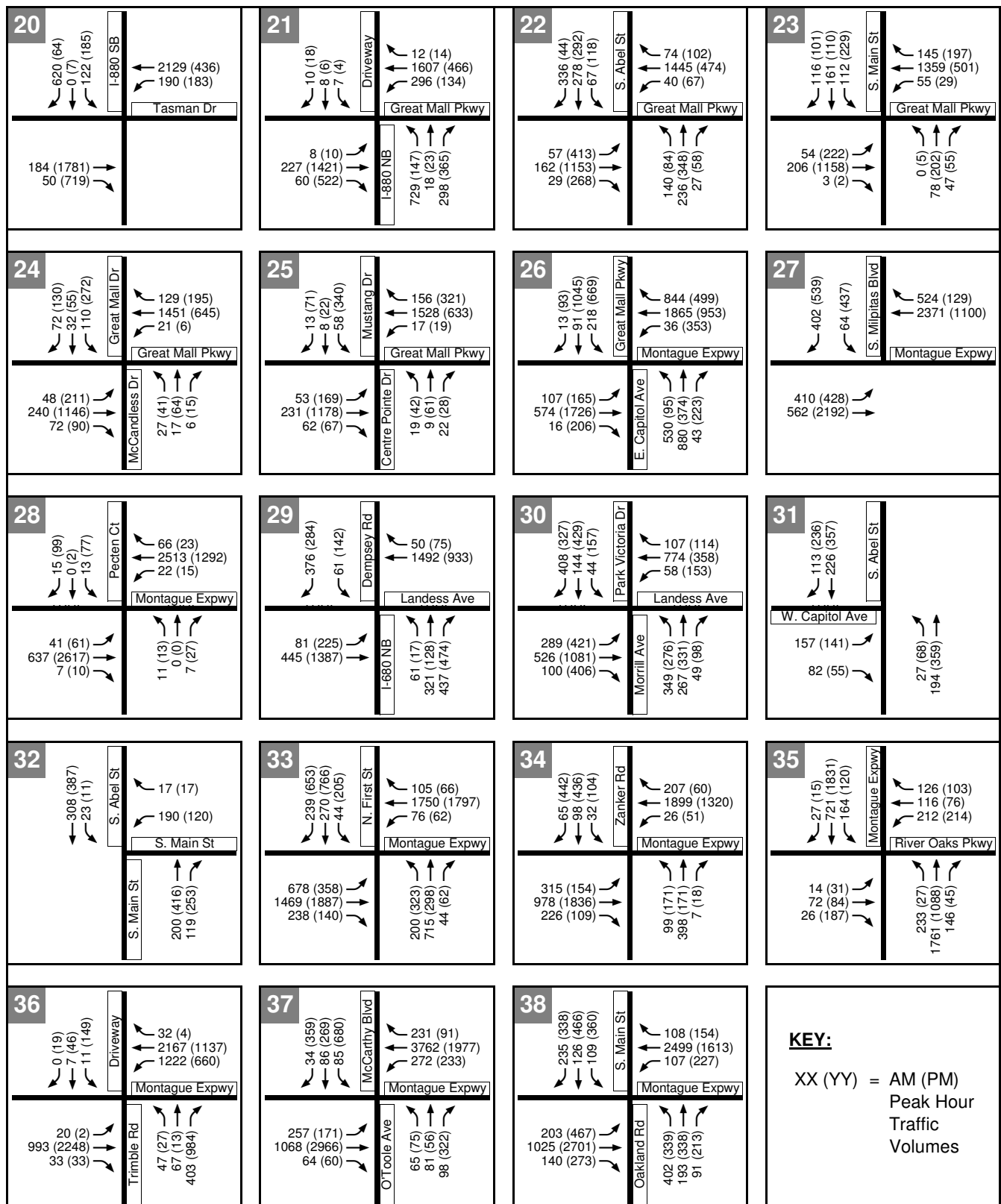
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Milpitas Transit Area Specific Plan

EXISTING INTERSECTION PEAK-HOUR VOLUMES

FIGURE 3.3-4



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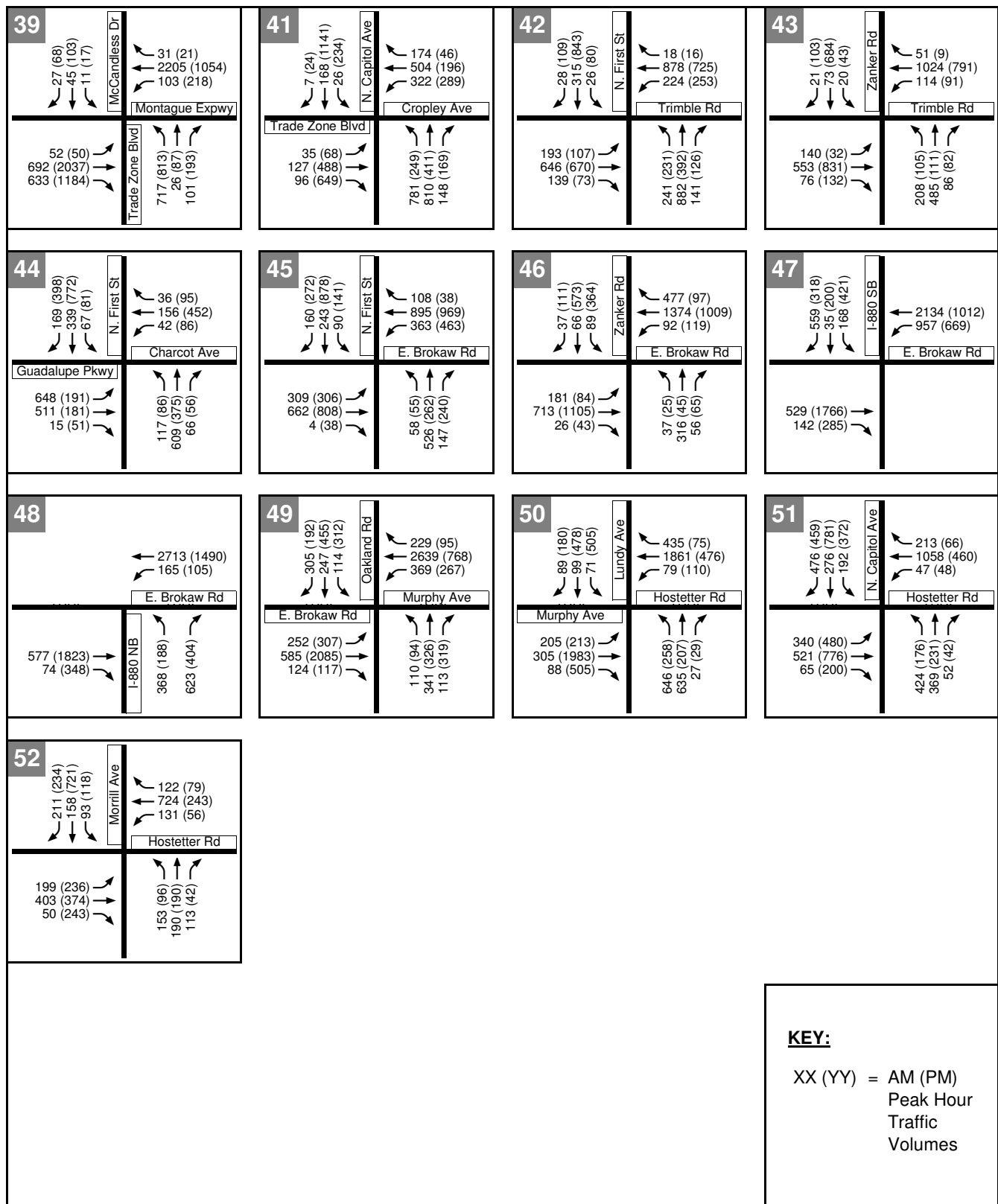
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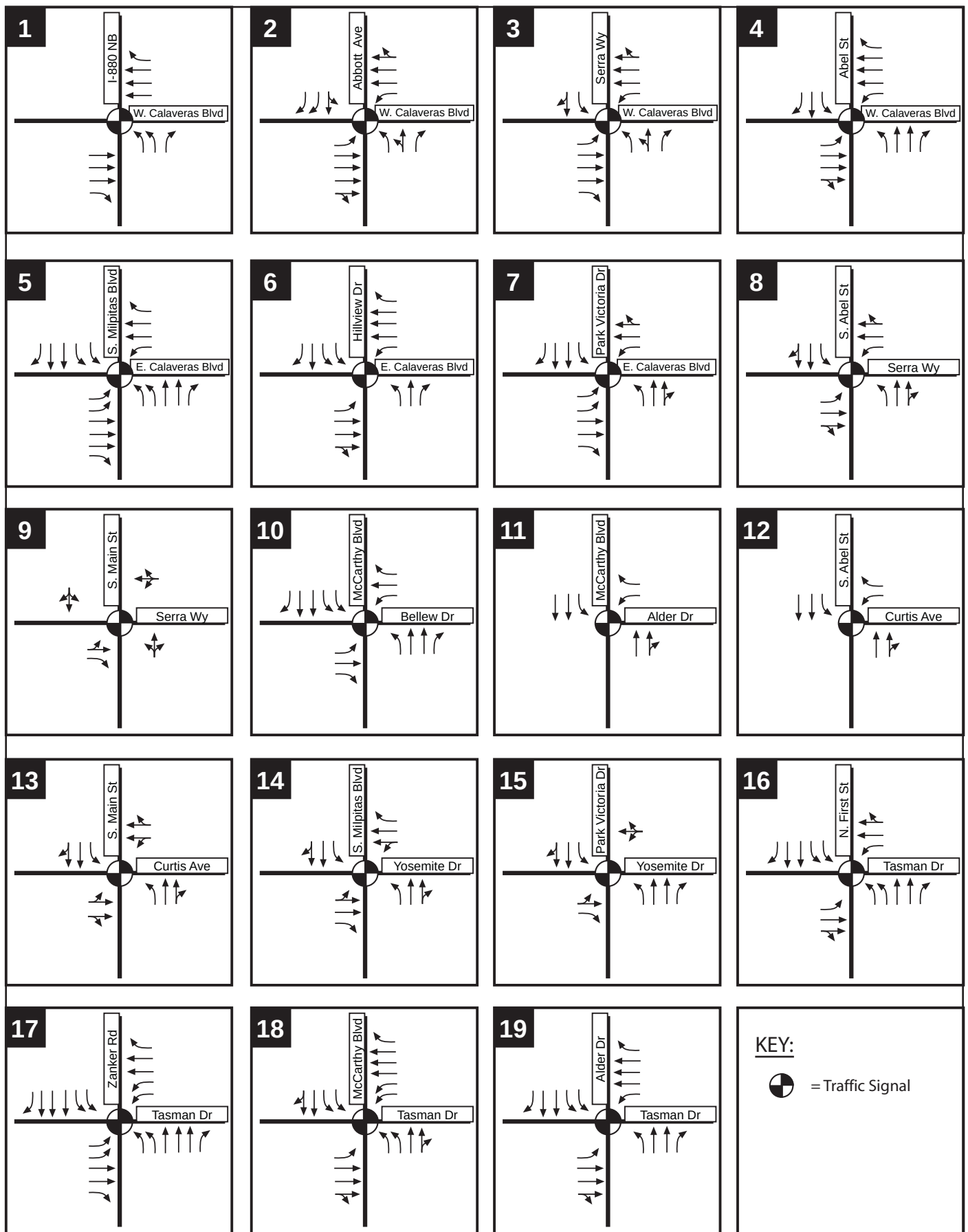
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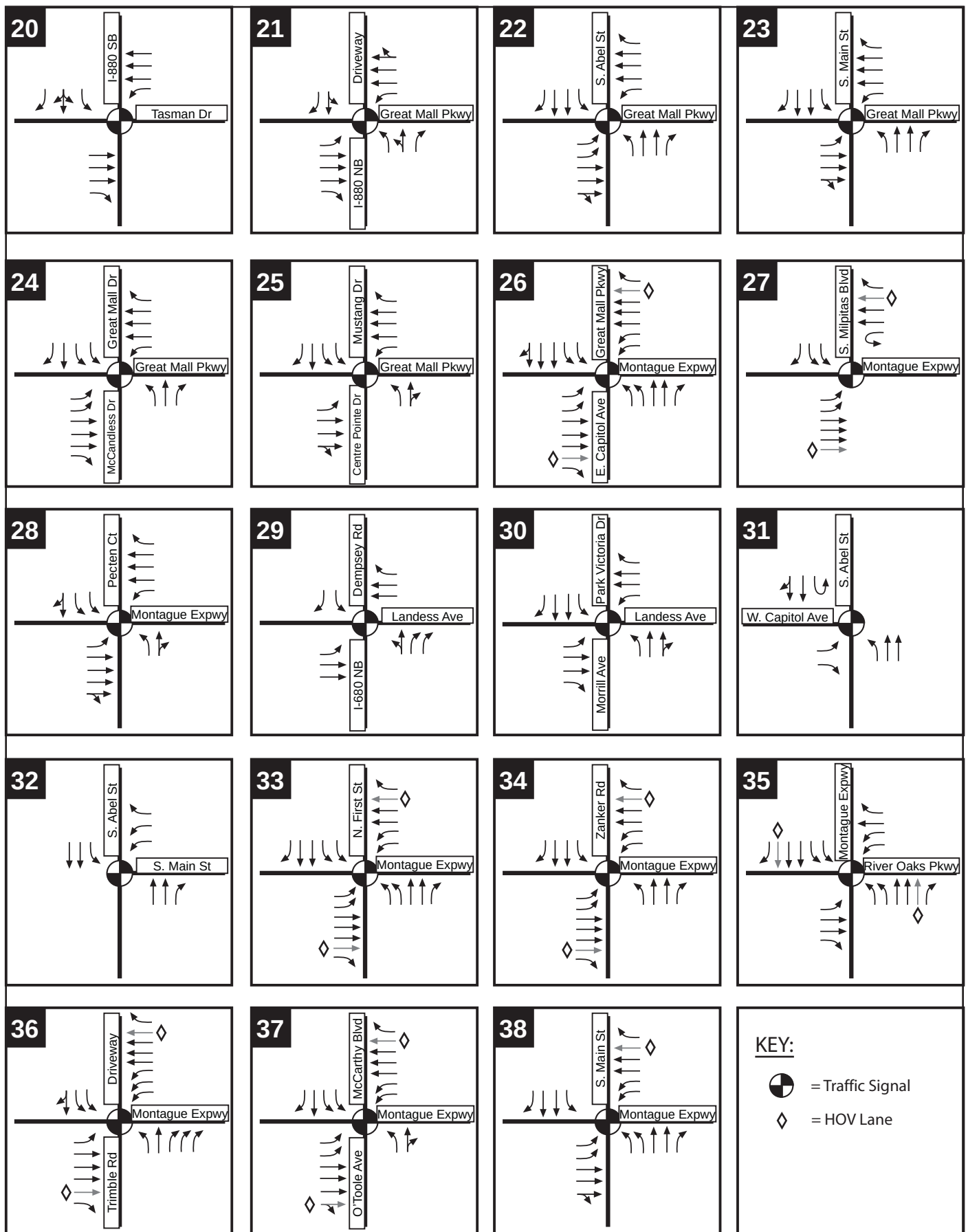
EXISTING INTERSECTION PEAK-HOUR VOLUMES

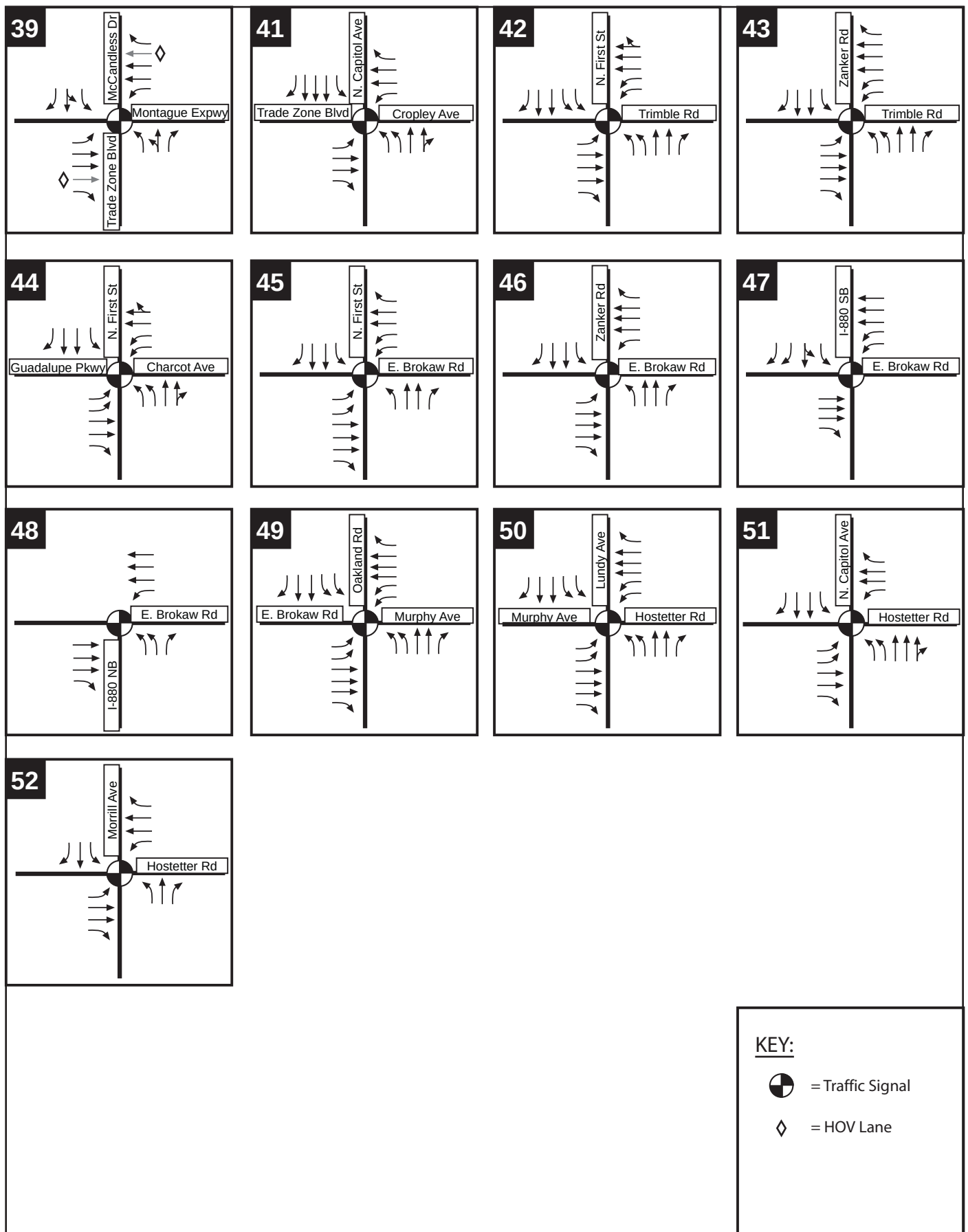
FIGURE 3.3-4





Milpitas Transit Area Specific Plan





LEVEL OF SERVICE METHODOLOGY

The operations of roadway facilities are described with the term level of service (LOS). LOS is a qualitative description of traffic flow based on such factors as speed, travel time, delay, and freedom to maneuver. Six levels are defined from LOS A, with the best operating conditions, to LOS F, with the worst operating conditions. LOS E represents “at-capacity” operations. Operations are designated as LOS F when volumes exceed capacity, resulting in stop-and-go conditions.

Signalized Intersections

The level of service methodology approved by the Cities of Milpitas and San Jose and the VTA analyzes a signalized intersection’s operation based on average control vehicular delay, as calculated using the method described in Chapter 16 of the 2000 Highway Capacity Manual (HCM) by the Transportation Research Board, with adjusted saturation flow rates to reflect conditions in Santa Clara County. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay for signalized intersections is calculated using TRAFFIX analysis software and is correlated to a LOS designation as shown in Table 3.3-2.

Table 3.3-2: Signalized Intersection Level of Service Definitions (Using Average Control Vehicular Delay)

<i>Level of Service</i>	<i>Description</i>	<i>Average Control Delay Per Vehicle (Seconds)</i>
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	≤ 10.0
B+	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 12.0
B		12.1 to 18.0
B-		18.1 to 20.0
C+	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 23.0
C		23.1 to 32.0
C-		32.1 to 35.0
D+	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 39.0
D		39.1 to 51.0
D-		51.1 to 55.0
E+	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	55.1 to 60.0
E		60.1 to 75.0
E-		75.1 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 80.0

Source: *Traffic Level of Service Analysis Guidelines*, VTA Congestion Management Program, June 2003; *Highway Capacity Manual*, Transportation Research Board, 2000.

The Cities of Milpitas and San Jose have established a minimum acceptable operating level of LOS D for intersections excluded from the Congestion Management Program (CMP). The minimum acceptable level for CMP-monitored intersections in Milpitas is LOS E, while San Jose still requires all intersections in the city to operate at LOS D.

Freeway Segments

Freeway segments are evaluated using VTA's analysis procedure, which is based on the density of the traffic flow using methods described in the 2000 HCM. Density is expressed in passenger cars per mile per lane. The Congestion Management Program range of densities for freeway segment level of service is shown in Table 3.3-3. The LOS standard for the freeway segments is LOS E.

Table 3.3-3: Freeway Segment Level of Service Definitions

Level of Service	Density (passenger cars per mile per lane)
A	≤ 11
B	11.1 to 18.0
C	18.1 to 26.0
D	26.1 to 46.0
E	46.1 to 58.0
F	> 58.0

Sources: *Traffic Level of Service Analysis Guidelines*, VTA Congestion Management Program, June 2003; *Highway Capacity Manual*, Transportation Research Board, 2000.

EXISTING LEVELS OF SERVICE

Intersections

Existing intersection lane configurations, signal timings, and peak-hour turning movement volumes were used as inputs for the levels of service calculations. The results of the LOS analysis for Existing Conditions are presented in Table 3.3-4. Appendix B contains the corresponding calculation sheets.

The majority of the intersections operate at acceptable levels of service, except for the following five locations:

- Montague Expressway / N. First Street (LOS F, PM peak);
- Montague Expressway / McCarthy Boulevard-O'Toole Avenue (LOS F, PM peak);
- Montague Expressway / McCandless Drive-Trade Zone Boulevard (LOS F, PM peak);
- N. Capitol Avenue / Trade Zone Boulevard-Cropley Avenue (LOS E+, PM peak); and
- N. Capitol Avenue / Hostetter Road (LOS E-, AM peak).

The locations of these deficient intersections are illustrated on Figure 3.3-6. Note that LOS E is considered acceptable for Congestion Management Program (CMP) roadways in Milpitas; thus several CMP intersections at that level are not considered deficient.

Table 3.3-4: Existing Intersection Levels of Service

<i>Intersection</i>	<i>Peak Hour¹</i>	<i>Count Date</i>	<i>Delay²</i>	<i>LOS³</i>
1. W. Calaveras Boulevard / I-880 NB Ramps (M)	AM	10/05	19.7	B-
	PM	10/05	33.4	C-
2. W. Calaveras Boulevard / Abbott Avenue (M)	AM	10/05	31.7	C
	PM	10/05	31.1	C
3. W. Calaveras Boulevard / Serra Way (M)	AM	10/05	18.3	B-
	PM	10/05	26.6	C
4. W. Calaveras Boulevard / Abel Street (CMP, M)	AM	1/04	37.3	D+
	PM	5/05	38.2	D+
5. E. Calaveras Boulevard / S. Milpitas Boulevard (CMP, M)	AM	1/04	55.8	E+
	PM	5/05	40.0	D
6. E. Calaveras Boulevard / Hillview Drive (M)	AM	10/05	24.0	C
	PM	10/05	34.3	C-
7. E. Calaveras Boulevard / Park Victoria Drive (M)	AM	10/05	46.7	D
	PM	10/05	43.8	D
8. S. Abel Street / Serra Way (M)	AM	10/05	24.7	C
	PM	10/05	23.4	C
9. S. Main Street / Serra Way (M)	AM	10/05	6.2	A
	PM	10/05	10.0	A
10. McCarthy Boulevard / Bellew Drive (M)	AM	5/05	19.9	B-
	PM	5/05	46.8	D
11. McCarthy Boulevard / Alder Drive (M)	AM	11/05	11.6	B+
	PM	11/05	19.8	B-
12. S. Abel Street / Curtis Avenue (M)	AM	9/05	11.4	B+
	PM	9/05	9.3	A
13. S. Main Street / Curtis Avenue (M)	AM	9/05	19.7	B-
	PM	9/05	20.0	B-
14. Yosemite Drive / S. Milpitas Boulevard (M)	AM	9/05	28.8	C
	PM	9/05	32.8	C-
15. Yosemite Drive / Park Victoria Drive (M)	AM	9/05	42.5	D
	PM	9/05	40.3	D
16. Tasman Drive / N. First Street (SJ)	AM	3/06	27.6	C
	PM	3/06	42.7	D

Table 3.3-4: Existing Intersection Levels of Service

<i>Intersection</i>	<i>Peak Hour¹</i>	<i>Count Date</i>	<i>Delay²</i>	<i>LOS³</i>
17. Tasman Drive / Zanker Road (SJ)	AM	3/06	26.6	C
	PM	3/06	23.9	C
18. Tasman Drive / McCarthy Boulevard (M)	AM	5/05	31.9	C
	PM	5/05	24.6	C
19. Tasman Drive / Alder Drive (M)	AM	5/05	14.9	B
	PM	5/05	43.6	D
20. Tasman Drive / I-880 SB Ramps (M)	AM	5/05	19.8	B-
	PM	5/05	13.9	B
21. Great Mall Parkway / I-880 NB Ramps (M)	AM	5/05	25.2	C
	PM	5/05	23.7	C
22. Great Mall Parkway / S. Abel Street (M)	AM	9/05	38.8	D+
	PM	9/05	39.3	D
23. Great Mall Parkway / S. Main Street (M)	AM	9/05	19.4	B-
	PM	9/05	41.7	D
24. Great Mall Parkway / McCandless Drive-Great Mall Drive (M)	AM	9/05	19.1	B-
	PM	9/05	22.9	C+
25. Great Mall Parkway / Centre Pointe Drive-Mustang Drive (M)	AM	9/05	15.3	B
	PM	9/05	33.8	C-
26. Great Mall Parkway-E. Capitol Avenue / Montague Expressway (CMP, M)	AM	10/05	48.3	D
	PM	9/04	62.5	E
27. Montague Expressway / S. Milpitas Boulevard (CMP, M)	AM	10/05	31.1	C
	PM	9/04	35.1	D+
28. Montague Expressway / Pecten Court (M)	AM	3/06	8.6	A
	PM	3/06	12.9	B
29. Landess Avenue / I-680 NB Off-Ramp-Dempsey Road (M)	AM	9/05	41.7	D
	PM	9/05	28.6	C
30. Park Victoria Drive-Morrill Avenue / Landess Avenue (M)	AM	9/05	30.2	C
	PM	9/05	38.8	D+
31. S. Abel Street / W. Capitol Avenue (M)	AM	9/05	22.5	C+
	PM	9/05	11.6	B+
32. S. Abel Street / S. Main Street (M)	AM	9/05	13.5	B
	PM	9/05	8.8	A
33. Montague Expressway / N. First Street (CMP, SJ)	AM	11/05	52.3	D-
	PM	10/05	82.6	F
34. Montague Expressway / Zanker Road (CMP, SJ)	AM	11/05	37.0	D+
	PM	10/05	44.6	D

Table 3.3-4: Existing Intersection Levels of Service

<i>Intersection</i>	<i>Peak Hour¹</i>	<i>Count Date</i>	<i>Delay²</i>	<i>LOS³</i>
35. Montague Expressway / River Oaks Parkway (SJ)	AM	1/04	37.2	D+
	PM	10/05	30.1	C
36. Montague Expressway / Trimble Road (CMP, SJ)	AM	1/04	26.6	C
	PM	10/04	41.6	D
37. Montague Expressway / McCarthy Boulevard-O'Toole Avenue (SJ)	AM	5/05	37.0	D+
	PM	10/05	85.2	F
38. Montague Expressway / S. Main Street-Oakland Road (CMP, M)	AM	10/05	47.1	D
	PM	10/05	68.4	E
39. Montague Expressway / McCandless Drive-Trade Zone Boulevard (CMP, M)	AM	10/05	59.0	E+
	PM	9/04	88.7	F
40. E. Capitol Avenue / S. Milpitas Boulevard (M)	AM PM	Future Intersection		
41. N. Capitol Avenue / Trade Zone Boulevard-Cropley Avenue (SJ)	AM	9/05	38.7	D+
	PM	9/05	59.4	E+
42. Trimble Road / N. First Street (CMP, SJ)	AM	11/05	39.0	D+
	PM	10/05	34.4	C-
43. Trimble Road / Zanker Road (CMP, SJ)	AM	10/04	35.0	D+
	PM	10/04	35.0	C-
44. Guadalupe Parkway-Charcot Avenue / N. First Street (SJ)	AM	3/06	39.2	D
	PM	3/06	38.1	D+
45. E. Brokaw Road / N. First Street (CMP, SJ)	AM	11/05	47.0	D
	PM	10/05	43.8	D
46. E. Brokaw Road / Zanker Road (CMP, SJ)	AM	11/05	27.6	C
	PM	10/05	35.8	D+
47. E. Brokaw Road / I-880 SB Ramps (CMP, SJ)	AM	10/04	34.8	C-
	PM	10/04	39.5	D
48. E. Brokaw Road / I-880 NB Ramps (CMP, SJ)	AM	10/04	30.5	C
	PM	10/04	23.3	C
49. E. Brokaw Road-Murphy Avenue / Oakland Road (CMP, SJ)	AM	11/05	39.8	D
	PM	10/05	45.3	D
50. Murphy Avenue-Hostetter Road / Lundy Avenue (CMP, SJ)	AM	10/04	45.7	D
	PM	10/04	40.9	D
51. Hostetter Road / N. Capitol Avenue (SJ)	AM	10/05	76.5	E-
	PM	10/05	52.7	D-
52. Hostetter Road / Morrill Avenue (SJ)	AM	10/05	20.7	C+
	PM	3/06	30.9	C

Table 3.3-4: Existing Intersection Levels of Service

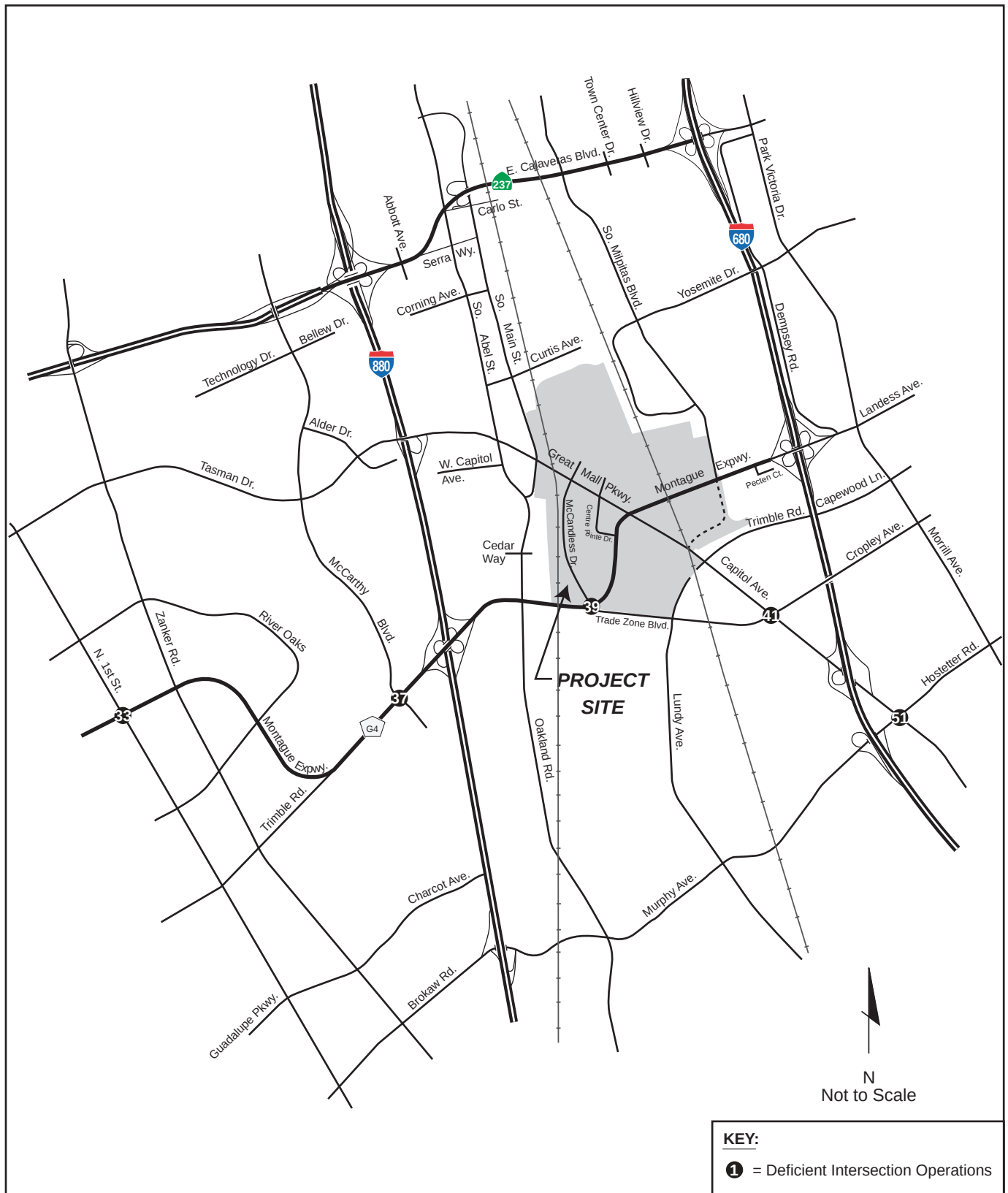
<i>Intersection</i>	<i>Peak Hour¹</i>	<i>Count Date</i>	<i>Delay²</i>	<i>LOS³</i>

Notes:

1. AM = morning peak hour, PM = afternoon peak hour.
2. Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections using methodology described in the 2000 HCM, with adjusted saturation flow rates to reflect Santa Clara County Conditions.
3. LOS = level of service. LOS calculations conducted using the TRAFFIX level of service analysis software package.

CMP = CMP intersection, M = Milpitas intersection, SJ = San Jose intersection.

Source: Fehr & Peers Associates, Inc. 2006.



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EXISTING CONDITIONS - LOCATION OF DEFICIENT INTERSECTIONS

FIGURE 3.3-6

Freeway Segments

Freeway segment densities reported in VTA's 2004 *Monitoring and Conformance Report* were used to calculate the levels of service for the key freeway segments during the AM and PM peak hours. The results of the LOS analysis for Existing Conditions are presented in Table 3.3-5. The following segments are operating at unacceptable levels (LOS F):

- Southbound I-680, Calaveras Boulevard to Hostetter Road (PM peak hour);
- Southbound I-880, Montague Expressway to Brokaw Road (PM peak hour);
- Westbound SR 237, I-880 to Zanker Road (AM peak hour); and
- Westbound SR 237, McCarthy Boulevard to Zanker Road (PM peak hour).

Table 3.3-5: Existing Freeway Segment Levels of Service

Freeway	Direction	From	To	Peak Hour ¹	Lanes	Density ²	LOS ³
I-680	Northbound	Hostetter Road	Capitol Avenue	AM	4	33	D
				PM	4	22	C
		Capitol Avenue	Montague Expressway	AM	4	29	D
				PM	4	21	C
		Montague Expressway	Calaveras Boulevard	AM	4	39	D
				PM	4	26	C
		Calaveras Boulevard	Jacklin Road	AM	3	37	D
				PM	3	33	D
	Southbound	Jacklin Road	Calaveras Boulevard	AM	3	30	D
				PM	3	27	D
		Calaveras Boulevard	Montague Expressway	AM	4	28	D
				PM	4	64	F
		Montague Expressway	Capitol Avenue	AM	4	22	C
				PM	4	66	F
		Capitol Avenue	Hostetter Road	AM	4	22	C
				PM	4	90	F
I-880	Northbound	Brokaw Road	Montague Expressway	AM	3	30	D
				PM	3	22	C
		Montague Expressway	Great Mall Parkway	AM	3	26	C
				PM	3	26	C
		Great Mall Parkway	SR 237	AM	3	34	D
				PM	3	51	E
	Southbound	SR 237	Great Mall Parkway	AM	3	28	D
				PM	3	24	C
		Great Mall Parkway	Montague Expressway	AM	3	27	D
				PM	3	53	E

Table 3.3-5: Existing Freeway Segment Levels of Service

Freeway	Direction	From	To	Peak Hour ¹	Lanes	Density ²	LOS ³
SR 237	Eastbound	Montague Expressway	Brokaw Road	AM	3	25	C
				PM	3	81	F
		Zanker Road	McCarthy Boulevard	AM	2	28	A
				PM	2	36	D
		McCarthy Boulevard	I-880	AM	2	9	A
				PM	2	53	E
	Westbound	I-880	McCarthy Boulevard	AM	3	122	F
				PM	3	20	C
		McCarthy Boulevard	Zanker Road	AM	3	113	F
				PM	3	73	F

Notes:

1. AM = morning peak hour, PM = afternoon peak hour.
2. Measured in passenger cars per mile per lane.
3. LOS = level of service.

Source: 2004 Monitoring and Conformance Report, VTA, March 2005.

The high-occupancy vehicle (HOV) lanes located on SR 237 near the Planning Area were not analyzed because project traffic is expected to utilize the mixed-flow lanes to enter and exit the freeway system.

Field Observations

Field observations of the key study intersections in the Planning Area vicinity were conducted in April and May 2006 to verify the calculated operations. The observations indicate that most of the study intersections are operating at or near the calculated levels of service.

During the AM peak period, eastbound vehicles turning left from Montague Expressway to North First Street were observed not clearing the turn pocket and intersection before the phase turned red. Westbound vehicles were observed queuing on Calaveras Boulevard from the I-880 NB Ramps back through the Abbott Avenue, Serra Way, and Abel Street intersections. Westbound queues also extended on Montague Expressway from North First Street back to Zanker Road, and westbound traffic volumes through the remaining Montague Expressway intersections were very heavy.

During the PM peak period, eastbound vehicles turning left from Great Mall Parkway to Montague Expressway were observed queuing back to Centre Pointe Drive and occasionally blocking southbound vehicles from Centre Pointe Drive turning left onto Great Mall Parkway. Eastbound vehicles were observed queuing on Montague Expressway from Pecten Court to

Milpitas Boulevard and on Landess Avenue from the Park Victoria Drive to Dempsey Road. Eastbound traffic volumes through the remaining Montague Expressway intersections were very heavy.

At the Yosemite Drive/Park Victoria Drive intersection, several vehicles queued in the westbound parking lane and traveled through the intersection instead of turning right. At the Tasman Drive/North First Street intersection, VTA Route 33 has a brief layover on the north leg of the intersection that blocked part of the shared through-right turn lane. At the Great Mall Parkway/McCandless Drive intersection, the north-south phase stayed green for extended periods of time despite the lack of vehicles on either approach.

Operations at the intersections along North First Street at Tasman Drive, Trimble Road, Charcot Avenue, and Brokaw Road; Tasman Drive at Zanker Road, McCarthy Boulevard, Alder Drive, and I-880 SB Ramps; Great Mall Parkway at I-880 NB Ramps; and North Capitol Avenue at Cropley Avenue and Hostetter Road were minimally affected by the presence of light rail. The signal preemption for light rail consistently impacted traffic flow at North First Street and Montague Expressway, where cycle lengths were significantly longer when light rail approached the intersection outside of the signal's typical north-south through phase.

REGULATORY SETTING

The evaluation of potential impacts to the circulation system is based on City of Milpitas General Plan, City transportation impact analysis (TIA) guidelines, City of San Jose guidelines, and the guidelines published by the Santa Clara Valley Transportation Authority (VTA). The City of Milpitas maintains and has jurisdiction over all roadways within the Planning Area with several exceptions. The City of San Jose maintains jurisdiction over intersections and local roads located at the western and southern boundaries of the Planning Area. The California Department of Transportation (Caltrans) has jurisdiction over State-designated routes including Interstates 880 and 680 and State Route (SR) 237 (Calaveras Boulevard up to the I-680 interchange). The Santa Clara County Roads and Airports Department has jurisdiction over local county roads and the expressway system that includes Montague Expressway near the Planning Area.

The VTA is an independent special district responsible for congestion management, countywide transportation planning, and bus and light rail operations in Santa Clara County. As the Congestion Management Agency for the County, the VTA determines with input from the member agencies, State and Federal funding priorities for transportation improvements. The CMA monitors Congestion Management Program (CMP) facilities that include the freeways/key intersections along state routes listed above, the County expressways, and other arterial roads that serve regional traffic.

IMPACT ANALYSIS

Background Conditions form the basis against which near-term impacts of the proposed Plan are identified. Background Conditions includes traffic from approved but not yet constructed developments and also includes approved and funded changes to the study roadway system. Project traffic is added to the volumes for the Background Condition scenario to represent Project Conditions. Impacts are identified by comparing the results between the Background and Project scenarios. Consistent with VTA analysis methodology, existing freeway traffic volumes are used to represent baseline conditions. Deficiencies to pedestrian, bicycle, and transit facilities are also identified under Project Conditions.

Traffic volumes under far-term future conditions are analyzed under Year 2030 General Plan Conditions. The City of Milpitas uses a roadway segment analysis approach to evaluate potential impacts of General Plan amendments under far-term (2030) conditions. Year 2030 impacts were identified by comparing the volumes under Year 2030 General Plan Conditions (assumes redevelopment of site according to its currently zoned uses) to the volumes with the proposed Transit Area Plan land uses.

SIGNIFICANCE CRITERIA

The significance of potential transportation and circulation impacts are based on thresholds identified within Appendix G of the CEQA Guidelines. According to the Guidelines, transportation impacts are considered significant if the proposed Plan will:

- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections);
- Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways;
- Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment);
- Result in inadequate emergency access;
- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g. bus turnouts or bicycle racks).

The project causes a significant impact to pedestrian, bicycle, and transit facilities and services if:

- An element of the proposed Plan conflicts with existing or planned pedestrian, bicycle, and transit services, or
- The proposed Plan creates hazardous conditions for pedestrians or bicyclists that currently do not exist.

The following applicable policies, regulations, goals and guidelines defined by VTA and by the Cities of Milpitas and San Jose were also used in determining the significance of Project traffic and circulation impacts. Performance criteria have been established by each of these regulating bodies for the applicable transportation network.

Santa Clara County Valley Transportation Authority (VTA)

In addition to the *CEQA Guidelines* considerations, VTA has the following thresholds of significance:

Intersections

The LOS standard for CMP intersections is LOS E. Traffic impacts at CMP intersections would occur when the addition of traffic associated with implementation of a Project causes:

- Intersection operations to deteriorate from an acceptable level (LOS E or better) under the Background Conditions to an unacceptable level (LOS F); or
- Exacerbation of unacceptable operations by increasing the average critical delay by more than 4 seconds and increasing the critical volume-to-capacity (V/C) ratio by 0.01 or more at an intersection operating at LOS F under the Current Precise Plan Conditions.
- An increase in the V/C ratio of 0.01 or more at an intersection with unacceptable LOS F operations when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

Roadway Segments

Significant impacts for CMP roadway segments are defined to occur when the addition of project traffic causes:

- A degradation in operations under the current City of Milpitas General Plan from an acceptable (LOS E or better) to an unacceptable level (LOS F); or
- An increase of more than one percent of the segment's capacity to a segment already operating at LOS F.

Freeway Segments

The LOS standard for CMP freeway segments is LOS E. Traffic impacts at CMP freeway segments would occur when the addition of traffic associated with implementation of the Project causes:

- Freeway segment operations to deteriorate from an acceptable level (LOS E or better) under the Current Precise Plan to an unacceptable level (LOS F); or,
- An increase in traffic of more than 1 percent of the capacity of the segments that operate at LOS F under the Current Precise Plan.

City of Milpitas and San Jose Intersections

Significant impacts at signalized San Jose or Milpitas City intersections are defined to occur when the addition of project traffic causes:

- Intersection operations to degrade from an acceptable level (LOS D or better) under Background Conditions to an unacceptable level (LOS E or F) under Project Conditions; or
- Exacerbation of unacceptable operations (LOS E or F) by increasing the critical delay by more than 4 seconds and increasing the volume-to-capacity (V/C) ratio by 0.01 or more; or
- An increase in the V/C ratio of 0.01 or more at an intersection with unacceptable operations (LOS E or F) when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

City of San Jose and Milpitas Roadway Segments

Significant impacts at City of San Jose and Milpitas roadway segments are defined to occur when the addition of project traffic causes:

- A degradation in operations under the current General Plan from an acceptable (LOS D or better) to an unacceptable level (LOS E or F); or
- An increase of more than one percent of the segment's capacity to a segment already operating at LOS F.

METHODOLOGY AND ASSUMPTIONS

This section presents a discussion of the near-term (Background and Project Conditions) and the far-term (Year 2030 Conditions) scenarios.

Background Conditions

This section discusses the operations of the key intersections under Background Conditions. Background Conditions include traffic from approved but not yet constructed projects and serve as the basis for identifying project impacts. This scenario is required by both the City of Milpitas and the VTA per their transportation impact analysis guidelines.

Background Traffic Estimates

Traffic volumes for Background Conditions were estimated by adding traffic generated by approved but not yet constructed or occupied developments to existing traffic volumes. A list of approved projects and their available traffic projections was provided by Milpitas and San Jose City staff. Traffic projections were prepared for the developments where traffic estimates were not available. Traffic associated with Phase 1 of the North San Jose Development Plan was included in this scenario. Figure 3.3-7 illustrates the traffic volumes at the key intersections under Background Conditions.

Background Roadway Improvements

Santa Clara County is planning to widen Montague Expressway from six to eight lanes between Centre Point Drive and I-680 to provide three mixed-flow lanes and one HOV lane in each direction. According to the *Montague Expressway Improvement Project: Final Report* (CCS Planning and Engineering, March 1999), right of way (ROW) acquisition along Montague Expressway would be required to accommodate the widening. The HOV lanes are expected to operate in both directions during AM and PM commute periods on Montague Expressway at Great Mall Parkway, Milpitas Boulevard, and Pecten Court. Figure 3.3-8 presents the anticipated intersection geometry changes under this scenario.

The City of Milpitas is currently widening Montague Expressway between Great Mall Parkway and Milpitas Boulevard. The City's widening project is outside of the scope of County's Montague Expressway Improvement Project. The timing of the County's Montague Expressway project is undetermined, although a Final Environmental Assessment/Initial Study was adopted in September 2002. The City of Milpitas already collects Traffic Impact Fees for the Montague Expressway Improvement Project on a peak hour trip basis. This is currently accomplished via the Milpitas Business Park Traffic Mitigation Fee Ordinance and through CEQA using a Fair-share contribution for projects east of Interstate 880. As funds are collected, the City of Milpitas and the County of Santa Clara coordinate to implement projects along Montague Expressway. Collected fees can be combined with other regional funding sources to implement large-scale projects.

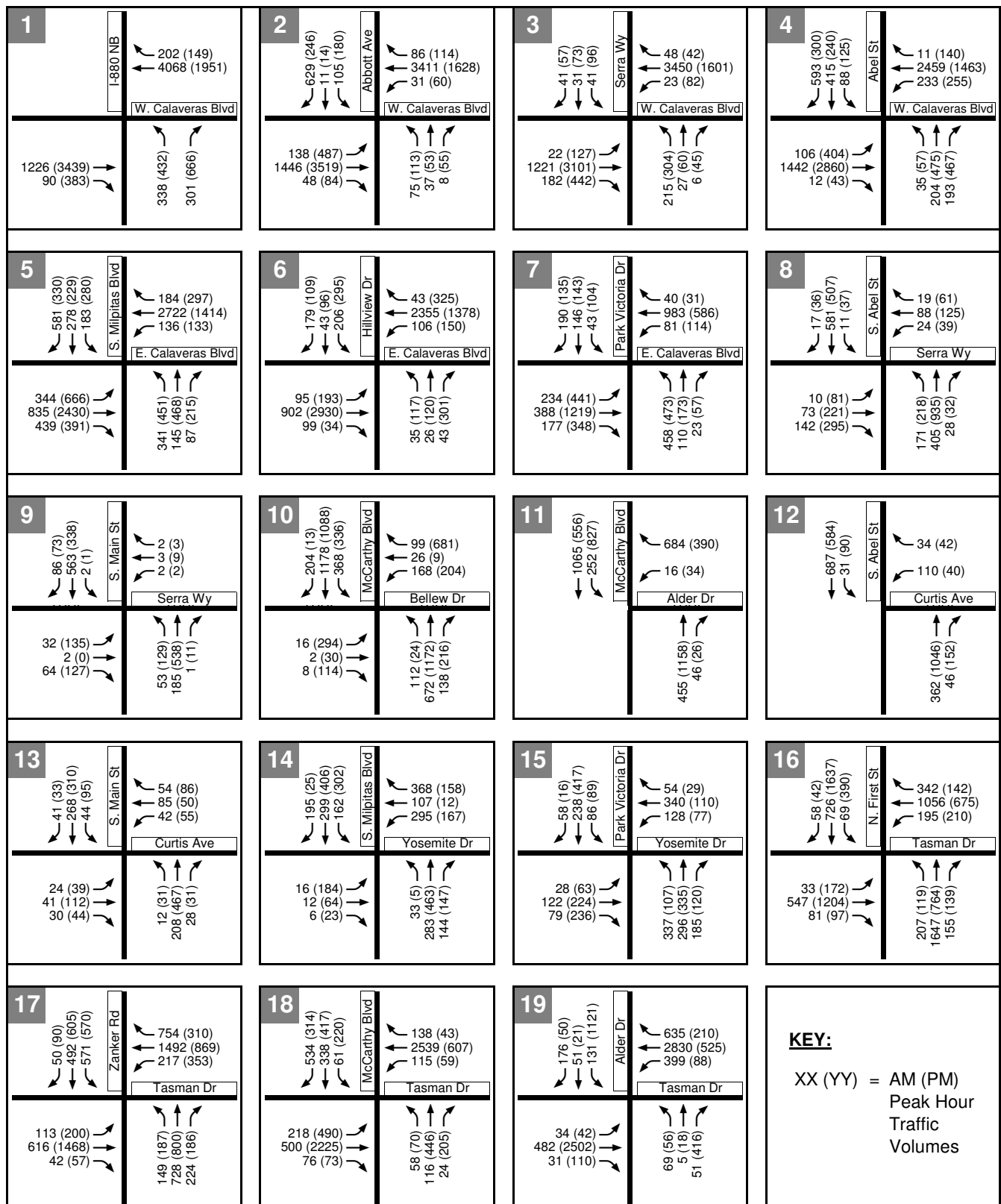
Background Intersection Levels of Service

Level of service calculations were conducted for the key intersections to evaluate their operations under Background Conditions with approved project traffic and anticipated intersection modifications. The results of the LOS analysis are presented in Table 3.3-6. Appendix B contains the corresponding calculation sheets.

The following 14 intersections, illustrated on Figure 3.3-9, are projected to exceed their LOS standards and operate at unacceptable levels:

- E. Calaveras Boulevard / S. Milpitas Boulevard (LOS F, AM peak);
- McCarthy Boulevard / Bellew Drive (LOS E+, PM peak);
- Tasman Drive / N. First Street (LOS E, AM and PM peak);
- Tasman Drive / McCarthy Boulevard (LOS E-, AM peak);
- Tasman Drive / Alder Drive (LOS F, PM peak);
- Tasman Drive / I-880 SB Ramps (LOS E, PM peak);
- Great Mall Parkway / I-880 NB Ramps (LOS F, AM peak);
- Great Mall Parkway-E. Capitol Avenue / Montague Expressway (LOS F, AM and PM peak);
- Montague Expressway / N. First Street (LOS F, AM and PM peak);
- Montague Expressway / Zanker Road (LOS F, PM peak);

- Montague Expressway / McCarthy Boulevard-O'Toole Avenue (LOS F, AM and PM peak);
- Montague Expressway / McCandless Drive-Trade Zone Boulevard (LOS F, AM and PM peak);
- E. Brokaw Road / N. First Street (LOS F, AM and PM peak); and
- Hostetter Road / N. Capitol Avenue (LOS E-, AM peak).



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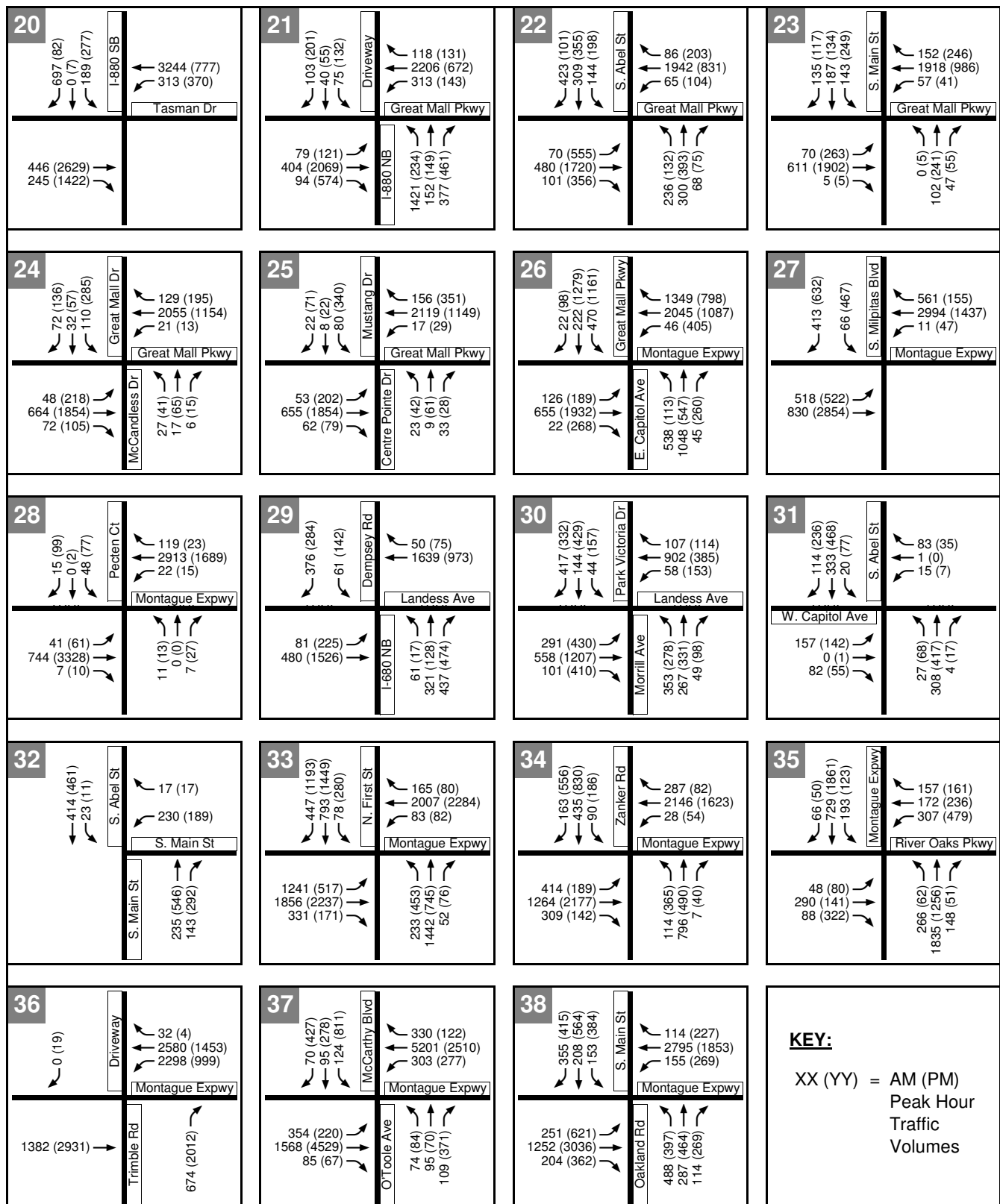
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Milpitas Transit Area Specific Plan

BACKGROUND INTERSECTION PEAK-HOUR VOLUMES

FIGURE 3.3-7



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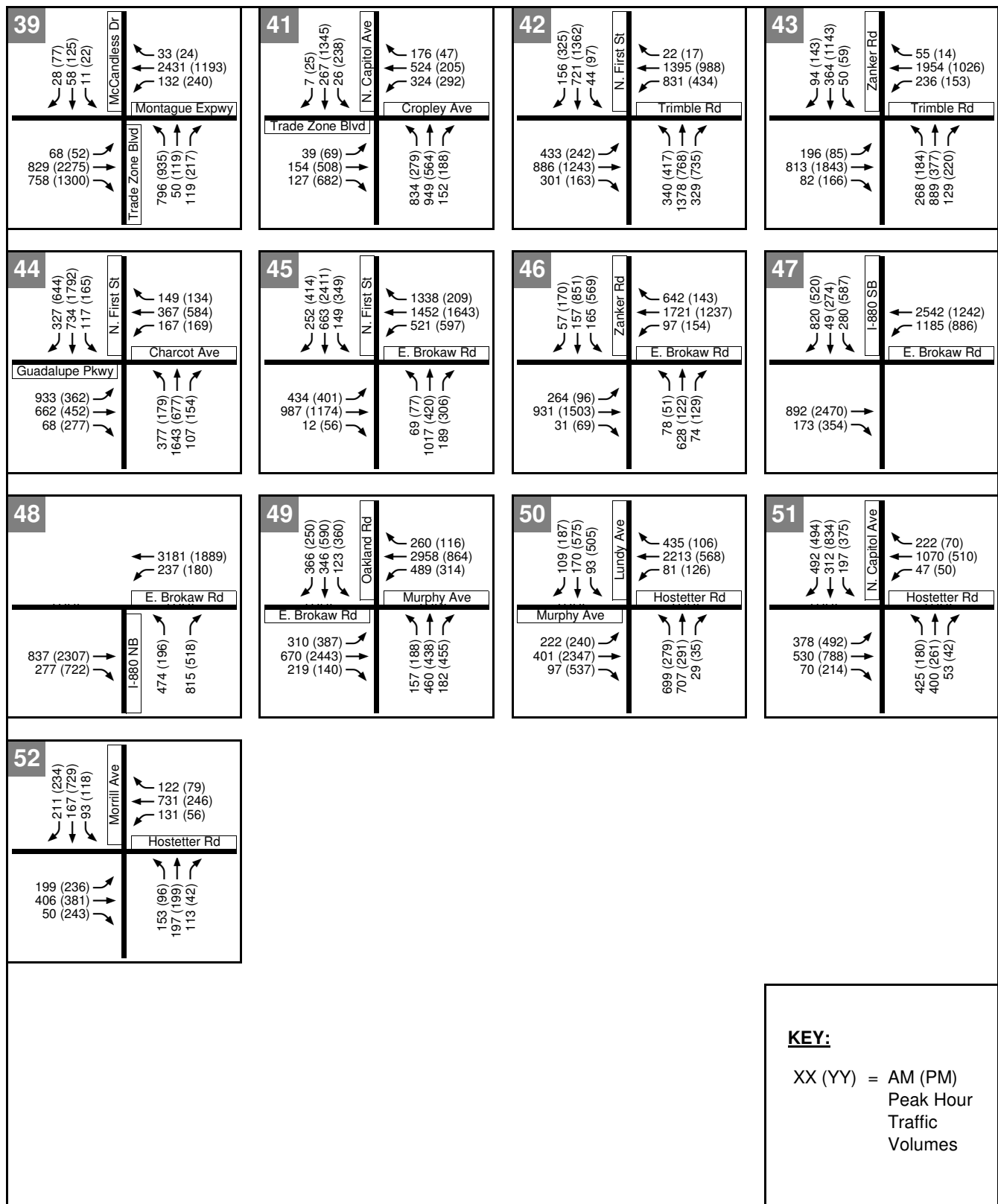
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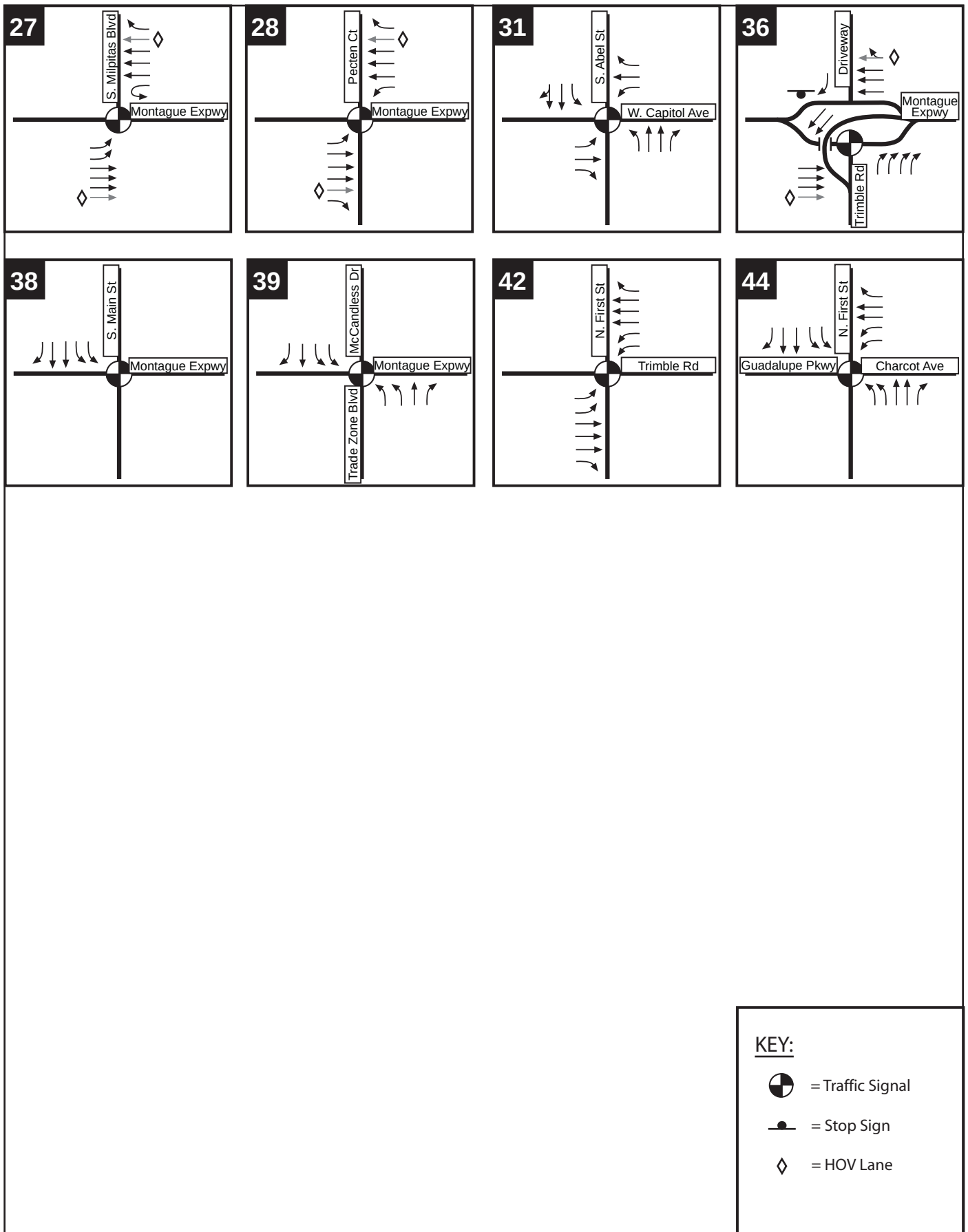
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Milpitas Transit Area Specific Plan

BACKGROUND INTERSECTION PEAK-HOUR VOLUMES

FIGURE 3.3-7





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Milpitas Transit Area Specific Plan

BACKGROUND GEOMETRY CHANGES

FIGURE 3.3-8

Table 3.3-6: Background Intersection Levels of Service

<i>Intersection</i>	<i>Peak Hour¹</i>	<i>Delay²</i>	<i>LOS³</i>
1. W. Calaveras Boulevard / I-880 NB Ramps (M)	AM	23.7	C
	PM	50.3	D
2. W. Calaveras Boulevard / Abbott Avenue (M)	AM	39.2	D
	PM	32.0	C-
3. W. Calaveras Boulevard / Serra Way (M)	AM	22.2	C+
	PM	29.9	C
4. W. Calaveras Boulevard / Abel Street (CMP, M)	AM	44.3	D
	PM	49.1	D
5. E. Calaveras Boulevard / S. Milpitas Boulevard (CMP, M)	AM	119.2	F
	PM	44.4	D
6. E. Calaveras Boulevard / Hillview Drive (M)	AM	23.9	C
	PM	36.3	D+
7. E. Calaveras Boulevard / Park Victoria Drive (M)	AM	47.3	D
	PM	47.2	D
8. S. Abel Street / Serra Way (M)	AM	25.9	C
	PM	25.2	C
9. S. Main Street / Serra Way (M)	AM	6.2	A
	PM	10.0	A
10. McCarthy Boulevard / Bellew Drive (M)	AM	22.1	C+
	PM	56.7	E+
11. McCarthy Boulevard / Alder Drive (M)	AM	16.3	B
	PM	39.4	D
12. S. Abel Street / Curtis Avenue (M)	AM	10.1	B+
	PM	8.9	A
13. S. Main Street / Curtis Avenue (M)	AM	18.6	B-
	PM	19.9	B-
14. Yosemite Drive / S. Milpitas Boulevard (M)	AM	29.5	C
	PM	33.6	C-
15. Yosemite Drive / Park Victoria Drive (M)	AM	43.6	D
	PM	40.9	D
16. Tasman Drive / N. First Street (SJ)	AM	64.9	E
	PM	69.6	E
17. Tasman Drive / Zanker Road (SJ)	AM	32.6	C-
	PM	39.0	D

Table 3.3-6: Background Intersection Levels of Service

<i>Intersection</i>	<i>Peak Hour¹</i>	<i>Delay²</i>	<i>LOS³</i>
18. Tasman Drive / McCarthy Boulevard (M)	AM	78.8	E-
	PM	53.8	D-
19. Tasman Drive / Alder Drive (M)	AM	22.2	C+
	PM	139.8	F
20. Tasman Drive / I-880 SB Ramps (M)	AM	24.0	C
	PM	63.1	E
21. Great Mall Parkway / I-880 NB Ramps (M)	AM	110.9	F
	PM	30.0	C
22. Great Mall Parkway / S. Abel Street (M)	AM	44.8	D
	PM	43.2	D
23. Great Mall Parkway / S. Main Street (M)	AM	20.7	C+
	PM	39.4	D
24. Great Mall Parkway / McCandless Drive-Great Mall Drive (M)	AM	16.3	B
	PM	21.1	C+
25. Great Mall Parkway / Centre Pointe Drive-Mustang Drive (M)	AM	14.6	B
	PM	30.1	C
26. Great Mall Parkway-E. Capitol Avenue / Montague Expressway (CMP, M)	AM	98.9	F
	PM	121.4	F
27. Montague Expressway / S. Milpitas Boulevard (CMP, M)	AM	29.5	C
	PM	39.7	D
28. Montague Expressway / Pecten Court (M)	AM	8.7	A
	PM	12.0	B
29. Landess Avenue / I-680 NB Off-Ramp-Dempsey Road (M)	AM	46.6	D
	PM	28.5	C
30. Park Victoria Drive-Morrill Avenue / Landess Avenue (M)	AM	32.6	C-
	PM	39.1	D
31. S. Abel Street / W. Capitol Avenue (M)	AM	29.7	C
	PM	16.2	B
32. S. Abel Street / S. Main Street (M)	AM	13.7	B
	PM	10.0	B+
33. Montague Expressway / N. First Street (CMP, SJ)	AM	143.7	F
	PM	187.0	F
34. Montague Expressway / Zanker Road (CMP, SJ)	AM	54.2	D-
	PM	84.9	F
35. Montague Expressway / River Oaks Parkway (SJ)	AM	48.6	D
	PM	46.1	D

Table 3.3-6: Background Intersection Levels of Service

<i>Intersection</i>	<i>Peak Hour¹</i>	<i>Delay²</i>	<i>LOS³</i>
36. Montague Expressway / Trimble Road (CMP, SJ)	AM PM	27.0 40.8	C D
37. Montague Expressway / McCarthy Boulevard-O'Toole Avenue (SJ)	AM PM	78.6 141.2	F F
38. Montague Expressway / S. Main Street-Oakland Road (CMP, M)	AM PM	68.0 69.4	E E
39. Montague Expressway / McCandless Drive-Trade Zone Boulevard (CMP, M)	AM PM	93.0 133.9	F F
40. E. Capitol Avenue / S. Milpitas Boulevard (M)	AM PM	Future Intersection	
41. N. Capitol Avenue / Trade Zone Boulevard-Cropley Avenue (SJ)	AM PM	39.8 69.1	D E
42. Trimble Road / N. First Street (CMP, SJ)	AM PM	52.2 47.2	D- D
43. Trimble Road / Zanker Road (CMP, SJ)	AM PM	40.9 39.7	D D
44. Guadalupe Parkway-Charcot Avenue / N. First Street (SJ)	AM PM	54.7 44.7	D- D
45. E. Brokaw Road / N. First Street (CMP, SJ)	AM PM	101.6 149.9	F F
46. E. Brokaw Road / Zanker Road (CMP, SJ)	AM PM	36.5 40.7	D+ D
47. E. Brokaw Road / I-880 SB Ramps (CMP, SJ)	AM PM	43.8 61.5	D E
48. E. Brokaw Road / I-880 NB Ramps (CMP, SJ)	AM PM	38.3 25.3	D+ C
49. E. Brokaw Road-Murphy Avenue / Oakland Road (CMP, SJ)	AM PM	46.7 52.8	D D-
50. Murphy Avenue-Hostetter Road / Lundy Avenue (CMP, SJ)	AM PM	48.5 43.4	D D
51. Hostetter Road / N. Capitol Avenue (SJ)	AM PM	77.9 54.0	E- D-
52. Hostetter Road / Morrill Avenue (SJ)	AM PM	20.8 31.1	C+ C

Table 3.3-6: Background Intersection Levels of Service

<i>Intersection</i>	<i>Peak Hour¹</i>	<i>Delay²</i>	<i>LOS³</i>

Notes:

1. AM = morning peak hour, PM = afternoon peak hour.

2. Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections using methodology described in the 2000 HCM, with adjusted saturation flow rates to reflect Santa Clara County Conditions.

3. LOS = level of service. LOS calculations conducted using the TRAFFIX level of service analysis software package.

CMP = CMP intersection, M = Milpitas intersection, SJ = San Jose intersection.

Source: Fehr & Peers Associates, Inc. 2006.

Project Conditions

This section discusses the operations of the key intersections under Project Conditions, which are the traffic conditions that are anticipated to occur as a result of Project implementation. Project buildout is estimated to occur approximately 20 years in the future.

Project Traffic Estimates

The amount of traffic added to the roadway system by the proposed Plan is estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. The first step estimates the amount of added traffic to the roadway network. The second step estimates the direction of travel to and from the Planning Area. The trips are assigned to specific street segments and intersection turning movements during the third step. The results of the process for the proposed Plan are described in the following sections.

Trip Generation

The amount of traffic added to the surrounding roadway system by the proposed Plan was estimated by applying the appropriate trip generation rates to the development proposal. Trip generation rates for Regional Retail, Condominium, Hotel, Office Park, and Shopping Center land uses identified in *San Diego Traffic Generators* (San Diego Association of Governments, April 2002) were used to estimate project trip generation. The rates are presented in Table 3.3-7.

Table 3.3-7: Project Trip Generation Rates

Land Use	Daily	AM			PM		
		In	Out	Total	In	Out	Total
Multi-Family Residential	8	0.128	0.512	0.64	0.56	0.24	0.80
Hotel	10	0.36	0.24	0.60	0.48	0.32	0.80
Office Park	12	1.404	0.156	1.56	0.336	1.344	1.68
Regional Shopping Center	50	1.40	0.60	2.00	2.25	2.25	4.50
Industrial Park (No Commercial)	8	0.792	0.088	0.88	0.192	0.768	0.96

Source: *San Diego Traffic Generators*, SANDAG, April 2002.

According to VTA guidelines (Transportation Impact Analysis Guidelines, May 1998), reductions may be applied to the trip estimates for mixed-use projects and for sites that are located in close proximity to transit facilities. The Great Mall/Main and Montague light rail stations are located within the TASP area. A future BART station is proposed between Montague Expressway, Capitol Avenue and the existing railroad line. However, the BART station was conservatively assumed to not be completed and operational by the 20-year buildout of the Plan because funding for the entire extension has not been obtained and environmental studies are still being completed. The BART extension and traffic associated with the parking lots are included under Year 2030 Conditions. A qualitative discussion of

potential impacts if BART was assumed to be completed prior to project buildout is included following the discussion of project impacts.

The following mixed-use and transit reductions were applied consistent with VTA guidelines:

- 13% reduction for retail and housing (applied to the smaller generator)
- 10% reduction for hotel and retail (applied to the smaller generator)
- 9% reduction for housing near the existing light-rail stations
- 3% reduction for office near the existing light-rail stations

To verify that the mixed-use and transit reductions permitted by VTA were appropriate, the proposed land uses were coded into the VTA regional model and the subsequent outputs indicated that the number of internalized project trips (those trips not traveling outside of the Planning Area) are consistent with the allowable reductions.

A 25-percent pass-by reduction was applied to the retail uses to account for vehicles that are already traveling on the roadways adjacent to the Planning Area. These trips are included in the analysis of traffic that enters and exits the Planning Area but are not considered “new” trips that are added to the street system by the project.

The project trip generation estimates are presented in Table 3.3-8. Based on the May 2006 Preferred Plan, the expected buildout would generate 53,259 net new daily trips, 3,416 net new AM peak-hour trips (72 inbound and 3,344 outbound) and 4,926 net new PM peak-hour trips (4,022 inbound and 904 outbound).

The Great Mall/Retail subdistrict was excluded from the traffic projections since the Great Mall is an existing use and no redevelopment of the Great Mall is proposed with the proposed Plan. The Great Mall subdistrict currently includes 1,919,912 square feet of retail, 177,289 square feet of hotel, and 52,780 square feet of office space, all of which are expected to remain throughout the timeline of the plan. As a result, the building square feet column in Table 3.3-8 excludes those in the Great Mall subdistrict. The background and cumulative projections do take traffic from the Great Mall subdistrict into account.

The land uses of the May 2006 Preferred Plan were altered, as identified in the final version of the Specific Plan, resulting in the following changes in buildout projections: retail uses were decreased by 232,951 square feet, office uses were increased by 180,500 square feet, and 76 housing units were removed. These adjustments resulted in minor changes to the project’s AM peak hour trip generation and a 313 vehicle trip reduction in the PM peak hour trip generation, as shown in Table 3.3-9. Although the revised trip estimates are expected to reduce the delays at the study intersections, they are not expected to alter the project-level impacts, based on the May 2006 Preferred Plan.

Table 3.3-8: Project Trip Generation Estimates

Land Use	Size (sq. ft. or dwelling units)	Daily	AM			PM		
			In	Out	Total	In	Out	Total
Proposed Uses								
Regional Shopping Center	520,026 sf	26,001	728	312	1,040	1,170	1,170	2,340
Hotel	350 du	3,500	126	84	210	168	112	280
Gross Commercial		29,501	854	396	1,250	1,338	1,282	2,620
Housing-Retail Mixed-Use Reduction (13% off retail)		-3,380	-95	-41	-136	-152	-152	-304
Hotel-Retail Mixed-Use Reduction (10% off hotel)		-350	-13	-8	-21	-17	-11	-28
Pass-by Reduction (25% off retail)		-6,500	-182	-78	-260	-293	-293	-586
Net Commercial (A)		19,271	564	269	833	876	826	1,702
Office Park (Gross)	813,343 sf	9,760	1,142	127	1,269	254	1,015	1,269
Office Near Fixed Rail Reduction (3%)		-293	-34	-4	-38	-8	-30	-38
Housing-Office Mixed-Use Reduction (3% off office)		-293	-34	-4	-38	-8	-30	-38
Net Office (B)		9,174	1,074	119	1,193	238	955	1,193
Multi-Family Residential (Gross)	7,185 du	57,480	920	3,678	4,598	4,024	1,724	5,748
Housing Near Fixed Rail Reduction (9%)		-5,173	-83	-331	-414	-362	-155	-517
Housing-Retail Mixed-Use Reduction (13% off retail)		-3,380	-41	-95	-136	-152	-152	-304
Housing-Office Mixed-Use Reduction (3% off office)		-293	-4	-34	-38	-30	-8	-38
Net Residential (C)		48,634	792	3,218	4,010	3,480	1,409	4,889
Existing Uses Being Redeveloped								
Industrial Park (D)	2,977,555 sf	23,820	2,358	262	2,620	572	2,286	2,858
Net Total (A+B+C-D)		53,259	72	3,344	3,416	4,022	904	4,926

Note: For mixed-use reductions, the reduction is applied to the smaller generator of the two land uses. The trips generated by the larger generator are reduced by the same number of trips and the inbound/outbound splits are reversed to reflect linked trips between the two land uses.

Source: Fehr & Peers Associates, Inc. 2006.

Table 3.3-9: Adjusted Trip Generation Estimates

<i>Milpitas TASP</i>		AM			PM		
	<i>Daily</i>	<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>
Final Plan	48,969	116	3,284	3,400	3,773	840	4,613
May 2006 Preferred Plan	53,259	72	3,344	3,416	4,022	904	4,926
Net Difference	-4,290	44	-60	-16	-249	-64	-313

Trip Distribution

The directions of approach and departure for the proposed Transit Area land uses were estimated using VTA's travel demand forecasting model, existing travel patterns, and the relative locations of complementary land uses. The major directions of approach and departure form the trip distribution pattern for the plan's residential and industrial/commercial components are illustrated on Figures 3.3-10 and 3.3-11, respectively.

Trip Assignment

The trips generated by the proposed Plan were assigned to the roadway system based on the directions of approach and departure discussed above. Figure 3.3-12 shows the AM and PM peak-hour project trips assigned to each turning movement at the study intersections. Project trips were added to background traffic volumes to establish intersection volumes for Project Conditions, as shown in Figure 3.3-13.

Project Intersection Levels of Service

The results of the intersection level of service calculations for Project Conditions are presented in Table 3.3-10. Appendix B contains the corresponding calculation sheets. The results for Background Conditions are included for comparison purposes, along with the projected increases in critical delay and critical volume-to-capacity (V/C) ratios. Critical delay represents the delay associated with the critical movements of the intersection, or the movements that require the most "green time" and have the greatest effect on overall intersection operations. The changes in critical delay and critical V/C ratio between Background and Project Conditions are used to identify significant impacts. The locations of the deficient intersections under Project Conditions are presented on Figure 3.3-14.

Anticipated Project Impacts With BART Extension

As noted previously, the proposed BART was not assumed to be completed with development of the proposed Plan. Assuming that the transit reduction for the residential uses could double from 9 percent to 18 percent with the BART extension, approximately 400 to 500 peak-hour trips would be reduced from the total trip generation. A sensitivity analysis was conducted at the 15 impacted intersections to determine the effect of the additional 9 percent transit trip

reduction. The results of this analysis indicate that, although intersection delays would be less, impacts would not be reduced to a less than significant level even with the higher transit reduction.

A comparison of the project-level impacts for the Transit Area Specific Plan (TASP) and from the BART extension study was also conducted. The Draft Supplemental Environmental Impact Report (Draft SEIR) for the BART extension, which was completed in January 2007, reported a level of service rating that is one or two levels worse. For the common study intersections that were evaluated in both studies, the BART SEIR identified significant impacts with “no cost-effective feasible mitigation” at six (6) additional intersections.

- E. Calaveras Boulevard/Milpitas Boulevard (LOS F vs. LOS D during PM)
- E. Calaveras Boulevard/Hillview Drive (LOS E vs. LOS D+ during PM)
- E. Calaveras Boulevard/Park Victoria Drive (LOS E vs. LOS D during AM)
- Milpitas Boulevard/Yosemite Drive (LOS F vs. LOS C during AM and LOS E vs. LOS C during PM)
- Landess Avenue / I-680 NB Off-Ramp-Dempsey Road (LOS E vs. LOS D during AM)
- Landess Avenue/Park Victoria Drive-Morrill Avenue (LOS E vs LOS C during PM and LOS F vs. LOS D during PM)

One reason for the discrepancy between the two studies is the difference in level of service methodology and the growth projections. The primary reason for the discrepancy between the two studies is that the project-level analysis of the TASP represents a near-term analysis while the BART SEIR reflects a long-term analysis. The BART SEIR utilized demographic projections from Association of Bay Area Governments (ABAG) which accounts for growth to Year 2030 Conditions. The project-level volumes for the TASP consist of existing volumes (Year 2004 to 2005), traffic from approved projects, and buildout of the TASP. Buildout of the TASP is estimated to occur over a 20-year period. A Year 2030 cumulative scenario was included in the TASP study to analyze long-term impacts but only roadway segments are analyzed, instead of intersections. This approach is consistent with City procedures for preparation of traffic studies in the City of Milpitas.

In addition, the following factors contribute to the discrepancy in results: land use assumptions and model network assumptions. The TASP study commenced after completion of the technical studies for the BART extension study, therefore the proposed land uses in the Transit Area Specific Plan are different from the BART SEIR.

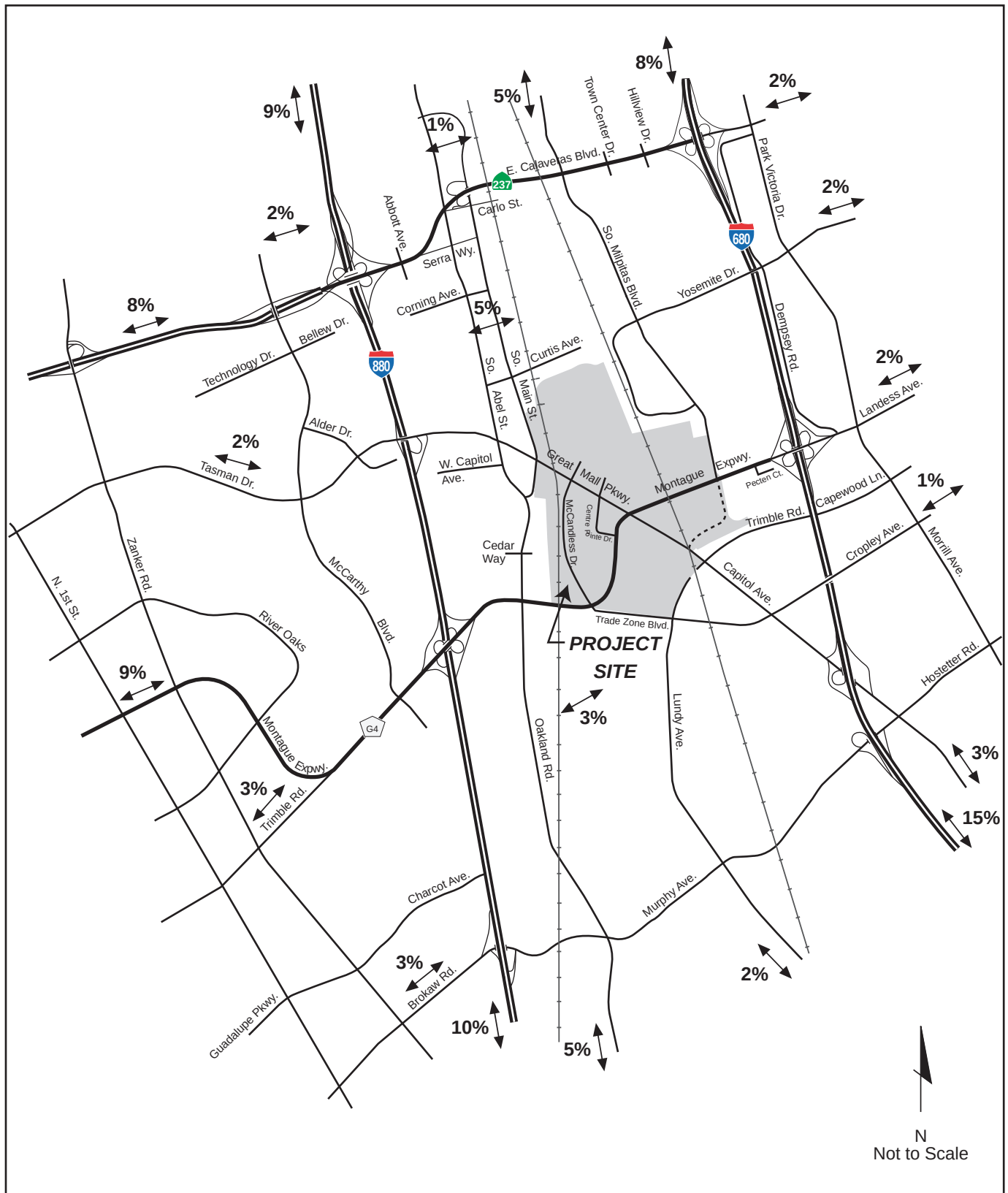
In addition, while both studies utilized the VTA regional travel demand model, further refinements to the network were made for the TASP study to more accurately predict travel demand and interaction between complementary land uses within the City of Milpitas. The VTA regional model includes all cities within Santa Clara County but does not provide sufficient detail to model and to accurately forecast volumes for local streets in Milpitas. This level of refinement determines how the vehicles trips are assigned to the roadway network. Thus travel patterns are not similar between both studies. A detailed discussion of the changes

to the VTA model and the methodology used to develop the Year 2030 cumulative roadway segment traffic volumes is contained in Appendix D

The differing conclusions of this analysis and the one conducted for the BART extension end up having no implication for this EIR. Traffic from the proposed BART station is included in the 2030 cumulative analysis for the proposed Plan and a comparison of the two traffic analyses showed some variation in roadway segment volume at selected locations. Of the eight intersections in the BART study that would experience significant impacts in 2030, the VTA says that none have feasible mitigation measures. However, in its response to the BART Draft SEIR, the City noted that while the DSEIR repeatedly dismisses all mitigation by stating “no other cost-effective feasible improvements beyond 2030 without Project” are available, “cost-effective” is not the only standard for feasibility. The City subsequently suggested the following mitigations for intersections that are also analyzed by this EIR:

- For the intersections of Milpitas Boulevard with Montague Expressway, Yosemite Drive, and Calaveras Boulevard (numbers 27, 14, and 5, respectively, on Figure 3.3-1), the City requested that VTA consider the implementation of Traffic Management Improvements on the Milpitas Boulevard corridor including traffic signal interconnection and traffic surveillance equipment as feasible mitigations so that impacts to the corridor can be more easily monitored and addressed by signal-timing solutions. In addition, the City requested that VTA identify the construction of the Milpitas Boulevard Extension between Montague Expressway and Capitol Avenue as a feasible and fully-funded mitigation to the BART project since it is identified as a planned improvement within the existing 35% Improvement Plans.
- For the intersections of Landess Avenue with Dempsey Road and Park Victoria Drive (numbers 29 and 30 on Figure 3.3-1), the City requested that contributions towards the widening of Landess Avenue be considered as feasible improvements to off-set the impacts as it will provide consistency with the planned widening improvements along Montague Expressway planned by the County.
- For the intersection of Montague Expressway with Great Mall Parkway/Capitol Avenue and Milpitas Boulevard (numbers 26 and 27, respectively, on Figure 3.3-1), the DSEIR discusses providing a “Fair Share” contribution towards the Grade Separation of the intersection as recommended in the VTA’s Valley Transportation Plan 2030 but also identifies the location as “No Cost-Effective Feasible Mitigation Measure Available.” As with the Milpitas Boulevard corridor, the City requested that VTA identify the construction of the Milpitas Blvd Extension as a feasible and fully-funded mitigation to impacts at this intersection.

For the two intersections (Great Mall Parkway/Montague Expressway and Montague Expressway/Milpitas Boulevard) that are expected to experience significant and unmitigable impacts under both this analysis and VTA’s DSEIR, this EIR is consistent with the City’s position on which feasible improvements can be made to improve future conditions. Thus, the long-term impacts and mitigation measures for the Plan account for BART station operation.



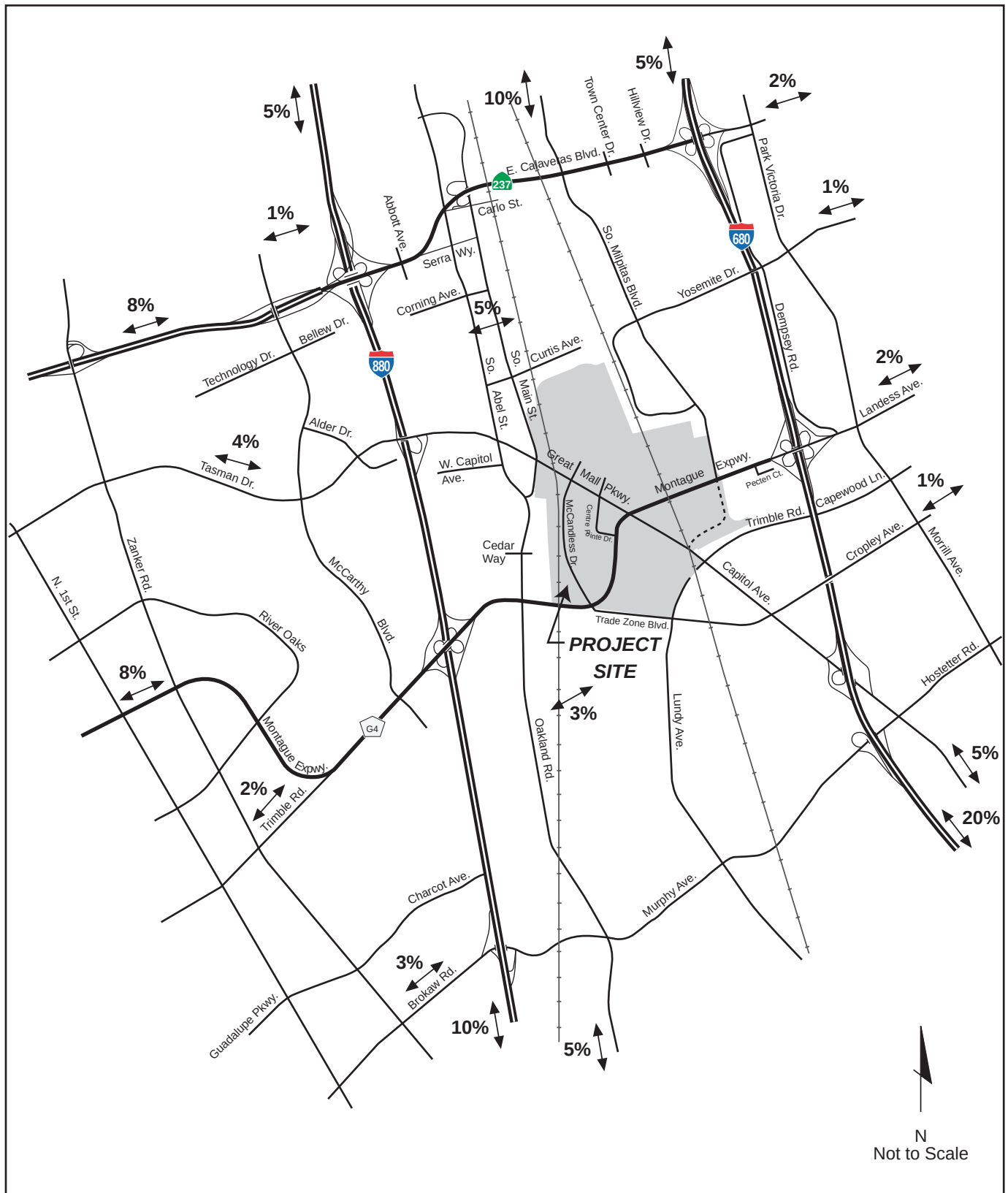
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Milpitas Transit Area Specific Plan

RESIDENTIAL TRIP DISTRIBUTION

FIGURE 3.3-10



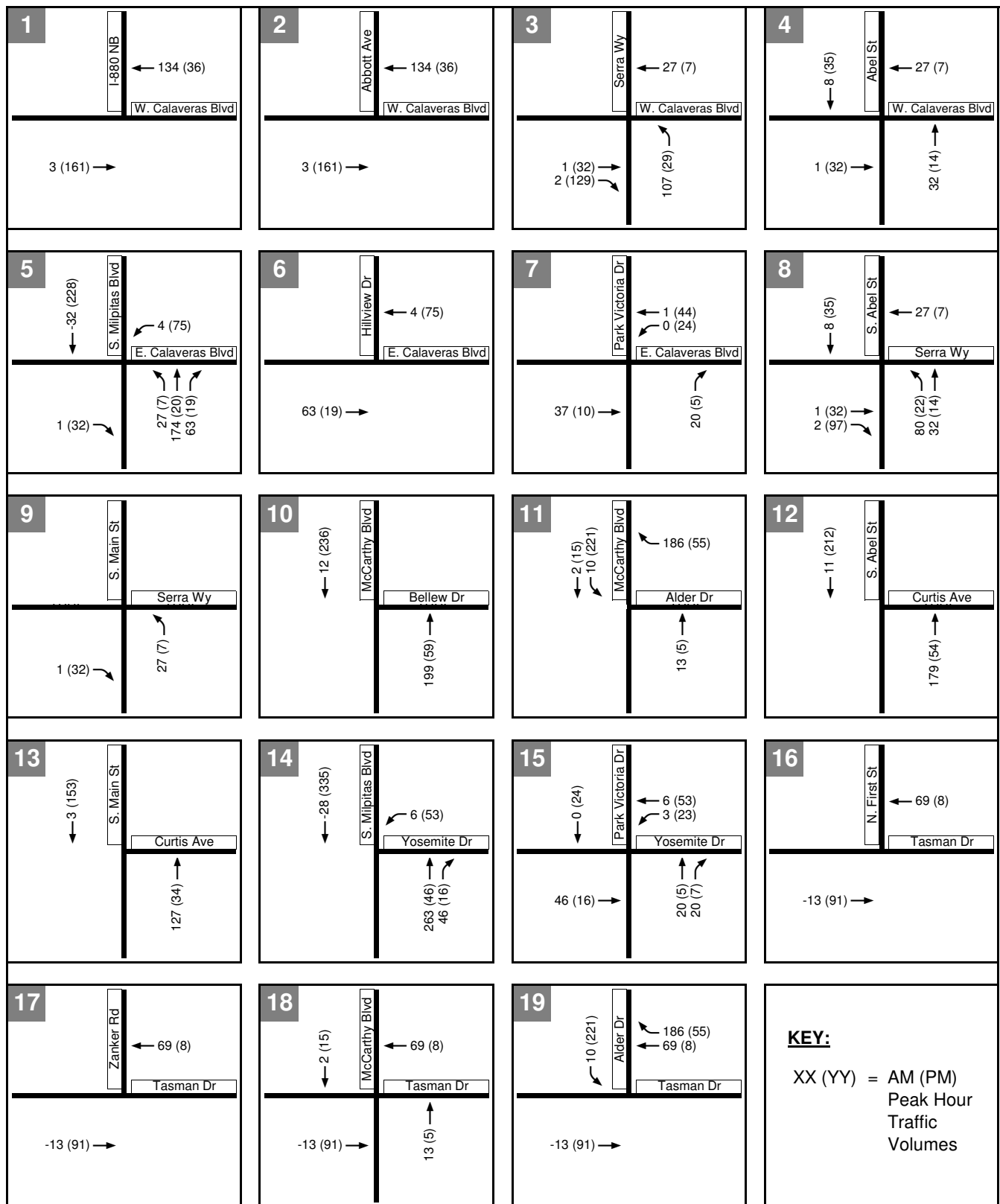
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Milpitas Transit Area Specific Plan

COMMERCIAL/INDUSTRIAL TRIP DISTRIBUTION

FIGURE 3.3-11



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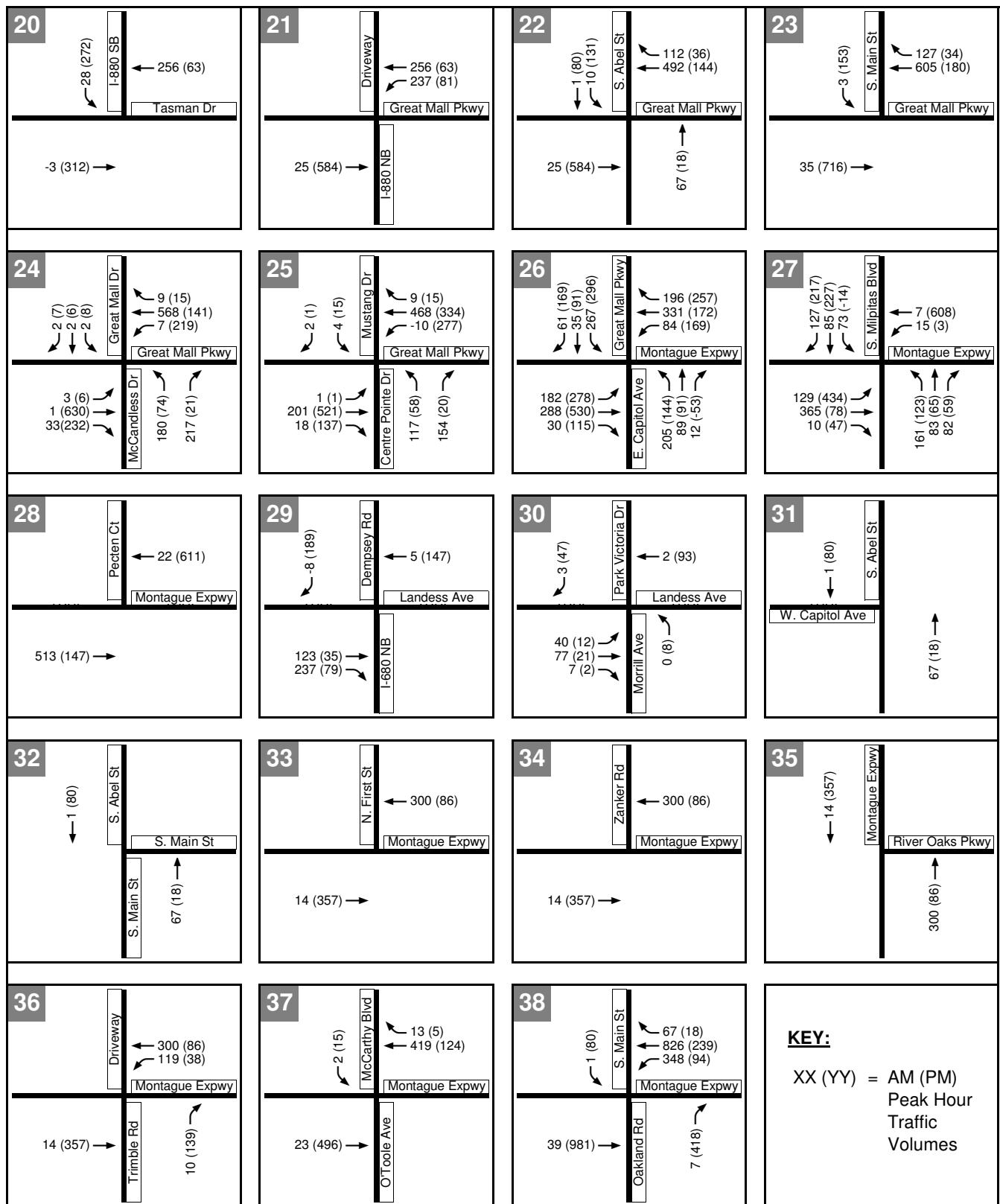
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Milpitas Transit Area Specific Plan

PROJECT TRIP ASSIGNMENT

FIGURE 3.3-12



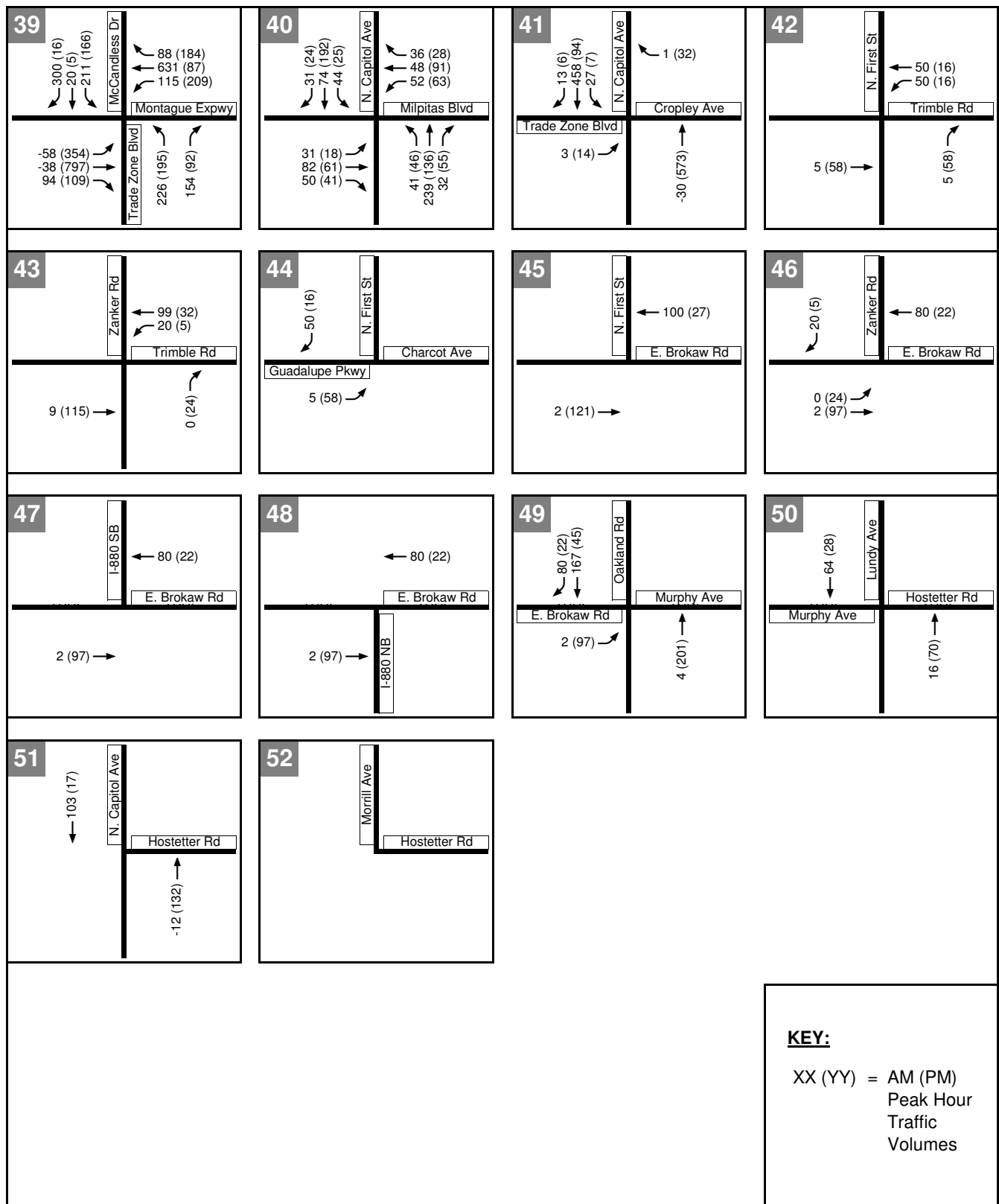
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Milpitas Transit Area Specific Plan

PROJECT TRIP ASSIGNMENT

FIGURE 3.3-12



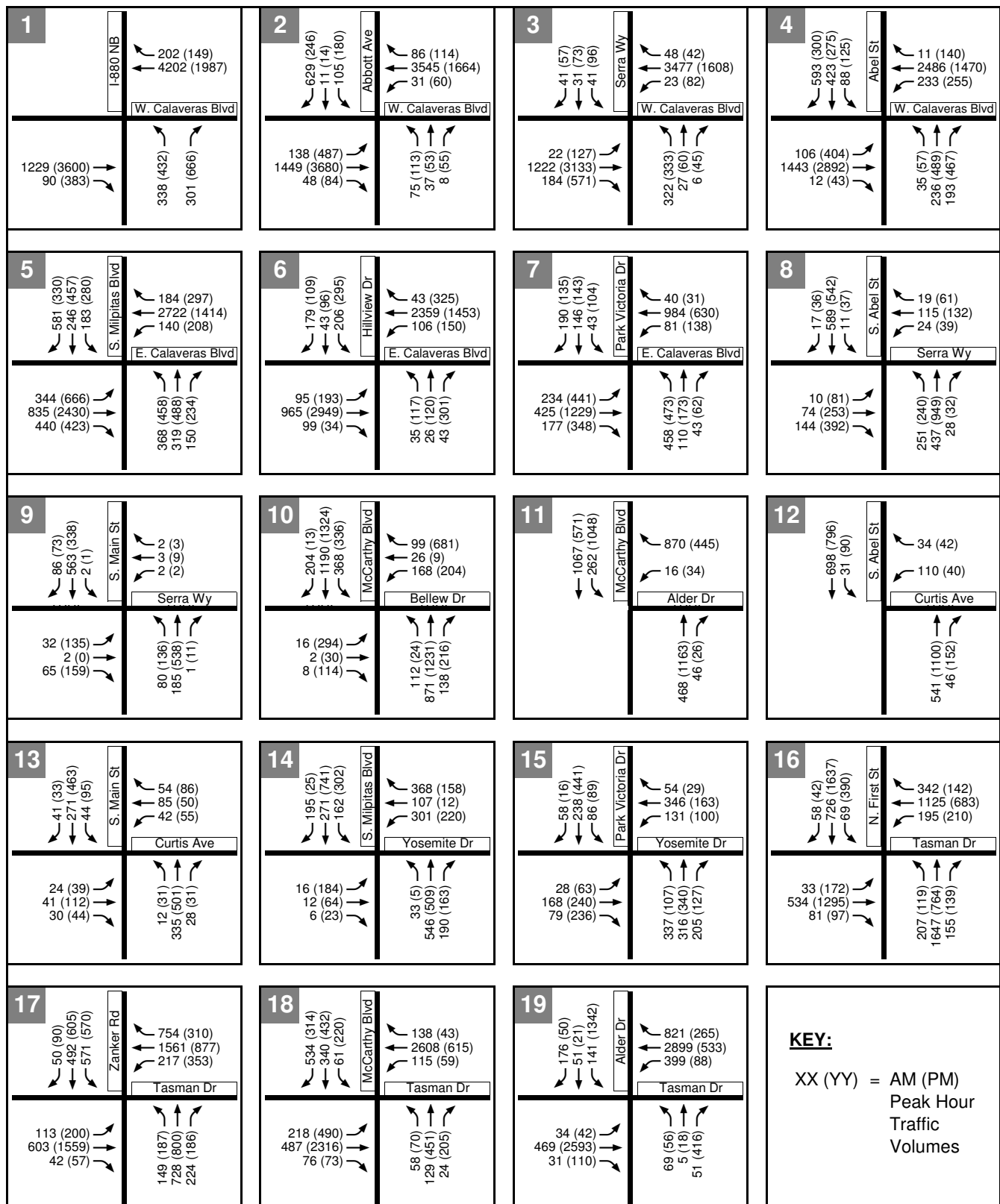
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PROJECT TRIP ASSIGNMENT

FIGURE 3.3-12



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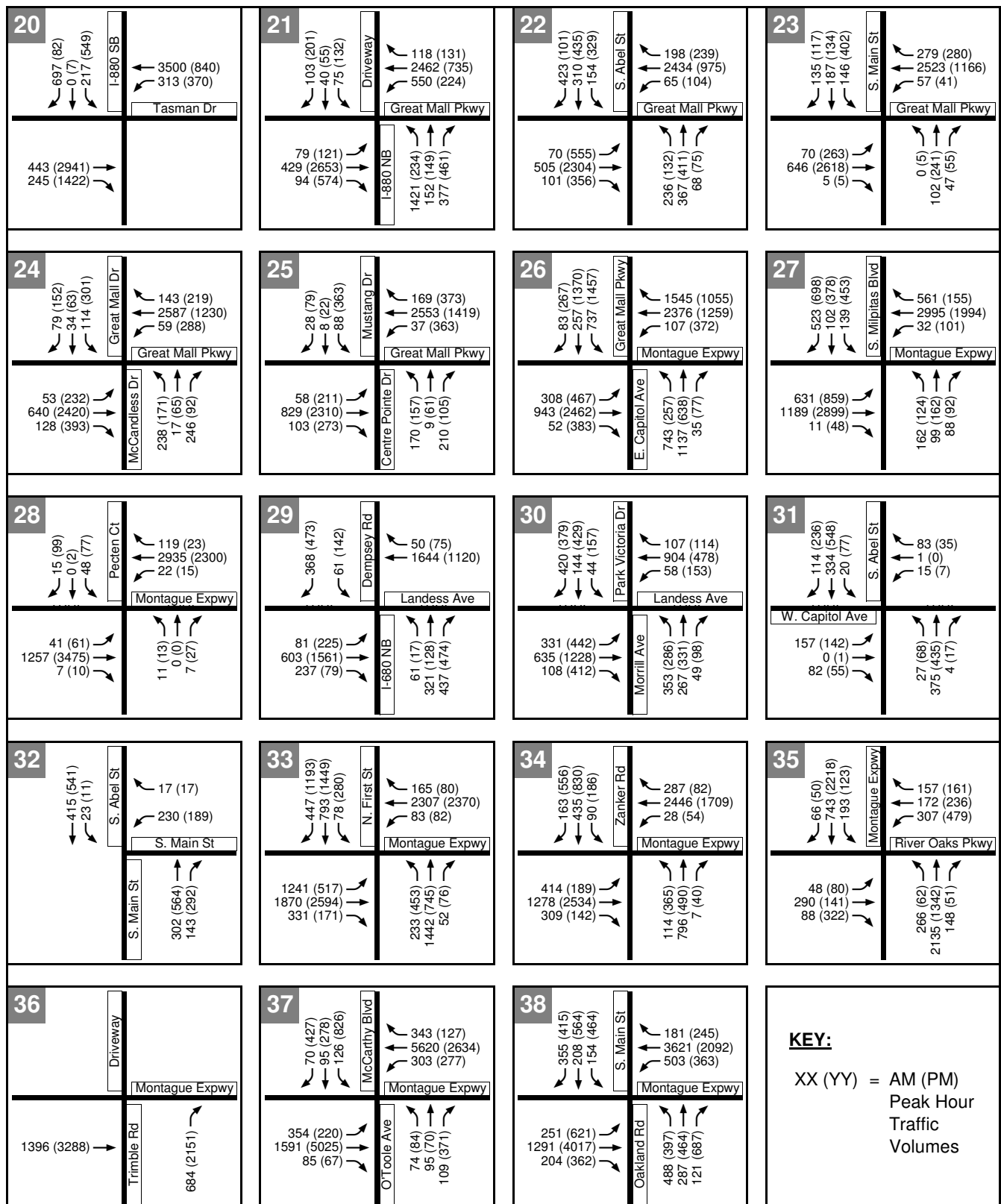
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Milpitas Transit Area Specific Plan

PROJECT INTERSECTION PEAK-HOUR VOLUMES

FIGURE 3.3-13



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Milpitas Transit Area Specific Plan

PROJECT INTERSECTION PEAK-HOUR VOLUMES

FIGURE 3.3-13

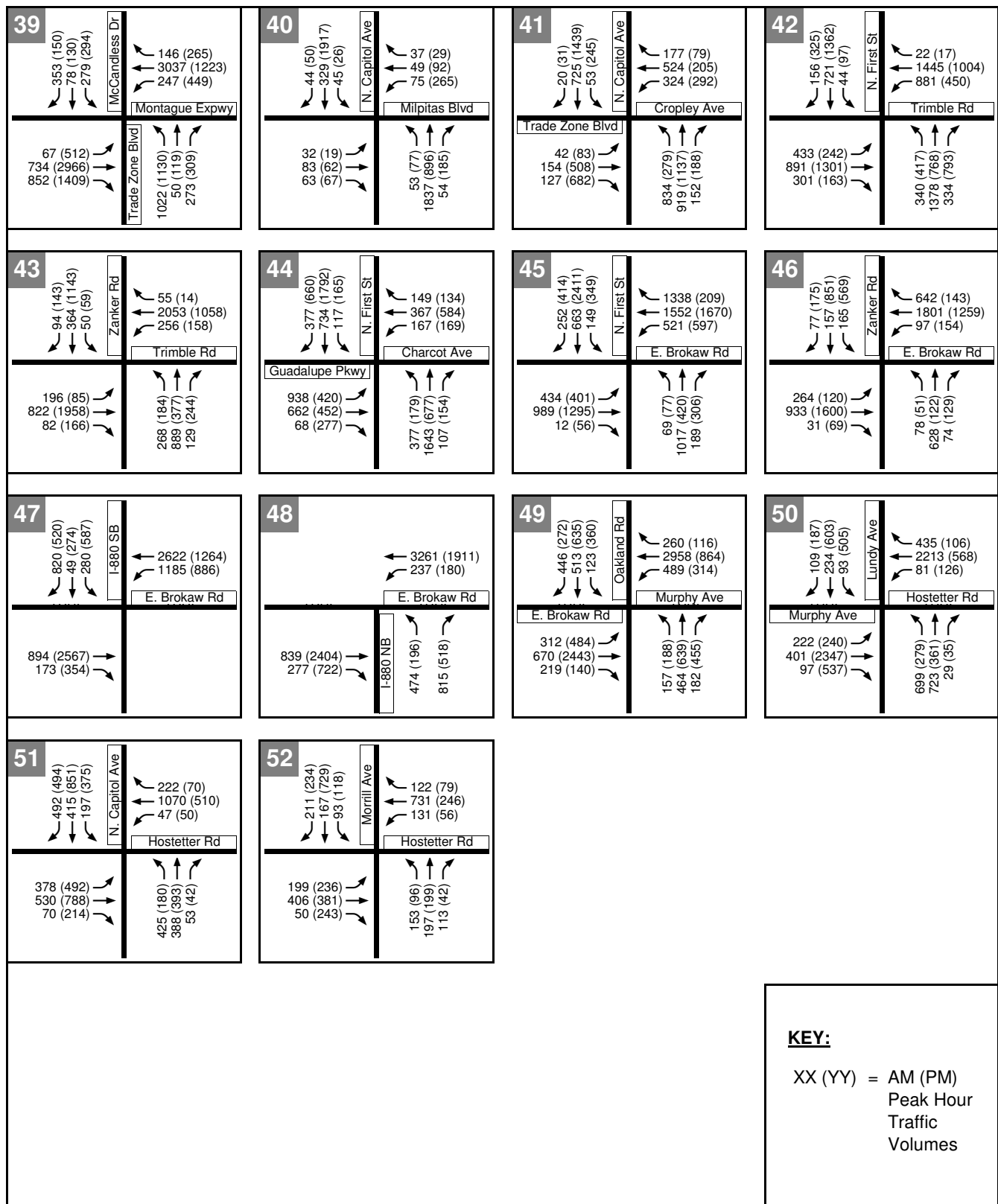


Table 3.3-10: Comparison of Background and Project Intersection Levels of Service

Intersection	Peak Hour ¹	Background		Project			
		Delay ²	LOS ³	Delay ²	LOS ³	Δ in Crit. VIC ⁴	Δ in Crit. Delay ⁵
1. W. Calaveras Boulevard / I-880 NB Ramps (M)	AM	23.7	C	26.2	C	+0.025	+3.2
	PM	50.3	D	57.2	E+	+0.030	+10.6
2. W. Calaveras Boulevard / Abbott Avenue (M)	AM	39.2	D	43.8	D	+0.026	+6.1
	PM	32.0	C-	32.2	C-	+0.007	+0.2
3. W. Calaveras Boulevard / Serra Way (M)	AM	22.2	C+	27.3	C	+0.038	+6.2
	PM	29.9	C	30.9	C	+0.015	+1.4
4. W. Calaveras Boulevard / Abel Street (CMP, M)	AM	44.3	D	44.6	D	+0.005	+0.3
	PM	49.1	D	50.6	D	+0.010	+1.5
5. E. Calaveras Boulevard / S. Milpitas Boulevard (CMP, M)	AM	119.2	F	121.6	F	+0.009	+4.4
	PM	44.4	D	50.9	D	+0.037	+6.0
6. E. Calaveras Boulevard / Hillview Drive (M)	AM	23.9	C	23.7	C	+0.001	-0.0
	PM	36.3	D+	36.2	D+	+0.004	+0.2
7. E. Calaveras Boulevard / Park Victoria Drive (M)	AM	47.3	D	47.0	D	+0.000	+0.0
	PM	47.2	D	48.2	D	+0.018	+1.9
8. S. Abel Street / Serra Way (M)	AM	25.9	C	27.1	C	+0.057	+2.2
	PM	25.2	C	27.7	C	+0.070	+3.1
9. S. Main Street / Serra Way (M)	AM	6.2	A	6.2	A	+0.001	+0.0
	PM	10.0	A	10.6	B+	+0.022	+1.1
10. McCarthy Boulevard / Bellew Drive (M)	AM	22.1	C+	22.6	C+	+0.004	+0.2
	PM	56.7	E+	59.9	E+	+0.017	+3.2
11. McCarthy Boulevard / Alder Drive (M)	AM	16.3	B	20.2	C+	+0.129	+3.3
	PM	39.4	D	76.0	E-	+0.141	+52.8
12. S. Abel Street / Curtis Avenue (M)	AM	10.1	B+	9.1	A	+0.056	-1.3
	PM	8.9	A	8.5	A	+0.017	+0.1
13. S. Main Street / Curtis Avenue (M)	AM	18.6	B-	18.6	B-	+0.041	+0.2
	PM	19.9	B-	20.2	C+	+0.011	-0.1
14. Yosemite Drive / S. Milpitas Boulevard (M)	AM	29.5	C	31.5	C	+0.161	+6.3
	PM	33.6	C-	32.8	C-	+0.054	+1.9
15. Yosemite Drive / Park Victoria Drive (M)	AM	43.6	D	45.5	D	+0.035	+2.8
	PM	40.9	D	43.0	D	+0.066	+1.8
16. Tasman Drive / N. First Street (SJ)	AM	64.9	E	71.2	E	+0.021	+9.6
	PM	69.6	E	75.2	E	+0.027	+9.0

Table 3.3-10: Comparison of Background and Project Intersection Levels of Service

Intersection	Peak Hour ¹	Background		Project			
		Delay ²	LOS ³	Delay ²	LOS ³	Δ in Crit. VIC ⁴	Δ in Crit. Delay ⁵
17. Tasman Drive / Zanker Road (SJ)	AM	32.6	C-	33.5	C-	+0.021	+1.5
	PM	39.0	D	42.4	D	+0.028	+5.7
18. Tasman Drive / McCarthy Boulevard (M)	AM	78.8	E-	83.6	F	+0.014	+6.3
	PM	53.8	D-	62.4	E	+0.025	+13.1
19. Tasman Drive / Alder Drive (M)	AM	22.2	C+	22.4	C+	+0.014	+0.4
	PM	139.8	F	176.1	F	+0.096	+44.2
20. Tasman Drive / I-880 SB Ramps (M)	AM	24.0	C	25.8	C	+0.052	+2.7
	PM	63.1	E	76.6	E-	+0.085	+40.1
21. Great Mall Parkway / I-880 NB Ramps (M)	AM	110.9	F	132.1	F	+0.051	+27.5
	PM	30.0	C	34.2	C-	+0.114	+5.7
22. Great Mall Parkway / S. Abel Street (M)	AM	44.8	D	45.7	D	+0.094	+1.7
	PM	43.2	D	50.0	D	+0.200	+11.3
23. Great Mall Parkway / S. Main Street (M)	AM	20.7	C+	20.8	C+	+0.123	+0.9
	PM	39.4	D	45.2	D	+0.233	+10.1
24. Great Mall Parkway / McCandless Drive-Great Mall Drive (M)	AM	16.3	B	28.6	C	+0.235	+16.7
	PM	21.1	C+	31.2	C	+0.297	+14.8
25. Great Mall Parkway / Centre Pointe Drive-Mustang Drive (M)	AM	14.6	B	25.5	C	+0.143	+8.3
	PM	30.1	C	49.9	D	+0.388	+32.8
26. Great Mall Parkway-E. Capitol Avenue / Montague Expressway (CMP, M)	AM	98.9	F	129.8	F	+0.206	+61.9
	PM	121.4	F	165.7	F	+0.051	+133.2
27. Montague Expressway / S. Milpitas Boulevard (CMP, M)	AM	29.5	C	50.5	D	+0.231	+26.5
	PM	39.7	D	90.4	F	+0.303	+72.5
28. Montague Expressway / Pecten Court (M)	AM	8.7	A	7.9	A	+0.003	-0.0
	PM	12.0	B	11.5	B+	+0.018	-0.1
29. Landess Avenue / I-680 NB Off-Ramp-Dempsey Road (M)	AM	46.6	D	43.3	D	-0.004	-1.0
	PM	28.5	C	33.8	C-	+0.117	+6.0
30. Park Victoria Drive-Morrill Avenue / Landess Avenue (M)	AM	32.6	C-	34.3	C-	+0.028	+4.3
	PM	39.1	D	40.0	D	+0.011	+0.5
31. S. Abel Street / W. Capitol Avenue (M)	AM	29.7	C	33.5	C-	+0.000	-0.0
	PM	16.2	B	19.5	B-	+0.109	+7.2
32. S. Abel Street / S. Main Street (M)	AM	13.7	B	13.0	B	+0.020	-0.0
	PM	10.0	B+	9.7	A	+0.005	-0.1

Table 3.3-10: Comparison of Background and Project Intersection Levels of Service

Intersection	Peak Hour ¹	Background		Project			
		Delay ²	LOS ³	Delay ²	LOS ³	Δ in Crit. VIC ⁴	Δ in Crit. Delay ⁵
33. Montague Expressway / N. First Street (CMP, SJ)	AM	143.7	F	163.9	F	+0.069	+31.0
	PM	187.0	F	202.2	F	+0.016	+6.7
34. Montague Expressway / Zanker Road (CMP, SJ)	AM	54.2	D-	60.7	E	+0.069	+10.8
	PM	84.9	F	83.1	F	+0.058	-3.7
35. Montague Expressway / River Oaks Parkway (SJ)	AM	48.6	D	47.9	D	+0.069	-0.9
	PM	46.1	D	48.1	D	+0.088	+4.5
36. Montague Expressway / Trimble Road (CMP, SJ)	AM	27.0	C	27.1	C	+0.004	+0.1
	PM	40.8	D	43.3	D	+0.068	+2.5
37. Montague Expressway / McCarthy Boulevard-O'Toole Avenue (SJ)	AM	78.6	E-	97.6	F	+0.065	+27.6
	PM	141.2	F	166.7	F	+0.087	+37.6
38. Montague Expressway / S. Main Street-Oakland Road (CMP, M)	AM	68.5	E	144.2	F	+0.589	+71.7
	PM	83.9	F	170.2	F	+0.379	+148.4
39. Montague Expressway / McCandless Drive-Trade Zone Boulevard (CMP, M)	AM	93.0	F	176.3	F	+0.409	+107.7
	PM	133.9	F	304.7	F	+0.387	+159.2
40. E. Capitol Avenue / S. Milpitas Boulevard (M)	AM	Future Intersection		20.5	C+	N/A	N/A
	PM			24.8	C	N/A	N/A
41. N. Capitol Avenue / Trade Zone Boulevard-Cropley Avenue (SJ)	AM	39.8	D	43.7	D	+0.087	+13.2
	PM	69.1	E	90.9	F	+0.174	+52.4
42. Trimble Road / N. First Street (CMP, SJ)	AM	52.2	D-	53.8	D-	+0.017	+3.4
	PM	47.2	D	51.3	D-	+0.009	+10.2
43. Trimble Road / Zanker Road (CMP, SJ)	AM	40.9	D	41.4	D	+0.019	+0.5
	PM	39.7	D	40.1	D	+0.024	+0.9
44. Guadalupe Parkway-Charcot Avenue / N. First Street (SJ)	AM	54.7	D-	54.8	D-	+0.002	+0.4
	PM	44.7	D	46.4	D	+0.020	+2.9
45. E. Brokaw Road / N. First Street (CMP, SJ)	AM	101.6	F	100.9	F	+0.000	+0.0
	PM	149.9	F	153.6	F	+0.008	+3.6
46. E. Brokaw Road / Zanker Road (CMP, SJ)	AM	36.5	D+	36.5	D+	+0.016	+0.3
	PM	40.7	D	41.6	D	+0.019	+0.6
47. E. Brokaw Road / I-880 SB Ramps (CMP, SJ)	AM	43.8	D	43.8	D	+0.000	+0.0
	PM	61.5	E	64.6	E	+0.018	+4.6
48. E. Brokaw Road / I-880 NB Ramps (CMP, SJ)	AM	38.3	D+	39.1	D	+0.015	+1.3
	PM	25.3	C	25.3	C	+0.018	+0.1

Table 3.3-10: Comparison of Background and Project Intersection Levels of Service

Intersection	Peak Hour ¹	Background		Project			
		Delay ²	LOS ³	Delay ²	LOS ³	Δ in Crit. V/C ⁴	Δ in Crit. Delay ⁵
49. E. Brokaw Road-Murphy Avenue / Oakland Road (CMP, SJ)	AM	46.7	D	50.5	D	+0.049	+6.8
	PM	52.8	D-	55.0	D-	+0.008	+3.0
50. Murphy Avenue-Hostetter Road / Lundy Avenue (CMP, SJ)	AM	48.5	D	49.9	D	+0.018	+2.4
	PM	43.4	D	44.8	D	+0.020	+2.4
51. Hostetter Road / N. Capitol Avenue (SJ)	AM	77.9	E-	77.4	E-	+0.000	+0.0
	PM	54.0	D-	54.7	D-	+0.000	+0.0
52. Hostetter Road / Morrill Avenue (SJ)	AM	20.8	C+	20.8	C+	+0.000	+0.0
	PM	31.1	C	31.1	C	+0.000	+0.0

Notes:

1. AM = morning peak hour, PM = afternoon peak hour.

2. Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections using methodology described in the 2000 HCM, with adjusted saturation flow rates to reflect Santa Clara County Conditions.

3. LOS = level of service. LOS calculations conducted using the TRAFFIX level of service analysis software package.

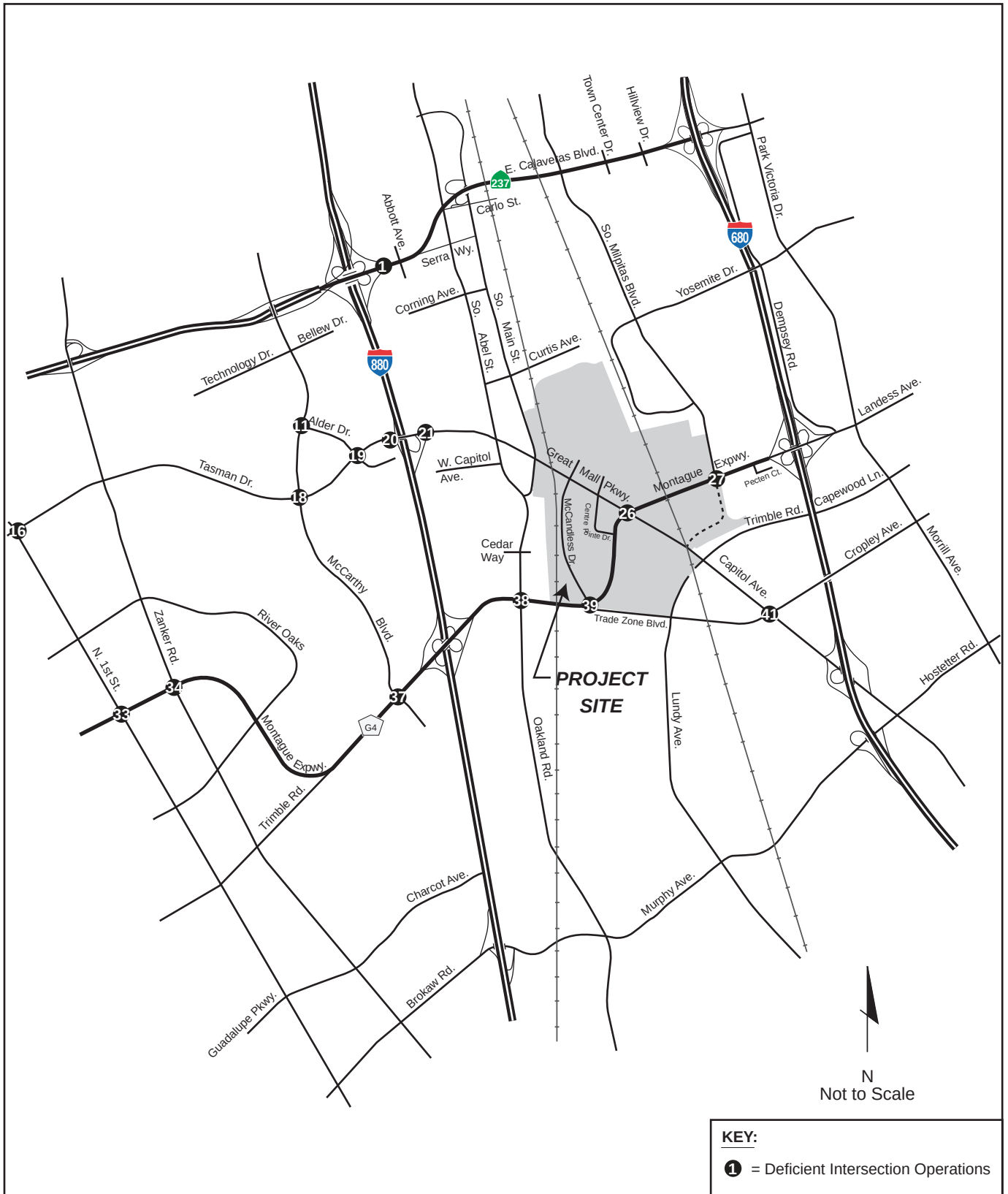
4. Change in the critical volume-to-capacity ratio (V/C) between Background and Project Conditions.

5. Change in critical movement delay between Background and Project Conditions.

CMP = CMP intersection, M = Milpitas intersection, SJ = San Jose intersection.

Bold text denotes intersections with significant impacts.

Source: Fehr & Peers Associates, Inc. 2006.



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PROJECT CONDITIONS - LOCATION OF DEFICIENT INTERSECTIONS

FIGURE 3.3-14

Project Freeway Segment Levels of Service

Project-generated traffic volumes were added to existing traffic volumes for each freeway mainline segment to reflect Project Conditions. Per VTA's *Transportation Impact Analysis Guidelines*, the freeway segments do not need to be analyzed under Background Conditions. These volumes were then used to re-calculate densities for each segment under Project Conditions. The resultant freeway segment operations are presented in Table 3.3-11.

Table 3.3-11: Existing and Project Freeway Segment Levels of Service

Freeway Direction	From	To	Peak Hour ¹	Existing Conditions		Project Conditions			
				Density ²	LOS ³	Trips	Density ²	LOS ³	% Impact ⁴
I-680 Northbound	Hostetter Road	Capitol Avenue	AM	33	D	-25	33	D	-0.27
			PM	22	C	630	24	C	6.85
	Capitol Avenue	Montague Expressway	AM	29	D	-8	29	D	-0.09
			PM	21	C	189	22	C	2.05
I-680 Northbound	Montague Expressway	Calaveras Boulevard	AM	39	D	237	35	D	2.58
			PM	26	C	79	23	C	0.86
	Calaveras Boulevard	Jacklin Road	AM	37	D	264	38	D	3.83
			PM	33	D	87	33	D	1.26
I-680 Southbound	Jacklin Road	Calaveras Boulevard	AM	30	D	27	30	D	0.39
			PM	27	D	306	29	D	4.43
	Calaveras Boulevard	Montague Expressway	AM	28	D	25	25	C	0.27
			PM	64	F	275	33	D	2.99
	Montague Expressway	Capitol Avenue	AM	22	C	152	23	C	1.65
			PM	66	F	33	66	F	0.36
	Capitol Avenue	Hostetter Road	AM	22	C	508	30	D	5.52
			PM	90	F	110	92	F	1.20
I-880 Northbound	Brokaw Road	Montague Expressway	AM	30	D	7	30	D	0.10
			PM	22	C	402	24	C	5.83
	Montague Expressway	Great Mall Parkway	AM	26	C	59	26	D	0.86
			PM	26	C	20	26	D	0.29
	Great Mall Parkway	SR 237	AM	34	D	296	36	D	4.29
			PM	51	E	102	52	E	1.48
I-880 Southbound	SR 237	Great Mall Parkway	AM	28	D	35	28	D	0.51
			PM	24	C	340	31	D	4.93
	Great Mall Parkway	Montague Expressway	AM	27	D	7	27	D	0.10
			PM	53	E	68	54	E	0.99
	Montague Expressway	Brokaw Road	AM	25	C	334	27	D	4.84
			PM	81	F	90	82	F	1.30

Table 3.3-11: Existing and Project Freeway Segment Levels of Service

Freeway Direction	From	To	Peak Hour ¹	Existing Conditions		Project Conditions			
				Density ²	LOS ³	Trips	Density ²	LOS ³	% Impact ⁴
SR 237 Eastbound	Zanker Road	McCarthy Boulevard	AM	28	D	6	28	D	0.13
			PM	36	D	322	37	D	7.00
	McCarthy Boulevard	I-880	AM	9	A	2	9	A	0.04
			PM	53	E	97	54	E	2.11
SR 237 Westbound	I-880	McCarthy Boulevard	AM	122	F	80	125	F	1.16
			PM	20	C	22	20	C	0.32
	McCarthy Boulevard	Zanker Road	AM	113	F	268	102	F	3.88
			PM	73	F	72	62	F	1.04

Notes:

1. AM = morning peak hour, PM = afternoon peak hour.
2. Measured in passenger cars per mile per lane.
3. LOS = level of service.
4. Percent impact on mixed flow lanes determined by dividing the number of project trips by the freeway segment's capacity.

Bold text denotes freeway segments with significant impacts.

Source: 2004 Monitoring and Conformance Report, VTA, March 2005.

Year 2030 Cumulative Conditions

This section discusses the analysis of the two Year 2030 cumulative scenarios (Year 2030 General Plan and Year 2030 Preferred Transit Area Plan), which was conducted using projected roadway link volumes, instead of intersections, per City of Milpitas guidelines. This approach is consistent with City procedures for preparation of traffic studies in the City of Milpitas.

Year 2030 Traffic Volumes

Year 2030 General Plan Scenario

Year 2030 AM and PM peak-hour roadway segment traffic volumes were obtained from the Valley Transportation Authority's regional travel demand model. This regional model is used by the VTA to produce traffic projections for use in transportation and air quality planning and includes buildout of the City of Milpitas according to its General Plan.

Although the model produces reasonable forecasts for freeways and major arterials in Santa Clara County, the model does not include enough traffic analysis zone (TAZ) or roadway network detail to produce accurate forecasts for minor arterial and local streets in the City of Milpitas. Thus, the City of Milpitas made refinements to the TAZs and to the roadway network to enable such analysis.

As stated above, Year 2030 General Plan Conditions assume redevelopment of the Planning Area according to its land use designations under the current General Plan. The proposed changes in land use due to the Milpitas Transit Area Specific Plan are not included. The completion of the BART extension to San Jose, including a new station at Montague/Capitol, is included in this scenario. Tables 3.3-12 and 3.3-13 present the roadway segment volumes under Year 2030 General Plan Buildout Conditions.

Year 2030 General Plan + Transit Area Plan Scenario

The proposed Transit Area Plan land uses were coded into the VTA regional model and the resulting trip assignment was compared to the trip assignment for the uses assumed under the current General Plan. As shown in Tables 3.3-12 and 3.3-13, the proposed Plan is estimated to generate higher volumes on most roadway segments when compared to current land use designations. The difference for each segment was then added to the 2030 General Plan volumes to determine potential cumulative roadway segment impacts.

Year 2030 Roadway Segment Levels of Service

The addition of traffic from the proposed Plan is projected to have a significant impact to 31 roadway segments during the AM peak hour and 49 roadway segments during the PM peak hour under 2030 General Plan plus Transit Area Specific Plan Conditions, as shown on Tables 3.3-12 and 3.3-13.

Table 3.3-12: Year 2030 AM Peak-Hour Forecasts: No Project vs. Proposed Plan

From	To	Dir	2004	2030 General Plan			2030 General Plan + TASP			% Change	Impact?
			Vol	Vol	V/C	LOS	Vol	V/C	LOS		
Interstate 880											
Dixon Landing Rd	Calaveras Blvd	SB	5,700	13,000	1.18	F	12,990	1.18	F	-0.09%	No
Calaveras Blvd	Great Mall Pkwy	SB	4,750	7,000	0.78	C	6,980	0.78	C	-0.22%	No
Great Mall Pkwy	Montague Expwy	SB	5,350	6,500	0.93	E	6,560	0.94	E	0.86%	No
Montague Expwy	Brokaw Rd	SB	4,950	6,400	1.07	F	6,810	1.14	F	6.83%	Yes
Brokaw Rd	Montague Expwy	NB	5,850	8,010	1.34	F	8,130	1.36	F	2.00%	Yes
Montague Expwy	Great Mall Pkwy	NB	5,150	8,300	1.19	F	8,350	1.19	F	0.71%	No
Great Mall Pkwy	Calaveras Blvd	NB	3,920	6,540	0.93	E	6,660	0.95	E	1.71%	No
Calaveras Blvd	Dixon Landing Rd	NB	7,970	9,200	0.84	D	9,360	0.85	D	1.45%	No
Interstate 680											
Jacklin Rd	Calaveras Blvd	SB	5,850	8,530	1.07	F	8,620	1.08	F	1.13%	Yes
Calaveras Blvd	Montague	SB	6,470	8,120	1.02	F	8,180	1.02	F	0.75%	No

Table 3.3-12: Year 2030 AM Peak-Hour Forecasts: No Project vs. Proposed Plan

From	To	Dir	2004 Vol	2030 General Plan			2030 General Plan + TASP			% Change	Impact?
				Vol	V/C	LOS	Vol	V/C	LOS		
	Expwy										
Montague Expwy	Capitol Ave	SB	5,810	6,800	0.85	D	7,200	0.90	D	5.00%	No
Capitol Ave	Montague Expwy	NB	7,540	9,120	1.14	F	9,300	1.16	F	2.25%	Yes
Montague Expwy	Calaveras Blvd	NB	7,170	8,700	1.09	F	8,990	1.12	F	3.63%	Yes
Calaveras Blvd	Jacklin Rd	NB	6,610	7,000	0.78	C	7,250	0.81	D	2.78%	No
State Route 237/Calaveras Boulevard											
I-880	Abbott Ave	EB	1,270	1,590	0.40	A	1,540	0.39	A	-1.25%	No
Abbott Ave	Abel Ave	EB	1,250	1,550	0.52	A	1,540	0.51	A	-0.33%	No
Abel Ave	Milpitas Blvd	EB	1,370	1,440	0.48	A	1,400	0.47	A	-1.33%	No
Milpitas Blvd	Hillview Dr	EB	980	1,580	0.53	A	1,570	0.52	A	-0.33%	No
Hillview Dr	I-680	EB	1,100	1,310	0.44	A	1,300	0.43	A	-0.33%	No
I-680	Hillview Dr	WB	3,060	3,250	1.08	F	3,220	1.07	F	-1.00%	No
Hillview Dr	Milpitas Blvd	WB	2,460	2,720	1.09	F	2,690	1.08	F	-1.20%	No
Milpitas Blvd	Abel St	WB	2,480	3,030	1.52	F	3,120	1.56	F	4.50%	Yes
Abel St	Abbott Ave	WB	3,060	3,300	1.10	F	3,530	1.18	F	7.67%	Yes
Abbott Ave	I-880	WB	3,520	3,800	1.27	F	4,070	1.36	F	9.00%	Yes
Montague Expressway											
N. 1st St	Zanker Rd	EB	1,519	3,670	0.83	D	3,770	0.86	D	2.27%	No
Zanker Rd	Trimble Rd	EB	721	2,440	0.55	A	2,540	0.58	A	2.27%	No
Trimble Rd	McCarthy Blvd	EB	1,108	2,740	0.62	B	2,890	0.66	B	3.41%	No
McCarthy Blvd	I-880	EB	622	2,350	0.53	A	2,550	0.58	A	4.55%	No
I-880	S. main St	EB	1,387	2,910	0.66	B	3,240	0.74	C	7.50%	No
S. Main St	McCandless Dr	EB	1,268	2,330	0.53	A	2,520	0.57	A	4.32%	No
McCandless Dr	Great Mall Pkwy	EB	646	1,600	0.36	A	2,320	0.53	A	16.36%	No
Great Mall Pkwy	S. Milpitas Blvd	EB	752	1,750	0.40	A	2,330	0.53	A	13.18%	No
S. Milpitas Blvd	I-680	EB	424	1,800	0.41	A	2,580	0.59	A	17.73%	No
I-680	S. Milpitas Blvd	WB	2,816	5,200	1.18	F	5,520	1.25	F	7.27%	Yes
S. Milpitas Blvd	Great Mall Pkwy	WB	2,400	5,300	1.20	F	5,830	1.33	F	12.05%	Yes

Table 3.3-12: Year 2030 AM Peak-Hour Forecasts: No Project vs. Proposed Plan

From	To	Dir	2004 Vol	2030 General Plan			2030 General Plan + TASP			% Change	Impact?
				Vol	V/C	LOS	Vol	V/C	LOS		
Great Mall Pkwy	McCandless Dr	WB	2,306	5,480	1.25	F	6,400	1.45	F	20.91%	Yes
McCandless Dr	S. Main St	WB	2,914	6,030	1.37	F	6,650	1.51	F	14.09%	Yes
S. Main St	I-880	WB	3,339	6,220	1.41	F	6,830	1.55	F	13.86%	Yes
I-880	McCarthy Blvd	WB	2,256	5,270	1.20	F	5,710	1.30	F	10.00%	Yes
McCarthy Blvd	Trimble Rd	WB	2,912	5,210	1.18	F	5,450	1.24	F	5.45%	Yes
Trimble Rd	Zanker Rd	WB	1,761	3,950	0.90	D	4,100	0.93	E	3.41%	No
Zanker Rd	N. 1st St	WB	1,931	4,900	1.11	F	5,080	1.15	F	4.09%	Yes
Tasman Drive/Great Mall Parkway											
N. 1st St	Zanker Rd	EB	494	1,240	0.62	B	1,240	0.62	B	0.00%	No
Zanker Rd	Cisco Way	EB	934	2,440	1.22	F	2,400	1.20	F	-2.00%	No
Cisco Way	McCarthy Blvd	EB	338	1,400	0.47	A	1,360	0.45	A	-1.33%	No
McCarthy Blvd	I-880	EB	238	910	0.30	A	880	0.29	A	-1.00%	No
I-880	S. Abel St	EB	317	1,250	0.42	A	1,060	0.35	A	-6.33%	No
S. Abel St	S. Main St	EB	321	1,470	0.49	A	1,310	0.44	A	-5.33%	No
S. Main St	Montague Expwy	EB	433	2,080	0.69	B	1,820	0.61	B	-8.67%	No
Montague Expwy	Trade Zone Blvd	EB	318	1,400	0.47	A	1,380	0.46	A	-0.67%	No
Trade Zone Blvd	I-680	EB	586	2,060	0.69	B	2,610	0.87	D	18.33%	No
I-680	Hostetter Rd	EB	944	1,290	0.43	A	1,430	0.48	A	4.67%	No
Hostetter Rd	I-680	WB	922	2,290	0.76	C	2,220	0.74	C	-2.33%	No
I-680	Trade Zone Blvd	WB	1,739	2,230	0.74	C	1,990	0.66	B	-8.00%	No
Trade Zone Blvd	Montague Expwy	WB	928	2,190	0.73	C	2,250	0.75	C	2.00%	No
Montague Expwy	S. Main St	WB	1,613	2,980	0.99	E	3,230	1.08	F	8.33%	Yes
S. Main St	S. Abel St	WB	1,473	2,470	0.82	D	2,770	0.92	E	10.00%	Yes
S. Abel St	I-880	WB	2,032	4,120	1.37	F	4,310	1.44	F	6.33%	Yes
I-880	McCarthy Blvd	WB	2,362	3,170	1.06	F	3,340	1.11	F	5.67%	Yes
McCarthy Blvd	Cisco Way	WB	2361	3,470	1.16	F	3,500	1.17	F	1.00%	No
Cisco Way	Zanker Rd	WB	1665	3,010	1.51	F	3,010	1.51	F	0.00%	No

Table 3.3-12: Year 2030 AM Peak-Hour Forecasts: No Project vs. Proposed Plan

From	To	Dir	2004	2030 General Plan			2030 General Plan + TASP			% Change	Impact?
			Vol	Vol	V/C	LOS	Vol	V/C	LOS		
Zanker Rd	N. 1st St	WB	1,214	1,850	0.93	E	1,880	0.94	E	1.50%	Yes
Milpitas Boulevard											
Jacklin Rd	Calaveras Blvd	SB	770	1,050	0.75	C	1,010	0.72	C	-2.86%	No
Calaveras Blvd	Yosemite Dr	SB	830	1,370	0.98	E	1,320	0.94	E	-3.57%	No
Yosemite Dr	Montague Expwy	SB	132	1,610	1.15	F	1,540	1.10	F	-5.00%	No
Montague Expwy	Yosemite Dr	NB	871	1,680	1.20	F	1,980	1.41	F	21.43%	Yes
Yosemite Dr	Calaveras Blvd	NB	540	1,480	1.06	F	1,630	1.16	F	10.71%	Yes
Calaveras Blvd	Jacklin Rd	NB	620	1,230	0.88	D	1,230	0.88	D	0.00%	No
Abel Street											
N. Milpitas Blvd	Calaveras Blvd	SB	930	1,140	0.81	D	1,150	0.82	D	0.71%	No
Calaveras Blvd	Great Mall Pkwy	SB	530	1,760	1.26	F	1,810	1.29	F	3.57%	Yes
Great Mall Pkwy	S. Main St	SB	387	900	0.64	B	910	0.65	B	0.71%	No
S. Main St	Great Mall Pkwy	NB	453	1,060	0.76	C	1,040	0.74	C	-1.43%	No
Great Mall Pkwy	Calaveras Blvd	NB	290	780	0.56	A	870	0.62	B	6.43%	No
Calaveras Blvd	N. Milpitas Blvd	NB	230	700	0.50	A	710	0.51	A	0.71%	No
Main Street											
Calaveras Blvd	Curtis Ave	SB	400	780	0.87	D	750	0.83	D	-3.33%	No
Curtis Ave	Great Mall Pkwy	SB	432	830	0.59	A	1,040	0.74	C	15.00%	No
Great Mall Pkwy	S. Abel St	SB	261	830	0.59	A	1,000	0.71	C	12.14%	No
S. Abel St	Montague Expwy	SB	714	1,240	0.89	D	1,380	0.99	E	10.00%	Yes
Montague Expwy	S. Abel St	NB	556	1,010	0.72	C	870	0.62	B	-10.00%	No
S. Abel St	Great Mall Pkwy	NB	120	710	0.51	A	630	0.45	A	-5.71%	No
Great Mall Pkwy	Curtis Ave	NB	258	570	0.41	A	550	0.39	A	-1.43%	No
Curtis Ave	Calaveras Blvd	NB	211	470	0.52	A	520	0.58	A	5.56%	No
Serra Way											
Calaveras Blvd	S. Abel St	EB	234	570	0.41	A	530	0.38	A	-2.86%	No
S. Abel St	S. Main St	EB	125	350	0.25	A	310	0.22	A	-2.86%	No
S. Main St	S. Abel St	WB	148	370	0.26	A	380	0.27	A	0.71%	No

Table 3.3-12: Year 2030 AM Peak-Hour Forecasts: No Project vs. Proposed Plan

From	To	Dir	2004	2030 General Plan			2030 General Plan + TASP			% Change	Impact?
			Vol	Vol	V/C	LOS	Vol	V/C	LOS		
S. Abel St	Calaveras Blvd	WB	239	510	0.36	A	550	0.39	A	2.86%	No
Brokaw Road											
N. 1st St	Zanker Rd	EB	920	2,220	0.74	C	2,210	0.74	C	-0.33%	No
Zanker Rd	I-880	EB	671	1,380	0.46	A	1,370	0.46	A	-0.33%	No
I-880	Oakland Rd	EB	961	2,000	0.67	B	2,030	0.68	B	1.00%	No
Oakland Rd	Lundy Ave	EB	598	1,290	0.43	A	1,290	0.43	A	0.00%	No
Lundy Ave	I-680	EB	765	740	0.25	A	730	0.24	A	-0.33%	No
I-680	Lundy Ave	WB	2375	2,270	0.76	C	2,300	0.77	C	1.00%	No
Lundy Ave	Oakland Rd	WB	3,237	3,180	1.06	F	3,310	1.10	F	4.33%	Yes
Oakland Rd	I-880	WB	2,878	3,050	1.02	F	3,150	1.05	F	3.33%	Yes
I-880	Zanker Rd	WB	1,943	3,010	1.00	F	3,090	1.03	F	2.67%	Yes
Zanker Rd	N. 1st St	WB	1,366	2,120	0.71	C	2,150	0.72	C	1.00%	No
Oakland Road											
Montague Expwy	Murphy Ave	SB	666	1,850	1.32	F	1,950	1.39	F	7.14%	Yes
Murphy Ave	Montague Expwy	NB	577	1,040	0.74	C	1,060	0.76	C	1.43%	No
Trimble Road											
N. 1st St	Zanker Rd	EB	769	2,150	0.72	C	2,140	0.71	C	-0.33%	No
Zanker Rd	Montague Expwy	EB	517	2,050	0.68	B	2,040	0.68	B	-0.33%	No
Montague Expwy	Zanker Rd	WB	1,189	2,030	0.68	B	2,060	0.69	B	1.00%	No
Zanker Rd	N. 1st St	WB	1,120	2,500	0.83	D	2,550	0.85	D	1.67%	No
Lundy Avenue											
Trade Zone	Murphy Ave	SB	259	1,760	1.26	F	1,760	1.26	F	0.00%	No
Murphy Ave	Trade Zone	NB	1,275	870	0.62	B	870	0.62	B	0.00%	No
Trade Zone Boulevard											
south of Montague		SB	781	1770	1.26	F	1,960	1.40	F	13.57%	Yes
		NB	844	1880	1.34	F	2,020	1.44	F	10.00%	Yes
Yosemite Drive											
east of Milpitas		EB	188	200	0.14	A	200	0.14	A	0.00%	No
		WB	770	1540	1.10	F	1,450	1.04	F	-6.43%	No
Hillview Drive											
north of		SB	393	310	0.44	A	310	0.44	A	0.00%	No

Table 3.3-12: Year 2030 AM Peak-Hour Forecasts: No Project vs. Proposed Plan

From	To	Dir	2004 Vol	2030 General Plan			2030 General Plan + TASP			% Change	Impact?
				Vol	V/C	LOS	Vol	V/C	LOS		
Calaveras											
		NB	137	10	0.01	A	10	0.01	A	0.00%	No
Source: Fehr & Peers Associates, Inc. 2006.											

Table 3.3-13: Year 2030 PM Peak-Hour Forecasts: No Project vs. Proposed Plan

			2004	2030 General Plan			2030 General Plan + TASP Alt I			% Change	Impact?
From	To	Dir	Vol	Vol	V/C	LOS	Vol	V/C	LOS		
Interstate 880											
Dixon Landing Rd	Calaveras Blvd	SB	4,100	10,300	0.94	E	10,320	0.94	E	0.18%	No
Calaveras Blvd	Great Mall Pkwy	SB	3,620	7,340	0.82	D	7,410	0.82	D	0.78%	No
Great Mall Pkwy	Montague Expwy	SB	6,200	7,700	1.10	F	7,750	1.11	F	0.71%	No
Montague Expwy	Brokaw Rd	SB	5,100	7,210	1.20	F	7,250	1.21	F	0.67%	No
Brokaw Rd	Montague Expwy	NB	4,360	6,700	1.12	F	6,850	1.14	F	2.50%	Yes
Montague Expwy	Great Mall Pkwy	NB	5,150	7,250	1.04	F	7,490	1.07	F	3.43%	Yes
Great Mall Pkwy	Calaveras Blvd	NB	3,920	6,540	0.93	E	6,770	0.97	E	3.29%	No
Calaveras Blvd	Dixon Landing Rd	NB	7,970	11,500	1.05	F	11,600	1.05	F	0.91%	No
Interstate 680											
Jacklin Rd	Calaveras Blvd	SB	5,850	6,800	0.85	D	6,930	0.87	D	1.63%	No
Calaveras Blvd	Montague Expwy	SB	7,590	9,500	1.19	F	9,620	1.20	F	1.50%	Yes
Montague Expwy	Capitol Ave	SB	7,660	10,220	1.28	F	10,270	1.28	F	0.63%	No
Capitol Ave	Montague Expwy	NB	5,540	7,900	0.99	E	8,240	1.03	F	4.25%	Yes
Montague Expwy	Calaveras Blvd	NB	5,360	7,820	0.98	E	7,810	0.98	E	-0.13%	No

Table 3.3-13: Year 2030 PM Peak-Hour Forecasts: No Project vs. Proposed Plan

From	To	Dir	2004 Vol	2030 General Plan			2030 General Plan + TASP Alt I			% Change	Impact?
				Vol	V/C	LOS	Vol	V/C	LOS		
Calaveras Blvd	Jacklin Rd	NB	4,750	8,510	1.06	F	8,600	1.08	F	1.13%	Yes
State Route 237/Calaveras Boulevard											
I-880	Abbott Ave	EB	3,360	4,220	1.06	F	4,450	1.11	F	5.75%	Yes
Abbott Ave	Abel Ave	EB	2,940	3,400	1.13	F	3,630	1.21	F	7.67%	Yes
Abel Ave	Milpitas Blvd	EB	2,290	3,100	1.03	F	3,080	1.03	F	-0.67%	No
Milpitas Blvd	Hillview Dr	EB	2,550	3,410	1.14	F	3,390	1.13	F	-0.67%	No
Hillview Dr	I-680	EB	2,900	3,710	1.24	F	3,740	1.25	F	1.00%	No
I-680	Hillview Dr	WB	1,780	2,010	0.67	B	2,050	0.68	B	1.33%	No
Hillview Dr	Milpitas Blvd	WB	1,490	2,160	0.86	D	2,200	0.88	D	1.60%	No
Milpitas Blvd	Abel St	WB	1,510	1,630	0.54	A	1,700	0.57	A	2.33%	No
Abel St	Abbott Ave	WB	1,800	1,900	0.63	B	1,930	0.64	B	1.00%	No
Abbott Ave	I-880	WB	2,070	2,460	0.82	D	2,520	0.84	D	2.00%	No
Montague Expressway											
N. 1st St	Zanker Rd	EB	2,099	5,300	1.20	F	5,380	1.22	F	1.82%	Yes
Zanker Rd	Trimble Rd	EB	1,831	4,430	1.01	F	4,490	1.02	F	1.36%	Yes
Trimble Rd	McCarthy Blvd	EB	3,101	5,160	1.17	F	5,290	1.20	F	2.95%	Yes
McCarthy Blvd	I-880	EB	3,563	5,520	1.25	F	5,670	1.29	F	3.41%	Yes
I-880	S. main St	EB	4,030	5,720	1.30	F	5,890	1.34	F	3.86%	Yes
S. Main St	McCandless Dr	EB	3,670	5,380	1.22	F	5,610	1.28	F	5.23%	Yes
McCandless Dr	Great Mall Pkwy	EB	2,200	4,630	1.05	F	4,790	1.09	F	3.64%	Yes
Great Mall Pkwy	S. Milpitas Blvd	EB	2,620	4,490	1.02	F	4,990	1.13	F	11.36%	Yes
S. Milpitas Blvd	I-680	EB	3,200	5,130	1.17	F	5,230	1.19	F	2.27%	Yes
I-680	S. Milpitas Blvd	WB	1,242	2,450	0.56	A	3,020	0.69	B	12.95%	No
S. Milpitas Blvd	Great Mall Pkwy	WB	1,639	2,500	0.57	A	3,060	0.70	B	12.73%	No
Great Mall Pkwy	McCandless Dr	WB	1,720	2,830	0.64	B	3,440	0.78	C	13.86%	No
McCandless Dr	S. Main St	WB	1,960	2,960	0.67	B	3,890	0.88	D	21.14%	No
S. Main St	I-880	WB	1,990	2,960	0.67	B	3,150	0.72	C	4.32%	No
I-880	McCarthy	WB	1,584	2,200	0.50	A	2,310	0.53	A	2.50%	No

Table 3.3-13: Year 2030 PM Peak-Hour Forecasts: No Project vs. Proposed Plan

From	To	Dir	2004 Vol	2030 General Plan			2030 General Plan + TASP Alt 1			% Change	Impact?
				Vol	V/C	LOS	Vol	V/C	LOS		
	Blvd										
McCarthy Blvd	Trimble Rd	WB	1,774	2,890	0.66	B	2,970	0.68	B	1.82%	No
Trimble Rd	Zanker Rd	WB	1,088	2,590	0.59	A	2,610	0.59	A	0.45%	No
Zanker Rd	N. 1st St	WB	1,925	3,720	0.85	D	3,730	0.85	D	0.23%	No
Tasman Drive/Great Mall Parkway											
N. 1st St	Zanker Rd	EB	1,323	2,140	1.07	F	2,180	1.09	F	2.00%	Yes
Zanker Rd	Cisco Way	EB	1,348	2,850	1.43	F	2,900	1.45	F	2.50%	Yes
Cisco Way	McCarthy Blvd	EB	1,988	3,520	1.17	F	3,610	1.20	F	3.00%	Yes
McCarthy Blvd	I-880	EB	2,173	4,020	1.34	F	4,140	1.38	F	4.00%	Yes
I-880	S. Abel St	EB	1,760	3,350	1.12	F	3,520	1.17	F	5.67%	Yes
S. Abel St	S. Main St	EB	1,140	2,250	0.75	C	2,510	0.84	D	8.67%	No
S. Main St	Montague Expwy	EB	1,810	3,180	1.06	F	3,820	1.27	F	21.33%	Yes
Montague Expwy	Trade Zone Blvd	EB	1,600	2,890	0.96	E	3,210	1.07	F	10.67%	Yes
Trade Zone Blvd	I-680	EB	1,812	2,860	0.95	E	3,090	1.03	F	7.67%	Yes
I-680	Hostetter Rd	EB	1,612	2,830	0.94	E	2,920	0.97	E	3.00%	Yes
Hostetter Rd	I-680	WB	828	1,880	0.63	B	1,940	0.65	B	2.00%	No
I-680	Trade Zone Blvd	WB	829	1,760	0.59	A	1,850	0.62	B	3.00%	No
Trade Zone Blvd	Montague Expwy	WB	690	1,660	0.55	A	1,710	0.57	A	1.67%	No
Montague Expwy	S. Main St	WB	680	2,230	0.74	C	2,580	0.86	D	11.67%	No
S. Main St	S. Abel St	WB	550	1,450	0.48	A	1,720	0.57	A	9.00%	No
S. Abel St	I-880	WB	560	1,370	0.46	A	1,480	0.49	A	3.67%	No
I-880	McCarthy Blvd	WB	504	1,400	0.47	A	1,480	0.49	A	2.67%	No
McCarthy Blvd	Cisco Way	WB	561	1,880	0.63	B	1,950	0.65	B	2.33%	No
Cisco Way	Zanker Rd	WB	1,096	3,000	1.50	F	3,040	1.52	F	2.00%	Yes
Zanker Rd	N. 1st St	WB	725	1,450	0.73	C	1,490	0.75	C	2.00%	No
Milpitas Boulevard											
Jacklin Rd	Calaveras Blvd	SB	790	1,410	1.01	F	1,460	1.04	F	3.57%	Yes
Calaveras Blvd	Yosemite Dr	SB	490	1,720	1.23	F	1,780	1.27	F	4.29%	Yes
Yosemite Dr	Montague	SB	980	1,930	1.38	F	2,000	1.43	F	5.00%	Yes

Table 3.3-13: Year 2030 PM Peak-Hour Forecasts: No Project vs. Proposed Plan

From	To	Dir	2004 Vol	2030 General Plan			2030 General Plan + TASP Alt I			% Change	Impact?
				Vol	VIC	LOS	Vol	VIC	LOS		
	Expwy										
Montague Expwy	Yosemite Dr	NB	560	1,330	0.95	E	1,480	1.06	F	10.71%	Yes
Yosemite Dr	Calaveras Blvd	NB	990	1,780	1.27	F	1,820	1.30	F	2.86%	Yes
Calaveras Blvd	Jacklin Rd	NB	1,010	1,700	1.21	F	1,690	1.21	F	-0.71%	No
Abel Street											
N. Milpitas Blvd	Calaveras Blvd	SB	430	1,000	0.71	C	1,070	0.76	C	5.00%	No
Calaveras Blvd	Great Mall Pkwy	SB	410	1,260	0.90	D	1,350	0.96	E	6.43%	Yes
Great Mall Pkwy	S. Main St	SB	696	1,460	1.04	F	1,460	1.04	F	0.00%	No
S. Main St	Great Mall Pkwy	NB	537	700	0.50	A	730	0.52	A	2.14%	No
Great Mall Pkwy	Calaveras Blvd	NB	700	1,850	1.32	F	2,040	1.46	F	13.57%	Yes
Calaveras Blvd	N. Milpitas Blvd	NB	720	1,660	1.19	F	1,720	1.23	F	4.29%	Yes
Main Street											
Calaveras Blvd	Curtis Ave	SB	317	1,020	1.13	F	1,360	1.51	F	37.78%	Yes
Curtis Ave	Great Mall Pkwy	SB	444	1,260	0.90	D	1,490	1.06	F	16.43%	Yes
Great Mall Pkwy	S. Abel St	SB	363	960	0.69	B	990	0.71	C	2.14%	No
S. Abel St	Montague Expwy	SB	1,221	1,700	1.21	F	1,720	1.23	F	1.43%	Yes
Montague Expwy	S. Abel St	NB	1,118	1,890	1.35	F	1,960	1.40	F	5.00%	Yes
S. Abel St	Great Mall Pkwy	NB	467	1,200	0.86	D	1,260	0.90	D	4.29%	No
Great Mall Pkwy	Curtis Ave	NB	684	1,480	1.06	F	1,430	1.02	F	-3.57%	No
Curtis Ave	Calaveras Blvd	NB	949	1,320	1.47	F	1,330	1.48	F	1.11%	Yes
Serra Way											
Calaveras Blvd	S. Abel St	EB	613	960	0.69	B	970	0.69	B	0.71%	No
S. Abel St	S. Main St	EB	405	640	0.46	A	650	0.46	A	0.71%	No
S. Main St	S. Abel St	WB	237	460	0.33	A	490	0.35	A	2.14%	No
S. Abel St	Calaveras Blvd	WB	397	620	0.44	A	660	0.47	A	2.86%	No
Brokaw Road											
N. 1st St	Zanker Rd	EB	1,232	2,470	0.82	D	2,490	0.83	D	0.67%	No
Zanker Rd	I-880	EB	2,051	2,910	0.97	E	3,000	1.00	E	3.00%	Yes
I-880	Oakland Rd	EB	2,509	2,910	0.97	E	3,000	1.00	E	3.00%	Yes

Table 3.3-13: Year 2030 PM Peak-Hour Forecasts: No Project vs. Proposed Plan

From	To	Dir	2004	2030 General Plan			2030 General Plan + TASP Alt 1			% Change	Impact?
			Vol	Vol	V/C	LOS	Vol	V/C	LOS		
Oakland Rd	Lundy Ave	EB	2,701	2,970	0.99	E	2,990	1.00	E	0.67%	No
Lundy Ave	I-680	EB	1,456	2,840	0.95	E	2,870	0.96	E	1.00%	No
I-680	Lundy Ave	WB	661	1,400	0.47	A	1,390	0.46	A	-0.33%	No
Lundy Ave	Oakland Rd	WB	1,130	1,790	0.60	A	1,800	0.60	A	0.33%	No
Oakland Rd	I-880	WB	1,595	2,680	0.89	D	2,730	0.91	E	1.67%	Yes
I-880	Zanker Rd	WB	1,225	1,460	0.49	A	1,480	0.49	A	0.67%	No
Zanker Rd	N. 1st St	WB	1,470	2,140	0.71	C	2,160	0.72	C	0.67%	No
Oakland Road											
Montague Expwy	Murphy Ave	SB	959	1,760	1.26	F	1,900	1.36	F	10.00%	Yes
Murphy Ave	Montague Expwy	NB	890	1,930	1.38	F	2,050	1.46	F	8.57%	Yes
Trimble Road											
N. 1st St	Zanker Rd	EB	995	2,570	0.86	D	2,640	0.88	D	2.33%	No
Zanker Rd	Montague Expwy	EB	1,024	2,340	0.78	C	2,400	0.80	C	2.00%	No
Montague Expwy	Zanker Rd	WB	891	2,520	0.84	D	2,570	0.86	D	1.67%	No
Zanker Rd	N. 1st St	WB	994	2,750	0.92	E	2,790	0.93	E	1.33%	Yes
Lundy Avenue											
Trade Zone	Murphy Ave	SB	1,163	1,580	1.13	F	1,510	1.08	F	-5.00%	No
Murphy Ave	Trade Zone	NB	495	1,950	1.39	F	2,150	1.54	F	14.29%	Yes
Trade Zone Boulevard											
south of Montague		SB	1,505	2,320	1.66	F	2,490	1.78	F	12.14%	Yes
		NB	1,093	1,630	1.16	F	1,780	1.27	F	10.71%	Yes
Yosemite Drive											
east of Milpitas		EB	493	1,800	1.29	F	1,850	1.32	F	3.57%	Yes
		WB	317	640	0.46	A	650	0.46	A	0.71%	No
Hillview Drive											
north of Calaveras		SB	468	310	0.44	A	310	0.44	A	0.00%	No
		NB	611	470	0.67	B	460	0.66	B	-1.43%	No
Source: Fehr & Peers Associates, Inc. 2006.											

Site Access, On-Site Circulation, and Parking

The proposed land use plan for the TASP is shown on Figure 2.3-1 in Chapter 2. The proposed roadways expand upon the existing street network, maintaining access to all areas currently served by the roadway network while creating a street grid that improves access and circulation to all uses within the Planning Area. Montague Expressway is a limited-access roadway, and the proposed street system maintains the existing connections and right-turn-only restrictions. The proposed circulation pattern will result in additional U-turns at the Montague Expressway/Great Mall Parkway-Capitol Avenue intersection due to project traffic entering and exiting Montague Expressway from limited-access side streets like Centre Pointe Drive and Piper Drive. These u-turning vehicles were included in the Project Condition volumes and level of service calculations.

The Planning Area plan proposes roadway widths of 52 feet (from an existing width of 66 feet) on McCandless Drive, 38 feet (from an existing width of 60 feet) on Piper Drive, and 30 feet for new internal collector and local streets (excluding Milpitas Boulevard Extension) within the Planning Area. Bicycle and parking lanes will be provided on McCandless Drive and parking lanes will be provided on Piper Drive. These reduced lane widths will help to manage travel speeds and volumes and still adequately handle existing and project traffic. Right-of-way along Capitol Avenue, Great Mall Parkway, and Montague Expressway should be preserved to accommodate proposed roadway improvements.

Because of the transit-rich nature of the Planning Area and the proposed mix of land uses, the Plan proposes a reduction of twenty (20) percent in parking supply from the City's parking requirements. Parking lots should be shared between stores, offices, etc. to limit the number of driveways crossing sidewalks. Shared driveways and/or alleys should be provided in residential areas to increase the amount of available on-street parking spaces and limit the number of pedestrian-vehicle conflicts. Also, on-street parking on the collector and local streets should be promoted to increase the buffer between pedestrians and vehicular traffic.

Pedestrian and Bicycle Facilities

Pedestrian Access and Circulation

As indicated previously, sidewalks are provided on most of the major streets within the Transit Area Plan. The current sidewalk network within the Planning Area is deficient and will not meet future demand generated by new and higher intensity land uses. The proposed Plan will include sidewalks on both sides of all existing and proposed streets to provide adequate pedestrian circulation. Pedestrian links will be provided between the various uses and will provide connections to open space including creek corridors. In addition, a multi-use path (for pedestrians and bicyclists) is proposed by the Transit Area Specific Plan along Penitencia Creek. The multi-use path is identified on Figure 3.3-15.

Existing intersections within the Planning Area (especially those on Montague Expressway) have very long pedestrian crossing distances. To improve pedestrian circulation through the site, two pedestrian bridges are proposed: one providing access over Montague Expressway at Piper Drive and the second providing access over Montague Expressway at Penitencia Creek. Pedestrians would also be able to cross at the intersections.

Sidewalks on high-speed streets such as Montague Expressway will be separated from vehicular traffic by a landscaped buffer. Pedestrian circulation will be supplemented by the two proposed pedestrian bridges crossing Montague Expressway at Penitencia Creek and Montague Expressway at Piper Drive. A third pedestrian crossing is proposed at the north end of Piper Drive over the railroad tracks to provide a link to the Great Mall. All three pedestrian crossings will be accessible to bicycles. With the planned pedestrian system and the provision of pedestrian/bicycle bridges, no significant pedestrian impacts are anticipated.

Bicycle Access and Circulation

Class II bicycle lanes and Class III bicycle routes are also provided on most roadways within the Planning Area. However, the current bicycle network within the Planning Area will not meet future demand. Existing gaps in bicycle lanes should be closed to provide continuous bicycle circulation through the Planning Area and to adjacent areas. These gaps exist on Trade Zone Boulevard between Montague Expressway and Lundy Place. Trade Zone Boulevard generally contains sufficient width to accommodate two travel lanes and bike lanes in each direction; however, the westbound lanes on Trade Zone jog south slightly, so right-of-way acquisition will likely be required to relocate the curb further north to maintain a consistent and straight section and to add bike lanes.

A Class III bicycle route should be identified on the internal roadways (from the Milpitas Boulevard Extension/Capitol Avenue intersection to Tarob Court) to provide a continuous regional bicycle connection between Milpitas Boulevard and the existing bicycle lanes on Lundy Avenue, as indicated on Figure 3.3-15.

Transit Services

The Planning Area is served by two light-rail stations, including a multimodal transit center, and the future BART station. The new project uses will generate new transit trips in addition to the project trips that were reduced during the AM or PM peak hours (see Table 3.3-8). These transit trips can be accommodated by the numerous transit lines (bus, light rail and BART in the future) and are not expected to have a significant impact to the transit facilities. The increased transit demand will occur over several years because development of the entire site is expected to occur over the next 15 to 20 years. VTA would likely adjust the transit schedule and frequency to accommodate future demand. The proposed Plan shall coordinate with VTA to provide sufficient amenities (such as transit shelters) at all transit stops within the Planning Area.

MILPITAS TRANSIT AREA SPECIFIC PLAN

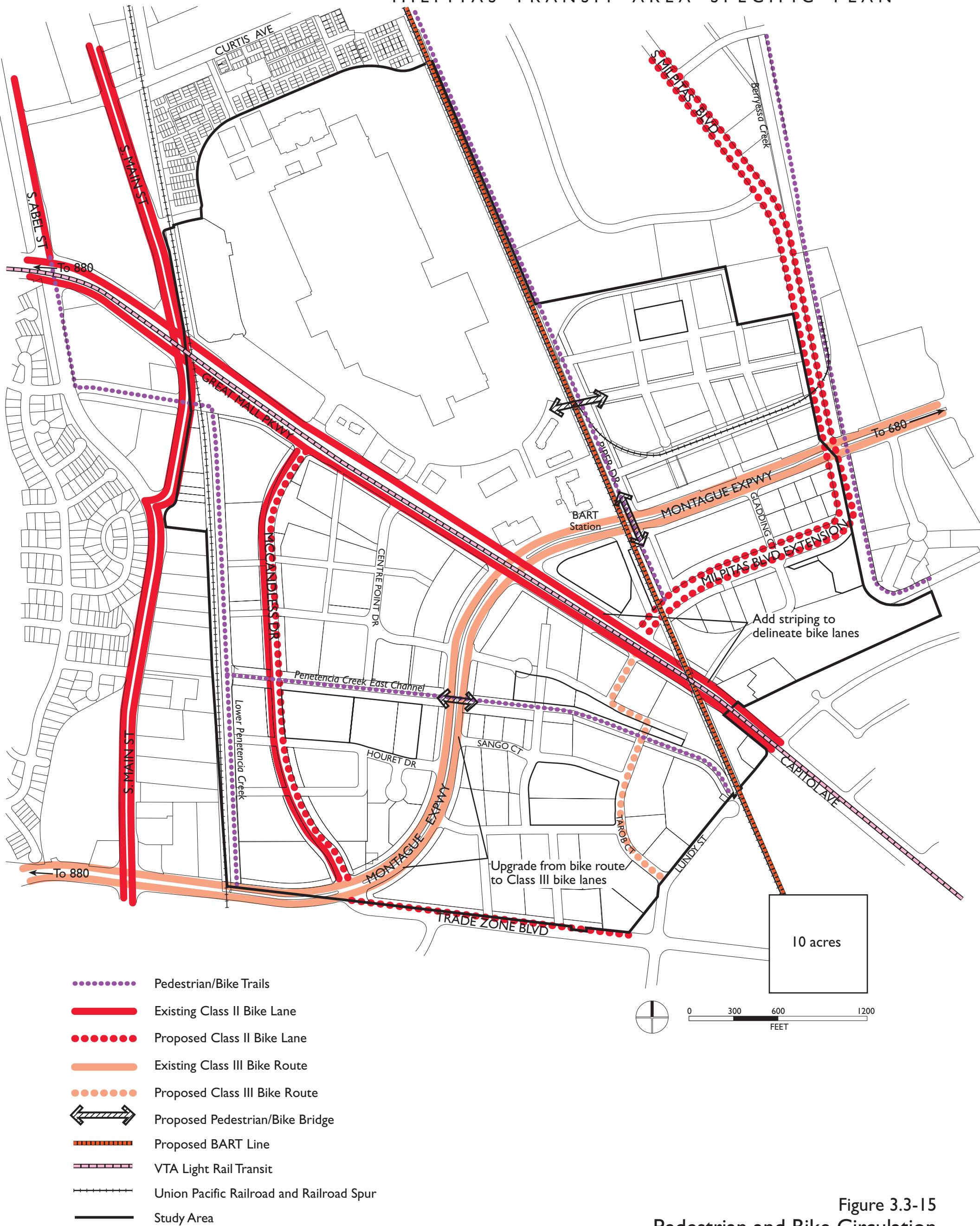


Figure 3.3-15
Pedestrian and Bike Circulation
Recommendations

SUMMARY OF IMPACTS

Implementation of the proposed Plan is estimated to have a significant near-term impact to 15 key intersections, four freeway segments, and to existing bicycle, pedestrian, and transit facilities. Year 2030 impacts were identified for a majority of the roadway segments within the Planning Area. Transit Area Plan policies were developed to reduce impacts to less-than-significant levels as described in the following section. However, there are significant and unavoidable impacts for key intersection, freeway, and roadway segments.

IMPACTS AND MITIGATION MEASURES

The Transit Area Plan includes policies to mitigate traffic impacts. The impacts and Transit Area Plan Policies under Project and Cumulative Conditions are discussed in detail below.

The City of Milpitas currently collects Traffic Impact Fees for the Montague Expressway Improvement Project on a peak hour trip basis. This is accomplished via the Milpitas Business Park Traffic Mitigation Fee Ordinance and through CEQA using a Fair-share contribution for projects east of Interstate 880. As funds are collected, the City of Milpitas and the County of Santa Clara coordinate to implement projects along Montague Expressway. Collected fees can be combined with other regional funding sources to implement large-scale projects.

The proposed Plan creates two new traffic impact fees for development within the Planning Area: one to cover traffic mitigations at intersections and roadways maintained by the City of Milpitas (the Transit Area Plan fee), and one to contribute toward mitigating actions that would need to be undertaken by the County or by the City of San Jose (the Regional Traffic Fee).

Project Impacts and Mitigation Measures

A summary of the required intersection improvements and the resultant intersection operations under Project Conditions are shown in Table 3.3-14. These locations are illustrated on Figure 3.3-16. The mitigated LOS calculation sheets are contained in Appendix C.

Table 3.3-14: Intersection Improvements and Levels of Service under Project Conditions

Intersection	Mitigation Measure	Peak	Project		With Mitigation	
		Hour	Delay	LOS	Delay	LOS
City of Milpitas						
I. W. Calaveras Blvd/ I-880 NB Ramps (M)	Convert NB center left-turn lane to shared left-turn/right-turn lane	AM	26.2	C	19.3	B-
		PM	57.2	E+	25.7	C
II. McCarthy Blvd/ Alder Dr (M)	None feasible	AM	20.2	C+	Significant Unavoidable	
		PM	76.0	E-		
I8. Tasman Dr/ McCarthy Blvd (M)	Convert SB shared through/right- turn lane to exclusive right-turn lane with overlap signal phasing and 80-sec PM cycle	AM	83.6	F	43.8	D
		PM	62.4	E	36.0	D+

Table 3.3-14: Intersection Improvements and Levels of Service under Project Conditions

Intersection	Mitigation Measure	Peak Hour	Project		With Mitigation	
			Delay	LOS	Delay	LOS
19. Tasman Dr/ Alder Dr (M)	Conversion of one SB through lane to left-turn lane is required. Improvement would have significant pedestrian and corridor impacts so mitigation is not feasible.	AM PM	22.4 176.1	C+ F	Significant Unavoidable	
20. Tasman Dr/ I-880 SB Ramps (M)	None feasible. Provide signal coordination with adjacent ramps.	AM PM	25.8 76.6	C E-	Significant Unavoidable	
21. Great Mall Pkwy/ I-880 NB Ramps (M)	None feasible. Provide signal coordination with adjacent ramps.	AM PM	132.1 34.2	F C-	Significant Unavoidable	
City of San Jose						
16. Tasman Dr/ N. First St (SJ)	None feasible	AM PM	71.2 75.2	E E	Significant Unavoidable	
37. Montague Expwy/ McCarthy Blvd-O'Toole Ave (SJ)	A grade separation with square loop ramps is proposed in regional planning documents. Payment of impact fees would contribute funds towards this improvement.	AM PM	97.6 166.7	F F	Significant Unavoidable ¹	
41. N. Capitol Ave / Trade Zone Blvd-Cropley Ave (SJ)	Provide overlap phase for eastbound right turns	AM PM	43.7 90.9	D F	Significant Unavoidable ¹ (if feasible mitigations implemented, AM LOS would be D and PM LOS would be E)	
CMP Intersections						
26. Great Mall Pkwy-E. Capitol Ave/Montague Expwy (CMP, M)	An urban interchange with Great Mall Parkway/Capitol Avenue elevated over Montague Expressway is proposed in regional planning documents. Interchange is planned but funding has not been secured. Payment of impact fees would contribute funds towards funding.	AM PM	129.8 165.7	F F	Significant Unavoidable	
27. Montague Expwy/ S. Milpitas Blvd (CMP, M)	None feasible	AM PM	50.5 90.4	D F	Significant Unavoidable	
33. Montague Expwy/ N. First St (CMP, SJ)	None feasible	AM PM	163.9 202.2	F F	Significant Unavoidable	

Table 3.3-14: Intersection Improvements and Levels of Service under Project Conditions

Intersection	Mitigation Measure	Peak Hour	Project		With Mitigation	
			Delay	LOS	Delay	LOS
34. Montague Expwy/ Zanker Road (CMP, SJ)	Provide 2 nd NB & SB left-turns and widen Montague Expressway to eight lanes	AM PM	60.7 83.1	E F	Significant Unavoidable ¹ (if feasible mitigations implemented, AM LOS would be D and PM LOS would be E+)	
38. Montague Expwy/ S. Main St-Oakland Rd (CMP, M)	None feasible. Contribute to Montague Expressway widening	AM PM	144.2 170.2	F F	Significant Unavoidable	
39. Montague Expwy/ McCandless Dr-Trade Zone Blvd (CMP, M)	Requires substantial right of way and would negatively affect expressway operations. Thus, no mitigation is feasible. Contribute to Montague Expressway widening	AM PM	176.3 304.7	F F	Significant Unavoidable	

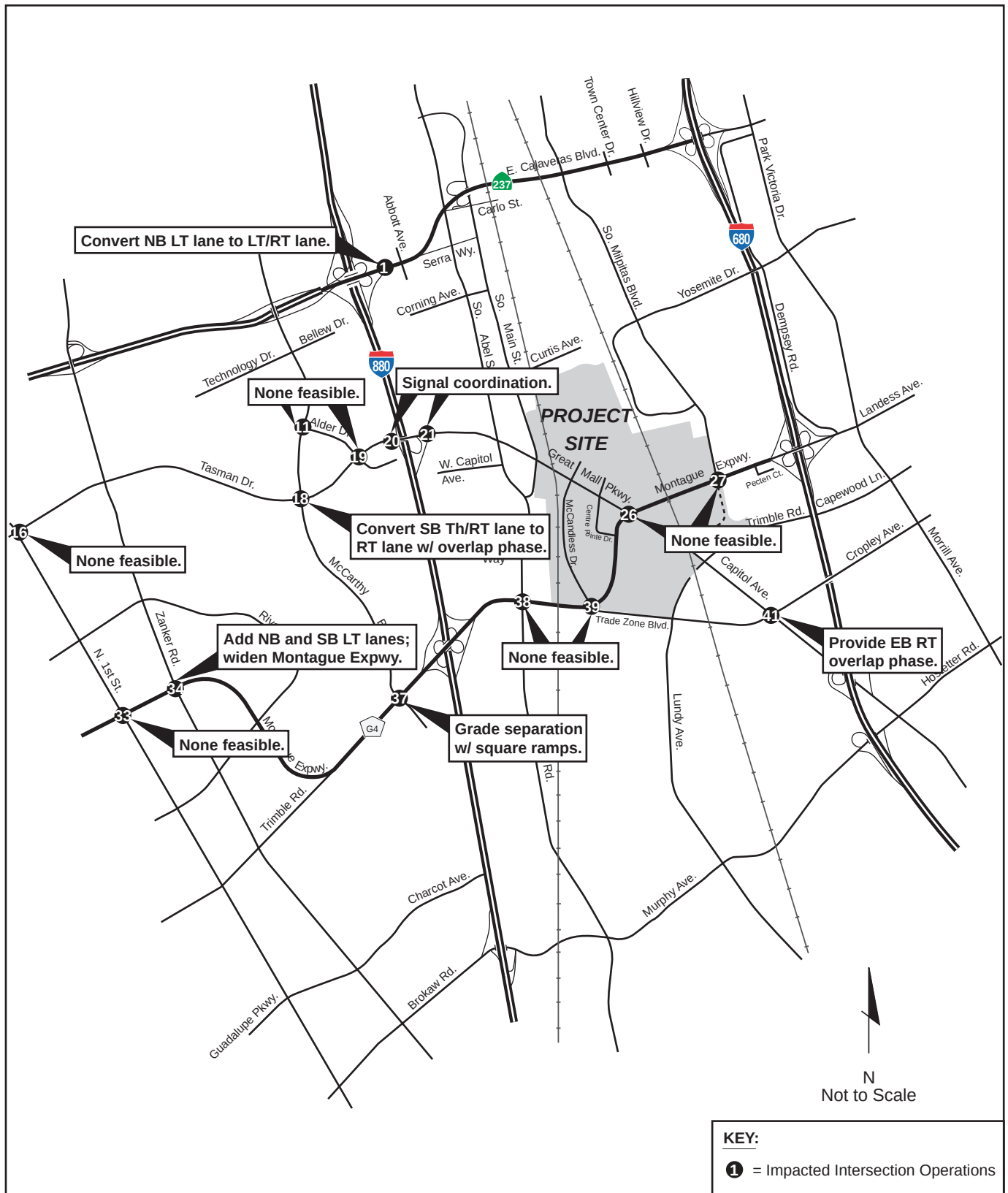
Notes:

NB = northbound, SB = southbound, EB = eastbound, WB = westbound

CMP = CMP intersection, M = Milpitas intersection, SJ = San Jose intersection.

¹ The identified improvement would mitigate impacts to less-than-significant levels. However, the City of Milpitas does not have the authority to implement improvement outside of its jurisdiction and the impacts are considered significant and unavoidable.

Source: Fehr & Peers Associates, Inc. 2006.



FEHR & PEERS
TRANSPORTATION CONSULTANTS

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SJ05-811

Milpitas Transit Area Specific Plan

INTERSECTION MITIGATION MEASURES

FIGURE 3.3-16

City of Milpitas Intersections

Impact

3.3-1 Implementation of the proposed Plan would result in unacceptable operations at the intersection of W. Calaveras Boulevard / I-880 NB Ramps. (*Less Than Significant*)

The addition of project traffic would cause this intersection to exceed the LOS D standard by degrading intersection operations from LOS D under Background Conditions to LOS E+ under Project Conditions during the PM peak hour.

Specific Plan Policies that Reduce the Impact

Policy 6.32: The City shall establish and assess a transportation impact fee program, known as the Regional Traffic Fee, to contribute toward traffic improvements to be undertaken in whole or in part by the County of Santa Clara or City of San Jose. This fee will go toward the East/West Corridor Study, Montague Expressway Widening project, and Calaveras Boulevard (SR 237) Overpass Widening project, as well as other local and regional improvements. Individual developments within the Transit Area are required to prepare a traffic impact analysis to identify their fair share contribution toward the impacts and mitigation measures covered by the fee.

Policy 6.33: The City shall establish and assess a transportation impact fee program, known as the Transit Area Plan Traffic Fee, to provide improvements to mitigate future traffic operations on the roadway segments within the City of Milpitas. All projects within the Transit Area Plan will be required to pay this fee.

Policy 6.34: The new traffic impact fee program should include fair-share payments toward the following improvement: At the West Calaveras Boulevard / I-880 northbound ramps, convert the northbound center leftturn lane to a shared left-turn/right-turn lane. The City of Milpitas will coordinate with Caltrans to implement this improvement.

This action will provide acceptable LOS C intersection operations.

Mitigation Measures

No mitigation measures are required.

Impact

3.3-2 Implementation of the proposed Plan would result in unacceptable operations at the intersection of McCarthy Boulevard / Alder Drive. (*Significant and Unavoidable*)

The City's LOS D standard is exceeded with the addition of project traffic. Intersection operations are projected to degrade from LOS D to LOS E- during the PM peak hour. The addition of a second southbound left-turn lane (from McCarthy Boulevard to Alder Drive)

would improve intersection operations, but this mitigation is considered infeasible due to right-of-way constraints. The Plan's impact at this location is considered significant and unavoidable.

Mitigation Measures

No mitigation measures are feasible.

Impact

3.3-3 Implementation of the proposed Plan would exacerbate unacceptable operations at the intersection of Tasman Drive / McCarthy Boulevard. (*Less Than Significant*)

This intersection would cause this intersection to exceed the LOS D standard by degrading intersection operations from LOS E- to LOS F during the AM peak hour and from LOS D- to LOS E during the PM peak hour.

Specific Plan Policies that Reduce the Impact

Policy 6.35: The new traffic impact fee program should include fair-share payments toward the following improvement: At the intersection of Tasman Drive / McCarthy Boulevard, the southbound (McCarthy Boulevard) shared through/right-turn lane will be converted to an exclusive right-turn lane with overlap signal phasing. The southbound right-turn will have a green arrow and enter the intersection at the same time as the eastbound left-turn movement. Eastbound left-turns will be prohibited. The City of Milpitas will implement this improvement.

This policy will provide acceptable intersection operations during morning and afternoon peak travel hours (LOS D in the AM and LOS D+ in the PM). The eastbound left-turn prohibition will not affect a significant number of vehicles (five or fewer vehicles during the PM peak-hour).

Policy 6.33 (see text under Impact 3.3-1)

Mitigation Measures

No mitigation measures are required.

Impact

3.3-4 Implementation of the proposed Plan would exacerbate unacceptable operations at the intersection of Tasman Drive / Alder Drive. (*Significant and Unavoidable*)

Traffic from the proposed Plan exacerbates LOS F operations during the PM peak hour. Conversion of one southbound (Alder Drive) through lane to a left-turn lane to provide a total of three southbound left-turning lanes would provide improved intersection operations (intersection would still be projected to operate at LOS F).

However, this improvement would impact pedestrian activity at the intersection by increasing the crossing distance and exposure to vehicles. In addition, implementation of a triple left-turn

would require split-phasing on the Alder Drive approaches, which would have detrimental effects on progression through the Tasman Drive corridor. Thus the Plan's impact at this location is considered significant and unavoidable.

Mitigation Measures

No mitigation measures are feasible.

Impact

3.3-5 Implementation of the proposed Plan would exacerbate unacceptable operations at the intersection of Tasman Drive / I-880 SB Ramps. (*Significant and Unavoidable*)

Traffic from the proposed Plan exacerbates LOS E operations during the PM peak hour. The addition of a free right-turn movement from eastbound Tasman Drive to the southbound I-880 on-ramp would mitigate the Plan's impact. However, this improvement is considered infeasible due to right-of-way constraints. The overpass would require widening to accommodate the channelized eastbound right-turn movement and the elevated on-ramp would require widening to accommodate the receiving vehicles from the eastbound approach. Thus, the Plan's impact is considered significant and unavoidable.

Specific Plan Policies that Reduce the Impact

Policy 6.36: The new traffic impact fee program should include fair-share payments toward the following improvement: Coordinate the traffic signals at the Tasman Drive / I-880 southbound ramps and the Great Mall Parkway / I-880 northbound ramps with one another as well as adjacent intersections, particularly Tasman Drive/Alder Drive, in order to improve operations in the Great Mall Parkway/Tasman Drive corridor north of the Transit Area. The City of Milpitas will coordinate with Caltrans to implement this improvement.

Policy 6.32 (see text under Impact 3.3-1)

Policy 6.33 (see text under Impact 3.3-1)

Mitigation Measures

No mitigation measures are feasible.

Impact

3.3-6 Implementation of the proposed Plan would exacerbate unacceptable operations at the intersection of Great Mall Parkway / I-880 NB Ramps. (*Significant and Unavoidable*)

Project traffic exacerbates LOS F operations during the AM peak hour. Widening of the northbound I-880 Ramp approach to provide a third northbound left-turn lane would provide LOS E operations. However, this improvement requires removal and relocation of the existing

fencing and soundwall. Thus, the Plan's impact at this intersection is considered significant and unavoidable.

Specific Plan Policy that Reduces the Impact

Policy 6.36 (see text under Impact 3.3-5)

Mitigation Measures

No mitigation measures are required.

City of San Jose Intersections

The City of Milpitas does not have the authority to implement improvement outside of its jurisdiction. Thus, implementation of the identified improvements cannot be guaranteed and the impacts are considered significant and unavoidable.

Impact

3.3-7 Implementation of the proposed Plan would exacerbate unacceptable operations at the intersection of Tasman Drive /N. First Street. (*Significant and Unavoidable*)

Traffic from the proposed Plan exacerbates LOS E operations during the AM and PM peak hours. Widening the westbound Tasman Drive approach to provide a separate right-turn lane will improve AM operations to LOS D. However, PM operations will remain at LOS E. The City of Milpitas shall coordinate with the City of San Jose to widen the westbound Tasman Drive approach.

The light rail line operates in the median on three legs of this intersection. In addition, widening of the intersection is constrained due to the existing sidewalks and mature landscaping along all approaches to the intersection. Thus, no other effective mitigation, beyond the westbound right-turn lane, is available at this location. As indicated above, the City of Milpitas does not have the authority to implement improvement outside of its jurisdiction; therefore, the Plan's impact at this intersection is considered significant and unavoidable.

Mitigation Measures

No mitigation measures are feasible.

Impact

3.3-8 Implementation of the proposed Plan would result in unacceptable operations at the intersection of Montague Expressway / McCarthy Boulevard-O'Toole Avenue. (*Significant and Unavoidable*)

Traffic from the proposed Plan will degrade intersection operations from LOS E- to LOS F during the AM peak hour, and will exacerbate LOS F operations during the PM peak hour.

The planned grade separation of Montague Expressway at McCarthy Boulevard, as identified in the *Montague Expressway Improvement Project Final Technical Report: Traffic Study and Improvement Alternative Analysis, March 1999* would mitigate the impact to a less-than-significant level. This improvement requires coordination with the City of San Jose and Santa Clara County. Since the City of Milpitas does not have the authority to implement the planned improvement, the Plan's impact at this intersection is considered significant and unavoidable.

Specific Plan Policies that Reduce the Impact

Policy 6.37: The new traffic impact fee program should include fair-share payments toward the following improvement: Implement the planned grade separation of Montague Expressway at McCarthy Boulevard, as identified in the *Montague Expressway Improvement Project Final Technical Report: Traffic Study and Improvement Alternative Analysis, March 1999*.

Construction of square loops will eliminate this intersection and provide acceptable operations with development of the Transit Area Plan.

Policy 6.32 (see text under Impact 3.3-1)

Mitigation Measures

No mitigation measures are feasible.

Impact

3.3-9 Implementation of the proposed Plan would result in unacceptable operations at the intersection of N. Capitol Avenue / Trade Zone Boulevard-Cropley Avenue. (Significant and Unavoidable)

Intersection operations are projected to degrade from LOS E to LOS F during the PM peak hour with the addition of project traffic. The installation of an overlap signal phase for eastbound Trade Zone Boulevard right turns at Capitol Avenue would mitigate impacts to a less-than-significant level. This improvement requires coordination with the City of San Jose. The City of Milpitas does not have the authority to implement the identified improvement, therefore, the Plan's impact at this intersection is considered significant and unavoidable.

Specific Plan Policies that Reduce the Impact

Policy 6.38: The new traffic impact fee program should include fair-share payments toward the following improvement: Install an overlap phase for eastbound Trade Zone Boulevard right turns at Capitol Avenue.

This action is required to provide LOS E operations at the intersection.

Policy 6.32 (see text under Impact 3.3-1)

Mitigation Measures

No mitigation measures are feasible.

CMP Intersections

As stated in the previous section, implementation of the identified improvements outside of the City of Milpitas' jurisdiction cannot be guaranteed. Therefore, the impacts to the CMP intersections are considered significant and unavoidable.

Impact

3.3-10 Implementation of the proposed Plan would exacerbate unacceptable operations at the intersection of Great Mall Parkway-E. Capitol Avenue / Montague Expressway. (Significant and Unavoidable)

The proposed Plan exacerbates LOS F operations during the AM and PM peak hours. Regional planning documents have identified an urban interchange with Great Mall Parkway/Capitol Avenue elevated over Montague Expressway (identified in *Montague Expressway Improvement Project Final Technical Report*; and the *VTP 2030 Plan*). The urban interchange would improve intersection operations to LOS D during the AM peak hour. Afternoon operations will remain at LOS F, but the delay would be lower than Background Conditions. At this time, complete funding for this improvement has not been secured, and the urban interchange cannot be assumed to be completed. Thus, the Plan's impact at this location is considered significant and unavoidable. Payment of the traffic impact fees would contribute funding towards the urban interchange project.

The construction of the Milpitas Boulevard Extension between Montague Expressway and Capitol Avenue will also provide an alternative option for motorists to bypass this intersection, partially mitigating the impact. This new road is part of VTA's BART Extension project and is assumed by the proposed Plan to be funded and implemented by that project, as it is a necessary improvement to allow the Montague/Capitol BART Station to function and is identified in that project's plans.

Specific Plan Policy that Reduces the Impact

Policy 6.32 (see text under Impact 3.3-1)

Mitigation Measures

No mitigation measures are feasible.

Impact

3.3-11 Implementation of the proposed Plan would result in unacceptable operations at the intersection of Montague Expressway / Milpitas Boulevard. (Significant and Unavoidable)

The City's LOS D standard is exceeded with the addition of project traffic. Intersection operations are projected to degrade from LOS D to LOS F during the PM peak hour. The addition of a third eastbound left-turn lane would mitigate the plan's impact to a less-than-significant level. However, this improvement would require widening of Montague Expressway and widening of the north leg of Milpitas Boulevard to accommodate the three receiving lanes. Thus, due to right-of-way constraints, no feasible mitigation measures were identified. Therefore, the project impact is considered significant and unavoidable.

As with Impact 3.3-10, the construction of the Milpitas Boulevard Extension by VTA will provide an alternative option for motorists, allowing them to avoid turns at this intersection and thereby partially mitigating the impact.

In addition, in response to traffic impacts identified in the Draft Supplemental EIR for the BART Extension project, the City has requested that VTA implement Traffic Management Improvements on the Milpitas Boulevard Corridor, including traffic signal interconnection and traffic surveillance equipment, so that impacts to the corridor can be more easily monitored and addressed by signal-timing solutions. As with the Milpitas Boulevard Extension, this component of the BART Extension project will partially mitigate impacts to the Montague Expressway / Milpitas Boulevard intersection.

Mitigation Measures

No mitigation measures are feasible.

Impact

3.3-12 Implementation of the proposed Plan would exacerbate unacceptable operations at the intersection of Montague Expressway / First Street. (Significant and Unavoidable)

The proposed Plan would contribute to unacceptable, LOS F, operations at this location. The addition of a southbound right-turn overlap phase and a third eastbound left-turn lane would mitigate the Plan's impact to a less-than-significant level. However, implementation of this improvement requires prohibition of eastbound u-turns and widening of Montague Expressway and North First Street to accommodate the third receiving lane. Thus, due to right-of-way constraints, no feasible mitigation measures were identified. Therefore, the Plan's impact is considered significant and unavoidable.

Mitigation Measures

No mitigation measures are feasible.

Impact

3.3-13 Implementation of the proposed Plan would exacerbate unacceptable operations at the intersection of Montague Expressway / Zanker Road. (*Significant and Unavoidable*)

This intersection is projected to operate at LOS F under Background and Project Conditions during the PM peak hour. The widening of Zanker Road at its intersection with Montague Expressway to provide second northbound and southbound left-turn lanes would mitigate impacts to a less-than-significant level. The City of Milpitas does not have the authority to implement the identified improvement, therefore, the Plan's impact at this intersection is considered significant and unavoidable.

Specific Plan Policies that Reduce the Impact

Policy 6.39: The new traffic impact fee program should include fair-share payments toward the following improvement: Widen Zanker Road at its intersection with Montague Expressway to provide second northbound and southbound left-turn lanes.

This improvement is a required mitigation of North San Jose development. The combination of this improvement along with the planned widening of Montague Expressway to eight lanes (as identified in the Montague Expressway Improvement Project Final Technical Report) will provide LOS E+ operations at the intersection of Montague Expressway / Zanker Road.

Policy 6.32 (see text under Impact 3.3-1)

Mitigation Measures

No mitigation measures are feasible.

Impact

3.3-14 Implementation of the proposed Plan would exacerbate unacceptable operations at the intersection of Montague Expressway / S. Main Street-Oakland Road. (*Significant and Unavoidable*)

Intersection operations degrade from LOS E to LOS F during the AM peak hour, and traffic from the proposed Plan exacerbates LOS F operations during the PM peak hour. The planned widening of Montague Expressway to eight lanes will provide improved operations but will not mitigate the project impact to less-than-significant levels. Therefore, the Plan's impact is considered significant and unavoidable.

Specific Plan Policy that Reduces the Impact

Policy 6.32 (see text under Impact 3.3-1)

Mitigation Measures

No additional mitigation measures are feasible.

Impact

3.3-15 Implementation of the proposed Plan would exacerbate unacceptable operations at the intersection of Montague Expressway / McCandless Drive-Trade Zone Boulevard. (Significant and Unavoidable)

Traffic from the proposed Plan exacerbates LOS F operations during the AM and PM peak hours. The planned widening of Montague Expressway to eight lanes will not mitigate the project's impact to a less-than-significant level at this location. Therefore, the project impact is considered significant and unavoidable.

Specific Plan Policy that Reduces the Impact

Policy 6.32 (see text under Impact 3.3-1)

Mitigation Measures

No additional mitigation measures are feasible.

Freeway Segments

Impact

3.3-16 Implementation of the proposed Plan would exacerbate unacceptable operations for four freeway segments. (Significant and Unavoidable)

The proposed Plan would add traffic greater than one percent of the segment's capacity for the following four segments that are operating at unacceptable levels:

- Southbound I-680, between Capitol Avenue and Hostetter Road (PM peak hour);
- Southbound I-880, between Montague Expressway and Brokaw Road (PM peak hour);
- Westbound SR 237, between I-880 and McCarthy Boulevard (AM peak hour); and
- Westbound SR 237, between McCarthy Boulevard and Zanker Road (AM and PM peak hours).

According to VTA policy direction, the mitigation measure for regional freeway impacts is participation in the Countywide Deficiency Plan (CDP) prepared by the VTA. Pending final approval of the CDP, the Lead Agency (the City of Milpitas) must implement, or require the project's sponsor to implement, the "Immediate Actions" list in Appendix D (*Transportation Impact Analysis Guidelines*, May 1998) as part of the project's approval. These actions include measures to encourage alternative modes of transportation and site design guidelines for new development. The proposed Plan is a transit-oriented plan specifically designed to encourage transit ridership and to reduce auto dependency, thus reducing regional freeway congestion.

According to the Valley Transportation Plan (VTP) 2030 plan, the following proposed freeway improvement projects are located in the vicinity of the project:

- SR 237 WB auxiliary lane between Coyote Creek Bridge and North First Street
- SR 237 Corridor Traffic Operations System (TOS) Elements & Ramp Metering
- I-680 Corridor TOS Elements & Ramp Metering
- I-680 HOV lanes between Calaveras Boulevard and SR 84
- I-880 Corridor TOS Elements & Ramp Metering

The City of Milpitas also has three current studies/improvements projects: East/West Corridor Study, Montague Expressway Widening Project, and Calaveras Boulevard (SR 237) Overpass Widening improvement projects.

While the above projects will improve local and regional traffic flow, the project's impacts to the freeway system are considered significant and unavoidable.

Mitigation Measures

No additional mitigation measures are feasible.

Cumulative Impacts and Mitigation Measures

As indicated previously, the analysis of Cumulative Conditions focuses on the operations of roadway segments. The following section describes, in detail, the cumulative impacts and mitigation measures.

Roadway Segments

Impact

3.3-17 Implementation of the proposed Plan would degrade and exacerbate unacceptable operations for multiple roadways segments. (*Significant and Unavoidable*)

During the AM peak period, the addition of traffic from the proposed Plan under Year 2030 Preferred Transit Area Plan Conditions would impact 31 roadway segments under 2030 General Plan Conditions. During the PM peak hour, the proposed Plan is projected to impact 49 study roadway segments.

To mitigate anticipated cumulative impacts of new development traffic on future deficient intersections, the City of Milpitas requires projects to pay their fair share of the traffic improvement costs. Future developers will be required to pay the Midtown traffic impact fee (since the proposed development is located in the Midtown area), a modified Midtown fee or a new fee to provide improvements to mitigate future traffic operations deficiencies. In addition, the proposed Plan will add traffic to deficient intersections on Calaveras Boulevard and on Montague Expressway and will be required to make a fair share contribution towards the East/West Corridor Study, Montague Expressway Widening Project, and Calaveras Boulevard (SR 237) Overpass Widening improvement projects. Widening of these regional corridors will provide additional capacity between I-680 and I-880 and divert trips from other local roads,

thus improving regional and city-wide circulation. The proposed mitigation to provide signal coordination at several intersections in the Great Mall Parkway/Tasman Drive corridor will also help to improve roadway operations.

No mitigation measures are considered feasible for any of the other roadway segments. All of those segments projected to operate at unacceptable levels under the current General Plan will do so because no feasible mitigation measure can be implemented to increase vehicle capacity. All of these roadways are already built out and cannot be widened within the existing right-of-way. The secondary impacts of widening these roadways, which include right-of-way acquisition and demolition of existing buildings, is expected to result in a greater negative impact on the environment than accommodating the additional congestion. Thus this impact is considered significant and unavoidable.

Although the proposed Plan will add traffic to the Planning Area and adjacent City streets, the mixed-use development including locating substantial residential uses near the Great Mall, proximity to transit, and enhanced pedestrian and bicycle network will reduce the need for external travel outside the immediate area. The future development of the BART station will provide an additional option for persons to travel to and from the Planning Area without making a trip by automobile. This will minimize the project's transportation impacts but still allow redevelopment and intensification of land use within the Planning Area.

In addition to the VTP freeway improvements mentioned previously, and the local improvements mentioned above, the following other expressway and local improvements are included in the VTP 2030 plan:

- South Milpitas Boulevard Smart Corridor
- Oakland Road Widening from US 101 to Montague Expressway
- Brokaw/Hostetter Roads Smart Corridor

Payment of traffic impact fees could be directed towards these roadway improvements.

Specific Plan Policies that Reduce the Impact

Policy 6.32 (see text under Impact 3.3-1)

Policy 6.33 (see text under Impact 3.3-1)

Mitigation Measures

No additional mitigation measures are feasible.

Site Access and On-Site Circulation

Impact

3.3-18 Implementation of the proposed Plan would have an impact to intersections on Montague Expressway, Capitol Avenue, and Great Mall Parkway (see Impacts 3.3-10, 14, and 15). (*Significant and Unavoidable*)

As indicated previously, the proposed Plan will have a significant impact to several intersections on Montague Expressway, Capitol Avenue, and Great Mall Parkway within the Planning Area.

Specific Plan Policies that Reduce the Impact

Policy 3.12: Preserve adequate right-of-way along Capitol Avenue, Great Mall Parkway, and Montague Expressway to accommodate funded future regional roadway improvements including an urban interchange at Montague Expressway/Great Mall Parkway and the future widening of Montague Expressway to eight lanes as required with development of the Transit Area Plan.

Final dimensions of right-of-way acquisition are not yet known. The detailed street sections in Chapter 5 include notes about right-of-way acquisition, to the extent that information is currently available.

Policy 6.32 (see text under Impact 3.3-1)

Mitigation Measures

No additional mitigation measures are feasible.

Pedestrian and Bicycle Facilities

Impact

3.3-19 The proposed Plan would create demand in areas with inadequate pedestrian and bicycle. (*Less Than Significant*)

The current sidewalk network within the Planning Area is deficient and will not meet future demand generated by new and higher intensity land uses. The current bicycle network within the Planning Area will not meet future demand.

The Transit Area Plan proposes two pedestrian bridges crossing Montague Expressway at Penitencia Creek and Montague Expressway at Piper Drive. A third pedestrian crossing is proposed at the north end of Piper Drive over the railroad tracks to provide a link to the Great Mall. All three pedestrian crossings will be accessible to bicycles.

Specific Plan Policies that Reduce the Impact

Policy 3.15: Review individual development applications to ensure that adequate street right-of-way, bicycle facilities, pedestrian facilities and landscaping are provided and are consistent with the Transit Area Plan circulation policies and street design standards in Chapter 5.

Policy 3.28: Provide continuous bicycle circulation through the project site and to adjacent areas by closing existing gaps in bicycle lanes and bicycle routes, per Figure 3-5 [of the proposed Plan].

Gaps exist on Capitol Avenue between Montague Expressway and Trimble Road, and on Trade Zone Boulevard between Montague Expressway and Lundy Place. Capitol Avenue only needs to be re-striped to add a bike lane. Trade Zone Boulevard generally contains sufficient width to accommodate two travel lanes and bike lanes in each direction; however, the westbound lanes on Trade Zone jog south slightly, so right-of-way acquisition will likely be required to push the curb further north to maintain a consistent section and to add bike lanes. Bike routes should be upgraded to bike lanes as part of any Montague widening project.

Policy 3.29: A Class III bicycle route shall be created on the internal roadways (from the Milpitas Boulevard Extension/Capitol Avenue intersection to Tarob Court) to provide a continuous bicycle connection between Milpitas Boulevard and the existing bicycle lanes on Lundy Street, as indicated on Figure 3-5 [of the proposed Plan].

Policy 6.32 (see text under Impact 3.3-1)

Policy 6.33 (see text under Impact 3.3-1)

Mitigation Measures

No additional mitigation measures are required.

Transit Facilities

Impact

3.3-20 The proposed Plan would generate demand for transit services in the area. (*Less Than Significant*)

The Planning Area is served by two light-rail stations, including a multimodal transit center, and the future BART station. The new project uses will generate new transit trips in addition to the 555 project trips that were reduced during the AM or PM peak hours (see Table 3.3-8). These transit trips can be accommodated by the numerous transit lines (bus, light rail and BART in the future). The increased transit demand will occur over several years because full development of the entire site is not projected to occur at immediately. VTA would likely adjust the transit schedule and frequency to accommodate future demand.

Specific Plan Policies that Reduce Potential Environmental Impacts

Policy 3.32: Coordinate with VTA to provide sufficient amenities (such as transit shelters) at all transit stops within the Transit Area.

Policy 6.32 (see text under Impact 3.3-1)

Mitigation Measures

No additional mitigation measures are required.

Parking

Impact

3.3-21 The proposed Plan proposes a reduction of twenty percent in parking supply from the City's parking requirements. (*Less Than Significant*)

As stated above, multiple transit lines serve the Planning Area which will help to reduce the number of auto trips. The mix of proposed land uses reduces the amount of trips by providing opportunities for residents to link trips including walking and biking to destinations in lieu of driving, thereby reducing parking demand.

A Court of Appeals decision (regarding a challenge to San Francisco's treatment of parking as a social, not physical, effect) held that parking is not part of the permanent physical environment, and that parking conditions change over time as people change their travel patterns. Therefore, unmet parking demand created by a project need not be considered a significant environmental effect under CEQA unless it would cause significant secondary effects. Additionally, regarding potential secondary effects, cars circling and looking for a parking space in areas of limited parking supply is typically a temporary condition, often offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts that might result from a shortfall in parking in the vicinity of the proposed project are considered less than significant.

Mitigation Measures

No mitigation measures are required.

3.4 Safety and Hazardous Materials

This section presents the environmental setting, impact analysis, and mitigation measures for safety and hazardous materials within the Milpitas Transit Area Specific Plan area. Hazardous materials conditions and other hazards with the potential to affect human health and the environment are described. Applicable regulations related to hazardous materials use, transport, and disposal, are summarized. The significance of potential impacts to hazardous materials and emergency response is analyzed. Policies that reduce potential impacts are described. In cases where policies do not reduce impacts to a less than significant level, mitigation measures are prescribed.

ENVIRONMENTAL SETTING

HAZARDOUS MATERIALS SETTING

Past and present land uses at the Milpitas Transit Area Specific Plan area comprise a variety of uses including industrial, commercial, office, and research and development. Activities associated with these land uses may pose potential environmental, health, and safety risks. These risks include accidents involving vehicles transporting hazardous materials or hazardous wastes, accidental spills or leaks, and improper use, handling, storage, transport, and disposal of hazardous materials.

Environmental Database Review

An electronic file search was used to identify any reported hazardous materials spills and releases within the Plan area. Environmental databases reviewed include EnviroStor, Cal-Sites, GeoTracker, the Santa Clara County Department of Environmental Health's Local Oversight Program (SCCDEH LOP), and Cortese databases.

The EnviroStor database, maintained by the California Department of Toxic Substances Control (DTSC), provides information for properties regulated by DTSC's Site Mitigation and Brownfields Reuse Program where extensive investigation and/or cleanup actions are planned or have been completed. The Cal-Sites database, also maintained by DTSC, contains information regarding both known and potential hazardous substance sites. The GeoTracker database, maintained by the State Water Resources Control Board (SWRCB), provides regulatory data regarding sites with leaking underground fuel tanks, fuel pipelines, and public drinking water supplies. As of July 1, 2004, oversight responsibilities for subsurface investigations and clean-up of petroleum releases from underground storage tanks (USTs) were transferred from the Santa Clara Valley Water District (SCVWD) to the SCCDEH LOP. The SCCDEH LOP maintains an online database of properties with reported leaking underground storage tanks (LUSTs). The Cortese database, maintained by the California Environmental Protection Agency (Cal EPA) identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with USTs having a reportable release, and all solid waste disposal facilities from which there is

known migration. It is not uncommon for sites with reported hazardous material spills and/or releases to be listed on more than one database.

Properties in which historic or on-going activities have resulted in a reported release of hazardous materials into soil and groundwater, as identified by DTSC, SWRCB, SCCDEH, and Cal EPA, are presented in Table 3.4-1 and shown on Figure 3.4-1. It is important to note that listed properties do not necessarily represent a potential risk to the project area unless otherwise specified. The database review identified 28 sites with known hazardous material releases within the Milpitas Transit Area Specific Plan area. Of these, the 21 releases listed as “no further action” or “case closed” do not require additional soil and/or groundwater remediation, and thus are not considered a threat to proposed future land uses in the project area. The seven remaining sites with reported hazardous materials releases that have not been granted closure are discussed below.

Table 3.4-1 Reported Hazardous Materials Spills and Releases at the Plan Area

<i>Number on Figure 3.4-1</i>	<i>Facility Name</i>	<i>Facility Address</i>	<i>Case Type</i>	<i>Contaminant(s) of Concern</i>	<i>Case Status</i>
1	Buddy's Floors	329 Sango Ct	LUST	TPHg	closed
2	Premier Hand Wash Chevron	790 Montague Expy	LUST	MTBE	open
3	Penske Truck Leasing	1039 Montague Expy	LUST	TPHd	open
4	HKN Partnership	691 Montague Expy	LUST	TPHg, TPHd, BTEX compounds	closed
5	Quikrete	91 Montague Expy	LUST	TPHg, TPHd, BTEX compounds	closed
6	Frost All-Cal Trucking	75 Montague Expy	LUST	TPHg, TPHd, TPH Oil	closed
7	Shell Service Station	1780 S. Main St	LUST	MTBE, TPH, BTEX compounds	open
8	Hulligan Property	1446 S. Main St	LUST	TPHg	closed
9	Lee's Imperial Welding, Inc.	231 Houret Dr	LUST	TPHg, TPHd	closed
10	Custom Drywall, Inc.	1570 Gladding Ct	LUST	TPHg	closed
11	Herzstein	1535 Gladding Ct	LUST	TPHg	closed
12	Therma (Trane Air Conditioning)	2350 Lundy Pl	LUST	TPHg	closed
13	USA Petroleum #103	1091 E. Capitol Expy	LUST	TPHg, MTBE, BTEX compounds	open
14	DiSalvo Trucking	730 E. Capitol Expy	LUST	TPHd, BTEX compounds	closed
15	Union Pacific Realty Property	775 E. Capitol Ave	LUST	TPHd, BTEX compounds	closed

Table 3.4-1 Reported Hazardous Materials Spills and Releases at the Plan Area

<i>Number on Figure 3.4-1</i>	<i>Facility Name</i>	<i>Facility Address</i>	<i>Case Type</i>	<i>Contaminant(s) of Concern</i>	<i>Case Status</i>
16	Texaco	790 Capitol Ave	LUST	TPHg, TPHd, TPH Oil, BTEX compounds	closed
17	Roadway Express	750 E. Capitol Ave	LUST	TPHd	closed
18	Exide Corporation	700 Montague Expy	soil contamination from battery mfg facility	lead, sulfuric acid	closed
19	Mony Properties	1980 Tarob Ct	not specified	TCE, DCE	no further action
20	Ford Assembly Plant	1 Great Mall Pkwy	not specified	PET, VOC	closed
21	North American Transformer/Waukesha Electronics	1200 Piper Dr	LUST	TPH, PCB	case reopened on 4/20/2005
22	Jones Chemicals	985 Montague Expy	groundwater contamination from water treatment chemical mfg facility	various	open
23	Arco # 2089	2104 N. Capitol Ave	LUST	TPHg, benzene, MTBE	open
24	Handcraft Tile	1696 S. Main St	soil contamination from ceramics mfg facility	lead	closed
25	Doudell Trucking	555 E. Capitol Ave	LUST	TPHd, TPH Oil	closed
26	Dart Transportation	620 E. Capitol Ave	LUST	TPHd	closed
27	Di Salvo Trucking	730 E. Capitol Ave	LUST	TPHd	closed
28	Adlar Turnkey Manufacturing Company	2350 Lundy Pl	LUST	not reported	closed

SOURCES: DTSC, 2006; SWRCB, 2006; SCCDEH LOP, 2006; EDR, 2005.

NOTES: TPHg = Total Petroleum Hydrocarbons as regular gasoline; TPHd = Total Petroleum Hydrocarbons as diesel; BTEX = benzene, toluene, ethylbenzene, and xylene; VOC = volatile organic compound; MTBE = Methyl tert-butyl ether.

Unclosed Incidents

790 Montague Expressway – Premier Hand Wash

This site is listed as the location of groundwater contamination from a former LUST, with Methyl tert-butyl ether (MTBE¹) being the contaminant of concern. Additional soil and groundwater investigations are currently being conducted to characterize the nature and extent of the contaminant plume associated with this site (SCCDEH, 2006).

1039 Montague Expressway – Penske Truck Leasing

This site is listed as the location of a former LUST that contained diesel fuel. The case is classified as a threat to shallow groundwater from total petroleum hydrocarbons such as diesel (TPHd²) (SECOR, 2004). Information regarding the extent of groundwater contamination and future actions or remediation activities was not available during the July 2006 file review (SCCDEH, 2006).

1780 South Main Street - Shell Service Station

This site is listed as the location of groundwater contamination from a former LUST. Contaminants of concern consist of MTBE, total petroleum hydrocarbons as regular gasoline (TPHg), and BTEX³ compounds. Previous remediation activities have included the excavation of impacted soils, groundwater extraction and treatment, and soil vapor extraction and treatment. Ongoing remediation activities consist of quarterly groundwater monitoring reports and oxygen sparging⁴ (SCCDEH, 2006).

1091 E. Capitol Expressway – USA Petroleum, Station #103

This site is listed as the location of groundwater contamination from a LUST. Contaminants of concern consist of TPHg, MTBE, and BTEX compounds. Ongoing remediation activities have included quarterly monitoring, groundwater extraction and treatment, and soil vapor extraction and treatment (SCCDEH, 2006).

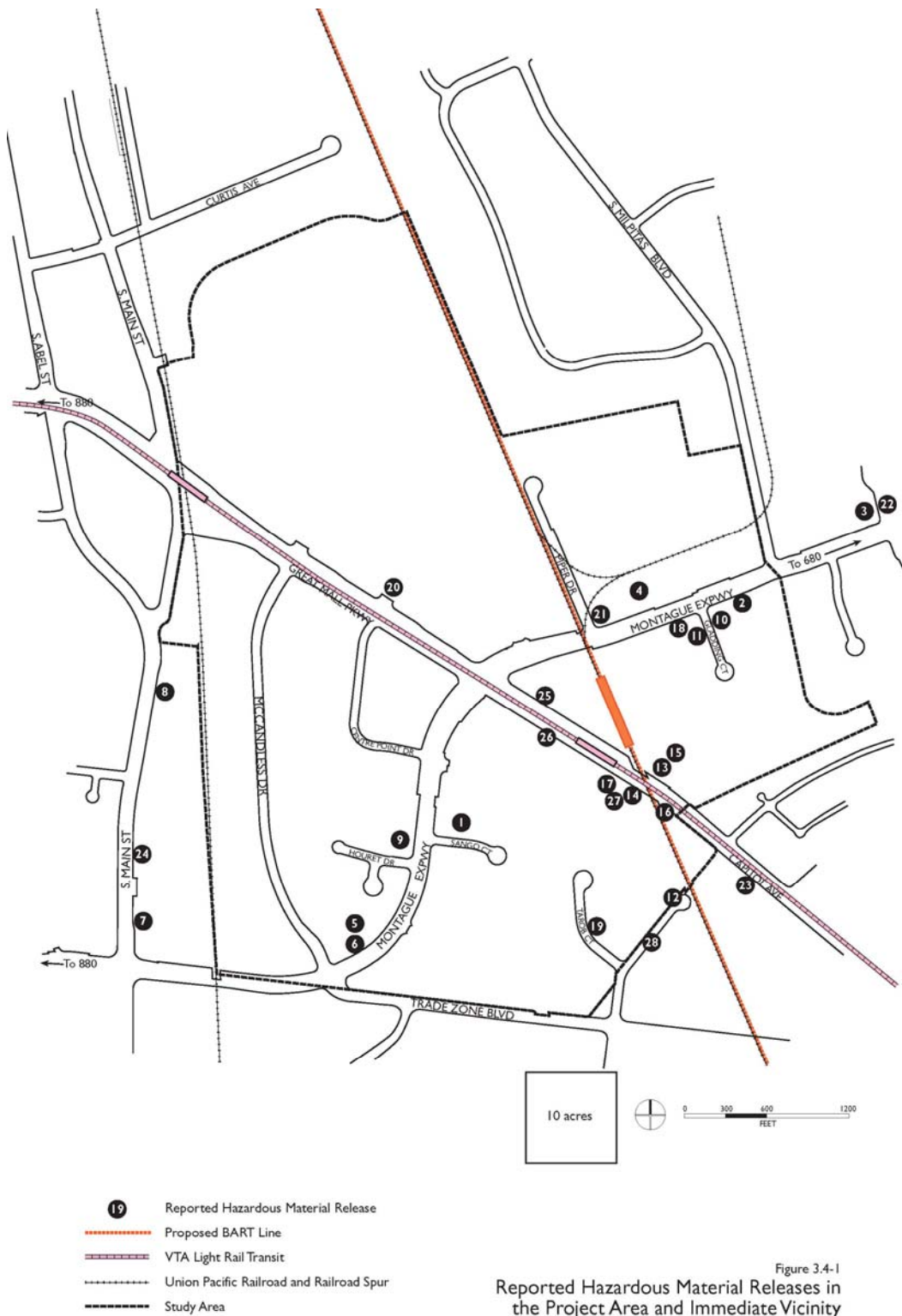
¹ MTBE is a volatile flammable liquid almost exclusively used as an additive in unleaded gasoline.

² TPH is a term used to describe a broad family of several hundred chemical compounds that originally come from crude oil. The great majority of these compounds are hydrocarbons, meaning they are made entirely from hydrogen and carbon. Contamination from TPH is primarily limited to gasoline-, diesel-, and oil-range hydrocarbons. The State of California has cleanup standards for gasoline, diesel fuel, and waste oil.

³ The BTEX compounds are benzene, toluene, ethylbenzene, and xylene and are naturally occurring constituents of gasoline and diesel.

⁴ Oxygen sparging is the injection of oxygen into an aquifer to strip or flush volatile contaminants as air bubbles up through the groundwater and is captured by a vapor extraction system.

Figure 3.4-1: Reported Hazardous Material Releases



1200 Piper Drive – North American Transformer

North American Transformer manufactures large-power transformers for the electric utility industry. This site is listed as the location of an accidental release of petroleum and polychlorinated biphenols (PCBs) to groundwater. Although remediation was performed in 1990 and the case closed, the case was reopened in April 2005, indicating that additional removal and/or remediation may be necessary (DTSC, 2006).

985 Montague Expressway – Jones Chemicals

Jones Chemicals is a water treatment chemical manufacturing plant. This site is listed as the location of contamination of soil and groundwater from various chemicals previously manufactured on the site. Remediation activities have consisted of excavation of affected soil, soil vapor extraction, groundwater extraction, and groundwater monitoring. Groundwater remediation has been an ongoing effort since 1984 (SWRCB, 2006).

2104 N. Capitol Avenue – Arco #2089

This site is listed as the location of a previous LUST containing regular gasoline. Contaminants of concern include TPHg, MTBE, and benzene. Remediation activities have included the excavation and disposal of contaminated soils and ongoing groundwater monitoring (SWRCB, 2006).

REGULATORY FRAMEWORK

Hazardous Materials Management and Emergency Planning

State and federal laws require businesses that handle hazardous materials to ensure that the hazardous materials are properly handled, used, stored, and disposed of, and in the event that such materials are accidentally released, to prevent or reduce injury to health and the environment. The federal Resource Conservation and Recovery Act (RCRA) regulates all aspects of hazardous waste including recycling and recovery, spills, generation, and disposal. California's Hazardous Materials Release Response Plans and Inventory Law, sometimes called the "Business Plan Act," aims to minimize the potential for accidents involving hazardous materials and to facilitate an appropriate response to hazardous materials emergencies. The law requires businesses that use hazardous materials to provide inventories of those materials to designated emergency response agencies, to illustrate on a diagram where the materials are stored, to prepare an emergency response plan, and to train employees to use the materials safely. This law is implemented locally by the Milpitas Fire Department, which also enforces certain fire code regulations pertaining to hazardous materials storage under the Milpitas Hazardous Materials Storage Ordinance.

The Milpitas Toxic Gas Ordinance regulates hazardous materials in aboveground storage tanks (ASTs) and USTs, and the handling, dispensing, and potential release of toxic gases. The Milpitas Fire Department also maintains a Multi-Hazard Emergency Plan, which coordinates the City's preparedness and response efforts for natural and man-made disasters. The Milpitas Fire Department responds to routine, non-emergency hazardous materials incidents, and the Santa Clara County Hazardous Materials Response Team, composed of representatives of the

Santa Clara Fire Department, California Department of Forestry, and member cities, responds to large scale, emergency hazardous material incidents within the City of Milpitas.

State and local regulations prohibit the disposal of household hazardous wastes at solid waste landfills. To protect the environment and public health from the effects of improper disposal of hazardous waste from homes and businesses, the Santa Clara Countywide Household Hazardous Waste program, developed by the County and 14 participating cities, including the City of Milpitas, provides designated collection items for various household hazardous wastes, including flammables,⁵ corrosives,⁶ toxics,⁷ and oxidizers.⁸

The Milpitas Hazardous Materials Storage and Toxic Gas Ordinance regulates hazardous materials in ASTs and USTs, and the handling, dispensing, and potential release of toxic gases.

Hazardous Waste Handling

The California Environmental Protection Agency (Cal EPA), Department of Toxic Substances Control (DTSC) regulates the generation, transportation, treatment, storage, and disposal of hazardous waste. Cal EPA has authorized DTSC to enforce hazardous waste laws and regulations in California. State requirements assign “cradle-to-grave” responsibility for hazardous waste to hazardous waste generators. Anyone who creates a hazardous waste is considered a hazardous waste generator. Generators must ensure that their waste is disposed of properly, and legal requirements dictate the disposal requirements for many waste streams (e.g., banning many types of hazardous wastes from landfills). All hazardous waste generators must certify that, at a minimum, they make a good faith effort to minimize their waste and select the best waste management method available. Hazardous waste laws and regulations are enforced locally by the Milpitas Fire Department and the Santa Clara County Department of Environmental Health.

In Santa Clara County, remediation of contaminated sites is performed under the oversight of the Santa Clara County Department of Environmental Health (SCCDEH) with the cooperation of the Regional Water Quality Control Board (RWQCB). At sites where contamination is suspected or known to occur, the project sponsor is required to perform a site investigation and develop a remediation plan, if necessary. For typical development projects, actual site remediation is done either before or during the construction phase of the project. Site remediation or development may be subject to regulation by other agencies. For example, if dewatering of a hazardous waste site were required during construction, subsequent discharge to the sewer collection system could require a permit from the Milpitas Public Works Department, while discharge to a storm drain could require a permit from both the Milpitas Public Works Department and the SF Bay RWQCB.

⁵ Flammables include paints, dry or wet, petroleum-based products, and polishes.

⁶ Corrosives include acids, bases, batteries, and drain clog remover.

⁷ Toxics include poisons, pesticides, gardening chemicals, ammonia, and solvents.

⁸ Oxidizers include pool chemicals, hydrogen peroxide, iodine, and perchlorates.

Worker Safety

Occupational safety standards have been established by federal and state law to minimize worker safety risks from both physical and chemical hazards in the work place. The California Division of Occupational Safety and Health (Cal OSHA) and the federal Occupational Safety and Health Administration are the agencies responsible for assuring worker safety in the workplace. Cal OSHA assumes primary responsibility for developing and enforcing standards for safe workplaces and work practices. At sites known to be contaminated, a Site Safety Plan must be prepared and submitted and approved by Cal OSHA to protect workers. The Site Safety Plan establishes policies and procedures to protect workers and the public from exposure to potential hazards at the contaminated site (National Institute for Occupational Safety and Health, 1985).

Hazardous Building Components

Existing structural building components may contain hazardous materials such as asbestos, polychlorinated biphenyls, and lead. These materials are subject to various federal, state and local regulations.

Asbestos

Asbestos is regulated both as a hazardous air pollutant and as a potential worker safety hazard. Bay Area Air Quality Management District (BAAQMD) and Cal OSHA regulations restrict asbestos emissions from demolition and renovation activities, and specify safe work practices to minimize the potential release of asbestos fibers. These regulations prohibit emissions of asbestos from asbestos-related manufacturing, demolition, or construction activities; require medical examinations and monitoring of employees engaged in activities that could disturb asbestos; specify precautions and safe work practices that must be followed to minimize the potential to release asbestos fibers; and require notice be given to federal and local government agencies before beginning renovation or demolition that could disturb asbestos. California requires the licensing of contractors who conduct asbestos abatement activities. It is possible that asbestos-containing building materials are present in structures slated for demolition.

Polychlorinated Biphenyls (PCBs)

DTSC has classified PCBs as a hazardous waste when concentrations exceed 5 parts per million (ppm) in liquids or when a standard extract of a non-liquid exceeds 5 ppm. Electrical transformers and fluorescent light ballasts may contain PCBs, and if so, they are regulated as hazardous waste and must be transported and disposed of as hazardous waste. Ballasts manufactured since 1978, in general, do not contain PCBs and are required to have a label stating that PCBs are not present. The proposed project could include the removal of transformers and fluorescent light ballasts containing PCBs.

Lead

Cal OSHA standards establish a maximum safe exposure level for types of construction work that may result in exposure to lead, including demolition of structures with materials containing lead; removal or encapsulation of materials containing lead; and new construction, alteration, repair, and renovation of structures with materials containing lead. Inspection,

testing, and removal of lead-containing building materials are to be performed by state-certified consultants and contractors who are required to comply with applicable health and safety and hazardous materials regulations. The U.S. Department of Housing and Urban Development has published guidelines for the evaluation and control of lead-based paint hazards in housing. Typically, building materials with lead-based paint are not considered hazardous waste unless the paint is chemically or physically removed from the building debris. It is possible that lead-based paint is present in structures intended for removal.

Hazardous Materials Transportation

The U.S. Department of Transportation (DOT) has developed regulations pertaining to the transport of hazardous materials and hazardous wastes by all modes of transportation. The U.S. Postal Service (USPS) has developed additional regulations for the transport of hazardous materials by mail. DOT regulations specify packaging requirements for different types of materials. US EPA has also promulgated regulations for the transport of hazardous wastes. These more stringent requirements include tracking shipments with manifests to ensure that wastes are delivered to their intended destinations. In California, the California Highway Patrol, Caltrans, and DTSC play key roles in enforcing hazardous materials transportation requirements.

City of Milpitas General Plan

Although the current City of Milpitas General Plan includes policies related to hazardous material waste management facilities, none of these policies are directly relevant to the proposed project.

Relevant policies related to emergency services are as follows:

Guiding Principle 5.d-G-1: Use the City's Emergency Management Plan as the guide for emergency management in the Planning Area.

Policy 5.d-I-2: Design critical public facilities to remain operational during emergencies.

Guiding Principle 5.c-G-1: Provide high quality, effective and efficient fire protection services for the Milpitas area residents.

Policy 5.c-I-1: Maintain a response time of four minutes or less for all urban service areas.

Policy 5.c-I-2: Maintain mutual aid agreements with other agencies in the County.

Policy 5.c-I-3: Require automatic fire sprinklers for all new development in the Hillside Area that is not within 1.5 miles of an existing or planned fire station, and fire-resistive construction and compliance with California high-rise building requirements for buildings over three stories in height.

Guiding Principle 5.d-G-1: Use the City's Emergency Management Plan as the guide for emergency management in the Planning Area.

Policy 5.d-I-1: Maintain and upgrade the Emergency Management Plan as necessary.

Policy 5.d-I-2: Design critical public facilities to remain operational during emergencies.

Midtown Milpitas Specific Plan

The *Midtown Milpitas Specific Plan*, adopted by the City in March 19, 2002, was developed for the purpose of guiding the development and future evolution of the Milpitas Midtown Planning Area. The *Midtown Milpitas Specific Plan* does not contain specific guidelines, review policies, or implementation programs related to hazardous materials. The following policies related to emergency services are relevant to the proposed project:

Policy 6.3: Construct necessary improvements to provide an adequate water service and fire-flow capacity to serve new development.

Policy 6.19: Ensure that adequate fire, police, and emergency services are in place to serve new development in Midtown.

IMPACT ANALYSIS

SIGNIFICANCE CRITERIA

Significance criteria presented herein are adapted from CEQA Guidelines, Appendix G and the City of Milpitas' CEQA significance guidelines. Impacts of the proposed project would be significant if the project would:

- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment; or
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

METHODOLOGY & ASSUMPTIONS

This analysis considered current hazardous materials conditions in the Milpitas Transit Area Specific Plan area, applicable regulations and guidelines, and proposed land uses. Implementation of the Milpitas Transit Area Specific Plan would result in a shift in land uses from the existing industrial, commercial, office, and research and development to mixed use development that includes retail, residential, and community facilities. Consideration is given to potential historic industrial and commercial activities affecting future construction workers and occupants, specifically from soil and groundwater conditions.

SUMMARY OF IMPACTS

Due to historical land uses and reported hazardous material releases and spills, potential impacts associated with existing soil and groundwater contamination in portions of the project area could occur. These potential impacts include risk of upset during demolition and construction activities and potential risks to human health and the environment. Future land uses would be subject to existing hazardous materials regulations for the use, transport, and disposal of hazardous materials. Full compliance with proposed policies in the Specific Plan and with hazardous materials regulations would ensure that schools are not exposed to hazardous emissions or materials associated with development under the Specific Plan.

Project improvements would not be expected to impair the implementation or interfere with the City's Multi-Hazard Emergency Plan. Furthermore, the Milpitas Fire Department OES encourages coordination during the planning process, so proposed project improvements can be more effectively incorporated into the plan.

IMPACTS AND MITIGATION MEASURES

Impact

3.4-1 Implementation of the Milpitas Transit Area Specific Plan could expose construction workers and/or the public to soil and groundwater impacted by petroleum hydrocarbons or other chemical constituents, or hazardous building materials including PCBs, lead-based paint, or asbestos. (*Less than Significant*)

The results of the environmental database review indicate that historical land uses in the project area have released contaminants affecting soils and groundwater. Seven of these cases are considered "open cases," indicating that remediation activities have not been completed and/or the concentrations of contaminants are above regulatory thresholds. These conditions could expose individuals to hazardous conditions resulting from ongoing or historical activities at the site or on neighboring properties that involve the use of hazardous materials or hazardous wastes. Disturbance of a previously contaminated area through grading or excavation operations could expose the public to health hazards from physical contact with contaminated materials or hazardous vapors. If buildings are erected over contaminated materials, volatile contaminants, such as benzene, could potentially migrate from soil and groundwater via soil gases, and enter indoor air spaces through foundation cracks, posing a potential health risk to future site workers, employees, and residents.

Furthermore, existing structures that would be demolished in the Plan area could potentially include hazardous building materials such as asbestos, PCBs, or lead-based paint. If not properly removed and handled, these materials could pose a significant threat to human health and the environment.

Project-related impacts to human health and the environment associated with site contamination and hazardous building materials would be considered potentially significant.

Policies included as part of the proposed Specific Plan have been designed to minimize this impact. Policy 5.20 was developed to address potential hazardous materials that could impact

human health and the required remediation of contaminated sites. Policy 5.21 addresses contaminants that may be present in existing buildings such as asbestos, PCB's, or lead, and Policy 5.22 requires Risk Management Plans at sites with known contamination issues. Development within the Planning Area would be required to comply with Section 19827.5 of the California Health and Safety Code, which requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. Also required is full compliance with Title 17 and Title 8 of the California Code of Regulations, which includes work practice standards related to the evaluation and abatement of lead in public and residential buildings, and covers construction work where an employee may be exposed to lead, including metallic lead, inorganic lead compounds, and organic lead, respectively. Continued compliance with these and all other applicable local, State, and federal safety standards and Specific Plan policies as provided below, would reduce potential exposure of people and the environment to hazardous materials associated with development on impacted properties or demolition of older structures to a less-than-significant level.

Specific Plan Policies that Reduce the Impact

Policy 5.20: Property owners shall work with the City of Milpitas Fire Department, the Santa Clara County Department of Environmental Health (SCCDEH), the California Department of Toxic Substances Control (DTSC), and/or the State Water Resources Control Board (SWRCB), whichever has jurisdiction, to resolve issues related to contamination that could potentially impact future land uses in the project area. The lateral and vertical extent of contamination shall be determined, remediation activities completed, and land use restrictions implemented, as necessary, prior to the issuance of development permits on parcels with known contamination. For parcels with known contamination, appropriate human health risk assessments (HHRAs) shall be conducted based on proposed land uses by a qualified environmental professional. The HHRAs shall compare maximum soil, soil gas, and groundwater concentrations to relevant environmental screening levels (ESLs⁹) and evaluate all potential exposure pathways from contaminated groundwater and soil. Based on the findings of the HHRAs, if appropriate, engineering controls and design measures shall be implemented to mitigate the potential risk of post-development vapor intrusion into buildings. For parcels with no identified contamination, a Phase I study shall be completed to review potential for ground water, soil, or other contamination related to previous land uses. If any potential for contamination is determined to exist that could adversely affect human health for residential uses, a Phase II level analysis shall be conducted per City, State, and Federal requirements. If contamination is found to exist, procedures for contaminated sites as described in the paragraph above shall be followed.

Policy 5.21: Project applicants shall submit information to the City regarding the presence of asbestos-containing building materials, PCBs, and lead-based paint in existing buildings proposed for demolition, additions, or alterations. The information shall be verified prior to the issuance of demolition permits by the City of Milpitas Building Inspection Division for any

⁹ ESLs are conservative risk-based concentrations developed for use in screening laboratory data to determine if additional investigation or radiation is necessary.

existing structures or buildings in the project area. If it is found that painted surfaces contain lead-based paint and/or the structures contain asbestos-containing building materials, measures to ensure the safe demolition of site structures shall be incorporated into the project Demolition Plan. The Demolition Plan shall address both onsite and offsite chemical and physical hazards. Prior to demolition, hazardous building materials associated with lead-based paint and asbestos-containing building materials shall be removed and appropriately disposed of in accordance with all applicable guidelines, laws, and ordinances. The demolition of buildings containing asbestos would require retaining contractors who are licensed to conduct asbestos abatement work and notifying the Bay Area Air Quality Management District (BAAQMD) ten days prior to initiating construction and demolition activities. Regarding lead-based paint, Cal-OSHA regulates all worker exposure during construction activities associated with lead-based paint. The Cal-OSHA-specified method of compliance includes respiratory protection, protective clothing, housekeeping, hygiene facilities, medical surveillance, and training.

Policy 5.22: At sites with known contamination issues, a Risk Management Plan (RMP) shall be prepared to protect the health and safety of construction workers and site users adjacent to construction activities. The RMP shall include engineering controls, monitoring, and security measures to prevent unauthorized entry to the construction site and to reduce hazards outside of the construction site. The RMP shall address the possibility of encountering subsurface hazards and include procedures to protect workers and the public. The RMP shall also include procedures for managing soils and groundwater removed from the site to ensure that any excavated soils and/or dewatered groundwater with contaminants are stored, managed, and disposed of in accordance with applicable regulations and permits. Protocols for the handling, transport, and disposal of both known and previously unidentified hazardous materials that may be encountered during project development shall be specified. If prescribed exposure levels are exceeded, personal protective equipment shall be required for workers in accordance with OSHA regulations. Finally, the RMP shall also include procedures for the use, storage, disposal, of hazardous materials used during construction activities to prevent the accidental release of these materials into the environment during construction.

Mitigation Measures

No mitigation measures are required.

Impact

3.4-2 Future land uses proposed by the Milpitas Transit Area Specific Plan could involve the transport, use, and disposal of hazardous materials. (*Less than Significant*)

Future commercial, residential, and light industrial land uses under the proposed project would likely involve the use, transport, and disposal of hazardous substances including paints, polishes, petroleum-based products, household cleaning agents, solvents, gardening chemicals, pool chemicals, and ammonia. ASTs and USTs could also be used. However, due to the nature of proposed land uses compared to existing land uses, it is likely that implementation of the Milpitas Transit Area Specific Plan would actually reduce the quantities of hazardous materials used in the project area.

Hazardous materials transportation, use, and disposal would be subject to state and federal hazardous materials laws and regulations. Hazardous materials would be required to be transported under DOT regulations. The proposed project would be subject to hazardous materials programs and ordinances administered by the Milpitas Fire Department and the SCCDEH, including the Milpitas Hazardous Materials Storage and Toxic Gas Ordinances and the Santa Clara County Household Hazardous Waste Program. Businesses associated with aboveground and underground storage tanks and the generation of hazardous waste would be required to prepare and submit Hazardous Materials Business Plans (HMBPs) to the Milpitas Fire Department for approval and abide with RCRA hazardous waste generator programs. Due to mandatory compliance with federal, state, and local regulations, potential impacts associated with future hazardous material use, transport, and disposal are considered less than significant.

Mitigation Measures

No mitigation measures are required.

Impact

3.4-3 Implementation of the Milpitas Transit Area Specific Plan could result in hazardous emissions or the handling of hazardous materials, substances, or waste within one-quarter mile of a proposed school. (*Less than Significant*)

It is possible, although not certain, that under the Milpitas Transit Area Specific Plan, a elementary or K-8 school would be constructed in the vicinity of Houret Drive and McCandless Drive. A preliminary environmental assessment of this potential school site conducted in March 2006 indicated that existing hazardous material conditions in this area do not pose a threat of hazardous material contamination to the site, and thus, are not likely pose a hazardous material risk to students, teachers, or workers (ESA, 2006). This preliminary evaluation included a summary of an electronic database search conducted for the purpose of identifying any reported hazardous materials storage, disposal, or spills/releases within ¼ mile of the proposed school site. The results of the database revealed four sites with recorded hazardous materials violations within the search radii, but all four cases are closed or in compliance. In addition, a records search of hazardous materials information from the City of Milpitas Fire Department was conducted by City of Milpitas Planning Department staff. In general, the City of Milpitas Fire Department has information regarding the following: operating permits for hazardous materials generation, disposal, storage, or transportation; underground storage tank (UST) removal and closure; and information regarding LUST sites where tank closure and remediation activities, if any were necessary, have been completed (i.e., LUST sites listed as “inactive” or “case closed”). No open cases were found. Also the Santa Clara Valley Environmental Health Department was contacted on March 21, 2006 for additional information regarding hazardous material releases at 1740 McCandless Drive, but none was available.

Based on the status of historical LUST cases within ¼-mile radius of the school, none of these sites appears to pose a threat of hazardous material contamination to the school site. Furthermore, although electronic database information indicates hazardous material violations historically occurred near the school site, there is no indication that soil or groundwater has

been affected. Furthermore, due to the absence of information regarding these violations at the City of Milpitas Fire Department and the Santa Clara County Department of Environmental Health, it appears these violations were not significant enough to require remedial activities. It should be noted that the California Office of Education requires that all school sites conform to the Department of Toxic Substance Control's rigorous standards for hazardous materials at school sites. In addition, compliance with AB 387 and SB 162—which help ensure that sites selected for school construction are free of significant contamination—is required to obtain funding through the State School Facilities Program.

As previously mentioned, implementation of the proposed Plan policies listed under Impact 3.4-1 would address potential hazardous materials impacts related to existing site contamination and construction activities throughout the project area. For future development proposed by the Milpitas Transit Area Specific Plan, state, federal, and local laws and regulations would generally insure that no significant impacts involving hazardous materials use, generation, transport, or disposal would occur. Thus, potential impacts to future school sites would be less-than-significant.

Mitigation Measures

No mitigation measures are required.

3.5 Geology, Soils, and Seismic Hazards

This section discusses seismic, geologic, and soils issues related to implementation of the Milpitas Transit Area Specific Plan. The regional geologic setting and relative location to active faults is described. Potential impacts from ground shaking, liquefaction, slope instability, and erosion are described and policies that reduce potential impacts are described.

ENVIRONMENTAL SETTING

PHYSICAL SETTING

Geology and Soils

The Planning Area is located on the eastern margin of San Francisco Bay. The San Francisco Bay region is located in the Coast Ranges geomorphic province of California. Geomorphic provinces are geologic regions that display distinct landscapes or landforms and are defined based on geology, faults, topographic relief, and climate. The Coast Ranges geomorphic province, extending approximately 600 miles from the Santa Ynez River in Santa Barbara County to the Oregon border, consists of northwest-trending mountain ranges, broad basins, and elongated valleys that run parallel to the San Andreas Fault System. The Coast Ranges are composed of marine sedimentary rocks and volcanic rocks that form the Franciscan Assemblage. In the valleys and lowland areas, these older, consolidated rocks are buried beneath younger, unconsolidated alluvial fan and fluvial sediments. In the coastal lowlands, these younger sediments commonly inter-finger with marine deposits (CGS, 2002).

The Planning Area is located approximately eight miles from the shoreline of San Francisco Bay. The Project Area slopes gently (less than 2 percent) west towards Lower Penitencia Creek, which runs south to north along the western boundary of the Project Area. Sediments underlying the Project Area are Quarternary alluvial soils that consist of interlayered, poorly sorted gravel, sand, silt, and clay. The composition and consistency of alluvial soils varies laterally and vertically over small distances and depths. The thickness of the alluvial soils ranges from 1,000 feet at the western edge of the city, along the bay margin, to zero at the base of the foothills of the Diablo Range to the east (City of Milpitas, 2002). Sediments underlying the Project Area consist of fine- to coarse-grained alluvial deposits, and groundwater is located less than 20 feet below the ground surface (ESA, 2005).

SEISMIC HAZARDS

Ground Shaking

The San Francisco Bay Area, including Santa Clara County, is recognized as one of the most active seismic regions in the United States. The 1997 Uniform Building Code locates the entire San Francisco Bay Area within Seismic Risk Zone 4; areas within Zone 4 are expected to experience maximum magnitudes and damage in the event of an earthquake. The U.S. Geological Survey (USGS) Working Group on California Earthquake Probabilities has evaluated the probability of one or more earthquakes of Richter magnitude 6.7 or higher occurring in the San Francisco Bay Area within the next 30 years. The result of the evaluation

indicated a 62 percent likelihood that such an earthquake event will occur in the Bay Area between 2003 and 2032 (USGS, 2003).

Several active faults have the potential to cause widespread damage to the City of Milpitas. The California State Mining and Geology Board classifies active faults as faults that have had surface displacement within Holocene time (within the last 11,000 years). The primary active faults in the region are the Hayward and San Andreas faults. The Hayward Fault trends northwest approximately 2 miles east of the planning area; the San Andreas Fault trends northwest through the Santa Cruz Mountains approximately 13 miles to the west. The Hayward Fault was identified by the USGS Working Group on California Earthquake Probabilities as the most likely (27 percent chance) to experience a 6.7 or higher magnitude earthquake by 2032. Also of particular importance to the City of Milpitas is the Calaveras Fault, which trends northwest through Calaveras Reservoir approximately 4 miles east of the project site. A summary of major active faults near the City of Milpitas is presented in Table 3.5-1, below, and shown on Figure 3.5-1.

Table 3.5-1: Major Active Faults

<i>Fault</i>	<i>Distance from Project Site</i>	<i>Direction from Project Site</i>	<i>Maximum Credible Earthquake (Richter Magnitude) 1</i>	<i>Maximum Moment Magnitude (Mw) 2</i>
Hayward	2 miles	East	7.7	7.1
Calaveras	4 miles	East	7.7	6.8
San Andreas	13 miles	West	8.3	7.9

SOURCE: City of Milpitas, 1997. General Plan.

1. Richter Magnitude is calculated from the amplitude of the largest seismic wave recorded for an earthquake and is based on a logarithmic scale (base 10). For each whole number you go up on the Richter scale, the amplitude of the ground motion recorded by a seismograph goes up ten times.
2. Moment magnitude is related to the physical size of a fault rupture, the movement across a fault, and the strength of the rock that is faulted. Earthquakes with magnitudes of 6 or greater are capable of causing widespread damage.

Expected seismic shaking intensity and risk to structures is dependent on the distance from the earthquake epicenter, the magnitude of the earthquake, the underlying geologic, groundwater, and soil conditions, and the type of construction. Ground shaking may affect areas hundreds of miles away from the location at which the earthquake is centered (the epicenter). Historic earthquakes have caused strong ground shaking and damage in the San Francisco Bay Area, the most recent being the 7.1 (Richter magnitude) Loma Prieta earthquake of 1989 that was responsible for at least 63 deaths; 3,757 injuries; and an estimated \$6 billion in property damage (USGS, 2003).

Large earthquakes on the Hayward, Calaveras, and San Andreas faults could produce ground shaking sufficient to cause extensive damage in the City of Milpitas. Magnitude is a measure of the energy released in an earthquake and intensity is a measure of the ground shaking effects at a particular location. The estimated magnitudes, described as moment magnitudes (Mw),

represent characteristic¹ earthquakes on the particular faults (Table 3.5-1). Earthquakes with moment magnitudes of 6 or greater are capable of causing widespread damage.

The intensity of ground shaking depends on factors such as earthquake magnitude, distance to the causative fault, depth to bedrock, physical characteristics of underlying soil and bedrock, and local topography. The Modified Mercalli (MM) intensity scale (Table 3.5-2) is commonly used to describe earthquake effects due to ground shaking and in terms of observed effects associated with different peak accelerations. The MM values range from I (earthquake not felt) to XII (damage nearly total). According to shaking maps prepared by the Association of Bay Area Governments (ABAG), MM values for characteristic earthquakes in the vicinity of the planning area range from VII Strong to VIII Very Strong (ABAG, 2003).

Table 3.5-2: Modified Mercalli Intensity Scale

<i>Intensity Value</i>	<i>Intensity Description</i>	<i>Average Peak Acceleration¹</i>
I	Felt by very few people, barely noticeable.	< 0.0017 g
II	Felt by persons at rest, on upper floors, or favorably placed.	< 0.014 g
III	Felt indoors. Hanging objects swing. Vibration like passing of light trucks. Duration estimated. May not be recognized as an earthquake.	< 0.014 g
IV	Hanging objects swing. Vibration like passing of heavy trucks; or sensation of a jolt like a heavy ball striking the walls. Standing motor cars rock. Windows, dishes, doors rattle. Glasses clink. Crockery clashes. In the upper range of IV, wooden walls and frames creak.	0.014–0.04 g
V	Felt outdoors; direction estimated. Sleepers awakened. Liquids disturbed, some spilled. Small unstable objects displaced or upset. Doors swing, close, open. Shutters, pictures move. Pendulum clocks stop, start, change rate.	0.04–0.09 g
VI	Felt by all. Many frightened and run outdoors. Persons walk unsteadily. Windows, dishes, glassware broken. Knick-knacks, books, etc., off shelves. Pictures off walls. Furniture moved or overturned. Weak plaster and masonry D cracked. Small bells ring (church, school). Trees, bushes shaken (visibly, or heard to rustle).	0.09–0.18 g
VII	Difficult to stand. Noticed by drivers of motor cars. Hanging objects quiver. Furniture broken. Damage to masonry D, including cracks. Weak chimneys broken at roofline. Fall of plaster, loose bricks, stones, tiles, cornices (also unbraced parapets and architectural ornaments). Some cracks in masonry C. Waves on ponds; water turbid with mud. Small slides and caving in along sand or gravel banks. Large bells ring. Concrete irrigation ditches damaged.	0.18–0.34 g

¹ The concept of a “characteristic” earthquake means that it can be anticipated, with reasonable certainty, the actual earthquake that can occur on a fault.

Table 3.5-2: Modified Mercalli Intensity Scale

<i>Intensity Value</i>	<i>Intensity Description</i>	<i>Average Peak Acceleration¹</i>
VIII	Steering of motor cars affected. Damage to masonry C; partial collapse. Some damage to masonry B; none to masonry A. Stucco and some masonry walls fall. Twisting, fall of chimneys, factory stacks, monuments, towers, elevated tanks. Frame houses moved on foundations if not bolted down; loose panel walls thrown out. Decayed piling broken off. Branches broken from trees. Changes in flow or temperature of springs and wells. Cracks in wet ground and on steep slopes.	0.34–0.65 g
IX	General panic. Masonry D destroyed; masonry C heavily damaged, sometimes with complete collapse; masonry B seriously damaged. (General damage to foundations.) Frame structures, if not bolted, shifted off foundations. Frames cracked. Serious damage to reservoirs. Underground pipes broken. Conspicuous cracks in ground. In alluvial areas sand and mud ejected, earthquake fountains, sand craters.	0.65–1.24 g
X	Most masonry and frame structures destroyed with their foundations. Some well-built wooden structures and bridges destroyed. Serious damage to dams, dikes, embankments. Large landslides. Water thrown on banks of canals, rivers, lakes, etc. Sand and mud shifted horizontally on beaches and flat land. Rails bent slightly.	> 1.24 g
XI	Rails bent greatly. Underground pipelines completely out of service.	> 1.24 g
XII	Damage nearly total. Large rock masses displaced. Lines of sight and level distorted. Objects thrown into the air.	> 1.24 g

SOURCE: ABAG, 2003.

NOTES: ¹g (gravity) = 980 centimeters per second squared. 1.0 g of acceleration is a rate of increase in speed equivalent to a car traveling 328 feet from rest in 4.5 seconds.

Masonry A: Good workmanship, mortar, and design; reinforced, especially laterally, and bound together by using steel, concrete, etc.; designed to resist lateral forces.

Masonry B: Good workmanship and mortar; reinforced, but not designed in detail to resist lateral forces.

Masonry C: Ordinary workmanship and mortar; no extreme weaknesses like failing to tie in at corners, but neither reinforced nor designed against horizontal forces.

Masonry D: Weak materials, such as adobe; poor mortar; low standards of workmanship; weak horizontally.

Liquefaction

Liquefaction hazards may be present in loose, saturated soils, such as sands and loamy sands, in which the space between individual particles is completely filled with water. These soils can behave like a dense fluid when exposed to prolonged shaking during an earthquake. Liquefaction is dominated by three main factors: depth to groundwater, soil type, and the seismicity of the area. Liquefaction can be responsible for widespread structural failure.

Seismic Hazard Zone maps prepared by the California Department of Conservation, Division of Mines and Geology, for the USGS Milpitas 7.5 minute quadrangle indicate the Project Area is located within a seismic hazard zone for liquefaction. This is shown on Figure 5-1, marked up to show the Planning Area. In accordance with the Seismic Hazard Mapping Act (see

discussion under Regulatory Framework), a site-specific geotechnical investigation must be conducted for sites within a designated seismic hazard zone prior to development (CDC, 2004).

Surface Fault Rupture

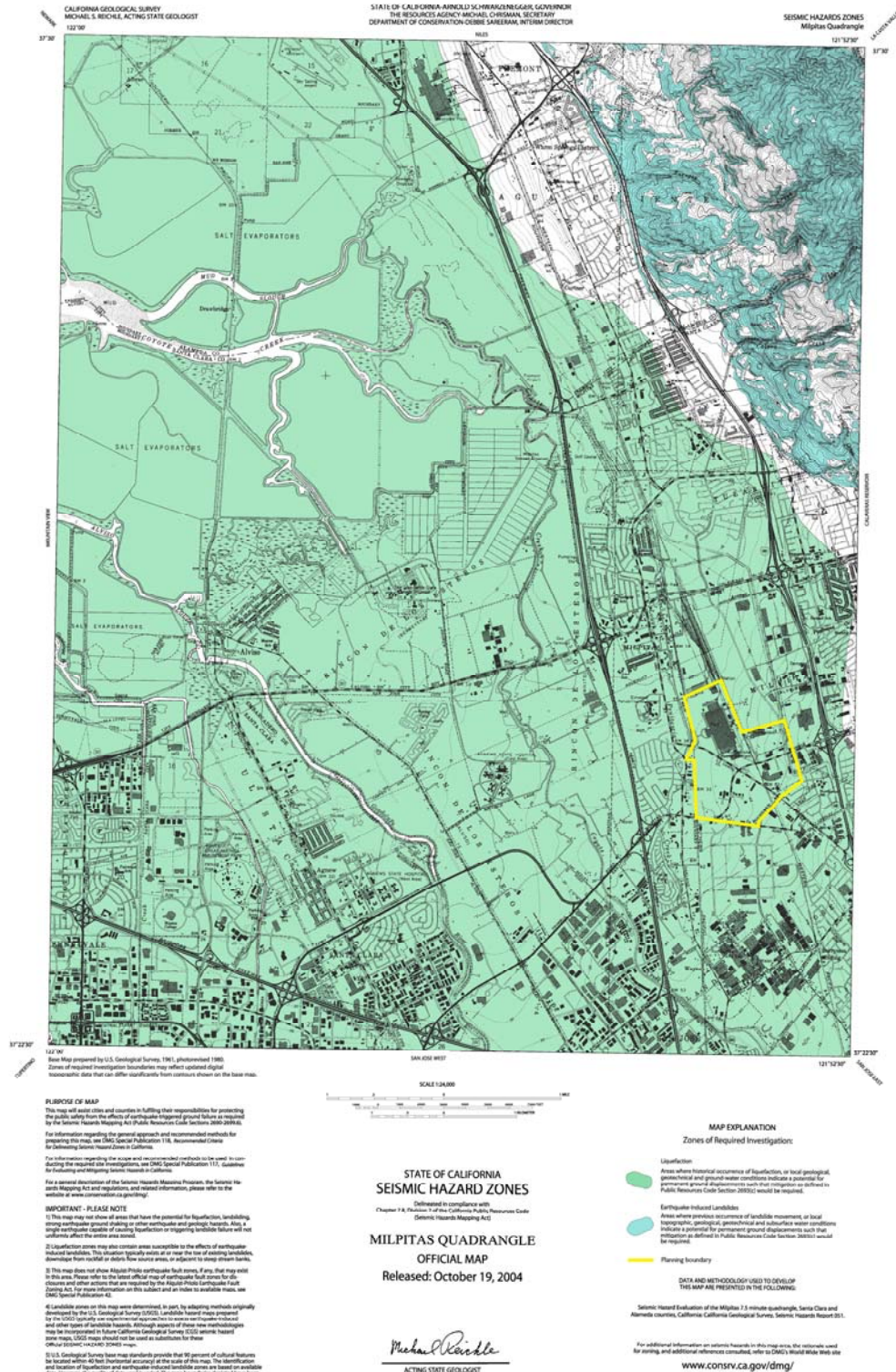
Fault rupture is displacement at the earth's surface resulting from fault movement associated with an earthquake. Surface rupture can damage or collapse buildings, cause severe damage to roads and other paved areas, and cause failure of overhead and underground utilities. Earthquake Fault Zones, established in accordance with the Alquist-Priolo Earthquake Fault Zoning Act (see discussion under Regulatory Framework), are regulatory zones around the surface traces of active faults. The Earthquake Fault Zone of the Hayward Fault, the closest Earthquake Fault Zone to the planning area, is located approximately 2 miles east. No active faults are known to traverse the planning area (City of Milpitas, 2002). It should be noted, however, that surface fault rupture is not necessarily restricted to the area within an Earthquake Fault Zone.

Earthquake-Induced Settlement

Settlement of the ground surface can be accelerated and accentuated by earthquakes. During an earthquake, settlement can occur as a result of the relatively rapid rearrangement, compaction, and settling of subsurface materials (particularly loose, non-compacted, and variable sandy sediments). Settlement can occur both uniformly and differentially (i.e., where adjoining areas settle at different rates). Areas are susceptible to differential settlement if underlain by compressible sediments, such as poorly engineered artificial fill or Bay Mud. Typically, areas underlain by artificial fills, unconsolidated alluvial sediments, slope wash, and areas with improperly engineered construction fills are susceptible to this type of settlement. Due to the variability of underlying material in the Project Area, earthquake-induced settlement could potentially result at the project site.

Figure 5-1: Seismic Hazard Zones

Source: California Department of Conservation, accessed from http://gmw.consrv.ca.gov/shmp/html/pdf_maps_no.html



GEOLOGIC HAZARDS

Soil Erosion and Soil Loss

Erosion is the wearing away of soil and rock by processes such as mechanical or chemical weathering, mass wasting, and the action of waves, wind and underground water. Soils containing high amounts of silt or clay can be easily eroded, while sandy soils are less susceptible. Excessive soil erosion can eventually lead to damage of building foundations and roadways. Areas where the soil would be exposed during the construction phase would be susceptible to erosion. Typically, the soil erosion potential is reduced once the soil is graded and covered with concrete, structures or asphalt. Redevelopment activities in the planning area would require demolition of existing structures, earthwork and grading, resulting in the disturbance of soils and the increased potential for soil erosion and soil loss.

Slope Instability and Landslides

Slope failure is dependent on topography and underlying geologic materials, as well as factors such as rainfall, excavation, or seismic activities. Steep slopes and downslope creep of surface materials characterize areas most susceptible to slope failure. Landslides are least likely in topographically low areas such as alluvial fans. As surface topography at the planning area is relatively level, potential slope hazards related to slope instability are minimal.

Expansive Soils

Expansive soils possess a “shrink-swell” behavior. Shrink-swell is the cyclic change in volume (expansion and contraction) that occurs in fine-grained clay sediments from the process of wetting and drying. Structural damage may occur over a long period of time, usually the result of inadequate soil and foundation engineering or the placement of structures directly on expansive soils. Soils containing a high percentage of clays are most susceptible to expansion. Due to the variability of underlying material in the Project Area, earthquake-induced settlement could potentially occur at the project site.

EMERGENCY SERVICES

The Milpitas Fire Department Office of Emergency Services (OES) is responsible for the coordination of the City’s preparedness efforts to respond to natural disasters such as earthquakes. The OES prepares updates to the City’s multi-hazard emergency plan, maintains the Emergency Operations Center in a state of readiness, trains City employees in disaster planning, provides disaster preparedness information to residents and local businesses, and organizes disaster recovery and relief efforts in cooperation with the California Office of Emergency Services and the Federal Emergency Management Agency (FEMA).

The Strategic Action for Emergencies (SAFE) Program, also implemented by the Milpitas Fire Department OES, is an emergency preparedness program created to generate public awareness of potential threats to the community; to mitigate the loss of life and property; to instruct individuals in self-help and mutual aid techniques; and to provide training in the areas of recovery, special assistance, and security. SAFE Teams consist of local residents who have received the free emergency preparedness training and live in the same neighborhood or community.

The Milpitas Amateur Radio and Electronics Society (ARES) supports electronic communications in the event of disasters or other emergency. One of the main purposes of the Milpitas ARES is to educate the general public on emergency communications.

The City of Milpitas Building and Safety Department, through the Earthquake Preparedness Program, provides interested homeowners with a prescriptive plan set that may be used to strengthen older homes and for obtaining building permits. The department also conducts pre-construction and follow-up surveys to ensure that construction is done properly.

REGULATORY SETTING

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (formerly the Alquist-Priolo Special Studies Zones Act), signed into law in December 1972, requires the delineation of zones along active faults in California. The purpose of the Alquist-Priolo Earthquake Fault Zoning Act is to regulate development on or near fault traces to reduce the hazard of fault rupture and to prohibit the location of most structures for human occupancy across these traces. Cities and counties must regulate certain development projects within the zones, which includes withholding permits until geologic investigations demonstrate that development sites are not threatened by future surface displacement (Hart, 1997).

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (SHMA) enacted by the California Legislature in 1990, was developed to protect the public from the effects of strong ground shaking, liquefaction, landslides, or other ground failure, and other hazards caused by earthquakes. SHMA requires the State Geologist to delineate various seismic hazards zones and requires cities, counties, and other local permitting agencies to regulate certain development projects within these zones. Before a development permit is granted for a site within a seismic hazard zone, a geotechnical investigation of the site has to be conducted and appropriate mitigation measures incorporated into the project design. The CGS Special Publication 117, adopted in 1997 by the CGS in accordance with the SHMS, provides guidelines for evaluating seismic hazards other than surface faulting, and recommends mitigation measures as required by Public Resources Code Section 2695(a).

California Building Standards Code

The California Building Code is another name for the body of regulations found in the California Code of Regulations (CCR), Title 24, Part 2, which is a portion of the California Building Standards Code. Title 24 is assigned to the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. Under State law, all building standards must be centralized in Title 24 or they are not enforceable.

Published by the International Conference of Building Officials, the Uniform Building Code is a widely adopted model building code in the United States. The California Building Code incorporates by reference the Uniform Building Code (UBC) with necessary California amendments. About one-third of the text within the California Building Code has been tailored for California earthquake conditions (ICBO, 1997).

The planning area is located within Zone 4, one of the four seismic zones designated in the United States. Zone 4 is expected to experience the greatest effects from earthquake ground shaking and therefore has the most stringent requirements for seismic design. The national model code standards incorporated into Title 24 apply to all occupied buildings in California except for modifications adopted by state agencies and local governing bodies.

City of Milpitas Grading, Excavation, Paving, and Erosion Control Ordinance

The Grading, Excavation, Paving, and Erosion Control Ordinance, contained in Title II, Chapter 13 of the Municipal Code, sets forth rules, regulations, and controls on grading, excavation, paving, and earthwork including cuts, fills, embankments, the cutting and clearing of vegetation, the revegetation of cleared areas, and the management of drainage and measures to protect exposed soil surfaces in order to safeguard waterways. Grading plans must specify: the nature and extent of the work proposed; the quantity of soil or earth materials, in cubic yards, to be excavated, filled, stored, or otherwise utilized on-site; pre- and post-development topographic contours; identification of all existing and proposed drainage facilities; and the location of known soil or geologic hazard areas. Grading plans must be accompanied by an erosion control plan (ECP) and include relevant documentation such as a soil engineering report and engineering geology report. ECPs must fully indicate necessary land treatment, structural measures and timing requirements to minimize soil erosion and sedimentation, and erosion control best management practices (BMPs) and vegetative measures that would be employed to stabilize the site.

City of Milpitas Soils Report Requirements

In accordance with the City of Milpitas Municipal Code, building permit applications must be accompanied by a preliminary soils report, prepared by a civil engineer in the State and based upon adequate test borings, to be submitted to and approved by the Chief Building Inspector prior to the issuance of building permits. The soils investigation must indicate the presence of critically expansive soils or other soil problems which, if not corrected, could lead to structural defects and include recommended corrective actions to prevent structural damage where such soil problems exist (Title 11, Chapter 1, Section 8).

City of Milpitas General Plan Policies

The current *City of Milpitas General Plan*, adopted in 1994 and updated in January 2002 to incorporate the Midtown Specific Plan, includes policies related to seismic and geologic hazards and emergency services.

Midtown Milpitas Specific Plan

The *Midtown Milpitas Specific Plan*, adopted by the City on March 19, 2002, was developed for the purpose of guiding the development and future evolution of the Milpitas Midtown Planning Area. The *Midtown Milpitas Specific Plan* does not contain specific guidelines, review policies, or implementation programs related to seismic and geologic hazards.

IMPACT ANALYSIS

SIGNIFICANCE CRITERIA

Impacts of the proposed Plan would be significant if they would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; Refer to Division of Mines and Geology Special Publication 42.
 - Strong seismic ground shaking;
 - Seismic-related ground failure, including liquefaction; or
 - Landslides;
- Result in substantial soil erosion or the loss of topsoil;
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse; or
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.

METHODOLOGY & ASSUMPTIONS

The impact analysis for geology, soils, and seismicity is based on potential environmental impacts identified in the Draft Preferred Plan (Dyett & Bhatia, 2006); review of relevant geologic maps and reports for the Project Area; consistency with relevant policies contained in the City of Milpitas General Plan; and professional best judgment. At the time of this EIR, site-specific geotechnical analyses are not available for the Project Area.

SUMMARY OF IMPACTS

Potential geologic and soils impacts to proposed structures and infrastructure are primarily related to ground shaking and associated ground failure (e.g., liquefaction), soil expansion, settlement, and soil erosion during construction. Because the Project Area is not located within an Earthquake Fault Hazard Zone, surface fault rupture is not likely to occur. As surface topography at the planning area is relatively level, potential slope instability hazards are minimal.

IMPACTS AND MITIGATION MEASURES

Impact

3.5-1 Implementation of the Milpitas Transit Area Specific Plan would expose people or structures to seismic hazards such as ground shaking or liquefaction. (*Less than Significant*)

Ground shaking generated during an earthquake could result in structural damage to project components and project-related infrastructure. Seismic-related ground shaking is an unavoidable hazard in the San Francisco Bay Area. Structures and associated infrastructure proposed under the Milpitas Transit Area Specific Plan would likely experience at least one major earthquake (greater than Richter magnitude 6.7) during their functional lifetime. The degree of hazard depends on the geologic condition of the site, construction materials, and construction quality. The intensity of such an event would depend on the causative fault and the distance to the epicenter, the moment magnitude, and the duration of shaking.

Redevelopment projects in the planning area may also be susceptible to secondary seismic hazards such as liquefaction. Alluvial deposits in the Project Area may contain localized sand and silt lenses that are potentially liquefiable. Liquefaction can result in damage to underground utilities, shallow foundations, and paved areas.

Although some structural damage is typically not avoidable, building codes and construction standards established by the California Building Code and contained in Title 24 of the CCR protect against building collapse and major injury during a seismic event. The proposed project would be required to comply with the provisions of California Building Code to help prevent extensive structural damage due to seismic-related ground shaking.

In accordance with City Code, building permit applications for subdivisions must be accompanied by a preliminary soils report that indicates the presence of soil problems which, if not corrected, could lead to structural defects and include recommended corrective actions to prevent structural damage where such soil problems, such as liquefaction, exist. Also, the Seismic Hazards Mapping Act requires that before a development permit is granted for a site within a seismic hazard zone, a geotechnical investigation of the site has to be conducted and appropriate mitigation measures incorporated. Thus, recommendations included in the preliminary soils report and geotechnical investigation would help to reduce potential liquefaction hazards to less than significant levels.

General Plan Policy that Reduces the Impact

Seismic hazards such as ground shaking and liquefaction are further addressed in the *City of Milpitas General Plan* as follows:

Policy 5.a-I-3: Require projects to comply with the guidelines prescribed in the City's Geotechnical Hazards Evaluation manual.

Mandatory compliance with building codes and construction standards established in the California Building Code, the requirements of the Seismic Hazards Mapping Act and the City

of Milpitas Municipal Code, and policies contained in the *City of Milpitas General Plan* would reduce seismic-related ground shaking and liquefaction to less than significant levels.

Mitigation Measures

No mitigation measures are required.

Impact

3.5-2 Implementation of the Milpitas Transit Area Specific Plan could expose proposed structures and infrastructure to geologic hazards, including expansive soils, differential settlement, and erosion. (*Less than Significant*)

Sediments underlying the Project Area are Quaternary alluvial soils that consist of interlayered, poorly-sorted gravel, sand, silt, and clay. The composition of these alluvial soils varies over distance and depth. Due to the variability of soils on the Project Area, it is possible that proposed structures could be subject to soil expansion and settlement.

Soils containing a high percentage of clays are generally most susceptible to expansion. Expansive soils can damage foundations of above-ground structures, paved roads and streets, and concrete slabs.

If not properly engineered, loose, soft, soils composed of sand, silt, and clay have the potential to settle after a building or other load is placed on the surface. Settlement would be a concern in areas that have not previously supported structures and where new structures would place loads heavier than the soils could tolerate.

Erosion hazards would be highest during construction activities. Construction activities are likely to include demolition of existing structures, the stripping of surface vegetation, grading, excavation of soils, and possibly the placement of imported engineered soils. Existing impervious surfaces and established ground cover that serves to stabilize site soils would be removed during construction, potentially exposing soils to the erosional forces of wind, rain, and runoff.

As required by the City of Milpitas Municipal Code, building permit applications must be accompanied by a preliminary soils report. The report must address site soil conditions, including expansive soils, settlement, and erosion, and provide recommendations to offset potential soils problems. Furthermore, as discussed in Section 3.10, Hydrology and Water Quality, projects proposed under the Milpitas Transit Area Specific Plan would be required to comply with NPDES General Construction Permit requirements. Project applicants would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) to minimize the discharge of pollutants, including silt and sediment, during construction. The SWPPP would need to include measures to control erosion and effectively manage runoff and retain sediment on-site during construction.

Mandatory compliance with the City of Milpitas Municipal Code and NPDES General Construction Permit requirements would reduce impacts to geologic hazards, such as expansive soils, differential settlement, and erosion to less-than-significant levels.

Mitigation Measures

No mitigation measures are required.

Impact

3.5-3 During a large earthquake on the Hayward, San Andreas, or other active Bay Area faults, implementation of the Milpitas Transit Area Specific Plan would further increase the demands on emergency service providers in the City of Milpitas. (*Less than Significant*)

A large earthquake on the Hayward, San Andreas, or other active Bay Area fault would place serious demands on emergency service providers in the city. In the immediate aftermath, ruptured gas lines, downed power lines, collapsed buildings, damaged or impassable roadways, and injured citizens throughout the city would tax the resources of the fire department, police department, and area hospitals.

Mandatory compliance with building codes and construction standards of the California Building Code, the soil investigation requirements of the City of Milpitas Municipal Code and Seismic Hazards Mapping Act, and the City of Milpitas General Plan policies related to seismically-induced ground shaking and liquefaction would reduce the impacts of ground shaking on future structures and infrastructure in the planning area.

The Milpitas Fire Department OES coordinates the City's preparedness efforts to mitigate against, plan for, respond to, and recover from natural and technological disasters. The Milpitas Emergency prevention and response efforts are coordinated closely with the Santa Clara County OES and the SCVWD. Generally, the Milpitas Police and Fire Departments respond to the most serious problems first. Other emergency service providers also provide critical assistance during emergencies.

Mandatory project compliance with the California Building Code, City of Milpitas Municipal Code, Seismic Hazard Mapping Act, and General Plan and Specific Plan policies would reduce potential impacts to emergency services during an emergency to less than significant levels.

General Plan Policy that Reduces the Impact

Policy 5.d-I-2: Design critical public facilities to remain operational during emergencies.

Midtown Specific Plan Policy that Reduces the Impact

Policy 6.19: Ensure that adequate fire, police, and emergency services are in place to serve new development in Midtown.

Specific Plan Policies that Reduce the Impact

Policy 6.49: The Fire Department shall conduct a "standards of cover" analysis to determine the Transit Plan's precise impact on the department's staffing and equipment, and any required facility needs. Identify and evaluate potential sites for an expanded or new fire station near the Transit Area if the standards of cover analysis determines it is warranted.

Policy 6.50: Additional fire department staff will be hired, equipment purchased, and facilities built to provide an adequate level of service—as determined by City Council—for the residents, workers, and visitors of the Transit Area. New equipment and facilities shall be funded by the Community Facilities District fee and new staff paid from the City’s General Fund.

These facilities are not expected to be sited within the Transit Area.

Policy 6.51: If a new fire station is built to meet the service needs of the Transit Area, it must be sited and developed in such a way to not create substantial adverse physical impacts or significant environmental impacts.

The new station should be chosen to minimize noise and traffic impacts on existing land uses.

Policy 6.52: The Fire Department shall update the City’s emergency and disaster response plans to take the location and type of new development, and future traffic levels, into account.

Policy 6.53: Additional police staff will be hired and equipment purchased to provide an adequate level of service—as determined by City Council—for the residents, workers, and visitors of the Transit Area. New equipment shall be funded by the Community Facilities District fee and new staff paid from the City’s General Fund.

As the Transit Area develops over its 20 year timeframe, the Milpitas Police Department will review its level of service calls and response times in order to recommend the amount of additional staff they require.

Mitigation Measures

No mitigation measures are required.

3.6 Air Quality

This section discusses existing air quality conditions in the Specific Plan area, and the regulatory framework for air quality management; and analyzes the potential for the Specific Plan to affect existing air quality conditions, both regionally and locally.

ENVIRONMENTAL SETTING

PHYSICAL SETTING

Air quality is affected by the rate, amount, and location of pollutant emissions, and the associated meteorological conditions that influence pollutant movement and dispersal. Atmospheric conditions, including wind speed, wind direction, and air temperature, in combination with local surface topography (i.e., geographic features such as mountains and valleys), determine the effect of air pollutant emissions on local air quality.

Climate and Meteorology

The Planning Area is located in the City of Milpitas, within the boundaries of the San Francisco Bay Area Air Basin, within its Santa Clara Valley climatological subregion (BAAQMD, 1999). Santa Clara Valley is bounded by San Francisco Bay to the north and by mountains to the east, south, and west. Throughout the Valley, temperatures are warm on summer days and cool on summer nights, and winter temperatures are fairly mild. At the northern end of the Valley, where the project site is located, mean minimum and maximum temperatures range from the high-50s to the low-90s in the summer, and from the low-40s to the high 50s in the winter.

Winds in the Valley are greatly influenced by the terrain, resulting in a prevailing flow that roughly parallels the Valley's northwest-southeast axis. A north-northwesterly sea breeze flows through the Valley during the afternoon and early evening, and a light south-southeasterly drainage flow occurs during the late evening and early morning. Wind speeds are greatest in the spring and summer and weakest in the fall and winter. Nighttime and early morning hours frequently have calm winds in all seasons, while summer afternoons and evenings are quite breezy. Strong winds are rare, associated mostly with the occasional winter storm.

EXISTING AIR QUALITY

The potential for air pollution in the Santa Clara Valley is high for a number of reasons (BAAQMD, 1999). To begin with, high summer temperatures, stable air, and mountains surrounding the Valley combine to promote ozone formation. At the same time, pollution sources are plentiful in the Valley, with a high concentration of industry at the northern end and the highest mobile source emissions of any subregion in the Bay Area as a result of the Valley's large population and many work-site destinations. In addition, ozone precursors from San Francisco, San Mateo, and Alameda Counties are carried by prevailing winds to the Santa Clara Valley. Once in the Valley, the topography tends to channel pollutants to the southeast. On summer days with low level inversions, ozone can be recirculated by southerly drainage flows in the late evening and early morning and by the prevailing northwesterlies in the afternoon. A similar recirculation pattern occurs in the winter, affecting levels of carbon

monoxide and particulate matter. This movement of the air up and down the Valley increases the impact of pollutants significantly.

To measure and monitor the ambient concentrations of criteria pollutants in the Bay Area, the BAAQMD operates a regional network of monitoring stations. The station closest to the proposed Specific Plan area that monitors for ozone is at 935 Piedmont Road in San Jose, approximately three miles southeast of the Specific Plan area. The nearest stations that monitor particulate matter and carbon monoxide are also in San Jose—the 4th Street Station gathered data in 2000 and 2001 and the Jackson Street Station gathered data from 2002 onwards. These stations are approximately four miles south of the Specific Plan area. Table 3.6-1 shows a five-year summary of monitoring data for ozone, PM10, PM2.5, and carbon monoxide, and compares these concentrations with state and national ambient air quality standards. As shown by the table, while there were no exceedances of the national ozone standards at the monitoring station over the last five years, there were violations of the state one-hour standard in 2000 and 2003. Over these five years, the state PM10 standard was exceeded numerous times, although concentrations were not above the national standard. In the same five years, there were no exceedances of the national PM2.5 standard or either the state or national carbon monoxide standards.

Toxic Air Contaminants

The ambient background of toxic air contaminants (TACs) is the combined result of many diverse human activities, including gasoline stations, automobiles, dry cleaners, industrial operations, hospital sterilizers, and painting operations. In general, mobile sources contribute more significantly to health risks than do stationary sources. Both BAAQMD and CARB operate a network of monitoring stations that measure ambient concentrations of certain TACs that are associated with strong health-related effects and are present in appreciable concentrations in the Bay Area, as in all urban areas. However, ambient concentrations of TACs are similar through the urbanized areas of the Bay Area. Of the pollutants for which monitoring data are available, benzene and 1,3-butadiene (which are emitted primarily from motor vehicles) account for over one-half of the average calculated cancer risk (BAAQMD, 2004). Benzene levels have declined dramatically since 1996 with the advent of Phase 2 reformulated gasoline. The use of reformulated gasoline also appears to have led to significant decreases in 1,3-butadiene. Due largely to these observed reductions in ambient benzene and 1,3-butadiene levels, the calculated network average cancer risk has been significantly reduced in recent years. Based on 2002 ambient monitoring data, BAAQMD reported a calculated lifetime cancer risk from measured concentrations of TACs, excluding diesel particulate matter, to be 162 in one million averaged over all Bay Area locations (BAAQMD, 2004). This is 46 percent less than what was observed in 1995 (BAAQMD, 2004). Because diesel particulate matter cannot be directly monitored in the ambient air, BAAQMD uses CARB's estimates of the population-weighted average ambient diesel particulate concentration for the Bay Area to derive an average cancer risk from diesel particulate matter exposure. In 2000, the calculated risk was at about 480 in-one-million, as of 2000 (CARB, 2006a), down from 750 in-one-million in 1990 and 570 in-one-million in 1995 (CARB, 2006a).

Table 3.6-1: Air Quality Data Summary (2001 – 2005) for the Project Area

Pollutant	Standard ²	Monitoring Data by Year ¹				
		2001	2002	2003	2004	2005
Ozone						
Highest 1-Hour Average (ppm) ³		0.091	0.090	0.104	0.093	0.110
Days over State Standard	0.09	0	0	2	0	1
Days over National Standard	0.12	0	0	0	0	0
Highest 8-Hour Average (ppm) ³		0.061	0.068	0.070	0.074	0.083
Days over National Standard	0.08	0	0	0	0	0
Carbon Monoxide:						
Highest 8-Hour Average (ppm) ³		5.09	4.49	4.04	2.96	3.11
Days over State and National Standard	9	0	0	0	0	0
Respirable Particulate Matter (PM10):						
Highest 24-Hour Average (State/National)(µg/m ³) ³		81.8/ 767	73.2/ 697	59.5/ 568	58.1/ 55.4	53.5/ 49.9
Measured Days over State Standard ⁴	50	5	2	3	4	2
Measured Days over National Standard ⁴	150	0	0	0	0	0
Fine Particulate Matter (PM2.5):						
Highest 24-Hour Average (µg/m ³) ³	65/35 ⁵	85.6	57.6	56.1	51.5	54.6
Days over National Standard		2	0	0	0	0
National Annual Average (µg/m ³) ³	15	12.8	NA	11.7	11.6	11.8

¹ Ozone concentration data are from the San Jose-935 Piedmont monitoring station. PM₁₀, PM_{2.5}, and carbon monoxide data for 2000 and 2001 are from the San Jose-4th Street station and for 2002-2004 are from the San Jose-Jackson Street station.

² Generally, State standards and national standards are not to be exceeded more than once per year.

³ ppm = parts per million; $\mu\text{g}/\text{m}^3$ = micrograms per cubic meter.

⁴ PM₁₀ is not measured every day of the year. It is measured once every 6 days. The data shown refers to the actual number of days measured over the standards.

⁵ U.S. EPA lowered the 24 hour PM-2.5 standard from 65 $\mu\text{g}/\text{m}^3$ to 35 $\mu\text{g}/\text{m}^3$. Though the current standard is 35 $\mu\text{g}/\text{m}^3$, the estimated days over the national standard refers to days above the 65 $\mu\text{g}/\text{m}^3$ standard.

Note: Values in **bold** are in excess of applicable standard. NA = Not Available.

Source: California Air Resources Board, 2006b.

Odors

Another air quality issue of concern in the Bay Area is nuisance impacts from odors. Objectionable odors may be associated with a variety of pollutants. Common sources of odors include wastewater treatment plants, landfills, composting facilities, refineries and chemical plants. Odors rarely directly affect health, but they can be very unpleasant and lead to distress and concern over possible health effects among the public, generating citizen complaints to local governments. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of receptors. The BAAQMD CEQA Guidelines recommends that odor impacts be considered for any proposed new odor sources located near existing receptors, as well as any new sensitive receptors located near existing odor sources. Generally, increasing the distance between the receptor and the source will mitigate odor impacts. The BAAQMD CEQA Guidelines lists the type of operations that are typically associated with odor issues and provides acceptable buffer zones (distance between source and receptor) that would be required to mitigate odor impacts. All odor sources are subject to the requirements of the BAAQMD Regulation 7 – Odorous Substances, which establishes general limitations on odorous substances and specific emission limitations on certain odorous compounds, in addition to the requirements of local nuisance ordinances.

Sensitive Receptors

Some receptors are considered more sensitive than others to air pollutants. The reasons for greater than average sensitivity include pre-existing health problems, proximity to emissions source, or duration of exposure to air pollutants. Land uses such as schools, children's day care centers, hospitals, and convalescent homes are considered to be more sensitive than the general public to poor air quality because the population groups associated with these uses are more susceptible to respiratory distress and other air quality-related health problems. Persons engaged in strenuous work or exercise are sensitive to poor air quality. Residential areas are also considered more sensitive to air quality conditions than commercial and industrial areas, because people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. Recreational uses are also considered sensitive, due to the greater exposure to ambient air quality conditions, and because the presence of pollution detracts from the recreational experience.

REGULATORY SETTING

The U.S. Environmental Protection Agency (US EPA) is responsible for implementing the programs established under the Federal Clean Air Act, such as establishing and reviewing the federal ambient air quality standards and judging the adequacy of State Implementation Plans (SIP). However, the EPA has delegated the authority to implement many of the federal programs to the states while retaining an oversight role to ensure that the programs continue to be implemented. In California, the California Air Resources Board (CARB) is responsible for establishing and reviewing California ambient air quality standards, developing and managing the California SIP, securing approval of this plan from US EPA, and identifying TACs. CARB also regulates mobile emissions sources in California, such as construction equipment, trucks, and automobiles, and oversees the activities of air quality management districts, which are organized at the county or regional level. An air quality management district is primarily

responsible for regulating stationary emissions sources at facilities within its geographic areas and for preparing the air quality plans required under the Federal Clean Air Act and California Clean Air Act. The Bay Area Air Quality Management District (BAAQMD) is the regional agency with regulatory authority over emission sources in the Bay Area, which includes all of San Francisco, San Mateo, Santa Clara, Alameda, Contra Costa, Marin, and Napa counties, and the southern half of Sonoma and southwestern half of Solano counties.

Criteria Air Pollutants

As required by the Federal Clean Air Act passed in 1977, US EPA has identified six criteria air pollutants that are pervasive in urban environments and for which State and national health-based ambient air quality standards have been established. US EPA identifies these pollutants as criteria air pollutants because the agency has regulated them by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. Ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter (PM), and lead are the six criteria air pollutants.

Ozone

Ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and that can cause substantial damage to vegetation and other materials. Ozone is not emitted directly into the atmosphere, but is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic gases (ROG) and nitrogen oxides (NO_x). ROG and NO_x are known as precursor compounds for ozone. Significant ozone production generally requires ozone precursors to be present in a stable atmosphere with strong sunlight for approximately three hours. Ozone is a regional air pollutant because it is not emitted directly by sources, but is formed downwind of sources of ROG and NO_x under the influence of wind and sunlight. Ozone concentrations tend to be higher in the late spring, summer, and fall, when the long sunny days combine with regional subsidence inversions to create conditions conducive to the formation and accumulation of secondary photochemical compounds, like ozone. Ground level ozone in conjunction with suspended particulate matter in the atmosphere leads to hazy conditions generally termed as “smog.”

Carbon Monoxide

Carbon monoxide, a colorless and odorless gas, is a non-reactive pollutant that is a product of incomplete combustion and is mostly associated with motor vehicle traffic. High carbon monoxide concentrations develop primarily during winter when periods of light wind combine with the formation of ground level temperature inversions (typically from the evening through early morning). These conditions result in reduced dispersion of vehicle emissions. Motor vehicles also exhibit increased carbon monoxide emission rates at low air temperatures. When inhaled at high concentrations, carbon monoxide combines with hemoglobin in the blood to reduce the oxygen-carrying capacity of the blood. This results in reduced oxygen reaching the brain, heart, and other body tissues. This condition is especially critical for people with cardiovascular diseases, chronic lung disease or anemia.

Nitrogen Dioxide

Nitrogen dioxide is an air quality concern because it acts as a respiratory irritant and is a precursor of ozone. Nitrogen dioxide is produced by fuel combustion in motor vehicles, industrial stationary sources, ships, aircraft, and rail transit.

Sulfur Dioxide

Sulfur dioxide is a combustion product of sulfur or sulfur-containing fuels such as coal and oil, which are restricted in the Bay Area. Its health effects include breathing problems and it may cause permanent damage to lungs. SO₂ is an ingredient in acid rain, which can damage trees, lakes, and property, and can also reduce visibility.

Particulate Matter

PM₁₀ and PM_{2.5} consist of particulate matter that is 10 microns or less in diameter and 2.5 microns or less in diameter, respectively. A micron is one-millionth of a meter. PM₁₀ and PM_{2.5} represent fractions of particulate matter that can be inhaled into the air passages and the lungs and can cause adverse health effects. Particulate matter in the atmosphere results from many kinds of dust- and fume-producing industrial and agricultural operations, fuel combustion, and atmospheric photochemical reactions. Some sources of particulate matter, such as demolition and construction activities, are more local in nature, while others, such as vehicular traffic, have a more regional effect. Very small particles (PM-2.5) of certain substances (e.g., sulfates and nitrates) can cause lung damage directly, or can contain adsorbed gases (e.g., chlorides or ammonium) that may be injurious to health. Particulates also can damage materials and equipment, and reduce visibility.

PM emissions in the Specific Plan area are mainly produced by urban sources, dust suspended by vehicle traffic, and secondary aerosols formed by reactions in the atmosphere. Particulate concentrations near residential sources generally are higher during the winter, when more fireplaces are in use and meteorological conditions prevent the dispersion of directly emitted contaminants.

Lead

Leaded gasoline (which is being phased out), paint (houses, cars), smelters (metal refineries), and the manufacture of lead storage batteries have been the primary sources of lead released into the atmosphere. Lead has a range of adverse neurotoxic health effects for which children are at special risk. Some lead-containing chemicals cause cancer in animals.

Ambient Air Quality Standards

Regulation of air pollution is achieved through both national and State ambient air quality standards and emissions limits for individual sources of air pollutants. As required by the Federal Clean Air Act, US EPA has established National Ambient Air Quality Standards (national standards) to protect public health and welfare. California has adopted more stringent ambient air quality standards for most of the criteria air pollutants (referred to as State Ambient Air Quality Standards or State standards). In addition, California has established State ambient air quality standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-

reducing particles. Because of California's unique meteorological problems, there is considerable diversity between State and Federal standards currently in effect in California, as shown in Table 3.6-2. This table also summarizes the related health effects and principal sources of each pollutant.

Table 3.6-2: State and National Criteria Air Pollutant Standards, Effects and Sources

<i>Pollutant</i>	<i>Averaging Time</i>	<i>California Standard</i>	<i>National Primary Standard</i>	<i>Major Pollutant Sources</i>	<i>Pollutant Health and Atmospheric Effects</i>
Ozone	1 hour	0.09 ppm	---	On-road motor vehicles, other mobile sources, solvent extraction, combustion, industrial and commercial processes.	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue.
	8 hours	0.07 ppm	0.08 ppm		
Carbon Monoxide	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.	Classified as a chemical asphyxiant, carbon monoxide interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.
	8 hours	9.0 ppm	9 ppm		
Nitrogen Dioxide	1 hour	0.18 ppm	---	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads.	Irritating to eyes and respiratory tract. Colors atmosphere reddish brown.
	Annual Average	0.03 ppm	0.053 ppm		
Sulfur Dioxide	1 hour	0.25 ppm	---	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.	Irritates upper respiratory tract, injurious to lung tissue. Can yellow the leaves of plants; destructive to marble, iron and steel. Limits visibility and reduces sunlight.
	24 hours	0.04 ppm	0.14 ppm		
	Annual Avg.	---	0.03 ppm		
Respirable Particulate Matter (PM ₁₀)	24 hours	50 µg/m ³	150 µg/m ³	Dust- and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g. wind-raised dust and ocean sprays).	May irritate eyes and respiratory tract, decreases lung capacity and increases risk of cancer and mortality. Produces haze and limit visibility.
	Annual Average	20 µg/m ³	---		
Fine Particulate	24 hours	---	35 µg/m ³	Fuel combustion in motor vehicles, equipment and	Increases respiratory disease, lung damage,

Table 3.6-2: State and National Criteria Air Pollutant Standards, Effects and Sources

<i>Pollutant</i>	<i>Averaging Time</i>	<i>California Standard</i>	<i>National Primary Standard</i>	<i>Major Pollutant Sources</i>	<i>Pollutant Health and Atmospheric Effects</i>
Matter (PM _{2.5})	Annual Average	12 µg/m ³	15 µg/m ³	industrial sources; residential and agricultural burning. Also formed from photochemical reactions of other pollutants, including NO _x , sulfur oxides, and organics.	cancer and premature death. Reduces visibility and results in surface soiling.
Lead	Monthly Average	1.5 µg/m ³	---	Present source: lead smelters, battery manufacturing and recycling facilities.	Disturbs gastrointestinal system; causes anemia, kidney disease, and neuromuscular and neurologic dysfunction.
	Quarterly	---	1.5 µg/m ³	Past source: combustion of leaded gasoline.	

Note: ppm=parts per million; and µg/m³=micrograms per cubic meter

Source: California Air Resource Board, 2007.

Ambient air quality standards are intended to protect the public health and welfare, and they incorporate an adequate margin of safety. They are designed to protect those segments of the public most susceptible to respiratory distress, known as sensitive receptors, including asthmatics, the very young, the elderly, people weak from other illness or disease, or persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollution levels somewhat above the ambient air quality standards before adverse health effects are observed.

Attainment Status

Under amendments to the Federal Clean Air Act, US EPA has classified air basins or portions thereof, as either “attainment” or “non-attainment” for each criteria air pollutant, based on whether or not the national standards have been achieved. The California Clean Air Act, which is patterned after the Federal Clean Air Act, also requires areas to be designated as “attainment” or “non-attainment” for the State standards. Thus, areas in California have two sets of attainment / non-attainment designations: one set with respect to the national standards and one set with respect to the State standards.

The Bay Area is currently designated “non-attainment” for State and national (1 hour and 8 hour) ozone standards and for the State PM₁₀ and PM_{2.5} standards. The Bay Area is “attainment” or “unclassified” with respect to the other ambient air quality standards. Table 3.6-3 shows the attainment status of the Bay Area with respect to national and State ambient air quality standards for different criteria pollutants.

Table 3.6-3: Attainment Status of the Bay Area for State and National Ambient Air Quality Standards

Pollutant	Averaging Time	Attainment Status	
		State Standards ¹	National Standards ²
Ozone	8 Hours	Unclassified	Non-attainment
	1 Hour	Non-attainment	---
Carbon Monoxide	8 Hours	Attainment	Attainment
	1 Hour	Attainment	Attainment
Nitrogen Dioxide	Annual Average	Attainment	Attainment
	1 Hour	Attainment	---
Sulfur Dioxide	Annual Average	---	Attainment
	24 Hours	Attainment	Attainment
	1 Hour	Attainment	---
Respirable Particulate Matter (PM ₁₀)	Annual Arithmetic Mean	Non-attainment ³	Attainment
	24 Hours	Non-attainment ³	Unclassified
Fine Particulate Matter (PM _{2.5})	Annual Arithmetic Mean	Non-attainment ³	Attainment
	24 Hours	---	Unclassified
Lead	Calendar Quarter	---	Attainment
	30 Day Average	Attainment	---

1. California Standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, and PM₁₀ are values that are not to be exceeded.

2. National standards, other than for ozone and those based on annual averages or annual arithmetic means, are not to be exceeded more than once a year.

3. Based on new annual standards for PM₁₀ and PM_{2.5} established by CARB in June 2002.

Source: Bay Area Air Quality Management District, 2006a.

Air Quality Plans

The 1977 Clean Air Act Amendments require that regional planning and air pollution control agencies prepare a regional Air Quality Plan to outline the measures by which both stationary and mobile sources of pollutants can be controlled in order to achieve all standards specified in the Clean Air Act. The 1988 California Clean Air Act also requires development of air quality plans and strategies to meet State air quality standards in areas designated as non-attainment (with the exception of areas designated as non-attainment for the State PM standards). Maintenance plans are required for attainment areas that had previously been designated non-attainment in order to ensure continued attainment of the standards. Air quality plans developed to meet federal requirements are referred to as State Implementation Plans.

Bay Area plans are prepared with the cooperation of the Metropolitan Transportation Commission (MTC), and the Association of Bay Area Governments (ABAG). Currently, there are three plans for the Bay Area. These are:

- The Ozone Attainment Plan for the 1-Hour National Ozone Standard (ABAG, 2001) developed to meet Federal ozone air quality planning requirements;
- The Bay Area 2005 Ozone Strategy (BAAQMD, 2006b) developed to meet planning requirements related to the state ozone standard; and
- The 1996 Carbon Monoxide Redesignation Request and Maintenance Plan for Ten Federal Planning Areas, developed by the air districts with jurisdiction over ten planning areas (including the BAAQMD) to ensure continued attainment of the Federal carbon monoxide standard. In June 1998, the EPA approved this plan and designated the ten areas as attainment. The maintenance plan was revised most recently in 2004.

The Bay Area 2001 Ozone Attainment Plan was prepared as a proposed revision to the Bay Area part of California's plan to achieve the national ozone standard. The plan was prepared in response to US EPA's partial approval and partial disapproval of the Bay Area's 1999 Ozone Attainment Plan and finding of failure to attain the national ambient air quality standard for ozone. The Revised Plan was adopted by the Boards of the co-lead agencies at a public meeting and approved by CARB in 2001. In July 2003, EPA signed a rulemaking proposing to approve the Plan. EPA also made an interim final determination that the Plan corrects deficiencies identified in the 1999 Plan. Following three years of low ozone levels (2001, 2002 and 2003), in October 2003, EPA proposed a finding that the Bay Area had attained the national one-hour standard and that certain elements of the 2001 Plan (attainment demonstration, contingency measures and reasonable further progress) were no longer required. In April 2004, EPA made final the finding that the Bay Area had attained the one-hour standard and approved the remaining applicable elements of the 2001 Plan: emission inventory; control measure commitments; motor vehicle emission budgets; reasonably available control measures; and commitments to further study measures.

EPA recently transitioned from the national one-hour standard to a more health protective eight-hour standard. Defined as "concentration-based," the new national ozone standard is set at 85 parts per billion averaged over eight hours. The new national eight-hour standard is considered to be more health protective because it protects against health effects that occur with longer exposure to lower ozone concentrations. In April 2004, EPA designated regions as attainment and non-attainment areas for the eight-hour standard. These designations took effect on June 15, 2004. EPA formally designated the Bay Area as a marginal non-attainment area for the national eight-hour ozone standard, and classified the region as "marginal" according to five classes of non-attainment areas for ozone, which range from marginal to extreme.¹ A marginal non-attainment area is the "cleanest" of all the non-attainment classifications. The deadline for coming into attainment was June 2007. However, it is unlikely

¹ CARB, Proposed State Strategy for California's 2007 State Implementation Plan, dated April 26, 2007, <http://www.arb.ca.gov/planning/sip/2007sip/2007sip.htm>, accessed August 16, 2007.

that the San Francisco Bay Area will reach the 2007 attainment goal for the national eight-hour ozone standard as recent trends are upward.²

While certain elements of Phase 1 of the eight-hour implementation rule are still undergoing legal challenge, EPA signed Phase 2 of the eight-hour implementation rule on November 9, 2005. It is not currently anticipated that marginal areas will be required to prepare attainment demonstrations for the eight-hour standard although other planning elements may be required. BAAQMD anticipates that it will address all requirements of the national eight-hour standard in subsequent documents.

For state air quality planning purposes, the Bay Area is classified as a serious non-attainment area with respect to the 1-hour ozone standard. The “serious” classification triggers various plan submittal requirements and transportation performance standards. One such requirement is that the Bay Area update the Clean Air Plan (CAP) every three years to reflect progress in meeting State ambient air quality standards and to incorporate new information regarding the feasibility of control measures and new emission inventory data. The Bay Area’s record of progress in implementing previous measures must also be reviewed. On January 4, 2006, BAAQMD adopted the most recent revision to the CAP - the Bay Area 2005 Ozone Strategy. The control strategy for the *2005 Ozone Strategy* is to implement all feasible measures on an expeditious schedule in order to reduce emissions of ozone precursors and consequently reduce ozone levels in the Bay Area, and to reduce transport to downwind regions.

In April 2005, CARB established a new eight-hour average ozone standard of 0.070 ppm. The new standard took effect in May 2006. CARB is currently working on designations and implementation guidance for the new standard. The one-hour state standard has been retained. The San Francisco Bay Area is currently designated “unclassified” with respect to the State eight-hour standard and will be taking action as necessary to address the standard once the planning requirements have been established.

Toxic Air Contaminants

The Health and Safety Code defines TACs as air pollutants that may cause or contribute to an increase in mortality or in serious illness, or that may pose a present or potential hazard to human health. TACs are less pervasive in the urban atmosphere than criteria air pollutants, but are linked to short-term (acute) or long-term (chronic and/or carcinogenic) adverse human health effects. There are hundreds of different types of TACs, with varying degrees of toxicity. Sources of TACs include industrial processes, commercial operations (e.g., gasoline stations and dry cleaners), and motor vehicle exhaust. The current list of TACs includes approximately 200 compounds, including all of the toxics identified under federal law plus additional compounds, such as particulate emissions from diesel-fueled engines, which was added in 1998. According to the BAAQMD, diesel exhaust emissions are the TAC responsible for most excess cancer deaths in the Bay Area.

Unlike regulations concerning criteria air pollutants, there are no ambient air quality standards for evaluation of TACs based on the amount of emissions. Instead, TAC emissions are

² Correspondence with Greg Tholen of the BAAQMD.

evaluated based on the degree of health risk that could result from exposure to these pollutants. Regulation of TACs is achieved through Federal and State controls on individual sources. Federal environmental laws refer to “hazardous air pollutants,” while California environmental laws refer to “toxic air contaminants.” Both of these terms basically encompass the same constituent toxic compounds.

TACs have been regulated under Federal air quality law since the 1977 Federal Clean Air Act Amendments. The most recent Federal Clean Air Act Amendments (1990) reflect a technology-based approach for reducing TACs. The first phase involves requiring facilities to install Maximum Achievable Control Technology (MACT). The MACT standards vary depending on the type of emitting source. US EPA has established MACT standards for over 20 types of facilities or activities, such as perchloroethylene dry cleaning and petroleum refineries. The second phase of control involves determining the residual health risk represented by air toxics emissions sources after implementation of MACT standards.

Two principal laws provide the foundation for State regulation of TACs from stationary sources. In 1983, the State Legislature adopted Assembly Bill 1807, which established a process for identifying TACs and provided the authority for developing retrofit air toxics control measures on a statewide basis. Air toxics from stationary sources in California are also regulated under Assembly Bill 2588, the Air Toxics “Hot Spots” Information and Assessment Act of 1987. Under Assembly Bill 2588, TAC emissions from individual facilities are quantified and prioritized by the regional air quality management district or county air pollution control district. High priority facilities are required to perform a health risk assessment, and if specific thresholds are violated, they are required to communicate the results to the public through public notices and public meetings. Depending on the risk level, emitting facilities can be required to implement varying levels of risk reduction measures.

Locally, BAAQMD administers the Bay Area’s Toxic Air Contaminant Control Program, which is intended to reduce public exposure to TACs from stationary sources in the Bay Area. BAAQMD is currently working to control this impacts of TACs at local “hot spots” and to reduce TAC background concentrations. The control strategy involves reviewing new stationary sources to ensure compliance with required emissions controls and limits, maintaining an inventory of existing stationary sources of TACs, and developing new rules and regulations to reduce TAC emissions.

Regulation of TACs from mobile sources has traditionally been implemented through emissions standards for on-road motor vehicles (imposed on vehicle manufacturers) and through specifications for gasoline and diesel fuel sold in California (imposed on fuel refineries and retailers), rather than through land use decisions, air quality permits, or regulations addressing how motor vehicles are used by the general public.

BAAQMD Rules and Regulations

BAAQMD is the regional agency responsible for rulemaking, permitting, and enforcing activities affecting stationary sources in the Bay Area. Specific rules and regulations adopted by BAAQMD limit the emissions that can be generated by various uses and/or activities, and identify specific pollution reduction measures that must be implemented in association with

various uses and activities. These rules regulate not only emissions of the six criteria air pollutants, but also toxic emissions and acutely hazardous non-radioactive materials emissions.

Emissions sources subject to these rules are regulated through BAAQMD's permitting process and standards of operation. Through this permitting process, including an annual permit review, BAAQMD monitors the generation of stationary emissions and uses this information in developing its air quality plans. Any source of stationary emissions constructed as part of the Specific Plan would be subject to BAAQMD *Rules and Regulations*. Both federal and state ozone plans rely heavily upon the stationary source control measures set forth in BAAQMD's *Rules and Regulations*.

IMPACT ANALYSIS

SIGNIFICANCE CRITERIA

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Impacts of the proposed project would be significant if the project would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- Expose sensitive receptors to substantial pollutant concentrations; or
- Create objectionable odors affecting a substantial number of people.

METHODOLOGY & ASSUMPTIONS

The methodology recommended by the *BAAQMD CEQA Guidelines* has been used in evaluating impacts. For the analysis of air quality impacts of local plans, the BAAQMD recommends that the analysis focus on evaluating the consistency of the plan with the regional plan affecting air quality (i.e., the 2005 Bay Area Ozone Strategy). For a local plan to have a less than significant air quality impact, it should be consistent with Clean Air Plan Population and VMT assumptions, which are:

1. the population growth for the jurisdiction should not exceed the values included in the current regional air quality plan, and
2. the rate of increase in vehicle miles traveled (VMT) for the jurisdiction should be equal to or lower than the rate of increase in population.

The local plan should be also consistent with Clean Air Plan Transportation Control Measures.

For a plan-level analysis, the BAAQMD CEQA Guidelines do not require preparing pollutant estimates. The focus is entirely on whether the plan is consistent with regional air quality planning.

Air quality at sensitive receptors will need to be evaluated at the project level when individual projects are proposed.

SUMMARY OF IMPACTS

Air quality impacts resulting from the implementation of the proposed Specific Plan fall into two categories: short-term impacts due to construction and long-term impacts due to operation. Construction activities pursuant to development under the Specific Plan would affect local particulate concentrations primarily due to fugitive dust sources and an increase in other criteria pollutant emissions from equipment exhaust.

Over the long-term, the full implementation of the proposed Specific Plan would result in an increase in criteria pollutant emissions primarily due to related motor vehicle trips. Stationary sources and area sources would result in lesser quantities of criteria pollutant emissions. These pollutant emissions would add to the regional pollution burden and conflict with the implementation of the 2005 Ozone Strategy. Stationary sources and diesel-fueled mobile sources would also generate emissions of TACs including diesel particulate matter that could pose a health risk.

IMPACTS AND MITIGATION MEASURES

Impact

3.6-1 New development under the proposed Plan could increase population and vehicle miles traveled in the area at a rate greater than that assumed in regional air quality planning and therefore conflict with the implementation of the Bay Area Ozone Strategy. (*Significant and Unavoidable*)

Air pollutant emissions are a function of human activity. If growth in population is greater than assumed in the BAAQMD Clean Air Plan (CAP) emission inventory, then population-based emissions are also likely to be greater than assumed in the CAP. Consequently, attainment of the State air quality standards would be delayed, and, plans showing estimated population greater than that assumed in the ABAG Projections would be inconsistent with air quality planning and have a significant impact.

Development under the proposed Specific Plan would result in increases in population and employment and consequently an increase in traffic and air pollutant emissions. With respect to the BAAQMD Guidelines for determining air quality impacts, the impact analysis must determine consistency of a proposed plan or plan amendment with the population and vehicle miles traveled (VMT) in the applicable regional air quality plan, in this case, the *2005 Bay Area Ozone Strategy*. In forecasting future stationary and mobile source emissions and preparing the regional air quality plan, the BAAQMD uses growth projections prepared by ABAG. The resultant emissions forecasts are then used to develop strategies and control measures necessary to achieve regional ozone attainment within a designated time frame. In developing

its projections, ABAG uses information from local government general plans, current zoning, and other local development policies, in conjunction with economic and demographic factors. Consistent with this process, the ABAG projections for Milpitas use the development anticipated under the existing Milpitas General Plan, zoning, and existing policies at the time of preparation of the projections. Therefore, for a plan to be consistent with population and VMT assumptions used in regional air quality planning, the plan must show that over the planning period:

- a) Population growth for the jurisdiction will not exceed the values included in the current Clean Air Plan, and
- b) The rate of increase in VMT for the jurisdiction is equal to or lower than the rate of increase in population.

The *2005 Bay Area Ozone Strategy* is based on population assumptions in the *2003 ABAG Projections*. Based on 2003 ABAG Projections, the population in Milpitas is projected to be 91,400 in 2030, compared to its 2006 population of 65,276 as estimated by the California Department of Finance, for a projected increase of 26,124 residents.³ The proposed Specific Plan would increase the population in the planning area from 1,179 in 2006 to 19,094 in 2030, an addition of 17,915 people, and this represents a citywide total population increase of 27 percent. This growth would be roughly 69 percent of the citywide growth assumed under 2030 ABAG projections (refer to Table 3.6-4 below). An additional 2,860 units were projected in other portions of the Midtown Plan area, which could add up to 7,150 more residents (assuming 2.5 people per unit.). Thus the total new residents projected in the Midtown Plan area (including all of the Transit Plan area) would be 25,065. Which equates to 90 percent of the 2030 ABAG projection of 26,124 new residents in Milpitas. The Midtown Plan area, which includes the TASP Planning Area, is the primary growth area within the City, and thus it is reasonable to assume that citywide population growth is concentrated in this area. However other areas of the City have some growth capacity, and thus the City cumulative growth may exceed ABAG projection of 26,124.

The increase in population in the city is anticipated to exceed the population increase accounted for by the 2003 Projections, which forms the basis of the *2005 Ozone Strategy*. The proposed Specific Plan would therefore not be consistent with the population assumptions in the *2005 Bay Area Ozone Strategy*.

Table 3.6-4: Planning Area and Citywide Population and Growth Projections

	2006	2030	Net New Population
TASP Planning Area	1,179	19,094	17,915
City of Milpitas	65,276	91,400	26,124

Sources: ABAG 2003, California Department of Finance, 2007

³ ABAG's 2007 population projection for Milpitas is projected to be 90,400 in 2030, or 1,000 fewer residents.

However, it is important to note that proposed changes in land use designations that allow for this additional growth also encourage new development in proximity to transit stations and employment centers, thereby potentially reducing the travel distance of future residents to employment and other areas. Based on data provided by Fehr & Peers, traffic consultants, existing uses in the Planning Area generate approximately 82,900 average daily trips. With new development as proposed under the Plan, some existing trips would be eliminated and the proposed uses would add approximately 48,969 net new daily trips. Therefore, with the implementation of the Specific Plan, the average daily trips generated within the Transit Area would increase by 59 percent over existing conditions. Therefore, the rate of increase in VMT would be less than the rate of increase in population. This is due to the mixed-use and transit-oriented nature of development proposed under the Specific Plan. Though the population would increase significantly, a large percentage of that population would use transit options made available to them and reduce vehicle use. Also, much of the traffic created by new retail and residential uses are offset by the elimination of almost 30 percent of existing traffic volume, which is generated by industrial uses which are being redeveloped. Consequently, the proposed Specific Plan would be consistent with regional air quality planning.

While this analysis is based on assumed development and activity that could occur pursuant to the proposed Specific Plan, individual projects that may be proposed in the future within the Planning Area could generate further air quality impacts specific to their site, time and project description. The following General Plan policies and Transit Plan policies reduces this impact, however, this impact is still considered significant and unavoidable.

General Plan Policies that Reduce the Impact

- 3.b-G-1: Develop a street network integrated with the pattern of living, working and shopping areas, and which provides for safe, convenient, and efficient vehicular movement within the City and to other parts of the region.
- 3.c-G-1: Promote measures that increase transit use and lead to improved utilization of the existing transportation system.
- 3.c-G-2: Cooperate with other agencies to promote local and regional transit serving Milpitas.
- 3.c-I-1: Actively support regional planning efforts for the development of mass transit facilities generally along either the Union Pacific or Southern Pacific Railroad corridors.
- 3.d-G-1: Promote walking and bicycling for transportation and recreation purposes by providing a comprehensive system of sidewalks, bicycle lanes and routes and off-street trails that connects all parts of the City.
- 3.d-G-2: Provide adequate bicycle parking and end-of trip support facilities for bicyclists at centers of public and private activity.
- 3.d-G-3: Promote intermodal commuting options.

- 3.d-G-4: Encourage a mode shift to non-motorized transportation by expanding current pedestrian and bicycle facilities.
- 3.d-I-1: Complete the on-street bicycle and the off-street circulation systems as depicted and described in the Bikeways and Trails Master Plans.
- 3.d-I-2: Develop connections between the off-street trail system and on-street bicycle system to fully integrate these facilities. Maximize linkages to other trail and bikeway systems to provide alternative transportation routes for pedestrians and bicyclists.
- 3.d-I-3: View all public capital improvement projects as opportunities to enhance the bicycle and pedestrian systems, and incorporate bicycle and pedestrian facilities into the design of such projects wherever feasible.
- 3.d-I-4: Encourage walking, biking and transit use by improving bicycle and pedestrian connections to transit centers, specifically the Great Mall and Main/Weller bus transit centers and light rail stations and the proposed commuter/passenger rail stations.
- 3.d-I-5: Distribute the Milpitas Bicycle Map, Trail Map, bicycle safety information and other related materials at City buildings and schools, and special events.
- 3.d-I-6: Use funds from the Streets budget for bicycle and pedestrian projects as appropriate.
- 3.d-I-7: Actively pursue external grant funds for bicycle and pedestrian capital improvement projects.
- 3.d-I-8: Consider developing additional local sources of funding for trails and bikeways such as special assessment districts, nonprofit corporations and ballot initiatives.
- 3.d-I-9: Require developers to make new projects as bicycle and pedestrian “friendly” as feasible, especially through facilitating pedestrian and bicycle movements within sites and between surrounding activity centers.
- 3.d-I-10: Encourage developer contributions toward pedestrian and bicycle capital improvement projects and end-of-trip support facilities.
- 3.d-I-11: Make improvements to roads, signs, and traffic signals as needed to improve bicycle travel.
- 3.d-I-12: Discourage speed bumps and other street features that hinder bicycling on public streets and private parking lots.
- 3.d-I-13: Where appropriate, install bicycle lockers and/or racks at public parks, civic buildings and other community facilities.

- 3.d-I-14: Include evaluation of bicycle facility needs in all planning applications for new developments and major remodeling or improvement projects.
- 3.d-I-15: Encourage new and existing developments to provide end-of-trip facilities such as secure bicycle parking, on-site showers and clothing storage lockers, etc.
- 3.d-I-16: Support bicycle education programs.
- 3.d-I-18: Provide and accommodate recreational and transportation use of the trail system.
- 3.d-I-21: Consider building bridges or undercrossings across creek channels, railroad lines and roadways to facilitate bicycling and walking.
- 3.d-I-26: Require sidewalks on both sides of the street as a condition of development approval, where appropriate with local conditions.
- 3.d-I-27: Review City street improvement standards to see if there are ways to increase walking enjoyment and safety, particularly with regards to increased sidewalk width, landscape buffers between sidewalks and streets and pedestrian lighting.
- 3.d-I-28: Develop a Streetscape Master Plan that identifies goals and policies for improving the appearance and enjoyment of public streets and sidewalks in Milpitas, particularly with regards to landscaping, street furniture and the identification of significant entryways and corridors.
- 2.a-G-6: Implement the Midtown Specific Plan goals, policies and development standards and guidelines to create a mixed-use community that includes high-density, transit-oriented housing and a central community 'gathering place' while maintaining needed industrial, service and commercial uses.
- 2.a-I-2: Promote development within the incorporated limits which acts to fill-in the urban fabric rather than providing costly expansion of urban services into outlying areas.
- 2.a-I-22: Develop the Midtown area, as shown on the Midtown Specific Plan, as an attractive and economically vital district that accommodates a mixture of housing, shopping, employment, entertainment, cultural and recreational activities organized within a system of landscaped boulevards, streets and pedestrian/bicycle linkages.
- 2.b-G-1: Support jobs/housing balance programs at the local and regional scale intended to reduce the distance needed to commute.
- 2.b-I-2: Consider locating housing in close proximity to industrial developments where they can be served by existing city services and facilities.

Specific Plan Policies that Reduce the Impact

Policy 3.16: Establish and implement a travel demand management (TDM) program. Establish a funding mechanism to pay for the costs of the program, including the cost of a transportation coordinator to administer the program. The program would include a ride-matching program, coordination with regional ride-sharing organizations, and provision of transit information; and could also include sale of discounted transit passes and provision of shuttle service to major destinations.

Policy 3.19: In future decisions regarding street layout, street design, and allocation of public right-of-way, balance the needs of cars with those of pedestrians, bicyclists, and transit.

Changes to the circulation system must continue the Transit Area's emphasis on balancing auto traffic with bike and pedestrian connectivity.

Policy 3.21: Provide continuous pedestrian sidewalks and safe bike travel routes throughout the entire Transit Area and within development projects.

New development shall install sidewalks per the street design standards in Chapter 5 [of the proposed Plan]. The City and/or private property owner shall install sidewalks in areas where they currently do not exist, and where new development is not anticipated during the Plan timeframe. City staff will review individual development applications to ensure that adequate pedestrian facilities are provided and are consistent with the Transit Area Plan's pedestrian improvements.

Policy 3.22: Private development shall be encouraged to provide direct walking and biking routes to schools and major destinations, such as parks and shopping, through their property.

Policy 3.23: Encourage children to walk or bike to school by expanding existing safe walking and bicycling routes to schools into the Transit Area.

Policy 3.24: Design local streets for slow speeds (25 – 35 miles per hour) to improve pedestrian safety and comfort.

Policy 3.25: Improve pedestrian crossings at major intersections on Great Mall Parkway, as shown in Figure 3-3 and Figure 3-4 [of the proposed Plan].

These intersections are extremely wide and thus discouraging for pedestrians. These crosswalks should be designed to be highly visible and to provide safe spots for pedestrian as they cross the street.

- Add date palms to punctuate the major intersection and give a spot of refuge for pedestrians.
- Add pedestrian-scale street lights to demarcate pedestrian islands and crosswalks.
- Use ornamental paving to differentiate crosswalks from adjacent paving material.

Policy 3.26: Construct pedestrian/bicycle bridges over Montague Expressway to allow safe crossings of this regional roadway with heavy traffic volumes: (1) near Piper Drive, to connect the Light Rail station, BART station, and development sites on the south side with the Great Mall and the neighborhoods north of Montague Expressway; and (2) near the Penitencia Creek East channel to connect schools and neighborhoods north and south of Montague Expressway.

Policy 3.27: Every resident of the Transit Area shall be able to safely walk and bike to the BART and VTA light rail stations. As projects are constructed, make sure that all the routes described below are continuous and designed to be attractive and safe for pedestrians.

The Plan aims to create attractive, inviting, and safe pedestrian connections for residents, workers, and visitors to key destinations. The major destinations for walking within the Transit Area are anticipated to be transit stations, parks, and shopping. The idea is to minimize unnecessary automobile use and promote a fun and interesting community. Pedestrian bridges will be constructed to permit direct pedestrian access between subareas without having to cross arterial roads at grade; this will also permit great or traffic volumes and speeds on regional roads.

Policy 3.28: Provide continuous bicycle circulation through the project site and to adjacent areas by closing existing gaps in bicycle lanes and bicycle routes, per Figure 3-5 [of the proposed Plan].

Gaps exist on Capitol Avenue between Montague Expressway and Trimble Road, and on Trade Zone Boulevard between Montague Expressway and Lundy Place. Capitol Avenue only needs to be re-stripped to add a bike lane. Trade Zone Boulevard generally contains sufficient width to accommodate two travel lanes and bike lanes in each direction; however, the westbound lanes on Trade Zone jog south slightly, so right-of-way acquisition will likely be required to push the curb further north to maintain a consistent section and to add bike lanes. Bike routes should be upgraded to bike lanes as part of any Montague widening project.

Policy 3.29: A Class III bicycle route shall be created on the internal roadways (from the Milpitas Boulevard Extension/Capitol Avenue intersection to Tarob Court) to provide a continuous bicycle connection between Milpitas Boulevard and the existing bicycle lanes on Lundy Street, as indicated on Figure 3-5 [of the proposed Plan].

Policy 3.30: Maintain pedestrian and biking facilities.

Pedestrian facilities and amenities shall be routinely maintained as funding and priorities allow. The highest priority shall be given to facilities that are used to provide access to transit, public facilities, senior facilities, and schools.

Policy 3.31: Require provision of bicycle and pedestrian facilities such as weather protected bicycle parking, direct and safe access for pedestrians and bicyclists to adjacent bicycle routes and transit stations, showers and lockers for employees at the worksite, secure short-term parking for bicycles, etc.

Policy 3.32: Coordinate with VTA to provide sufficient amenities (such as transit shelters) at all transit stops within the Transit Area.

Policy 3.33: Require new development within the Transit Area to facilitate the use of alternative modes of transportation through programs such as carpool parking, the VTA's EcoPass Program, shuttles to transit stations and lunchtime destinations, assistance to regional and local ridesharing organizations, alternative work schedules, telecommuting, etc. Establish a Transportation Demand Management (TDM) program for this purpose, as described in Policy 3.16.

Policy 3.34: Encourage preferential parking measures for carpool and vanpool vehicles, guaranteed ride home services and other incentives to employees choosing transportation modes other than driving. Provide preferential parking for low-emission vehicles.

Policy 4.20: A small amount of neighborhood-serving retail shall be located in the Piper/Montague subdistrict as indicated in the Transit Plan Map Figure 3-1 [of the proposed Plan] to serve its residents as well as other users of the area.

Policy 4.37: Provide a small amount of neighborhood commercial use that also serves BART patrons, located adjacent or across the street from the BART station.

Policy 5.24: Allow only natural gas fireplaces, pellet stoves or EPA-Certified wood-burning fireplaces or stoves. Conventional open-hearth fireplaces shall not be permitted.

Mitigation Measures

No mitigation measures are required.

Impact

3.6-2 The proposed Plan could be inconsistent with the Transportation Control Measures in the 2005 Bay Area Ozone Strategy. (*Less than Significant*)

The 1988 California Clean Air Act, Section 40919(d) requires regions to implement "transportation control measures to substantially reduce the rate of increase in passenger vehicle trips and miles traveled." Consistent with this requirement, a primary goal of the *Bay Area 2005 Ozone Strategy* is to reduce the number of trips and vehicle miles Bay Area residents travel in single-occupant vehicles through the implementation of nineteen Transportation Control Measures (TCMs). Table 3.6-5 identifies those TCMs that local governments should implement through local plans to be considered in conformance with the *2005 Ozone Strategy*. The BAAQMD recommends that local plans that do not demonstrate reasonable efforts to implement these TCMs be considered inconsistent with the regional air quality plan and therefore have a significant impact.

Table 3.6-5: TCMs in the Bay Area Ozone Strategy to be Implemented by Local Governments

1.	Support Voluntary Employer-Based Trip Reduction Programs
2.	Improve Bicycle Access and Facilities
3.	Improve Arterial Traffic Management
4.	Local Clean Air Plans, Policies and Programs
5.	Conduct Demonstration Projects
6.	Pedestrian Travel
7.	Promote Traffic Calming Measures

Source: BAAQMD, 2006.

The Milpitas General Plan contains several policies, listed under Impact 3.6-1, that serve to reduce trips through employer-based programs, improve pedestrian and bicycle access and facilities, improve arterial traffic management to provide for the smooth and efficient flow of traffic, and that promote traffic calming measures to enhance the safety of pedestrians and bicyclists. Development in the planning area would be subject to these policies contained in the General Plan that are consistent with the TCMs in the Ozone Strategy, and which encourage alternative modes of transportation such as use of transit, bicycling and walking. They also encourage mixed-use development, a concept that places residential, commercial, industrial, and employment activities close to each other thereby reducing the commute distances of project area residents and residents in other parts of the city. This would reduce adverse impacts associated with motor vehicle use, such as poor air quality, and promote use of transit and other modes of travel, such as bicycling and walking. Implementation of the Specific Plan policies listed under Impact 3.6-1 would also ensure consistency with the TCMs in the 2005 Ozone Strategy. Therefore, the proposed Specific Plan is considered to be consistent with the TCMs in the 2005 *Bay Area Ozone Strategy* and this impact is less than significant.

Mitigation Measures

No mitigation measures are required.

Impact

3.6-3 Fugitive dust and other criteria pollutant emissions generated by construction and demolition activities under the proposed Specific Plan could result in health and nuisance type impacts in the immediate vicinity of construction sites. (*Less than Significant*)

Construction activities would occur intermittently at different sites in the Planning Area throughout the period of implementation of the proposed Plan. Although related impacts at any one location would be temporary, construction of individual projects under the proposed Plan could cause adverse effects on local air quality. Construction activities would generate substantial amounts of dust (including PM₁₀ and PM_{2.5}) primarily from “fugitive” sources (i.e., emissions released through means other than through a stack or tailpipe) and lesser amounts of other criteria air pollutants primarily from the operation of heavy equipment construction

machinery (primarily diesel operated) and construction worker automobile trips (primarily gasoline operated).

Fugitive dust emissions would vary from day to day, depending on the level and type of activity, silt content of the soil, and the prevailing weather. Sources of fugitive dust during construction would include vehicle movement over paved and unpaved surfaces, demolition, excavation, earth movement, grading, and wind erosion from exposed surfaces. In the absence of mitigation, construction activities may result in significant quantities of dust, and as a result, local visibility and PM₁₀ concentrations may be adversely affected on a temporary and intermittent basis during the construction period. In addition, the fugitive dust generated by construction would include not only PM₁₀, but also larger particles, which would fall out of the atmosphere within several hundred feet of the site and could result in nuisance-type impacts. Demolition of buildings constructed prior to 1980 often involved the use of hazardous materials such as asbestos in insulation, fire retardants, or building materials (floor tile, roofing, etc.) and lead-based paint. Airborne asbestos fibers and lead dust pose a serious health threat. The demolition, renovation and removal of asbestos-containing building materials would be subject to the requirements of BAAQMD Regulation 11, Rule 2. Construction activities would also result in the emission of other criteria pollutants from equipment exhaust, construction-related vehicular activity and construction worker automobile trips. Emission levels for construction activities would vary depending on the number and type of equipment, duration of use, operation schedules, and the number of construction workers. Criteria pollutant emissions of ROG and NO_x from these emission sources would incrementally add to the regional atmospheric loading of ozone precursors during project construction. While there are no policies in the General Plan that address this impact, the Transit Plan provides numerous policies which do. BAAQMD's approach to analyses of construction impacts is to emphasize implementation of effective and comprehensive control measures rather than detailed quantification of emissions. BAAQMD considers any project's construction-related impacts to be less than significant if the required dust-control measures are implemented. Without these measures, the impact would be considered significant. BAAQMD CEQA Guidelines recognize that construction equipment emit ozone precursors, but indicate that such emissions are included in the emission inventory that is the basis for regional air quality plans. With implementation of BAAQMD dust control measures, construction emissions would not be expected to impede attainment or maintenance of ozone standards in the Bay Area (BAAQMD, 1999). Full compliance with BAAQMD's construction BMPs and the following Transit Plan policies would reduce construction and demolition related air quality impacts to less than significant levels.

Specific Plan Policy that Reduces the Impact

Policy 5.16: During review of specific development proposals made to the City, sponsors of individual development projects under the Specific Plan shall implement the BAAQMD's approach to dust abatement.

This calls for "basic" control measures that should be implemented at all construction sites, "enhanced" control measures that should be implemented in addition to the basic control measures at construction sites greater than four acres in area, and "optional" control measures that should be implemented on a case-by-case basis at construction sites that are large in area,

located near sensitive receptors or which, for any other reason, may warrant additional emissions reductions (BAAQMD, 1999).

Mitigation Measures

No mitigation measures are required.

Impact

3.6-4 Development under the proposed Plan would result in an increase in traffic along roadways in the vicinity of the Planning Area, which could result in localized air quality impacts. (*Less than Significant*)

Traffic generated by implementation of the Specific Plan would have the potential to affect carbon monoxide concentrations along surface streets and near stagnation points such as major highways and heavily traveled and congested roadways. This increase in traffic would not only add more vehicles on the road but the increased congestion would cause existing non-project traffic to travel at slower, more polluting speeds.

The BAAQMD methodology for manual calculation of CO concentrations was used to estimate the impact of project traffic on existing and future carbon monoxide concentrations at intersections in and around the planning area. Results of the modeling effort are shown in Table 3.6-6 for those intersections that experience the highest CO concentrations under Specific Plan buildout conditions. CO concentrations at all other intersections analyzed in the traffic study would be lower. As shown in the table, the analysis indicated no violations of ambient carbon monoxide standards at any of the intersections under the three scenarios. Worst-case carbon monoxide concentrations in the vicinity of the intersections would be well below the State and federal ambient air quality standards.

These estimates correspond to a location approximately 25 feet from each of the two roadways. These estimates also include background one-hour-average concentrations of 3.7 parts per million (ppm) in 2006 and 3.5 ppm in 2030. Estimated eight-hour average concentrations include background values of 2.8 ppm in 2006 and 2.6 ppm in 2030. Background carbon monoxide concentrations used for 2030 are actually 2010 concentrations as the BAAQMD CEQA Guidelines do not provide data that extends to 2030. Therefore, actual background concentrations in 2030 will be lower than those shown in the table.

Table 3.6-6: Estimated CO Concentrations at Intersections in the Planning Area during PM Peak Hour

Intersection	CO Concentrations, ppm					
	Existing		2030 No Project		2030 Specific Plan Buildout	
	1 Hour	8 Hour	1 Hour	8 Hour	1 Hour	8 Hour
Montague Expressway @ S. Main Street – Oakland Road	5.44	3.99	4.87	3.58	5.16	3.79
Montague Expressway @ McCarthy Boulevard – O'Toole Ave	5.33	3.92	5.00	3.67	5.11	3.75
Montague Expressway @ McCandess Drive – Trade Zone Blvd	5.12	3.77	4.56	3.36	4.93	3.63
Montague Expressway @ N. First Street	5.16	3.80	4.82	3.55	4.90	3.61
Montague Expressway @ Great Mall Parkway – E. Capitol Ave	5.01	3.69	4.57	3.38	4.85	3.57
E. Brokaw Road @ N. First Street	4.76	3.52	4.67	3.45	4.71	3.47
W. Calaveras Boulevard @ I-880 NB Ramps	5.12	3.77	4.68	3.45	4.70	3.47
Montague Expressway @ S. Milpitas Boulevard	4.88	3.60	4.45	3.29	4.70	3.46
E. Calaveras Boulevard @ S. Milpitas Boulevard	5.07	3.73	4.64	3.42	4.68	3.45
W. Calaveras Boulevard @ Abbott Avenue	5.12	3.77	4.64	3.42	4.66	3.44

Source: Environmental Science Associates, 2006.

Background carbon monoxide levels are projected to be significantly lower in 2030 due to improvements in the automobile fleet, attrition of older, high-polluting vehicles, and improved fuel mixtures. Despite the addition of project and cumulative traffic, carbon monoxide concentrations at the intersections would decrease from existing to Specific Plan buildout conditions (2030). This would be due to the beneficial effects of ongoing State and federal vehicle emissions reductions programs, which are expected to continue to generate reductions in average vehicle emissions of carbon monoxide per vehicle-mile-traveled for the foreseeable future. Therefore, the long-term increase in traffic due to development pursuant to the Specific Plan would not violate any air quality standard or contribute to an existing or projected air quality violation in the vicinity of the planning area. The impact would therefore be less than significant and no mitigation is required.

Mitigation Measures

No mitigation measures are required.

Impact

3.6-5 Implementation of the proposed Plan would further contribute to the exceedance of regional air pollutant emissions for State and federal ambient air quality standards. (Significant and Unavoidable)

As the Bay Area is currently designated “non-attainment” for State and national (1 hour and 8 hour) ozone standards and for the State PM_{10} and $PM_{2.5}$ standards, development of projects per the provisions of the Plan could further contribute to non-attainment of air quality standards. Additionally, buildout of the proposed Plan could place sensitive land uses near local intersections or roadways associated with air pollutant emissions that exceed State or federal ambient air quality standards. Similarly, existing sensitive land uses near local roadways that experience increased levels of traffic resulting from buildout of the proposed Plan could be exposed to air pollutant emissions that exceed State and/or federal ambient air quality standards.

The General Plan policies and Transit Plan policies stated in Impact 3.6-1 would reduce air quality impacts, however, even with implementation of these policies standards could still be exceeded, and thus this impact is still considered significant and unavoidable.

Mitigation Measures

No mitigation measures are required.

Impact

3.6-6 Implementation of the proposed Plan would expose sensitive receptors to toxic air contaminants. (Less than Significant)

In addition to criteria pollutant emissions, a variety of pollutant or toxic air emissions (TACs), such as diesel exhaust and those from dry cleaning facilities, could also be released from various construction and operations associated with the proposed Plan. TACs are considered under a different regulatory process (California Health and Safety Code section 39650 et seq.) than pollutants subject to State Ambient Air Quality Standards as discussed above. Health effects associated with TACs may occur at extremely low levels. It is often difficult to identify safe levels of exposure, which produce no adverse health effects. The California Air Resources Board has declared that diesel particulate matter from diesel engine exhaust is a TAC, and the California Office of Environmental Health Hazard Assessment has determined that chronic exposure to particulate matter can cause carcinogenic and non-carcinogenic health effects. These health risks from TACs result from concentration and duration of exposure. While vehicle diesel exhaust and facility operations would persist in the Planning Area, the greatest level of exposure would be short-term construction related emissions which would affect a given area for a period of days or weeks, as discussed in Impact 3.6-3 above.

With full compliance with BAAQMD's construction BMPs and Policy 5.23, which requires new residential developers to inform future residents of TAC related health effects, and the potential for exposure, this impact would be less than significant.

Specific Plan Policy that Reduces the Impact

Policy 5.23: Require project sponsors to inform future and/or existing sensitive receptors (such as hospitals, schools, residential uses, and nursing homes) of any potential health impacts resulting from nearby sources of dust, odors, or toxic air contaminants, and where mitigation cannot reduce these impacts.

This information could be disseminated through rental agreements, real property disclosure statements, and/or mailed notices to existing residents and property owners; and would include, but would not be limited to: location of dry cleaners, proximity to diesel emissions from trucks and passenger vehicles, and light industrial operations.

Mitigation Measures

No mitigation measures are required.

3.7 Noise

This section discusses the noise impacts associated with the implementation of the proposed Specific Plan. It covers both construction impacts and long-term operational impacts of the Plan. Long-term noise impacts could occur by placing sensitive uses in an environment not compatible for such uses, and/or by locating noise sources near existing or proposed sensitive receptors. The section also provides background information to help understand noise and its impacts, the regulation of noise by different agencies, and a description of the existing noise environment in the Planning Area.

ENVIRONMENTAL SETTING

TECHNICAL BACKGROUND

Sound is mechanical energy transmitted by pressure waves through a medium such as air. Noise is defined as unwanted sound. Sound is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). In particular, the sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level. Sound pressure level is measured in decibels (dB), with zero dB corresponding roughly to the threshold of human hearing, and 120 to 140 dB corresponding to the threshold of pain.

Sound pressure fluctuations can be measured in units of hertz (Hz), which correspond to the frequency of a particular sound. Typically, sound does not consist of a single frequency, but rather a broad band of frequencies varying in levels of magnitude (sound power). When all the audible frequencies of a sound are measured, a sound spectrum is plotted consisting of a range of frequency spanning 20 to 20,000 Hz. Therefore, the sound pressure level constitutes the additive force exerted by a sound corresponding to the sound frequency/sound power level spectrum.

The typical human ear is not equally sensitive to all frequencies of the audible sound spectrum. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that de-emphasizes frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to low and extremely high frequencies and greater sensitivity to mid-range frequencies. This method of frequency weighting is referred to as A-weighting and is expressed in units of A-weighted decibels (dBA).¹ Frequency A-weighting follows an international standard methodology of frequency de-emphasis and is typically applied to community noise measurements.

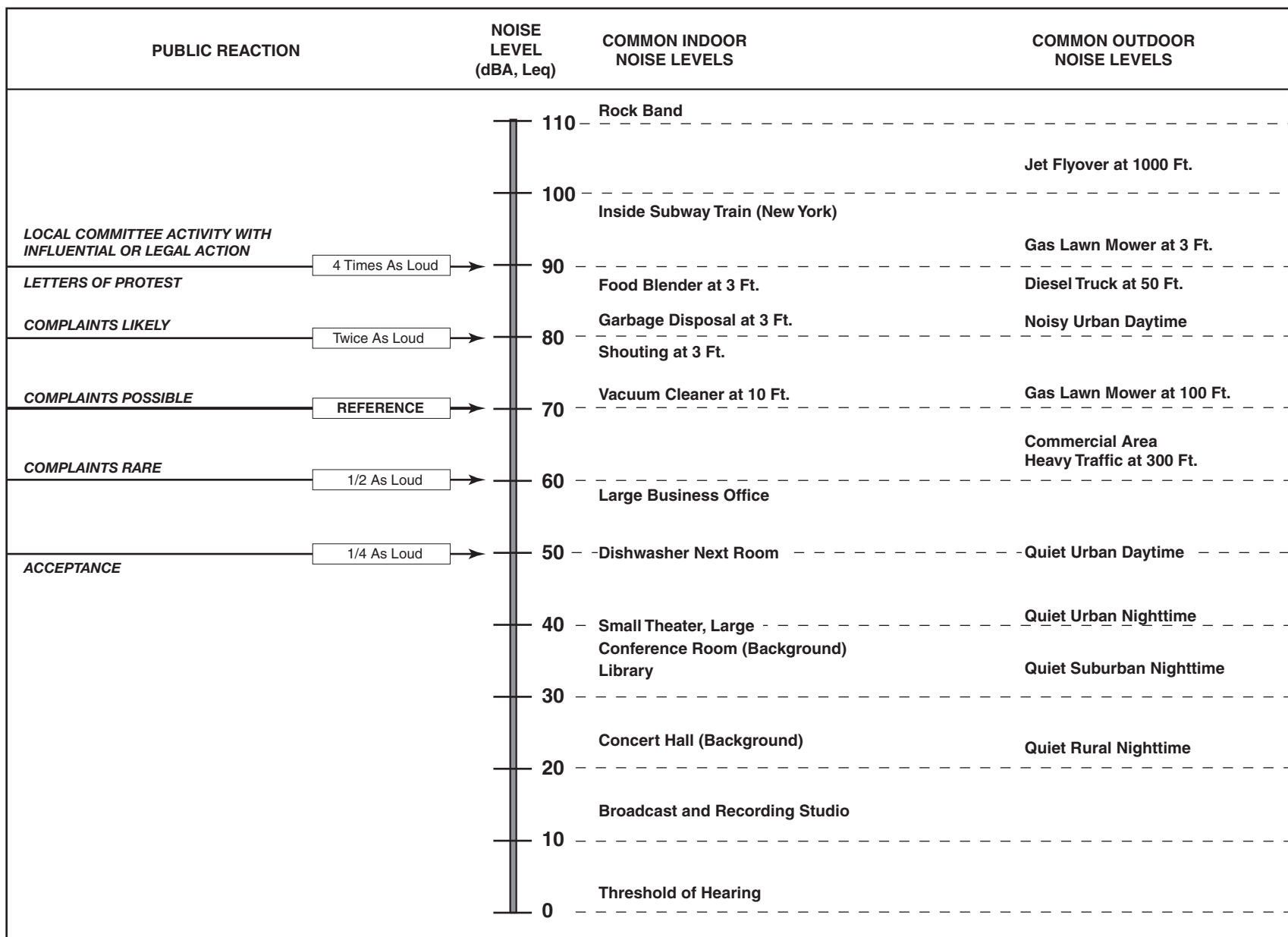
¹ All noise levels reported herein reflect A-weighted decibels unless otherwise stated.

Noise Exposure and Community Noise

The noise levels presented in Figure 3.7-1 are representative of measured noise at a given instant in time. However, noise levels rarely persist consistently over a long period of time. Rather, noise levels vary with time, such that the noise experienced in any one place, or the community noise environment, varies continuously over time. Specifically, community noise is the result of many distant noise sources that constitute a relatively stable background noise exposure where the individual contributors are unidentifiable. The background noise level changes throughout a typical day, but does so gradually, corresponding with the addition and subtraction of distant noise sources such as traffic. At the same time, throughout the day, short duration single-event noise sources (e.g., aircraft flyovers, motor vehicles, sirens) that are readily identifiable to the individual add to the existing background noise level. The combination of the slowly changing background noise and the single-event noise events give rise to a constantly changing community noise environment.

Given the variation of community noise levels from instant to instant, community noise levels must be measured over an extended period of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts. This time-varying characteristic of environmental noise is described using statistical noise descriptors. The most frequently used noise descriptors are summarized below:

- L_{eq}:** The equivalent sound level is used to describe noise over a specified period of time, typically one hour, in terms of a single numerical value. The L_{eq} is the constant sound level which would contain the same acoustic energy as the varying sound level, during the same time period (i.e., the average noise exposure level for the given time period).
- L_{max}:** The instantaneous maximum noise level measured during the measurement period of interest.
- L_x:** The sound level that is equaled or exceeded x percent of a specified time period. The L₅₀ represents the median sound level (i.e., the noise level exceeded 50 percent of the time).
- DNL:** The day-night average sound level (DNL) is the energy average of the A-weighted sound levels occurring during a 24-hour period, accounting for the greater sensitivity of most people to nighttime noise by weighting (“penalizing”) nighttime noise levels by adding 10 dBA to noise between 10:00 p.m. and 7:00 a.m.
- CNEL:** Similar to the DNL, the Community Noise Equivalent Level (CNEL) adds a 5-dBA “penalty” for the evening hours between 7:00 p.m. and 10:00 p.m., in addition to the 10-dBA penalty between the hours of 10:00 p.m. and 7:00 a.m.



SOURCE: Caltrans Transportation Laboratory Noise Manual, 1982;
and modification by ESA

Milpitas Transit Area Specific Plan . 205242

Figure 3.7-1
Effects of Noise on People

Effects of Noise on People

The effects of noise on people can be placed into three categories:

- subjective effects of annoyance, nuisance, dissatisfaction;
- interference with activities such as speech, sleep, and learning; and
- physiological effects such as hearing loss or sudden startling.

Environmental noise typically produces effects in the first two categories. Workers in industrial plants generally experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A wide variation exists in the individual thresholds of annoyance, and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Therefore, an important way of predicting human reaction to a new or changed noise environment is the way the noise levels compare to the existing environment to which one has adapted: the so-called "ambient noise" level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it. With regard to increases in A-weighted noise level, the following relationships occur:

- except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived;
- outside of the laboratory, a 3-dBA change is considered a just-perceivable difference;
- a change in level of at least 5 dBA is required before any noticeable change in human response would be expected; and
- a 10-dBA change is subjectively heard as an approximate doubling in loudness, and can cause an adverse response.

These relationships occur in part because of the logarithmic nature of sound and the decibel system. Because the decibel scale is based on logarithms, two noise sources do not combine in a simple additive fashion, but rather logarithmically. For example, if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA.

Noise Attenuation

Stationary "point" sources of noise, including stationary mobile sources such as idling vehicles, attenuate (lessen) at a rate of 6 dBA to 7.5 dBA per doubling of distance from the source, depending upon environmental conditions (i.e., atmospheric conditions and noise barriers). Widely distributed noises, such as a large industrial facility spread over many acres or a street with moving vehicles (a "line" source), would typically attenuate at a lower rate, approximately 3 to 4.5 dBA per doubling of the distance from the source, again, depending upon environmental conditions (Caltrans, 1998). Noise from large construction sites would have characteristics of both "point" and "line" sources, so attenuation would generally range between 4.5 and 7.5 dBA per doubling of distance.

Noise levels may also be reduced by intervening structures. For example, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA. Structures also act to insulate people inside these structures from exterior noise. Older home construction methods generally provide a reduction of exterior-to-interior noise levels of about 20 dBA with closed windows, while the reduction in newer homes is generally 30 dBA or more.

PHYSICAL SETTING

As in most urban areas, vehicular traffic along major arterials is the principal noise source in the Planning Area. Other human-caused sources of noise include train and light rail traffic, planes flying overhead, construction and landscaping equipment. Natural sources of noise include wind and birds.

Roadway Noise

The Planning Area lies between major vehicular routes that include I-880, I-680, State Route (SR) 237 and, the Montague Expressway at the southern edge of the City of Milpitas. Traffic noise depends primarily on traffic speed (high frequency tire noise increases with speed) and the proportion of truck traffic, which generates engine, exhaust and wind noise. The proximity of freeways and major streets, and the large amount of truck traffic serving industrial, commercial, warehousing, and freight uses in the area make Milpitas susceptible to traffic noise.

Railway Noise

Amtrak and freight trains operating on the Union Pacific Railroad line through the City affect the noise environment in surrounding residential areas.

Railroad tracks run adjacent to the western edge of the study area and along a freight-serving spur through the eastern portion of the Planning Area in the Piper-Montague subdistrict. According to the Santa Clara Valley Transportation Authority (VTA), approximately 578 trains used the freight spur tracks in 2003; 557 train cars used the tracks in 2004; and approximately 564 train cars used the tracks in 2005 (VTA, 2006). Freight operation noise levels are in excess of 70 dBA DNL immediately adjacent to the tracks, decreasing to 60 dBA DNL at 300 feet. Light rail, which runs along Capitol Avenue, generates noise levels of 54 to 56 dBA DNL at a distance of 285 feet from the tracks. The most intrusive noise rail-related noise is the train whistle, which typically ranges from 90 dB to 100 dB at 140 feet.

Existing uses in the Planning Area are primarily light industrial (manufacturing, distribution, storage), research & development (R&D), and retail uses whose activities also contribute to the noise environment. Mechanical equipment is used extensively in buildings to provide heating, cooling, air circulation, and water supply. Mechanical equipment that produces noise includes motors, pumps, and fans. Frequently, this equipment includes components of pure tone noise from the rotational frequency of motors. Although noise levels from these sources are generally low at nearby properties, the fact that such sources may operate continuously and may include pure tones that make them audible at a substantial distance makes them a potentially important noise source.

To quantify the existing noise environment, five short-term measurements were taken across the Planning Area. The locations of the noise measurements and a summary of the measurement results are presented in Table 3.7-1.

Table 3.7-1: Existing Noise Measurements, dBA

<i>Location</i>	<i>Time</i>	<i>L_{eq}</i>	<i>L_{max}</i>	<i>Noise Sources</i>
Location #1 – ST1 (~25 feet from centerline of McCandless Dr)	1:22 PM	60	78	Traffic on McCandless Dr, overhead planes, pedestrians, birds
Location #2 – ST2 (~25 feet from centerline of Tarob Ct)	1:37 PM	54	71	Occasional car on street, distant noise, birds
Location #3 – ST3 (~25 feet from Gibraltar Dr centerline)	1:56 PM	61	76	Occasional car on street, pedestrians, birds
Location #4 – ST4 (northern edge of site, adjacent to cinema)	2:15 PM	55	61	Mall traffic
Location #5 – ST5 (~25 feet from centerline of Great Mall Parkway)	2:42 PM	72	86	Traffic on Great Mall Parkway

1. All noise measurements were collected using a Metrosonics dB308 sound level meter that was calibrated for the measurements using a Metrosonics CL304 calibrator.

2. All short-term measurements were taken on October 10, 2005.

Source: *Environmental Science Associates, 2005.*

Sensitive Receptors

Some land uses are considered more sensitive to ambient noise levels than others due to the amount of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities typically involved. People in residences, motels and hotels, schools, libraries, churches, hospitals, nursing homes, auditoriums, natural areas, parks, and outdoor recreation areas are generally more sensitive to noise than are people at commercial and industrial establishments. Consequently, the noise standards for sensitive land uses are more stringent than for those at less sensitive uses. Residential uses are currently located to the north, west, and southeast of the Planning Area. Light industrial and R&D uses are located to the north, east, and south of the Planning Area; multi-family residential uses are located along the southeast border, near East Capital Avenue. The Specific Plan proposes to increase residential use within the Planning Area in the form of high-density transit-oriented residential development throughout the study area.

REGULATORY SETTING

Federal, state, and local agencies regulate different aspects of environmental noise. Federal and state agencies generally set noise standards for mobile sources such as aircraft and motor vehicles, while regulation of stationary sources associated with industrial, commercial and construction activities is left to local agencies. Local regulation of noise involves implementation of general plan policies and noise ordinance standards. Local general plans

identify general principles intended to guide and influence development plans; local noise ordinances establish standards and procedures for addressing specific noise sources and activities.

Federal Regulations

Federal regulations for railroad noise are contained in 40 CFR [Code of Federal Regulations], Part 201 and 49 CFR, Part 210. Noise limits for locomotives manufactured during or after 1980 are as follows: stationary locomotives (at idle throttle setting) are not to exceed 70 dB at 15 meters (approximately 50 feet) from the track pathway centerline. Stationary locomotives (at all other throttle settings) are not to exceed 87 dB at 15 meters; and moving locomotives are not to exceed 90 dB at 15 meters. These noise limits are implemented through regulatory controls on locomotive manufacturers.

The sounding of locomotive horns or whistles in advance of highway rail grade crossings has been used as a safety precaution by railroads since the late 1880s. The manner in which horns have been sounded (two longs, one short and one long) was standardized in 1938. In response to a growing national trend towards restrictions on the use of locomotive horns under local ordinances and a related increase in collisions, Congress passed the Swift Rail Development Act, which directs the Federal Railroad Administration (FRA) to develop rules addressing this issue. In January 2000, the FRA published a proposed rule requiring use of the horns or whistles on approaches to every public road / rail grade crossing. An exception is made in approved quiet zones, where supplementary safety measures have been installed or adopted by the state or locality. The proposed rule would also establish an upper limit for the loudness of train horns. Quiet zones are adopted by local governments, and approved by FRA.

Federal regulations establish noise limits for medium and heavy trucks (more than 4.5 tons, gross vehicle weight rating) under 40 CFR, Part 205, Subpart B. The federal truck passby noise standard is 80 dB at 15 meters from the vehicle pathway centerline. These controls are implemented through regulatory controls on truck manufacturers. In addition to noise standards for individual vehicles, under regulations established by the U.S. Department of Transportation's Federal Highway Administration, noise abatement must be considered for certain federal or federally-funded projects. Abatement is an issue for new highways or significant modification of an existing freeway. The agency must determine if the project would create a substantial increase in noise or if the predicted noise levels approach or exceed the Noise Abatement Criteria. Under the regulations, a substantial increase is defined as an increase in Leq 12 dB during the peak hour of traffic noise. The Noise Abatement Criteria differ among various activity categories. For sensitive uses, such as residences, schools, churches, parks, and playgrounds, the Noise Abatement Criteria is Leq 57 (interior) and 67 dB (exterior) during the peak hour of traffic noise.

The National Environmental Policy Act (NEPA), signed into law on January 1, 1970, directs federal agencies to carry out their regulations, policies and programs in accordance with NEPA's environmental protection policies. Although NEPA does not establish specific noise standards, the noise impacts of projects are routinely considered as one of the potential environmental consequences of federal actions subject to NEPA (such as certain federally funded highway or rail projects).

State Regulations

The State establishes noise limits for vehicles licensed to operate on public roads. For heavy trucks, the State passby standard is consistent with the federal limit of 80 dB. The State passby standard for light trucks and passenger cars (less than 4.5 tons, gross vehicle rating) is also 80 dB at 15 meters from the centerline. These standards are implemented through controls on vehicle manufacturers and by state and local laws enforced against vehicle operators. For new roadway projects, the California Department of Transportation (Caltrans) employs the Noise Abatement Criteria, discussed above in connection with the Federal Highway Administration.

The State has also established noise insulation standards for new multi-family residential units, hotels, and motels that would be subject to relatively high levels of transportation-related noise. These requirements are collectively known as the California Noise Insulation Standards (California Code of Regulations, Title 24). The noise insulation standards set forth an interior standard of DNL 45 dB for any habitable room. They also require an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard where such units are proposed in areas subject to noise levels greater than DNL 60 dB. Title 24 standards are typically enforced by local jurisdictions through the building permit application process.

Local Regulations

City of Milpitas – General Plan

General plans recognize that different types of land uses have different sensitivities toward the surrounding noise environment. Residential areas are generally considered to be the most noise sensitive type of land use, and industrial/commercial areas are generally considered to be the least sensitive. Local noise ordinances typically set forth standards related to construction activities, nuisance-type noise sources, and industrial property-line noise levels. The Noise Element of the City of Milpitas General Plan has adopted standards for evaluating the compatibility of land uses with respect to noise levels. These standards, shown in Figure 3.7-2, are derived from guidelines published by the California Office of Planning and Research. In addition, the Milpitas Noise Element contains guiding principles and policies applicable to the proposed project.

Noise Abatement Ordinance

The Milpitas General Plan Noise Element is implemented through the Noise Ordinance. The City of Milpitas Noise Abatement Ordinance (1988) establishes that it is unlawful to create or permit disturbing noise in the City of Milpitas (Section V-213-3). The ordinance states that it is unlawful for any person in any district zoned for residential use to make, continue, or cause to be made any disturbing noise between the hours of 10 PM and 7 AM and that construction shall not be allowed in all zoning districts between 7 PM and 7 AM.

LAND USE CATEGORY		Exterior Day/Night Noise Levels - Ldn (db)													
		50		55		60		65		70		75		80	
Residential –Single Family															
Residential - Multi-Family															
Transient Lodging – Motels, Hotels															
Schools, Libraries, Churches, Hospitals, Nursing Homes															
Auditorium, Concert Hall, Amphitheaters															
Sports Arena, Outdoor Spectator Sports															
Playgrounds, Parks															
Golf Courses, Riding Stables, Water Recreation, Cemeteries															
Office Buildings, Business, Commercial and Professional															
Industrial, Manufacturing, Utilities, Agriculture															

	Normally Acceptable	Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
	Conditionally Acceptable	New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.
	Normally Unacceptable	New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirement must be made and needed noise insulation features included in the design.
	Clearly Unacceptable	New construction or development clearly should not be undertaken.

Figure 3.7-2: Noise and Land Use Compatibility

VIBRATION

Ground vibration from passing trains consists of rapidly fluctuating motions or waves, which are also measured in decibels. The abbreviation “VdB” is used in this document for vibration decibels to reduce confusion with sound decibels. Construction activities, train operations, and street traffic are some of the most common external sources of vibration that can be perceptible inside residences. As vibrations travel outward from the source, they excite the particles of rock and soil through which they pass and cause them to oscillate by a few ten-thousandths to a few thousandths of an inch. Differences in subsurface geologic conditions and distance from the source of vibration will result in different vibration levels characterized by different frequencies and intensities. In all cases, vibration amplitudes will decrease with increasing distance. High frequency vibrations reduce much more rapidly than low frequencies, so that low frequencies tend to dominate the spectrum at large distances from the source. Discontinuities in the soil strata can also cause diffractions or channeling effects that affect the propagation of vibration over long distances. When vibration encounters a building, a ground-to-foundation coupling loss will usually reduce the overall vibration level; however, under certain circumstances, the ground-to-foundation coupling may also amplify the vibration level due to structural resonances of the floors and walls.

Human response to vibration is difficult to quantify. Vibration can be felt or heard well below the levels that produce any damage to structures. The duration of the event has an effect on human response, as does frequency. Generally, as the duration and vibration frequency increase, the potential for adverse human response increases. While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings may be perceived as motion of building surfaces or rattling of windows, items on shelves, and pictures hanging on walls. Vibration of building components can also take the form of an audible low-frequency rumbling noise, which is referred to as ground-borne noise. Groundborne noise is usually only a problem when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz), or when the structure and the source of vibration are connected by foundations or utilities, such as sewer and water pipes.

Typical background vibration levels in residential areas are usually 50 VdB or lower, well below the approximate 65 VdB threshold of perception for most people. Table 3.7-2 lists some typical levels of vibration from various vibration sources.

Federal Transit Administration Vibration Guidelines

Transit systems, including light and heavy rail, are potential sources of substantial ground vibration depending on distance, the type and speed of trains, and the type of track. The Federal Transit Administration (FTA) of the U.S Department of Transportation has developed vibration impact assessment criteria for evaluating vibration impacts associated with rapid transit projects. The FTA vibration standards for residences and buildings where people normally sleep are listed in Table 3.7-3.

Table 3.7-2: Typical Levels of Groundborne Vibration

<i>Human/Structural Response</i>	<i>Velocity Level (VdB)</i>	<i>Typical Events (50 foot setback)</i>
Threshold, minor cosmetic damage	100	Blasting, pile driving, vibratory compaction equipment
	95	Heavy tracked vehicles (Bulldozers, cranes, drill rigs)
Difficulty with tasks such as reading television subtitles or computer screen	90	
	85	Commuter rail, upper range
Residential annoyance, infrequent events	80	Rapid transit upper range
Residential annoyance, frequent events	75	Commuter rail, typical
		Bus or truck over bump on rough roads
	70	Rapid transit, typical
Approximate human threshold of perception to vibration	65	Buses, trucks and heavy street traffic
	60	
	55	Background vibration in residential settings in the absence of activity
Lower limit for equipment ultra-sensitive to vibration	50	

Source: U.S. Department of Transportation, Federal Transit Administration, May 2006.

Table 3.7-3: FTA Groundborne Vibration Criteria, VdB

Receiving Land Use Category	Groundborne Vibration Impact Limits		
	Infrequent Events ^a	Occasional Events ^b	Frequent Events ^c
Category 1 – Buildings where low ambient vibration is essential for interior operations	65 ^d	65 ^d	65 ^d
Category 2 – Residences and buildings where people normally sleep	80	75	72
Category 3 – Institutional land uses with primary daytime use	83	78	75

a. “Infrequent Events” is defined as fewer than 30 vibration events of the same kind per day. This category includes most commuter rail systems.

b. “Occasional Events” is defined as between 30 and 70 vibration events of the same source per day. Most commuter trunk lines have this many operations.

c. “Frequent Events” is defined as more than 70 vibration events of the same source per day. Most rapid transit projects fall into this category.

d. This limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration sensitive manufacturing or research should always require detailed evaluation to define the acceptable vibration limits. Ensuring low vibration levels in a building requires special design of HVAC systems and stiffened floors.

Source: U.S. Department of Transportation, Federal Transit Administration, May 2006.

IMPACT ANALYSIS

SIGNIFICANCE CRITERIA

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Impacts of the proposed project would be significant if the project would:

- Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Expose persons to or generate excessive groundborne vibration or groundborne noise levels;
- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;

The City's General Plan, in Policy 6-I-7, sets criteria of avoiding exposing residential uses to noise increases of more than 3 dB or noise above 65 dB at the property line, whichever is more restrictive. The General Plan does not have noise standards regarding the level of acceptable increase in noise levels for non-residential uses, so this analysis will use an increase of 5 dBA or greater, which is considered to be the minimum required increase for a change in community reaction by the U.S. Department of Transportation (1990), as a significant noise impact.

A project would also be considered to have a significant impact if it would introduce new noise-sensitive uses into an area that does, or would have, unacceptable noise levels. Unacceptable noise levels would be those that would exceed the "normally acceptable" and "conditionally acceptable" noise/land use compatibility standards presented in Figure 3.7-2. Groundborne vibration impacts have been analyzed using FTA's vibration impact criteria presented in Table 3.7-3.

METHODOLOGY & ASSUMPTIONS

This analysis evaluates the aggregate noise effects of full implementation of the proposed Specific Plan. In accordance with General Plan Noise Element Implementing Policies 6-1-2 and 6-1-4, acoustical analysis is required for projects located in "conditionally acceptable" or "normally unacceptable" exterior noise exposure areas and mitigation measures are required to reduce noise impacts to acceptable levels. Therefore, future individual projects under the Specific Plan may be required to perform additional noise analysis and any noise reduction measures identified in these studies will be incorporated into the individual projects.

Construction impacts due to development pursuant to the Specific Plan have been assessed qualitatively while operational impacts upon implementation of the Specific Plan have been quantified. For the assessment of traffic noise impacts due to the increase in vehicular traffic, the Federal Highway Administrations' Noise Modeling Protocol has been used. Analysis was conducted for existing, future no project (2030), and future with project (2030) conditions. Therefore, the vehicle noise analysis compares existing conditions with cumulative conditions,

and does not look at existing plus project conditions. This follows the approach taken in Chapter 3.3, Transportation, consistent with City procedures for preparation of traffic studies in the City of Milpitas.

The compatibility of land use and noise has been discussed using the City's General Plan criteria presented in Figure 3.7-2. Policies in the Milpitas General Plan and Midtown Specific Plan that would reduce the impacts have been identified. If these policies do not reduce the impacts to a less than significant level, further mitigation measures have been identified.

SUMMARY OF IMPACTS

Impacts from the implementation of the proposed Specific Plan would result in temporary and intermittent construction impacts as well as long-term operational impacts from the increase in roadside noise levels and the exposure of sensitive receptors to noise levels above the standards. Due to the transit-oriented and mixed-use nature of development proposed under the Specific Plan, receptors could also be exposed to groundborne noise and vibration from train and future BART activity.

IMPACTS AND MITIGATION MEASURES

Impact

3.7-1 Increased vehicle traffic resulting from proposed Specific Plan land uses could result in increased ambient noise levels on local roadways. (*Less than Significant*)

Based on the traffic analysis presented in Section 3.3, the proposed Specific Plan would be expected to result in a net increase of approximately 49,000 daily vehicle trips upon buildout in 2030. These trips would be distributed over the street network in and around the Planning Area and would affect noise levels along those streets.

To assess the impact of traffic from development envisioned under the Specific Plan on roadside noise levels, noise levels were projected using the Federal Highway Administration (FHWA) noise prediction model for all intersections analyzed in the traffic study. Table 3.7-4 shows the results of the modeling effort for those roadway segments that show the greatest increase in traffic noise as a result of development anticipated by the proposed Plan, as well as other background development traffic. Estimated noise levels shown in Table 3.7-4 correspond to a distance of approximately 50 feet from the centerline of the applicable roadway segment.

Impact on Existing Uses

The addition of traffic would increase noise levels on local roadways by greater than 3 dBA, the significance threshold for this impact, in 10 locations. The proposed Plan would cause significant noise impacts along segments of Alder Drive, Centre Point Drive, Great Mall Parkway, and McCandless Drive, with noise increases ranging from 3.1 to 6.3 dBA, shown in bold in Table 3.7-4. (Noise levels will increase by more than 3 dBA in six additional locations, but those increases will be caused by the background conditions with no additional noise created by the proposed Plan.)

Table 3.7-4: Traffic Noise Level Estimates during PM Peak Hour, dBA

<i>Road Segment</i>	<i>From</i>	<i>To</i>	<i>Existing (2006)</i>	<i>2030 No Project</i>	<i>Change from Existing</i>	<i>2030 With Project</i>	<i>Change from Existing</i>
Alder Drive	East of	McCarthy Blvd.	61.8	64.3	2.4	65.3	3.5
Alder Drive	North of	Tasman Drive	62.3	64.9	2.5	65.8	3.5
Centre Point Dr.-Mustang Dr.	South of	Great Mall Pkwy.	57.0	57.4	0.4	63.1	6.1
Great Mall Pkwy.	East of	I-880 NB Ramps	67.0	68.8	1.8	69.7	2.6
Great Mall Pkwy.	West of	I-880 NB Ramps	67.3	69.1	1.8	69.8	2.5
Great Mall Pkwy.	East of	S. Abel St.	66.2	68.2	2.0	69.3	3.1
Great Mall Pkwy.	West of	S. Abel St.	67.1	68.9	1.8	69.7	2.7
Great Mall Pkwy.	East of	S. Main St.	66.6	68.6	2.1	69.8	3.2
Great Mall Pkwy.	West of	S. Main St.	66.2	68.4	2.2	69.5	3.3
Great Mall Pkwy.	East of	McCandless Dr.-Great Mall Dr.	66.8	68.7	1.9	69.8	3.0
Great Mall Pkwy.	West of	McCandless Dr.-Great Mall Dr.	66.8	68.7	1.9	69.8	3.1
Great Mall Pkwy.	East of	Centre Pointe Dr.-Mustang Dr.	67.2	69.0	1.7	70.1	2.9
Great Mall Pkwy.	West of	Centre Pointe Dr.-Mustang Dr.	66.6	68.5	2.0	69.7	3.1
Great Mall Pkwy.-E. Capitol Ave.	North of	Montague Expwy.	67.7	69.3	1.6	70.4	2.7
Guadalupe Pkwy.-Charcot Ave.	West of	N. First St.	64.5	67.2	2.6	67.3	2.8
McCandless Dr.-Great Mall Pkwy	South of	Great Mall Pkwy.	57.5	57.9	0.4	63.5	6.0
McCandless/Trade Zone Blvd.	North of	Montague Expwy.	58.6	59.4	0.8	64.9	6.3
McCarthy Blvd.	South of	Bellew Drive	65.7	67.7	2.0	68.2	2.5
McCarthy Blvd.	North of	Alder Drive	65.8	67.9	2.0	68.4	2.6
N. First St.	North of	Tasman Drive	65.0	68.2	3.2	68.2	3.2
N. First St.	South of	Tasman Drive	64.4	67.9	3.5	67.9	3.5
N. First St.	North of	Montague Expwy.	66.9	69.5	2.6	69.5	2.6
N. First St.	South of	Montague Expwy.	65.4	67.9	2.6	67.9	2.6

Table 3.7-4: Traffic Noise Level Estimates during PM Peak Hour, dBA							
<i>Road Segment</i>	<i>From</i>	<i>To</i>	<i>Existing (2006)</i>	<i>2030 No Project</i>	<i>Change from Existing</i>	<i>2030 With Project</i>	<i>Change from Existing</i>
N. First St.	North of	Trimble Rd.	65.1	67.7	2.6	67.7	2.6
N. First St.	South of	Trimble Rd.	66.0	69.1	3.1	69.2	3.1
N. First St.	North of	Guadalupe Pkwy.-Charcot Ave.	66.0	69.0	3.0	69.1	3.0
N. First St.	South of	Guadalupe Pkwy.-Charcot Ave.	64.8	68.3	3.6	68.3	3.6
N. First St.	North of	E. Brokaw Rd.	66.0	69.4	3.5	69.4	3.5
N. First St.	South of	E. Brokaw Rd.	66.1	69.1	3.0	69.1	3.0
River Oaks Pkwy.	East of	Montague Expwy.	61.3	64.0	2.7	64.0	2.7
River Oaks Pkwy.	West of	Montague Expwy.	59.4	62.7	3.3	62.7	3.3
S. Milpitas Blvd.	North of	Montague Expwy.	65.1	65.7	0.6	67.5	2.5
Tasman Drive	East of	Alder Drive	68.0	70.1	2.1	70.5	2.5
Tasman Drive	East of	I-880 SB Ramps	67.3	69.3	2.0	70.0	2.7
Tasman Drive	West of	I-880 SB Ramps	68.0	70.1	2.1	70.5	2.5
Trimble Rd.	East of	N. First St.	65.9	68.7	2.7	68.8	2.9
Trimble Rd.	West of	N. First St.	66.0	68.5	2.5	68.6	2.6
Trimble Rd.	East of	Zanker Rd.	65.9	68.4	2.5	68.6	2.8
Trimble Rd.	West of	Zanker Rd.	66.2	68.6	2.4	68.8	2.6
Zanker Rd.	North of	Tasman Drive	64.7	67.3	2.6	67.3	2.6
Zanker Rd.	South of	Montague Expwy.	63.0	66.0	3.0	66.0	3.0
Zanker Rd.	North of	Trimble Rd.	63.1	65.8	2.7	65.8	2.7
Zanker Rd.	South of	Trimble Rd.	64.0	66.7	2.7	66.8	2.8
Zanker Rd.	South of	E. Brokaw Rd.	62.6	64.6	2.0	64.6	2.0
<i>Source: Environmental Science Associates, 2006.</i>							

Along one of these segments, Great Mall Parkway between Main and Abel streets, residential developments are under construction or approved. These existing residential uses will be significantly impacted by the noise generated by the proposed Plan. Otherwise, there are no existing residential uses or sensitive receptors along the other roadway segments expected to experience a significant increase in noise levels.

In addition, noise levels would exceed 65 dBA on many road segments. In all but two instances—both on Alder Drive—that noise level will exist due to expected background conditions and sometimes already exists under existing conditions. However, in many cases the proposed Plan will raise the noise level even further above 65 dBA. The properties along Alder Drive are industrial park uses, and therefore the significance criterion of an increase in noise levels above 65 dBA for residential uses does not apply.

None of the future noise levels along the analyzed roadway segments would exceed the “conditionally acceptable” standards, as shown in Figure 3.7-2, for existing land uses.

Impact on Future Uses

The Specific Plan proposes multi-family residential uses and hotels along one roadway segment that will have noise levels considered normally unacceptable for those uses (above 70 dBA), according to the standards adopted by the State and City, shown in Figure 3.7-2. This segment is Great Mall Parkway, between Centre Point Drive and Montague Expressway. Noise impacts to new multi-family residential or hotel development along this segment would be mitigated by the following policies in the General Plan and the proposed Plan, which would maintain these potential noise-related impacts at a less-than-significant level (also see discussion under Impact 3.7-2).

Furthermore, the land uses designated along this segment (Residential-Retail High Density Mixed Use and Boulevard Very High Density Mixed Used) allow retail and office uses, for which the future noise levels would be considered “conditionally acceptable.” Therefore, those new uses would not face a significant noise-related impact.

All of the other analyzed roadways segments have noise levels considered “normally acceptable” or “conditionally acceptable” for the proposed uses to be located there. None of the roadway segments analyzed would have a “clearly unacceptable” noise level for the uses proposed.

General Plan Policies that Reduce the Impact

Implementation of the following policies in the Milpitas General Plan would reduce potential traffic-related noise impacts:

Policy 6-G-1:	Maintain land use compatibility with noise levels similar to those set by State guidelines.
Policy 6-G-2:	Minimize unnecessary, annoying, or injurious noise.

- Policy 6-I-2: Require an acoustical analysis for projects located within a "conditionally acceptable" or "normally unacceptable" exterior noise exposure area. Require mitigation measures to reduce noise to acceptable levels.
- Policy 6-I-3: Prohibit new construction where the exterior noise exposure is considered "clearly unacceptable" for the use proposed.
- Policy 6-I-4: Where actual or projected rear yard and exterior common open space noise exposure exceeds the "normally acceptable" levels for new single-family and multifamily residential projects, use mitigation measures to reduce sound levels in those areas to acceptable levels.
- Policy 6-I-5: All new residential development (single family and multifamily) and lodging facilities must have interior noise levels of 45 dB DNL or less. Mechanical ventilation will be required where use of windows for ventilation will result in higher than 45 dB DNL interior noise levels.
- Policy 6-I-6: Assist in enforcing compliance with noise emissions standards for all types of vehicles, established by the California Vehicle Code and by federal regulations, through coordination with the Milpitas Police Department, Santa Clara County Sheriff's Department, and the California Highway Patrol.
- Policy 6-I-9: Enforce the provisions of the City of Milpitas Noise Ordinance and the use of established truck routes.
- Policy 6-I-10: Reduce the noise impact in existing residential areas where feasible. Noise mitigation measures should be implemented with the cost shared by public and private agencies and individuals.
- Policy 6-I-14: City streets will be designed to reduce noise levels to adjacent areas. This is most effectively implemented through traffic engineering to prevent residential streets from becoming rush-hour thoroughfares, and through enforcement of speed limits. Physical mitigation measures, such as sound walls, will also be considered, where appropriate.
- Policy 6-I-15: Promote installation of noise barriers along highways and the railroad corridor where substantial land uses of high sensitivity are impacted by unacceptable noise levels.
- Policy 6-I-16: Work with Caltrans and other agencies on traffic and railroad noise issues and participate in appropriate noise mitigation programs.

Specific Plan Policies that Reduce the Impact

Policy 5.10: New development in the Transit Area shall adhere to the standards and guidelines in the Milpitas General Plan that govern noise levels.

The particular policies of note are Policies 6-I-1 through 6-I-16.

Policy 5.12: The City shall offer to pay for sound walls, sound absorptive material, and additional sound insulation for residential uses located along Great Mall Parkway, between South Main and Abel streets, if interior noise levels rise above permitted levels by the year 2030.

Mitigation Measures

No additional mitigation measures are required.

Impact

3.7-2 Mixed-use and transit-oriented development under the Specific Plan could expose existing and future noise-sensitive uses to noise levels considered unacceptable for such uses. (*Less than Significant*)

Transit-oriented and mixed-use development proposed by the Specific Plan would increase the number of people living close to transit stations. This could expose a substantial number of sensitive receptors to higher noise levels from train and future BART activity. Residential uses proposed on or adjacent to industrial areas such as the Piper/Montague subdistrict could also expose residents to unacceptable levels of noise. Figure 3.7-3 shows the projected noise levels at plan buildout.

The existing Union Pacific Railroad tracks on the western Specific Plan boundary currently provide service for Amtrak trains and freight trains. High density transit-oriented residential land uses are proposed across Lower Penitencia Creek from this active rail line. Residences located within 300 feet of the rail line (generally, those west of McCandless Drive) would be exposed to noise levels of 60 to 70 DNL, which would be considered “conditionally acceptable” with respect to the land use noise compatibility guidelines of the City of Milpitas General Plan. The General Plan requires new construction proposed within this noise exposure category to only be undertaken after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in the design.

Freight train activity also occurs along a rail line that passes along the proposed BART extension alignment, with a spur through the proposed Piper/Montague subdistrict. Proposed multi-family residential development within 300 feet of this rail line and spur could also be exposed to noise levels of 60 to 70 DNL and thus be considered “conditionally acceptable” with respect to the land use noise compatibility guidelines of the City of Milpitas General Plan.



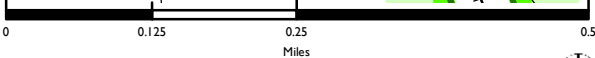
BART CONTOURS

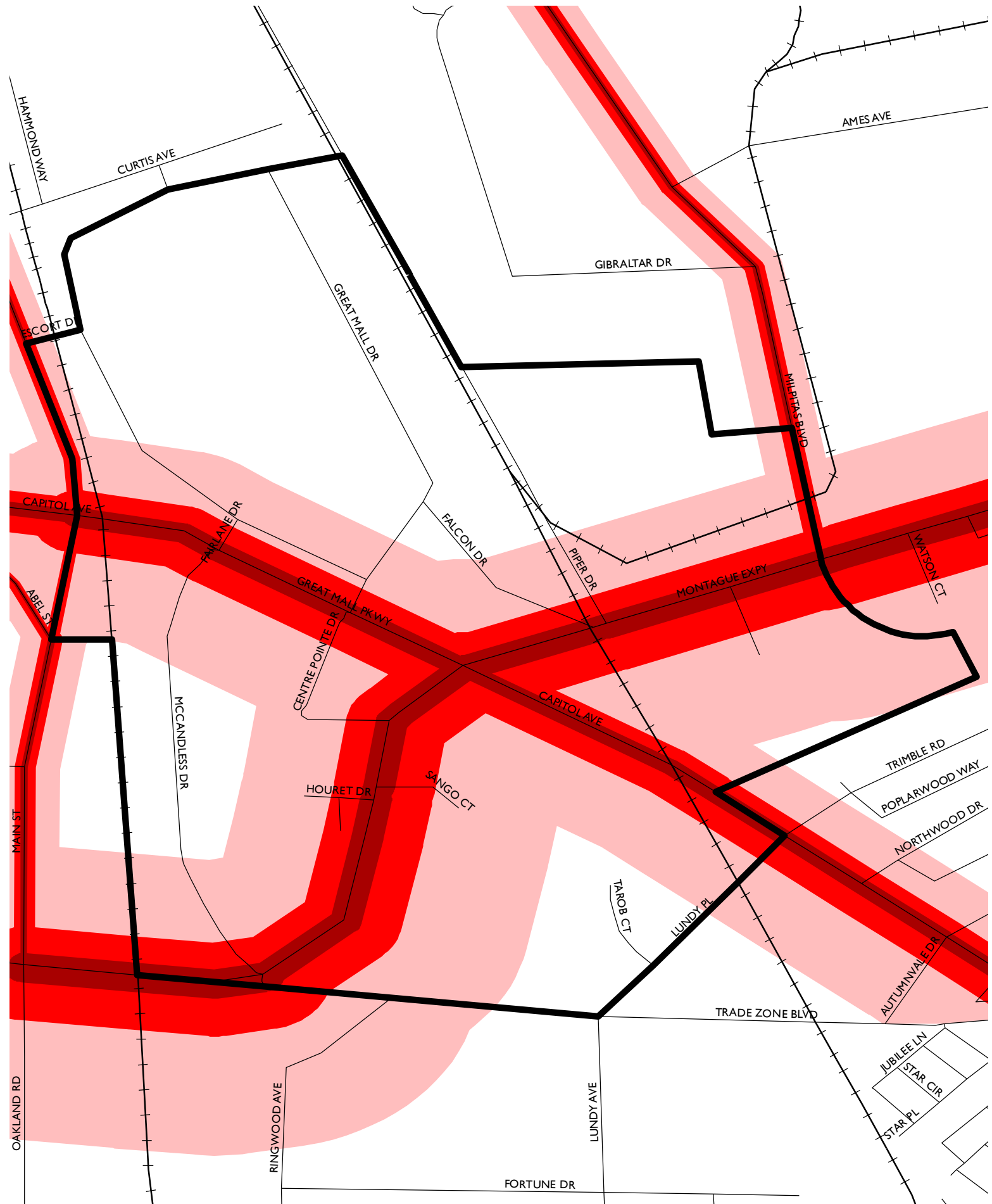
70 dB

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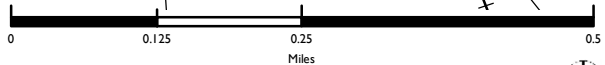
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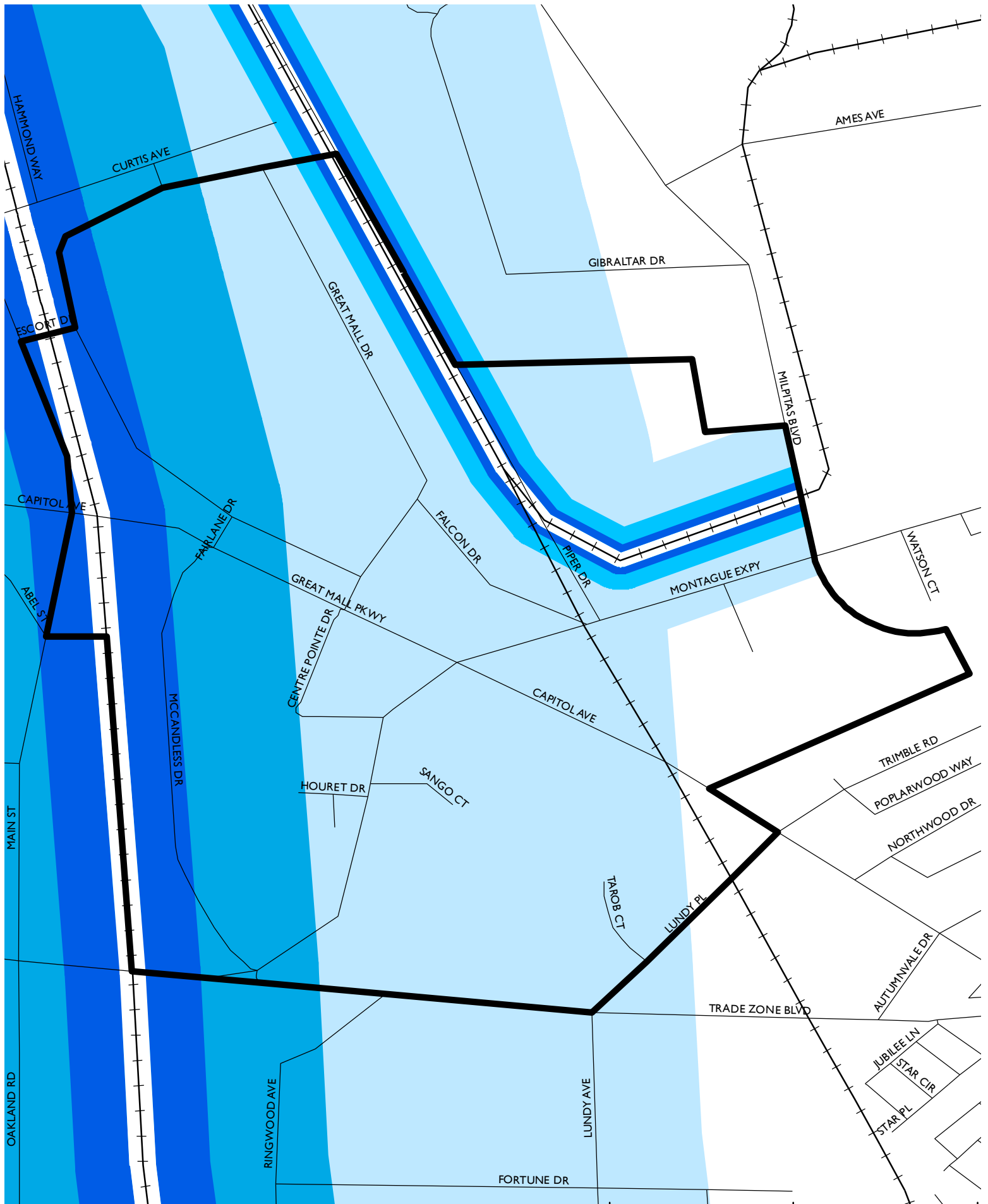
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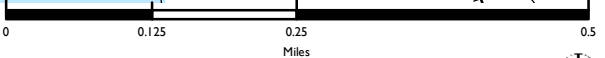


STREET CONTOURS





UNION PACIFIC RAILROAD CONTOURS



High-density residential land uses are also proposed along Montague Expressway, a major arterial roadway that bisects the Specific Plan area. Noise levels along Montague Expressway were projected using year 2030 peak hour traffic volumes with the project and the Federal Highway Administration (FHWA) noise prediction model. Peak hour roadside noise levels are projected to be 69 dBA, Leq at locations 120 feet from the roadway center. These peak-hour noise levels would correspond to a DNL of between 65 and 70 dBA, which would put the proposed residences in an area considered “conditionally acceptable” with respect to the land use noise compatibility guidelines of the City of Milpitas General Plan.

Further, in areas where proposed residences would be impacted by both rail noise of 68 to 70 DNL and future vehicle traffic-generated noise levels of 65 to 70 DNL, a worst-case cumulative LDN of 70 to 73 dBA, could result. Such noise environments are considered “normally unacceptable” with respect to the land use noise compatibility guidelines of the City of Milpitas General Plan. The General Plan generally discourages new construction in this category, but if undertaken, requires a detailed analysis of noise reduction requirements to be made and needed noise insulation features included in the design (Policy 6-I-2).

The proposed BART extension would also represent a future noise source that would impact new multi-family residences proposed by the Specific Plan. Electrified BART trains would operate alongside the existing freight rail line alignment that runs along the western boundary of the Piper/Montague subdistrict. Because it is electrified, noise from BART operations would be substantially less than those of the operating freight lines. Addition of noise from BART train operations to residences proposed along this corridor in the Piper/Montague subdistrict could be expected to result in a noise environment that would be considered “conditionally acceptable” for residential uses with respect to the General Plan. The Supplemental EIR for the BART Extension to Milpitas, San José and Santa Clara indicates that sound walls constructed as part of the BART project will mitigate noise impacts to the existing ground floor residences in the Planning Area. According to the BART SEIR, in Section 4.12, “Typically, the location of the sound wall is either 10 feet or 13 feet from the track centerline depending upon the track profile. Ten feet is for the retained open cut track and the aerial guideway, and 13 feet for the at-grade and embankment tracks.” The location and height of the sound walls to be provided by VTA are listed in the SEIR’s Table 4.12-2 and Figures 4.12-1a through 4.12-1u. The proposed Plan assumes these sound walls will be located within the VTA right-of-way. However, VTA will only construct sound walls to shield existing residential uses—new development will need to construct their own sound wall in order to meet the City’s interior noise standards.

In addition, sound walls will only shield ground floor uses; there will still be impacts on residences above ground level. While the VTA plans to mitigate noise impacts to existing above-ground level residences with insulation upgrades, any residential and other sensitive uses proposed for development in the future under the Specific Plan would need to incorporate adequate insulation features and other engineering mitigations into the design to reduce the impact of BART noise and to achieve an interior noise level of 45 Ldn (VTA, 2007).

The following proposed Plan policies, as well as the City’s General Plan policies listed under Impact 3.7-1, would further ensure that less than significant noise impacts would occur.

Specific Plan Policies that Reduce the Impact

Policy 5.10 (see text under Impact 3.7-1)

Policy 5.11: Construct masonry walls to buffer residential uses from BART and UPRR train tracks.

These walls will be constructed by residential developers. They may be located within the landscaped buffer along the tracks.

Policy 5.17: In all rental and sale agreements, provide disclosures to future residents about all surrounding industrial uses and the permanent rights of existing industrial uses to remain. This notification must be made prior to the sale or rental of building space, and provide information about the extent of industrial uses throughout the Transit Area and specific information about each industrial use that is immediately adjacent to the property.

Policy 5.18: Day care facilities, schools, nursing homes, and other similar sensitive receptors shall be located away from sites which store or use hazardous materials, in accordance with State and City standards. Adequate buffers to protect occupants of these sensitive uses shall be provided, including but not limited to walls, fences, landscaping, large building setbacks, and additional exit routes over and above minimum code requirements.

Policy 5.19: Require the installation of temporary buffers—fences, walls, or vegetation—when residential uses are developed adjacent to existing industrial uses. The type of buffer must be reviewed and approved by the City Planning Department. The temporary buffers may be removed if and when an adjacent site is redeveloped as a non-industrial use.

Mitigation Measures

No additional mitigation measures are required.

Impact

3.7-3 Mixed-use and transit-oriented development under the Specific Plan could expose existing and future noise-sensitive uses to groundborne vibration. (*Less than Significant*)

The mixed use nature of the proposed Plan could also expose sensitive receptors to unacceptable levels of groundborne vibration, specifically from Amtrak and freight trains along the UPRR tracks, including the spur line, and from the operation of BART trains along the proposed BART extension in to the Planning Area.

Ground-borne vibration can be a concern for the proposed residential uses along the UPRR and future BART alignments. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. The effects of ground-borne vibration include

movement that can be felt of the building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. The rumbling sound caused by the vibration of room surfaces is called ground-borne noise. In extreme cases, the vibration can cause damage to buildings. Building damage is not a factor for normal transportation projects, with the occasional exception of blasting and pile-driving during construction. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by only a small margin. A vibration level that causes annoyance will be well below the damage threshold for normal buildings. Ground-borne vibration is almost never annoying to people who are outdoors. Although the motion of the ground may be perceived, without the effects associated with the shaking of a building, the motion does not provoke the same adverse human reaction. In addition, the rumble noise that usually accompanies the building vibration is perceptible only inside buildings.

As discussed in the Environmental Settings section, UPRR railroad tracks run adjacent to the western edge of the study area and along a freight-serving spur through the eastern portion of the Planning Area in the Piper-Montague subdistrict. Approximately 578 trains used the freight spur tracks in 2003; 557 train cars used the tracks in 2004; and approximately 564 train cars used the tracks in 2005 (VTA, 2006).

Vibration analysis conducted for Santa Clara Valley VTA's BART Expansion SEIR indicated that vibration impacts at existing receptors approximately 100 feet from the centerline of the proposed tracks in the Planning Area would be mitigated to a less than significant level (less than 72 VdB significance threshold for frequent events affecting Category 2 land uses) by either using a floating slab track or by using tire derived aggregate under ballasted track. As this mitigation would reduce vibration at the source, future residential uses proposed along the BART alignment would also experience less than significant vibration impacts. In addition, the following policies would ensure that vibration levels within buildings would be less than the FTA criteria.

Specific Plan Policies that Reduce the Impact

Policy 5.13: Apply the FTA groundborne vibration criteria (presented in Table 5-5 [of the proposed Plan]) as review criteria for development projects in the vicinity of vibration sources such as BART trains and heavy rail trains.

Policy 5.14: Project applicants shall conduct a vibration impact analysis for any sites adjacent to or within 300 feet of active UPRR and BART alignments to demonstrate that interior vibration levels within all new residential development (single family and multifamily) and lodging facilities would be at acceptable levels. If needed, require mitigation measures to reduce vibration to acceptable levels.

Mitigation Measures

No mitigation measures are required.

Impact

3.7-4 New development under the Specific Plan may result in temporary noise impacts related to construction activities. (*Less than Significant*)

Construction activities would occur intermittently at different sites in the Planning Area throughout the period of implementation of the Specific Plan (2006 – 2030). Although the related noise impacts at any one location would be temporary, construction of individual projects could cause adverse localized effects on the ambient noise environment. Noise from construction activities would result primarily from the operation of equipment. Construction preparation activities such as excavation, grading, earth movement, stockpiling, and batch-dropping operations generate noise. Construction activities such as foundation laying, building construction, and finishing operations would also generate noise. Construction-related noise levels at and near the project site would fluctuate depending on the particular type, number, and duration of uses of various pieces of construction equipment. Construction-related material haul trips would raise ambient noise levels along haul routes, depending on the number of haul trips made and types of vehicles used. In addition, certain types of construction equipment generate impulsive noises (such as pile driving), which can be particularly annoying. Standard demolition activities employ equipment similar to that used for construction activities and would have similar noise impacts, but shorter in duration. Table 3.7-5 shows typical noise levels during different construction stages. Table 3.7-6 shows typical noise levels produced by various types of construction equipment.

Table 3.7-5: Typical Construction Noise Levels, dBA

<i>Construction Activity</i>	<i>Noise Level (leq) ^a</i>
Ground Clearing	84
Excavation	89
Foundations	78
Erection	85
Exterior Finishing	89
Pile Driving	90-105

^a Average Noise levels correspond to a distance of 50 feet from the noisiest piece of equipment associated with a given phase of construction and 200 feet from the rest of the equipment associated with that phase.

Source: U.S. Environmental Protection Agency, *Noise from Construction Equipment and Building Operations, Building Equipment, and Home Appliances*, December 1971.

Table 3.7-6: Typical Noise Levels from Construction Equipment

<i>Construction Equipment</i>	<i>Noise Level (dBA at 50 feet)</i>
Dump Truck	88
Portable Air Compressor	81
Concrete Mixer (Truck)	85
Jack Hammer	88
Scraper	88
Dozer	87
Paver	89
Generator	76
Pile Driver	101
Rock Drill	98
Pump	76
Pneumatic Tools	85
Backhoe	85

Source: Cunniff, *Environmental Noise Pollution*, 1977.

Construction activities would generate significant amounts of noise corresponding to the appropriate phase of building construction and the noise-generating equipment used during those phases. Depending on the proximity of construction activities to sensitive receptors, the presence of intervening barriers, the number, types and duration of construction equipment used, sensitive receptors could be exposed to high noise levels during construction. Construction noise levels could be substantially greater than existing noise levels at nearby sensitive receptor locations and could increase day-night levels in close proximity to the construction site by greater than 5 DNL. Compliance with the following General Plan and proposed Transit Area Specific Plan policies would ensure that construction noise impacts would be less than significant.

City Regulations that Reduce the Impact

The City's Noise Abatement Ordinance would reduce potential construction-related noise impacts.

General Plan Policy that Reduces the Impact

The following policy would reduce potential construction-related noise impacts:

Policy 6-I-13: Restrict the hours of operation, technique, and equipment used in all public and private construction activities to minimize noise impact. Include noise specifications in requests for bids and equipment information.

Specific Plan Policy that Reduces the Impact

Policy 5.15: Prior to issuance of building permits, applicants shall demonstrate that noise exposure to sensitive receptors from construction activities has been mitigated to the extent feasible pursuant to the City's Noise Abatement Ordinance.

Mitigation may include a combination of techniques that reduce noise generated at the source, increase the noise insulation of the receptor or increase the noise attenuation rate as noise travels from the source to the receptor.

Mitigation Measures

No mitigation measures are required.

3.8 Biological Resources

This chapter identifies the existing biological resources within and around the Planning Area of the proposed Milpitas Transit Area Specific Plan; identifies federal, state, and local regulations pertaining to biological resources within the region; and describes project-related impacts to those biological resources and mitigation measures to reduce significant impacts. Information used in the preparation of this section was obtained from regional biological studies, reports from the California Natural Diversity Database (CDFG, 2005), California Native Plant Society Electronic Inventory (CNPS, 2005), and U.S. Fish and Wildlife species list (USFWS, 2005), reconnaissance-level field surveys, and other biological literature.

Vegetation types and wildlife habitats were distinguished using both records and field observations. Environmental Science Associates conducted a reconnaissance-level survey on September 27, 2005 to gather information and verify existing data on vegetative communities, wildlife habitats, and habitat use within and around the Planning Area of the proposed Plan.

ENVIRONMENTAL SETTING

PHYSICAL SETTING

The Planning Area for the proposed Plan is located in the southern San Francisco Bay Area. This area is characterized by a Mediterranean climate with hot dry summers and cool wet winters. The study area is located within developed portions of Santa Clara County, California. Due to the high levels of disturbance and current use of the area, there are no natural vegetation communities left. Where ground cover has not been paved or built upon, barren or ruderal communities dominated by disturbance-adapted and non-native plant species have replaced historic vegetation communities. A system of drainages runs through and along the study area; these drainages have been altered from their historical state.

Vegetation Communities and Wildlife Habitats

Ruderal (disturbed and weedy) habitats are most prevalent in areas subject to frequent and often severe vegetation and soil disturbances including disked or fallow fields, construction sites, levees, previously developed lots, vehicle parking lots, and railroad or other public utility rights of way. Where vegetated, these sites are dominated by opportunistic, weedy non-native plant species. Ruderal habitats provide limited foraging or nesting habitat for disturbance-tolerant and non-native birds and small mammals, such as English sparrow (*Passer domesticus*), European starling (*Sternus vulgaris*), house finch (*Carpodacus mexicanus*), Norway rat (*Rattus norvegicus*), and house mouse (*Mus musculus*). There are vacant industrial lots within the Planning Area that have been previously developed then abandoned with structures partially or entirely dismantled resulting in compacted soils and ruderal habitats. Within the project area, the less disturbed ruderal areas could be occupied by ground squirrels and other rodents. Although these areas are generally lacking, under appropriate conditions they may support sensitive wildlife species such as burrowing owl (*Speotyto cunicularia*) that have been shown to adapt to human development.

Developed areas support non-biological resources, and are characterized by buildings and pavement. Associated ornamental landscaping can provide limited wildlife habitat for disturbance-tolerant bird species by providing cover, foraging, and nesting opportunities. The Planning Area is approximately 90 percent developed with landscaping along the streets, buildings, and parking lots. There are numerous large ornamental trees around the city blocks south of East Capitol Avenue and Great Mall Parkway.

Creeks/Drainages. A system of drainage channels throughout the project site follow two creeks in the Coyote Watershed and may be considered jurisdictional by the U.S. Army Corps of Engineers (the Corps). The channel that runs along the eastern border of the Planning Area, south of Great Mall Parkway, and the split-off channel between Great Mall Parkway and Trade Zone Boulevard, are part of Lower Penitencia Creek. The drainage channel to the west is the lower portion of Berryessa Creek. Both creeks have been altered from their historical state with many segments being directed underground and/or re-routed to accommodate development. As a result, the drainages lack high-quality riparian habitat and have minimal native vegetation. A great blue heron and egret were observed during the reconnaissance visit in the upper portion of Lower Penitencia Creek within the Planning Area boundaries indicating that the drainages do provide resources utilized by wildlife.

Special-Status Species

Special-status species are defined as plants and animals that are legally protected under the Endangered Species Act (ESA), California Endangered Species Act (CESA) or other regulations; and species that are considered sufficiently rare by the scientific community to qualify for such listing. There are several occurrences of special-status species in the vicinity of the Planning Area including California tiger salamander, burrowing owl, Congdon's tarplant, alkali milk-vetch, and robust spineflower. However, most of these records are historical dating before 1930 and these species are limited to specific vegetation communities (e.g. vernal pools) that do not exist within the Planning Area. The long history of development of the area and current land uses decreases the habitat value and the potential for special status species to occur.

One special status species, the burrowing owl, has been found in urban or high use areas and can potentially occur within the Planning Area boundaries. Burrowing Owl, a Federal Species of Concern and California Species of Special Concern, is a California resident that prefers open annual or perennial grasslands and disturbed sites with existing burrows, and can be found in a variety of urban and semi-urban areas. Burrowing owls need areas with suitable burrows, elevated perches, and areas that are open and free of visual obstruction. Suitable burrows can include natural ground squirrel (*Spermophilus beecheyi*) colonies, as well as artificial sites (e.g. drain pipes and culverts). Breeding takes place between March and August, with peak breeding occurring in April and May. There are two occurrences of burrowing owl within approximately one mile of the Planning Area boundaries as reported by CNDDB (CDFG, 2005). Burrowing owl surveys were conducted in July 2003 for an Environmental Impact Report for the Elmwood Residential and Commercial Development Project located near the northeast corner of the Planning Area. Twelve burrowing owls and six nesting burrows were identified in the Elmwood project area on vacant lots (Olberding Environmental Inc., 2004). There are several areas within the Planning Area that are vacant industrial lots characterized by ruderal vegetation that could support burrowing owls. With the close proximity of known occurrences and the

availability of suitable habitat, it is presumed that burrowing owls occur within the Planning Area.

REGULATORY SETTING

This section briefly describes federal, state, and local regulations, permits, and policies pertaining to biological resources and wetlands as they apply to the proposed Plan. The following provides applicable regulations, approvals, and permits.

Special-Status Species

Federal Migratory Bird Treaty Act

The Migratory Bird Treaty Act states that without a permit issued by the U.S. Department of the Interior, it is unlawful to pursue, hunt, take, capture, or kill any migratory bird.

California Fish and Game Code

Under Section 3503 of the California Fish and Game Code, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto. Section 3503.5 of the California Fish and Game Code prohibits the take, possession, or destruction of any birds in the orders Falconiformes (hawks) or Strigiformes (owls), or of their nests and eggs.

CEQA Guidelines Section 15380

Although threatened and endangered species are protected by specific federal and State statutes, CEQA Guidelines section 15380(b) provides that a species not listed on the federal or State list of protected species may be considered rare or endangered if the species can be shown to meet certain specified criteria. These criteria have been modeled after the definition in the Federal Endangered Species Act and the section of the California Fish and Game Code dealing with rare or endangered plants or animals. This section was included in the Guidelines primarily to deal with situations in which a public agency is reviewing a project that may have a significant effect on, for example, a "candidate species" that has not yet been listed by either the USFWS or CDFG. Thus, CEQA provides an agency with the ability to protect a species from a project's potential impacts until the respective government agencies have an opportunity to designate the species as protected, if warranted.

Regulation of Waters Including Wetlands

U.S. Army Corps of Engineers and U.S. Environmental Protection Agency

The Corps and the U.S. Environmental Protection Agency (EPA) regulate the discharge of dredged or fill material into waters of the United States, including wetlands, under Sections 404 and 401 of the Clean Water Act. Projects that would result in the placement of dredged or fill material into waters of the United States require a Section 404 permit from the Corps. Some classes of fill activities may be authorized under General or Nationwide permits if specific conditions are met. Nationwide permits do not authorize activities that are likely to jeopardize the existence of a Threatened or Endangered species (listed or proposed for listing under the FESA). In addition to conditions outlined under each Nationwide Permit, project-specific conditions may be required by the Corps as part of the Section 404 permitting process. When a

project's activities do not meet the conditions for a Nationwide Permit, an Individual Permit may be issued.

Section 401 of the Clean Water Act requires an applicant for an Individual Permit to obtain state certification that the activity associated with the permit will comply with applicable state effluent limitations and water quality standards. In California, water quality certification, or a waiver, must be obtained from the Regional Water Quality Control Board, for both Individual and Nationwide Permits.

The Corps also regulates activities in navigable waters under Section 10 of the Rivers and Harbors Act. The construction of structures, such as tidegates, bridges, or piers, or work that could interfere with navigation, including dredging or stream channelization, may require a Section 10 permit, in addition to a Section 404 permit if the activity involves the discharge of fill.

Finally, the federal government also supports a policy of minimizing “the destruction, loss, or degradation of wetlands.” Executive Order 11990 requires that each federal agency take action to minimize the destruction, loss, or degradation of wetlands and to preserve and enhance the natural and beneficial values of wetlands (May 24, 1977).

State Policies and Regulations on Streams and Wetlands

The CDFG regulates activities that would interfere with the natural flow of, or substantially alter, the channel, bed, or bank of a lake, river, or stream. These activities are regulated under the California Fish and Game Code (Section 1601 for public agencies and Section 1603 for private individuals) through a project-specific Streambed Alteration Agreement (SAA). Requirements to protect the integrity of biological resources and water quality are often conditions of such Agreements. Requirements may include avoidance or minimization of the use of heavy equipment, limitations on work periods to avoid impacts on wildlife and fisheries resources, and measures to restore degraded sites or compensate for permanent habitat losses.

Local Policies

Tree Protection Ordinance

The City of Milpitas adopted a tree protection ordinance to protect significant and heritage trees (Ord. 201.1, Sections X-2-2.10 and X-2-7.01, 3/1/88). A tree is protected if it conforms to the following criteria:

- Any tree with a 56-inch or greater circumference¹ located on a residential property.
- Any tree with a 37-inch or greater circumference located on developed commercial or industrial property, or a vacant lot, undeveloped, or underdeveloped property.
- Any tree that existed at the time of a zoning or subdivision approval and was a specific subject of such approval.

¹ Circumference is measured with a taut tape at four feet six inches above ground.

- Any heritage tree and specimen plantings as defined as a planting of historic value, unique quality, significant girth or height, or a protected species identified in the development process as a City resource, or designated by the City Council to be of historical value or community benefit, or located on the Register of Cultural Resources.

Removal of any street tree, protected tree, or heritage planting requires a permit from the Public Works Maintenance Manager. The Public Works Maintenance Manager may determine that a tree authorized for removal be replaced by the permittee through compensation methods.

IMPACT ANALYSIS

SIGNIFICANCE CRITERIA

Conclusions regarding the significance of impacts on vegetation and wildlife resources are based on criteria in the California Environmental Quality Act (CEQA). Consistent with CEQA Guidelines Appendix G, the Strategic Plan would be considered to have a significant effect on the environment if it would:

- A substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS;
- A substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFG or USFWS;
- A substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- The substantial interference of the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or the impediment of use of native wildlife nursery sites;
- Causing a fish or wildlife population to drop below self-sustaining levels, a substantial reduction in the habitat of a fish or wildlife species, the threatened elimination of a plant or animal community, or the reduction in number or restriction of range of an endangered, rare or threatened species;
- Fundamental conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- Fundamental conflicts with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan.

CEQA Section 15380 further provides that a plant or animal species may be treated as “rare or endangered” even if not on one of the official lists if, for example, it is likely to become endangered in the foreseeable future.

METHODOLOGY & ASSUMPTIONS

For purposes of this EIR, the analysis considered the following three principal components of the guidelines and criteria outlined above:

- Magnitude of the impact (e.g., substantial/not substantial)
- Uniqueness of the affected resource (rarity)
- Susceptibility of the affected resource to perturbation (sensitivity)

The evaluation of significance must consider the interrelationship of these three components. For example, a relatively small magnitude impact to a state or federally listed species would be considered significant because the species is very rare and is believed to be very susceptible to disturbance. Conversely, a plant community such as California annual grassland is not necessarily rare or sensitive to disturbance. Therefore, a much larger magnitude of impact would be required to result in a significant impact. Impacts are generally considered less than significant if the habitats and species affected are common and widespread in the region and the state. Impacts are considered beneficial if the action causes no detrimental impacts and results in an increase of habitat quantity and quality.

SUMMARY OF IMPACTS

The proposed Milpitas Transit Area Plan would encompass existing developed areas. There are no identified sensitive habitats and records of special status species occurring in the area are historic with species believed extirpated except the burrowing owl. Proposed development in the Planning Area would result in the removal of landscaping and disturbance to habitat, which could affect wildlife including burrowing owl, nesting birds and common wildlife species. Development activities under the proposed Plan near jurisdictional hydrologic features such as Lower Penitencia Creek and Berryessa Creek could result in significant impacts. Existing policies and regulations in the General Plan with implementation of proposed Plan policies would reduce potential impacts to biological resources to a less than significant level.

IMPACTS AND MITIGATION MEASURES

Impact

- 3.8-1 Construction activities associated with buildout of the proposed Specific Plan could disturb, or cause the direct mortality of burrowing owls. (*Less Than Significant*)

The burrowing owl is a California Species of Special Concern and protected under California Fish and Game Code Section 3503.5 as well as guiding principles 4.b-G-2 of the Milpitas General Plan. Development of ruderal or barren vacant lots within the Planning Area of the proposed Plan or disturbance to adjacent suitable habitat could result in the direct loss of burrowing owls or active nests. Loss of burrowing owl individuals or nests would result in a significant impact to biological resources. Implementation of existing General Plan policies, 4.b-I-4 and 4.b-I-5, and the below proposed Plan policy would help to reduce potential project impacts to burrowing owl less than significant levels.

General Plan Policies that Reduce the Impact

Policy 4.b-I-4 Require a biological assessment of any project site where sensitive species are present, or where habitats that support known sensitive species are present.

Policy 4.b-I-5 Utilize sensitive species information acquired through biological assessments, project land use, planning and design.

Specific Plan Policies that Reduce the Impact

Policy 5.25: For any project sites that are either undeveloped or vacant and support vegetation, or project sites which are adjacent to such land, a pre-construction survey shall be conducted by a qualified biologist within 30 days of the onset of construction. This survey shall include two early morning surveys and two evening surveys to ensure that all owl pairs have been located. If preconstruction surveys undertaken during the breeding season (February 1st through July 31st) locate active nest burrows, an appropriate buffer around them (as determined by the project biologist) shall remain excluded from construction activities until the breeding season is over. During the non-breeding season (August 15th through January 31st), resident owls may be relocated to alternative habitat. The relocation of resident owls shall be according to a relocation plan prepared by a qualified biologist in consultation with the California Department of Fish and Game (CDFG). This plan shall provide for the owl's relocation to nearby lands possessing available nesting habitat. Suitable development-free buffers shall be maintained between replacement nest burrows and the nearest building, pathway, parking lot, or landscaping. The relocation of resident owls shall be in conformance with all necessary state and federal permits.

Mitigation Measures

No mitigation measures are required.

Impact

3.8-2 Construction activities associated with buildout of the proposed Specific Plan could adversely affect non-listed special-status nesting raptors and other nesting birds. (Less Than Significant)

Nesting habitat for non-listed special-status raptor species occurs on and near the Planning Area. Many bird species will exploit large ornamental trees for cover, nesting, or stop over locations during migration, especially with the availability of water from the drainages nearby. Removal of large, mature trees can cause direct mortality to nesting birds and their young and construction disturbance can cause nest abandonment resulting in indirect loss to avian species. Raptors could potentially utilize the large trees on site for nesting. Raptors and their nests and eggs are protected under CDFG Code 3503.5. This would be a significant impact.

In addition, CDFG Code 3503 protects the needless destruction of nests or eggs of most bird species. Common birds that could be found nesting on the project site include killdeer, mourning dove, black phoebe, swallows, rock dove, and others. These could potentially be affected by development under the Transit Area Specific Plan buildout. However, implementation of General Plan policies, 4.b-I-4 and 4.b-I-5, as stated in Impact 3.8-1 above

and Transit Plan policies 5.10 and 5.11 below would reduce potential project impacts on special-status nesting raptors and other nesting birds to less than significant levels.

Specific Plan Policies that Reduce the Impact

Policy 5.26: To mitigate impacts on non-listed special-status nesting raptors and other nesting birds, a qualified biologist will survey the site for nesting raptors and other nesting birds within 14 days prior to any ground disturbing activity or vegetation removal. Results of the surveys will be forwarded to the U.S. Fish and Wildlife Service (USFWS) and CDFG (as appropriate) and, on a case-by-case basis, avoidance procedures adopted. These can include construction buffer areas (several hundred feet in the case of raptors) or seasonal avoidance. However, if construction activities occur only during the non-breeding season between August 31 and February 1, no surveys will be required.

The Tree and Planting Ordinance of the City of Milpitas protects significant trees, as defined by the Ordinance, including heritage trees, throughout the city. A tree removal permit is required to remove any protected tree and compensation for lost trees may be requested by the City (Ord. 201.1, 3/1/88).

In particular, within the Transit Area the large rows of trees that run along McCandless Drive and the immediate vicinity provide habitat for birds and contribute to community identity. These large trees shall be retained for both aesthetic and biological value. Limited exceptions will be permitted in the areas along McCandless Drive with retail on the ground floor, close to Great Mall Parkway.

Policy 5.27: Development under the Specific Plan shall, to the maximum extent feasible (and with exceptions such as removal for emergency, health, or fire hazard purposes), retain the corridor of trees along McCandless Drive and corridors of trees in the vicinity both as a potential resource for habitat and as an important visual resource.

Mitigation Measures

No mitigation measures are required.

Impact

- 3.8-3 Construction activities associated with buildout of the proposed Specific Plan could adversely affect significant trees, including heritage trees. (Less Than Significant)**

The Tree and Planting Ordinance of the City of Milpitas protects significant trees, as defined by the Ordinance, including heritage trees, throughout the city. A tree removal permit is required to remove any protected tree and compensation for lost trees may be requested by the City (Ord. 201.1, 3/1/88). In addition, the large rows of trees that run along McCandless Drive and the immediate vicinity provide habitat for birds and contribute to community identity. These large trees should be retained for both aesthetic and biological value. Loss of significant trees and the loss of trees throughout the area along and near McCandless Drive could result in significant impacts to biological resources. Following the City's Tree and Planting Ordinance,

as well as implementing the proposed Plan policies listed under Impact 3.8-2, would reduce impacts to trees to less than significant level.

Mitigation Measures

No mitigation measures are required.

Impact

3.8-4 Implementation of the Plan could result in filling of wetlands and other waters, including creeks, and other drainages. (Less than Significant)

Penitencia and Berryessa Creeks, in addition to their tributaries, receive protection under Section 404. Wetlands associated with these drainage features (i.e. in-stream, stream fringe, and wetlands in proximity of streams) also potentially receive protection under Section 404. Additional minor drainage features and wetlands occur and could potentially receive protection under Section 404.

Potential impacts in the form of temporary or permanent loss due to filling of wetlands or other waters could result from new development within or in the vicinity of these wetlands and other waters. Wetlands and other sensitive resources can also be indirectly affected by development as a result of water quality degradation, lighting, introduction and spread of invasive exotic species, and increased activity of humans and pets.

Direct impacts on the creeks in the Planning Area likely would not occur as setbacks from the creeks are required to be a minimum of 25 feet from top of bank or from a maintenance road if one exists for creation of a public trail, in addition to required side or rear yard setbacks (as shown in Table 5-1 and Table 5-2 of the Plan and Figure 5-23). The Plan policies below provide appropriate programmatic mitigation measures; additional site-specific measures may be identified during CEQA review of specific development proposals made to the City. Prior to new development in areas with potential federally or State protected wetlands or waters, applicants will be required to coordinate with the Corps, CDFG, and RWQCB depending on the jurisdiction potentially affected. Coordination will include evaluation of existing wetlands and waters and development of avoidance, minimization, and/or compensatory measures sufficient to procure the necessary permits from the applicable agencies. The combination of proposed policies and existing laws protecting these resources ensures that the impacts would be less than significant.

General Plan Policies that Reduce the Impact

Policies that would mitigate this impact are listed under Impact 3.8-1.

Mitigation Measures

No mitigation measures are required.

Impact

- 3.8-5 New development under the proposed Plan could result in substantial and adverse impacts on riparian habitat. (Less than Significant)

Patches of riparian habitat associated with creeks, particularly along stretches of Penitencia and Berryessa Creeks, occur in the Planning Area. Construction of new development could result in loss or degradation of this habitat. General Plan policies and the policies proposed below as a part of the Specific Plan would ensure that potential impacts of new development on riparian habitat would be less than significant.

The General Plan policies provide appropriate programmatic mitigation measures; additional site-specific measures may be identified during review of specific development proposals made to the City. Further, prior to new development in areas with potential riparian habitat, applicants may be required to coordinate with the CDFG, as required by law. Such coordination would include evaluation of existing riparian habitat and development of avoidance, minimization, and/or compensatory measures, if required, sufficient to procure a Streambed Alteration Agreement with the CDFG.

General Plan Policies that Reduce the Impact

Policies that would mitigate this impact are listed under Impact 3.8-1.

Specific Plan Policies that Reduce the Impact

Policy 5.29: Prior to new development in areas that border creeks and with potential riparian habitat, applicants will be required to coordinate with the CDFG, as required by law. Coordination will include evaluation of existing riparian habitat and development of avoidance, minimization, and/or compensatory measures sufficient to procure a Streambed Alteration Agreement with the CDFG.

Mitigation Measures

No mitigation measures are required.

3.9 Public Services

This chapter presents the environmental setting, and impact analysis for public services and safety resources in Milpitas. The public services included in this EIR include schools, public safety services and facilities, and parks.

ENVIRONMENTAL SETTING

PHYSICAL SETTING

The following sections describe the existing services and facilities for schools, public safety services and facilities, and parks within the City of Milpitas.

Figure 3.9-1: School District Boundaries



Schools

Existing School Facilities

The Planning Area falls within three different school districts, as seen in Figure 3.9-1. The area north of Montague Expressway—plus a small section east of it—lies within Milpitas Unified School District (MUSD), which handles students in grades K-12. The rest of the study area falls within Berryessa Union School District (grades K-8) and East Side Union High School District (grades 9-12). The project will create residential development in all three districts, bringing more students into their systems.

MUSD operates nine elementary schools which cover kindergarten through 6th grade, two junior high schools (7th and 8th grades), and one traditional single high school. It also has an elementary school type facility (the Murphy site) that is leased out to a private institution until 2016; the lease revenue is needed for current MUSD operations, so if they repossess the school site that income will need to be replaced.

The Berryessa Union and East Side Union districts overlap within the Planning Area, handling grades K-8 and grades 9-12, respectively. Berryessa Union operates ten elementary and three middle schools. East Side Union operates eleven traditional single high schools and six alternative education schools. The cities of Milpitas and San Jose are also home to a variety of private schools, including charter schools.

Enrollment and Capacity

In 2006-2007, enrollment in MUSD was approximately 5,043 elementary (grades K-6) school students, 1,462 middle school (grades 7-8) students, and 3,177 high school students, for a total of approximately 9,682 students. The total capacity for the district is 11,493 students, meaning that the district is at 84 percent of capacity overall. However, enrollment is not distributed evenly over school type. Using enrollment numbers from 2006/07, the MUSD elementary schools were at 88 percent of capacity (room for 690 additional students), middle schools were at 89 percent of capacity (room for 180 additional students), and the high school system of Milpitas High plus alternatives is at 95 percent of capacity (room for 165 additional students).¹

MUSD's enrollment projections through the year 2016 expect the district to see the addition of 2,312 students from 10,270 new housing units, including areas covered by the Transit Area Specific Plan and the Midtown Milpitas Specific Plan. The District is considering several approaches to handling the anticipated growth, all which involve the construction of a new elementary school and the expansion of existing facilities.

Students from new housing built in the Planning Area and within the MUSD boundaries would likely attend Zanker Elementary School, Rancho Milpitas Middle School, and Milpitas High School.

¹ All enrollment and capacity information for MUSD schools based on email correspondence from Pam Kinzie of Kinzie & Associates, 10 and 11 April 2007. Kinzie and Associates is an independent consultant hired by the MUSD to evaluate school capacity and assist in planning for future growth.

- Zanker Elementary is the closest elementary school and the only MUSD school near the Planning Area. As of the 2005-06 school year, Zanker had an enrollment of 455 students, with a capacity for around 555 students, giving it room for another 100 students.
- Rancho Milpitas Middle School has an enrollment around 658 students, with room for 176 more students.
- Milpitas High School had an enrollment of around 2,922 students in a facility built for 2,100 students, although with temporary classrooms it is considered to have capacity for another 150 students.

In the 2006-2007 school year, enrollment in Berryessa Union was roughly 8,100 students, with about 5,300 students in elementary school (grades K-5) and around 2,800 students in middle school (grades 6-8). Students from new housing built in the Planning Area within the Berryessa Union boundaries would likely attend Brooktree Elementary or Northwood Elementary and Morrill Middle School.

In the 2005-2006 school year, enrollment in East Side Union was around 25,000 day students and 25,000 adult students. Overall, enrollment for all schools is at close to full capacity of the facilities.² Students from new housing built in the Planning Area within the East Side Union boundaries would attend Independence High School, which has around 3,700 students in attendance.

Fire Protection

The Milpitas Fire Department (MFD) provides full response, preparedness, and prevention services. The department's emergency response and preparedness division handles emergency incidents, safety, training, disaster preparedness and public information. The department fire prevention division handles fire plans, and permits, hazardous materials regulation, inspections and investigations.

Three fire stations are near the Transit Area: Fire station #1, just northwest of the Great Mall at Curtis and South Main streets, Station #2 located north east of the project on Yosemite and South Park Victoria, and Station #4 on Barber Lane just west of I-880. The City has automatic aid and mutual aid agreements with the cities of San Jose and Fremont.

The Transit Area Specific Plan presents unique operational issues for the MFD due to its high-density residential and mixed-use structures. The increase in population, business and vehicular traffic resulting from the buildout of the area will increase the demand in service levels and has the potential to impact response times, in addition to presenting challenges to fire department vehicle access and firefighting operations. To maintain current levels of service, an increase in staffing and equipment will be necessary. A "standards-of-cover" analysis should be conducted to determine the precise impact on the department's staffing, equipment and any required facility enhancements.

² Phone conversation with Allen Garofalo, Assistant Superintendent of Operations, May 2007.

Police Services

Law enforcement services in Milpitas are provided by the City of Milpitas Police Department (MPD). Additionally, the California Highway Patrol provides law enforcement services in the Planning Area, and the Transit Patrol Division of the Santa Clara County Sheriff provides contract security and law enforcement services for the Valley Transportation Authority.

In 2005, the Police Department had a total of 95 sworn police officers: one chief, 21 officers in the Support Services Bureau and 73 officers in the Police Operations Bureau. In 2005, with a total population of 65,000, Milpitas had a ratio of 1.46 officers per 1,000 residents. This service ratio is within the California standards of 1.4 to 1.7 officers per 1,000 residents.

The MPD headquarters are located at 1275 N. Milpitas Boulevard, around two miles from the Transit Area. There are no known community concerns about the location, condition, size, form, or condition of the current police stations.

In 2005, the MPD received 18,243 emergency calls. In 2005, the average response time to emergency calls was 3:43. The average response time to non-emergency calls was 7:09. The average response time within the City is approximately four minutes and 40 seconds. Highest priority is assigned to emergency calls where life-threatening conditions occur. The target response time for such emergency calls is three minutes. The number of overall service calls being received by the MPD is currently increasing, rising 10.7 percent between 2004 and 2005, and the department expects the number of calls to continue increasing citywide. MPD's Communications Division has adopted the following standards for dispatching:

- 9-1-1 calls shall be answered by Public Safety Dispatchers within 10 seconds at least 95 percent of the time.
- Dispatch 95 percent of calls within 60 seconds of event creation in CAD.
- Dispatch 95 percent of non-emergency calls within 30 minutes of event creation in CAD.

Most of the crime that occurs in the Planning Area is specific to the Great Mall—thefts, forgery/fraud, and stolen vehicles—and there is little violent crime. In the rest of the Planning Area, more than half of the police-related calls are vehicle violations, traffic accidents, and theft from autos.

Parks

According to the Milpitas General Plan, the city has 161 acres of city owned parks and recreational facilities. Part of the 1,544-acre Ed Levin Regional Park is within City limits as well. Most of these parks are well outside of an accessible walking range of the Planning Area, with the exception of Parc Metro East, which is located approximately 0.1 mile north of the Planning area, and Pinewood Park, which is located 0.25 miles west of the Planning Area. Parc Metro East is a 2-acre neighborhood park which provide playgrounds and barbeque pits. Pinewood Park is an 8-acre park with tennis courts, barbeque pits, tables, and a tot lot.

REGULATORY SETTING

The provision of public services for the Planning Area is the responsibility of several local, regional, and state agencies.

The Planning Area falls within three different school districts: Milpitas Unified School District, Berryessa Union School District, and East Side Union High School District.

The Milpitas Fire Department (MFD) provides fire and life safety services within the City of Milpitas as well as maintaining mutual-aid agreements with the cities of San Jose and Fremont. The California Fire Code and the City's Municipal Code (see MMC V-300-2.39) address construction and design guidelines for fire protection. New public and private development in the Planning Area will have to comply with these regulations to ensure features such as adequate vehicle access and set backs for ladder truck set-up and water supply and pressure needs, or demonstrate equivalent or superior fire protection and emergency access to the satisfaction of the Milpitas Fire Department.

The Midtown Milpitas Specific Plan, which covers much of the Planning Area, envisions three types of open space within its boundaries: Public Parks, Common Open Space, and Private Open Space. Parks are required at a ratio of 3.5 acres per 1,000 people, in which 1.5 acres per 1,000 residents (or 43 percent) may be provided as Private Open Space or Common Open Space on private land, and the remainder of at least 2.0 acres shall be Public Parks (57 percent).

Outside of the Midtown Planning Area, the City's General Plan requires private development to provide 5 acres of park land per 1,000 residents, with at least 3 acres (60%) provided as Public Parks (City of Milpitas Municipal Code, XI-1-9.06). A portion of the Planning Area, including the Great Mall and the Piper-Montague Subarea is currently subject to this policy. The project proposes to apply the Midtown Plan standard of 3.5 acres per 1,000 population to the entire area.

The Public Park land requirements must be satisfied by either dedication of land to the City for public parks and open space, or payment of an in-lieu fee (XI-10-8.07). Housing developers will provide Common Open Space and Private Open Space for the recreational purposes of residents. This non-public open space may include balconies, porches, or roof decks when properly developed for work, play, or an outdoor living area (XI-10-38.07). Private development within the Planning Area must meet these open space requirements on a project-by-project basis; therefore this EIR addresses public parks only.

Law enforcement services in Milpitas are provided by the City of Milpitas Police Department (MPD). Additionally, the California Highway Patrol provides law enforcement services in the Planning Area, and the Transit Patrol Division of the Santa Clara County Sheriff provides contract security and law enforcement services for the Valley Transportation Authority.

IMPACT ANALYSIS

SIGNIFICANCE CRITERIA

Impacts of the proposed project would be significant if the project would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection, police protection, schools, or parks;
- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated;
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment; or
- Significantly reduce the provision or effectiveness of public services because of an increase in population, traffic, or physical development that is not offset with a compensatory increase in staffing, facilities, or equipment.

METHODOLOGY & ASSUMPTIONS

The estimated numbers of students resulting from the residential component of the project are based on attendance data from Milpitas, Berryessa, and East Side Union schools, with variations by school district, grade group, and housing type. A number of students per housing unit was computed for all market-rate and below-market-rate attached dwelling units built in these districts from 1997 to early 2003. These rates were then used to project the number of students that will be generated by future housing units proposed for each school district's area. Twenty percent of units are projected to be below market rate, based on the City's General Plan policies for affordable housing.

Table 3.9-1 lays out the different school districts' generation rates, based on data provided by Enrolling Projection Consultants. Generation rates vary over time as young families and residential areas mature, but this approach gives a sense of the effect the project will have on local schools. The student generation rates for MUSD are much lower than the State average, but the district's enrollment consultant felt this rate is appropriate given their experience with similar communities in Northern California.³ However, the East Side Union High School District often uses a generation rate of 0.2 students per household for its own estimates.

The proposed Plan adopts the parkland requirements employed by the Midtown Specific Plan: 2.0 acres of Public Parks per 1,000 residents. These Public Parks must be "community open spaces that are publicly-accessible and meant for public use, or land which contributes greenery and visual benefits." The proposed Plan allows up to 20 percent of required landscape buffers with trails included to be counted toward the Public Park requirement.

³ Email correspondence from Pam Kinzie of Kinzie & Associates, 13 December 2006.

The estimated population of the Planning Area at buildout is 19,094, which includes the roughly 1,200 existing residents. The Planning Area must include at least 38.2 acres of public parks to meet the proposed Plan's requirements for adequate park space.

Table 3.9-1: Student Generation Rates (students per housing unit)

	<i>Market-Rate Housing</i>	<i>Below Market-Rate Generation</i>
Milpitas Unified School District		
K-6	0.087	0.246
7-8	0.017	0.047
9-12	0.030	0.076
Berryessa Union School District		
K-5	0.046	0.300
6-8	0.016	0.159
East Side Union HS District		
9-12	0.016	0.165

Source: Enrolling Projection Consultants.

SUMMARY OF IMPACTS

Schools

The number of new students generated by buildout of the proposed Plan will require at least one new elementary school and expansions of existing facilities. Since the provision of public school facilities is outside the control of the City, this is a significant and unavoidable impact, although one that can be mitigated by action from the Milpitas Unified School District.

Fire Protection

With the proposed development of the Transit Area, the fire department would need to expand an existing fire station or build a new one, as well as provide new staff and equipment.

Police Services

Implementation of the proposed Plan would increase the long-term demand for police assistance and new staff and equipment would be required; however, a new police station would not be warranted.

Parks

The combination of Parks/Plazas and Linear Parks meets the expected park requirements for the Planning Area given the anticipated population at buildout. All land shown in the Plan as parks or landscape buffers with trails must be dedicated as public parks to meet the requirements (or an equivalent amount of land if park locations are adjusted).

IMPACTS AND MITIGATION MEASURES

Impact

3.9-1 New development under the proposed Milpitas Transit Area Specific Plan will increase the demand for school facilities. *(Significant and Unavoidable)*

Implementation of the proposed Plan is estimated to result in an increase in student population in the MUSD by approximately 576 elementary school students (K-6), 112 middle school students (7-8), and 190 high school students. The distribution of total students by school type at buildout is detailed in Table 3.9-2. Berryessa Union will gain around 330 students in grades K-8.

Using the rates from Enrollment Projections Consultants (EPC), East Side Union will get another 107 students. However, after a discussion with Assistant Superintendent of Operations, the district itself estimates that 2,333 housing units would result in roughly 233 students (half of the District standard's projection rate estimate of 0.2 students per household).⁴

Table 3.9-2: Projected Student Enrollment

	<i>New Students</i>
Milpitas Unified School District	
<i>(Housing Units = 4,776)</i>	
K-6	576
7-8	112
9-12	190
<i>Total</i>	878
Berryessa Union School District	
<i>(Housing Units = 2,333)</i>	
K-5 (Northwood Elementary)	226
6-8 (Morrill Middle School)	104
East Side Union HS District	
9-12 (Independence High School)	
<i>EPC Rate Projection</i>	107
<i>District Rate Projection</i>	233
<i>Total</i>	
<i>EPC Rate Projection</i>	437
<i>ESUHS District Rate Projection</i>	563

⁴ Phone conversation with Allen Garofalo, Assistant Superintendent of Operations, May 2007.

Milpitas Unified School District

In order to handle additional students, which would be generated from new housing in the Transit Plan area, MUSD must look comprehensively at projected student enrollment community-wide, particularly at the number of students being generated from within the Midtown Plan area. Between the Transit Area and Midtown plans, around 10,300 housing units are projected to occur in the next 20 years—8,000 within MUSD, with around 60 percent of those in the Transit Area. Table 3.9-3 shows that MUSD should anticipate the eventual addition of 1,490 new students, with 1,100 of those students in grades K-8. The 878 students generated by the proposed Plan make up around 38 percent of MUSD’s projected gain of 2,312 students district-wide between 2006 and 2016. However, development of the residential land uses allowed by the proposed Plan is likely to take place over a 20-year timeframe.

Using enrollment numbers from 2006/07, the MUSD elementary schools were at 88 percent of capacity (room for 690 additional students), middle schools were at 89 percent of capacity (room for 180 additional students), and the high school system of Milpitas High plus alternatives is at 95 percent of capacity (room for 165 additional students).⁵

Table 3.9-3: Comprehensive MUSD Enrollment Increase

Grades	Transit Area Plan	Midtown Plan ^{1,2}	Total
K-6	576	299	875
7-8	112	115	227
9-12	190	198	388
Total	878	612	1,490

1. Excludes students generated from land within Transit Area Plan.

2. Kinzie & Associates estimated new student generation due to new development within the combined Midtown Plan and Transit Plan areas, shown in the “Total” column. The figures for the Midtown Plan area were calculated as the overall total minus new students in the Transit Area alone.

Source: Kinzie & Associates

The increase in student population from the proposed Plan alone represents a 9 percent increase in demand for MUSD school facilities: 11 percent more elementary school students, 8 percent more middle school students, and 6 percent more high school students. If no other development were to occur within MUSD borders, the district would be able to accommodate the proposed Plan’s students. However, when considered along with development within the Midtown Plan area—which predates the proposed Plan—and other new housing in Milpitas, the proposed Plan will contribute significantly to an exceedance of school district capacity.

Elementary schools in MUSD have an average size of around 500 students and there are 700 students in the district’s two grade 7-8 middle schools. The levels of expected student

⁵ All enrollment and capacity information for MUSD schools based on email correspondence from Pam Kinzie of Kinzie & Associates, 10 and 11 April 2007.

generation, combined with school capacity information, suggest that the proposed Plan would require a new K-6 or K-8 school for the Milpitas Unified School District. MUSD is unlikely to build another high school to accommodate the students from the project; the construction of a new on-site facility is more likely.⁶

Berryessa Union School District

Berryessa Union School District should have the capacity to handle the new students with their existing buildings, according to Enrolling Projection Consultants. This is based on the current enrollment and capacity figures, which show that the proposed Plan would add around 330 students to the district's roughly 8,100 K-8 students, resulting in a four percent increase in enrollment. The 226 new elementary students could be distributed across the district's 10 elementary (K-5) schools through minor shifts in enrollment boundaries, resulting in the average addition of 23 students per school. Similarly, the increase of 104 middle school students could be accommodated across the district's three 6-8 schools.

Furthermore, the EIR for the Midtown Milpitas Specific Plan, which was adopted in 2002, projected a similar number of new housing units would be developed within the Berryessa Union district (2,000 units) as would occur under the proposed Plan (2,333 units). The only portion of the Midtown Area that falls within this District is also within the Transit Area, so these figures refer to the same buildout. Based on the generation rates in Table 3.9-1, and the assumption that 20 percent of housing units are below-market rate, this means that the proposed Plan is only generating 47 more students for the Berryessa Union district than would occur under the existing Midtown Plan. The EIR for the Midtown Plan concluded that the Berryessa Union District had adequate capacity to absorb the additional students. Thus, based on the assessment in the prior EIR and the new quantitative analysis above, it is reasonable to conclude that Berryessa Union has adequate capacity for students generated under the proposed Plan.

If any expansions of facilities are required, it would likely occur on previously developed sites. Berryessa Union owns an unused school building in San Jose. This facility is close to the project area and would be the probable site for new school facilities. The fair share costs to expand or upgrade facilities would be borne by project developers through the collection of school fees in accordance with California Government Code 65995 and Education Code 17620.

East Side Union High School District

Based on a conversation with its Assistant Superintendent of Operations, East Side Union High School District should have capacity for an additional 100 to 250 students, as estimated. (As with the coterminous Berryessa Union district, the Transit Area covers the entire extent of this district within the City of Milpitas, and thus the proposed Plan supersedes the Midtown Plan

⁶ Statement based on memo from Kinzie & Associates, dated November 6, 2006, addressed to Dyett & Bhatia and cc'ed to Dr. Karl Black, Superintendent of MUSD, and John Cimino of MUSD. This memo outlined three alternate strategies for accommodating the projected enrollment growth, two of which would construct a second smaller high school at an existing District site and one of which would reduce enrollment at the current high school by relocating 9th grade students to middle schools.

regarding student generation for this district.) The district would like to negotiate a school fee per residential square foot with individual developers, within the limits permitted by State regulation, to cover the costs created by additional students.

General Plan Policies that Reduce the Impact

Policy 2.c-I-1: Continue working with MUSD, Berryessa Union High School District, and East Side Union School District in its update of the comprehensive facilities plan and to ensure adequate provision of school facilities.

Policy 2.c-I-3: Work with MUSD, Berryessa Union High School District, and East Side Union School District to monitor statutory changes and modify school fees when necessary to comply with statutory changes.

Following this policy will permit the MUSD to update school fees for developers to cover the cost of constructing a new school and expanding Milpitas High School.

Midtown Specific Plan Policies that Reduce the Impact

Policy 6.20: Coordinate with the school districts in planning for adequate public school facilities.

Specific Plan Policies that Reduce the Impact

Policy 6.43: Cooperate with the Milpitas Unified School District to identify and evaluate potential sites for the construction of a K-8 public school, within or in reasonable proximity to the Transit Area, taking the State's school siting guidelines into consideration.

If feasible, the public elementary school should be located within the Transit Area. Doing so makes sense given that the expected number of K-8 students living in the Transit Area at buildout would be enough to populate a standard MUSD K-8 school. It would also help promote a sense of community, reduce traffic, and could prevent development of natural habitat or agricultural land.

The Milpitas Unified School District should consider applying for a waiver from the State's Department of Education to allow development of an elementary school on a seven acre site (smaller than the State would typically permit). The District could model its new school on Horace Mann Elementary School in San Jose, which enrolls around 550 students in a multi-story building and includes playground space on 3.0 acres.

Policy 6.44: The City and the school districts located in the Transit Area should consider entering into a joint use agreement, allowing public use of a new school's playfields when not in use by students, and public use of rooms in the school building for community meetings and events. Any new school site should include outdoor active recreation facilities, which would be counted toward the Transit Area's public parks requirement. The school building should include facilities that can be accessed and used for community events.

Policy 6.45: If a new Milpitas Unified school is not located within the Transit Area, it should be

sited and developed in such a way as to be accessible to students in the Transit Area by safe continuous walking and biking routes. The City and the Milpitas Unified School District should work together to create the necessary pedestrian and bicycle connections.

Policy 6.46: Coordinate with the affected school districts on facilities needed to accommodate new students and define actions the City can take to assist or support them in their efforts.

Policy 4.74: If a school is located in the Transit Area, place it in the McCandless/Centre Point subdistrict.

The Milpitas Unified School District will need to make an assessment of whether projected student enrollment will require a new school and, if so, whether to locate it in the Transit Area. The State has siting requirements that call for public schools to be located away from heavy traffic volumes, noise, and hazardous contamination, while still providing an adequate amount of building space, outdoor recreation, and parking. As a consequence, the large park designated on the Plan Map between Houret and McCandless drives and the Penitencia Creek East Channel is likely the only location in the Transit Area where a public school could be located. More details on public facilities policies are listed in Chapter 6 [of the proposed Plan].

If a school is not built on the site, it shall become a park with active and passive recreation facilities and an indoor community center.

Mitigation Measures

No additional mitigation measures are feasible.

Impact

3.9-2 New development in the Transit Area will require fire protection services that exceed current staffing and facilities. (*Less than Significant*)

The Milpitas Fire Department (MFD) states that additional staff will be required in order to provide the same level of service the community currently enjoys. More personnel will be needed as the population of the city grows, roughly at the ratio of one fire fighter per 1,000 residents. For full buildout, at the current National Fire Protection Association (NFPA) standard of one firefighter per 1,000 residents, 18 new firefighters would be needed. This would likely require another engine and maybe an additional fire station, depending on the results of the MFD's standards of cover analysis.⁷ Given the Planning Area's anticipated population increase of almost 18,000 new residents, at least one and possibly two new fire companies would be needed.

MFD anticipates requiring additional staffing for another engine-company depending on the actual population growth, but would not place a new station in or around the Transit Area because of its proximity to Station #1. If it proved more cost-effective to add a station rather than remodeling an existing station to accommodate the staffing needed to serve the

⁷ National Fire Protection Association Fire Protection Handbook 19th Edition Volume I Section 7.21

population, MFD would need to proceed in that manner. MFD could expand in another district that could reduce the number of responses out of Station #1 so it would be available to handle the increased call-volume attendant to the Transit Area. Station #2 is a likely candidate for expansion and is around a mile and a half northeast of the Planning Area with easy access via Park Victoria Drive and Montague Expressway, or Yosemite Drive and Milpitas Boulevard. If MFD decided to construct a new fire station, it would need to have the capacity to house two engine companies, although only one needs to be staffed initially with a second added at a later date. This new station would likely require around one acre of land.

Ultimately, the MFD needs to conduct a “standards of cover” analysis to determine the Transit Plan’s precise impact on the department’s staffing and equipment, and any required facility enhancements. In addition, the MFD will need to write an addendum to the City’s emergency management plan to address the development of the project area. Adjustments to communication systems, evacuation plans and community warning systems may also be necessary.

The applicable policies contained in the Milpitas General Plan and the Transit Area Plan will not only insure that for new development MFD response times remain consistent with National Fire Protection Association Standard 1710, but will also identify and evaluate potential sites for a new fire station or expand existing facilities near the Transit Area. Given this, less than significant impacts to fire services are anticipated.

Milpitas General Plan Policies that Reduce the Impact

Policy 5.c-I-1 Maintain a response time of four minutes or less for all urban service areas.

Specific Plan Policies that Reduce the Impact

Policy 6.49: The Fire Department shall conduct a “standards of cover” analysis to determine the Transit Plan’s precise impact on the department’s staffing and equipment, and any required facility needs. Identify and evaluate potential sites for an expanded or new fire station near the Transit Area if the standards of cover analysis determines it is warranted.

Policy 6.50: Additional fire department staff will be hired, equipment purchased, and facilities built to provide an adequate level of service—as determined by City Council—for the residents, workers, and visitors of the Transit Area. New equipment and facilities shall be funded by the Community Facilities District fee and new staff paid from the City’s General Fund.

These facilities are not expected to be sited within the Transit Area.

Policy 6.51: If a new fire station is built to meet the service needs of the Transit Area, it must be sited and developed in such a way to not create substantial adverse physical impacts or significant environmental impacts.

The new station should be chosen to minimize noise and traffic impacts on existing land uses.

Policy 6.52: The Fire Department shall update the City’s emergency and disaster response plans to take the location and type of new development, and future traffic levels, into account.

Policy 4.9: Create a street grid with small size blocks of 2-3 acres that provides easy and direct access for pedestrians to walk from the Piper/Montague subdistrict to BART, light rail, and the Great Mall.

A fine-grained street grid will provide the shortest pedestrian connections, keep automobile speeds lower due to frequent intersections, prevent monolithic building design, and provide the fire department with multiple access points to emergencies.

Policy 5.3: All streets (public & private) shall be consistent with the street sections in Chapter 5 [of the proposed Plan] and shall meet any additional Milpitas Fire Department fire apparatus design requirements for access and firefighting operations.

Mitigation

No mitigation measures are required.

Impact

3.9-3 New development in the Transit Area will require additional police services that exceed current staffing. (*Less than Significant*)

The increase in population, business traffic, and vehicular traffic resulting from the buildout of the Transit Plan will increase the workload of the Milpitas Police Department (MPD). In addition, given the expected change in land uses, traffic flows, and number of residents generated by the proposed Plan, the nature of police needs in the plan area will probably change significantly.

To maintain current levels of service, an increase in staffing will be necessary. The metrics that MPD would use to determine the number of additional staff required are the projected call volume and impact in service levels, such as an increase in dispatch and response times; ring times for 9-1-1 calls; and calls that are pending for an officer.

Given the proposed Plan's estimated addition of around 18,000 residents to the city maintaining the current ratio of 1.46 officers per 1,000 residents would require an additional 26.3 officers. The City should also anticipate investing in additional MPD communications, patrol staff, and the patrol vehicle fleet. That said, the MPD believes that the Communications Division has sufficient dispatch console positions to allow substantial growth and increase in staffing, and the construction of new facilities would not be warranted.⁸

Further, Policy 6.45 contained in the Transit Area Plan will ensure that there are adequate police services in place to serve the Transit Area. As such, the proposed project would result in less than significant impacts on police services.

⁸ Email from Charlotte Pang, Milpitas Chief of Police, December 20, 2005.

Specific Plan Policies that Reduce the Impact

Policy 6.53: Additional police staff will be hired and equipment purchased to provide an adequate level of service—as determined by City Council—for the residents, workers, and visitors of the Transit Area. New equipment shall be funded by the Community Facilities District fee and new staff paid from the City’s General Fund.

As the Transit Area develops over its 20 year timeframe, the Milpitas Police Department will review its level of service calls and response times in order to recommend the amount of additional staff they require.

Mitigation Measures

No mitigation measures are required.

Impact

3.9-4 Implementation of the Transit Plan would result in an increase in the use of existing neighborhood and regional parks and would increase the need for additional Parkland (*Less than Significant*)

The Transit Area is intended to be a walkable series of neighborhoods, with its residential subareas each defined around one or more pieces of public park space which is intended to create identity, enhance opportunities for socializing, provide space for active and passive recreation, improve property values, and overall increase the area’s quality of life. It is crucial to the project’s purpose that everyday amenities like parks, neighborhood retail, and transportation be within easy walking distance. Given that the Transit Area is bounded by high volume arterial roadways, industrial land, and a railroad, and that no public parks are located nearby, it is important that park land be provided within the Transit Area. Furthermore, since Milpitas is largely built out, no large new parks are likely to be built from in lieu fees.

Public Parks in the proposed Plan have three main forms: Parks/Plazas, Linear Parks, and Landscape Buffers. Parks/Plazas, intended to be more urban in form, are the focus of new development in each subarea by providing a physical center to the neighborhoods.

Linear Parks occur along rail and water rights-of-way to connect and unify the subareas with bike and pedestrian trails. Landscape Buffers define the major arterial roadways that bisect the study area, separating the heavy traffic from the high-density office and residential use along Montague Expressway and Great Mall Parkway.

The City has previously adopted a public park land ratio of 2.0 acres per 1,000 residents for the Midtown Specific Plan. Given that this ratio already applies to all but 43 acres (12%) of the Planning Area, its application to the entire Planning Area can be considered to provide an adequate level of park and open space for its residents. Table 3.9-4 shows that this policy will require around 35.8 acres of public park space in the Transit Area.\

Table 3.9-4: Public Parks in the Transit Area

<i>Subdistrict</i>	<i>Projected Population</i>	<i>Public Parks Required (acres)</i>
BART Station Area	2,585	5.2
Great Mall/Retail	-	-
McCandless/Centre Point	5,905	11.8
Montague/Trade Zone	5,713	11.4
Piper/Montague	3,711	7.4
<i>Total</i>	<i>17,914</i>	<i>35.8</i>

The proposed Plan would result in 16.5 acres of parks and plazas, 14.9 acres of linear parks, and 27.5 acres of landscape buffers. Counting the landscaping at 20 percent, the result is 36.9 acres of Public Park space, as shown in Table 3.9-5.

Table 3.9-5: Public Parks in the Transit Area

<i>Park Type</i>	<i>Acres</i>
Parks/Plazas	16.5
Linear Parks	14.9
Landscape Buffers @ 20%	5.5
<i>Total</i>	<i>36.9</i>

Proposed policies will ensure that in-lieu fees are not used to diminish the amount of public parkland built. Approximately seven acres of land that are designated as “Parks/Plazas/Community Facilities” by the proposed Plan may be developed as a public school. While proposed policies would ensure that part of the site would become “joint use” public park land available to the public, it is likely that at least four acres of park land would be removed from the total, resulting in less park space within the Planning Area than the proposed Plan requires; other park sites would need to be identified. However, this loss of needed open space would need to be addressed by a separate environmental impact analysis for the school.

All of the Public Parks designated on the Plan Map are on already-developed properties, with much of the land currently containing buildings, surface parking, or other hardscaping. Consequently, development of the parks will not have an adverse physical effect on the environment and should increase the biological resources and water quality in the Planning Area.

Locating parks within the Planning Area as designated is seen as crucial to meeting the project’s goals of providing identifiable neighborhoods with amenities within walking distance, especially given the lack of other public parks nearby. The proposed Plan contains numerous policies and standards that require parks to be built as designated – thereby ensuring that less than significant impacts on parkland and facilities would occur.

Midtown Plan Policy that Reduces the Impact

Policy 3.24: Require new residential development to provide public parks at a ratio of 3.5 acres per 1,000 persons, of which up to 1.5 acres per 1,000 persons can be developed as private or common open space.

Policy 3.26: Encourage new or expanding office and public/quasi-public uses to provide publicly accessible outdoor open spaces (plazas, gardens, arcades) as a part of new development. Ensure that open spaces are linked to sidewalks and pedestrian paths.

Specific Plan Policies that Reduce the Impact

Policy 3.35: The open space requirements of the Midtown Milpitas Specific Plan (Policy 3.24) shall apply to the entire area of the Transit Area Specific Plan.

Parks are required at a ratio of 3.5 acres per 1,000 people, with at least 2.0 of those acres publicly accessible. Land dedicated for public parks or trails shall fulfill the park land requirements. In addition, 20 percent of a landscape buffer area along a street or public right of way may count towards the public park requirements, when it includes trails or wide sidewalks connected to an overall pedestrian/bike circulation network.

Policy 3.36: Develop between 32 and 47 acres of public park space in the Transit Area, with a goal of around 36 acres.

This target is based on the Midtown Milpitas Specific Plan's parks standard of 2.0 acres of public park land per 1,000 residents, applied against the minimum and maximum population expected in the Transit Area. The 36 acre goal, which includes parks, plazas and linear parks, is generated from the Transit Area's expected final population.

Policy 3.37: Locate and size parks as shown on Figure 3-6, Parks, Public Spaces, and Trails [of the proposed Plan].

Parks should be built in the locations shown in Figure 3-6 [of the proposed Plan]. Minor adjustments may be necessary depending on the type of development proposed, and the timing of development applications submitted, and may be approved through the Site Plan Review process. Complete elimination or relocation of a park requires an amendment to the Specific Plan. If a school is located on a site designated as a park, it may be counted as a park if a joint use agreement is established to allow public use of open space and buildings for recreation purposes after school hours and on weekends. If no such joint use agreement is established, an alternative park site shall be designated.

Policy 3.38: Park land dedication and in-lieu fees required of new development.

Park land shall be dedicated as part of the approval of any new development, if a park site is designated on the property as shown in Figure 3-6. Land dedication is required for Parks/Plazas/Community Facilities and Linear Parks and Trails in the locations and amounts shown on Figure 3-6.

Dedication of the land shown on Figure 3-6 cannot be substituted by in-lieu fees. When an application for a new development within the Transit Area is submitted to the City, City staff shall determine the development's fair share contribution to the Transit Area's parks system, using the provisions of the City's subdivision ordinance regarding the collection of park fees and dedication of land. If a development's contribution is not satisfied by required land dedication, it must pay an in-lieu fee which shall be spent to acquire and develop other parks within the Transit Area. If a development provides more than its fair share of park land, it will be compensated by the City at fair market value, using in-lieu fees paid by new development and other available sources.

Policy 3.39: If a public utility easement (such as the one existing between Capitol Avenue and Penitencia Creek East Channel) is developed as a publicly-accessible pathway or linear park that connects two public streets, it can be counted toward a development's park dedication requirement.

Policy 3.40: New development must pay for the construction of public parks and streets surrounding the parks (or half-streets if bordering an adjacent development site).

In addition to dedicating or contributing toward the land for new public parks, projects under this Specific Plan must also pay for the improvement of the parks with appropriate landscaping and recreation facilities. Covering this cost can be handled by paying a fee to the City or by direct development of parkland, or both. The cost and/or actions expected of projects will be determined by the City.

Policy 3.41: The design and programming of new parks must be approved by the City's Parks and Recreation Department.

This Specific Plan includes policies on parks programming in Chapters 3 and 4 [of the proposed Plan]. If a developer plans to construct the public park(s) designated for their property, while adhering to this Plan's policies, the developer may either execute a park plan provided by the City or submit plans for new public parks on their property to the City's Parks and Recreation Department for review and approval.

Policy 3.42: Private development within the Transit Area must meet the private open space requirements on a project-by-project basis.

Private open space cannot be shared between separate developments.

Policy 3.43: Parks in the Piper Montague subdistrict shall be small urban neighborhood parks with passive recreation facilities that include tot lots, barbeques, and opportunities for dog-walking.

They shall also be landscaped to create a visual amenity for the residents of the neighborhood.

Policy 3.44: The park along Berryessa Creek shall provide a staging area for access to the citywide trail system.

It shall include parking; a pedestrian path along the creek; BBQ's, and other passive recreation facilities.

Policy 3.45: The park along the Penitencia Creek East Channel shall provide a pedestrian path along the creek; BBQ's; a tot lot; open space areas for frisbee and similar informal recreation, and other passive recreation facilities.

Policy 3.46: The park site in the McCandless/Centre Point subdistrict shall include a school and/or community center along with play fields and areas for passive recreation.

There is a strong need for sports fields and a community center with recreation programs in this area of Milpitas; so it will need to be provided either on this site or on the park site in the Montague/Trade Zone subdistrict. This could be a joint use facility, serving as both a school and a city park. The play fields could serve the school on weekdays and be open to the community as a park on evenings and weekends. The school building could also function as a community center on evenings and weekends.

If a public school is built in the planning area, shared indoor and outdoor recreation areas—available to the City's Recreation Services Department for events and/or general public use outside of school hours—will be counted toward the planning area's open space requirement.

Policy 3.47: The park in the center of the Trade Zone/Montague subdistrict shall provide sports fields for soccer, baseball, basketball, and/or other sports that have a high demand in Milpitas.

There shall be ample perimeter landscaping to create an attractive setting for the surrounding housing; and a tot lot shall be included. A community center could also be included. Sports fields should serve both children and adult sports leagues.

Policy 3.48: Parks will have public streets abutting at least three sides.

Parks shall be surrounded by streets on three sides in order to: provide parking for the park on the street; enhance security of the park by having residents overlook the park and police vehicles able to drive by; and provide noise and visual separation for residents and offices from the activities in the park. If approved by the City, a park can also have public streets on two sides and a public right-of-way, such as a trail, or a railroad right-of-way along the third side.

Policy 3.49: Provide a plaza or other type of public space in the Mixed Use District at Great Mall Parkway/McCandless/Centre Point.

Amenities shall include landscaping, trees, lighting, waste receptacles, shade, benches or ledges for people to sit, and amenities such as fountains or public art. Wide sidewalks shall be provided along the edge for outdoor cafes.

Policy 3.50: Create an attractive and comfortable plaza at the future BART Station that provides a place for BART, light rail, and bus patrons waiting for a ride.

The space shall include landscaping, trees, lighting, information kiosks, benches or ledges for people to sit on and amenities such as fountains or public art. The space shall also be designed

to allow and encourage mobile food vendors.

Policy 3.51: Include a network of trails along Penitencia Creek and railroad right of ways.

These bike/pedestrian trails will connect into the citywide trail network, pedestrian overcrossings of expressways, and the Transit Area's continuous network of bike lanes. They will be located on both sides of Lower Penitencia Creek and on the east side of the Union Pacific railroad tracks that run between Main Street and McCandless Drive.

Policy 3.52: Complete a Trail Loop connecting the whole Transit Area.

The trail loop goes from McCandless Drive and Lower Penitencia Creek; along Penitencia Creek East Channel, across Montague Expressway, west along the creek channel, then northeast across Capitol Avenue, then across Montague Expressway, along Piper Drive, and across the Great Mall back to Centre Point and McCandless. It is shown on Figure 3-6 [of the proposed Plan].

The Trail Loop provides a clear and easy way for people to access the BART and LRT station, move between different subareas of the Transit Area, and offers a roughly 1.5 to 2 mile jogging and walking and biking path for recreational use.

Policy 3.53: Connections shall be created across Montague Expressway with overhead bridges or undercrossings to create a continuous trail network; allow pedestrians and bicyclists to cross safely; and connect neighborhoods, schools, and parks.

One connection will be where the Penitencia Creek East Channel crosses Montague, via ramps in the creek channel area or on adjacent park land, and another will be at Piper Drive, connected to the BART station, with elevators at both ends.

Policy 3.54: All properties along the trail network will need to set aside land for the trails if adequate land is not available within the right of ways that exist for drainage channels and rail.

This land will count towards the required public park land dedication requirement. The width of the land area to be dedicated should be as shown in Figure 3-7 [of the proposed Plan].

Mitigation Measures

No mitigation measures are required.

3.10 Hydrology and Water Quality

This section discusses water resource issues related to the implementation of the proposed Milpitas Transit Area Plan. It describes drainage and watersheds, storm drain system, flooding, water quality, and groundwater within and around the Planning Area. The potential for future development under the proposed Plan to affect water quality and flooding due to creation of impervious surface area, increase in storm water pollutant levels, increased rate or volume of storm water runoff, and other factors are analyzed.

ENVIRONMENTAL SETTING

PHYSICAL SETTING

Drainage and Watersheds

Drainage

The city lies at the base of the Diablo Range, extending from its foothills on an alluvial plain of the Santa Clara Valley toward the southern portion of San Francisco Bay. The City is split nearly in half between the eastern hillside area and the western low-lying plain; however the hillside area is predominantly undeveloped and designated as permanent open space. The Planning Area is located entirely on the low-lying gently sloping land that is drained by three, intermittent creeks: Wrigley-Ford Creek, Berryessa Creek, and Lower Penitencia Creek. All three creeks are tributary to Coyote Creek. The creeks are largely modified in form to straight trapezoidal channels, and are concrete-lined in places. The structurally channelized watercourse and culverts retain few natural attributes of the original creeks. Berryessa Creek originates in the Los Buellis Hills east of Milpitas, which are almost entirely open space and retain their natural runoff characteristics. The steepness of the hills results in relatively rapid runoff. Downstream of the hills, urban development dominates the primarily flat Bay Plain area of Milpitas, which includes the entire Planning Area. Here paved areas and gutters direct runoff to the storm drain system, which conveys runoff to a series of modified creeks and drainage ditches. Lower Penitencia, Wrigley-Ford, and Berryessa Creeks receive the runoff flows from the Planning Area and eventually drain into the San Francisco Bay.

Urbanization tends to increase the rate of runoff generated from local precipitation due to the predominance of impermeable surface area (e.g., pavement). Storm runoff in the City's developed areas is collected in a system of underground pipes and a network of street gutters. Local runoff from storm drains flows into creeks and channels that run through the city, ultimately discharging to San Francisco Bay. Drainage in Milpitas generally is from the southeast to the northwest. Storm drains close to the Bay tend to rely heavily upon pumping facilities to move water, rather than gravity.

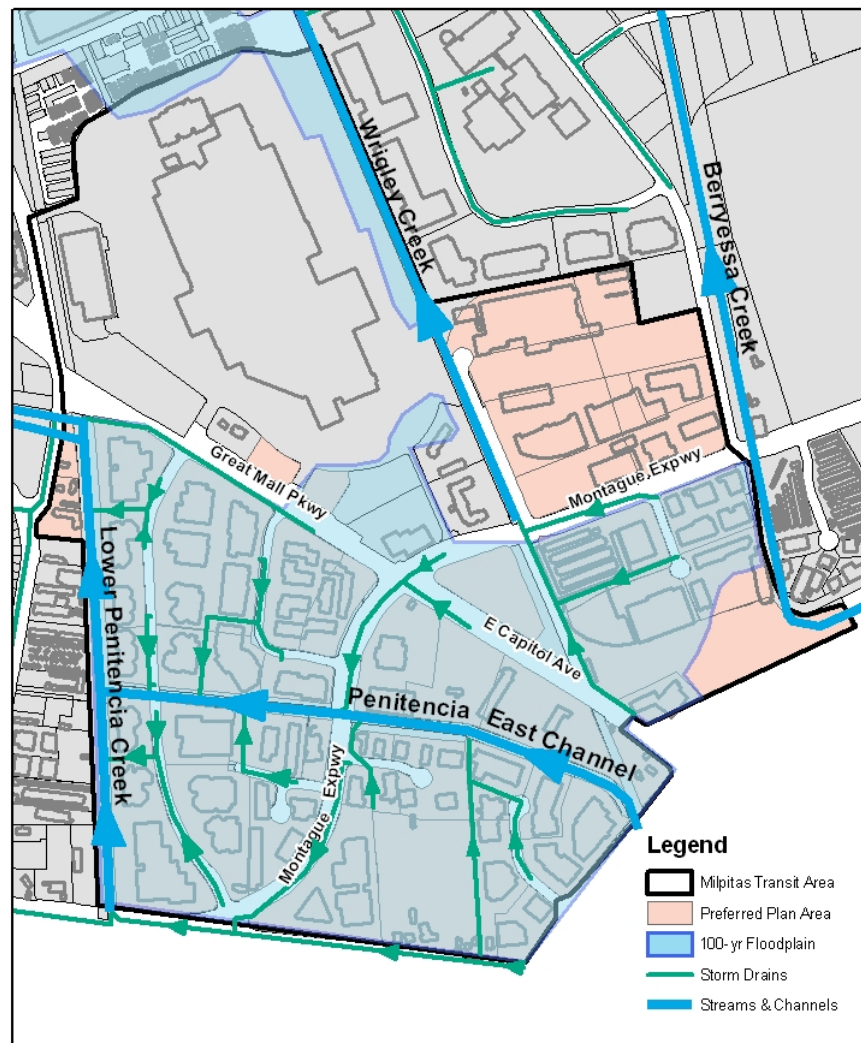
Precipitation

The average annual precipitation within the City varies from as low as 14 inches at the western extreme of the City to roughly 18 inches in the eastern hills. The Planning Area averages 15 inches of rainfall per year (City of Milpitas Storm Drain Master Plan, July 2001).

Storm Drain System

The City's existing storm drains larger than 12 inches that are within the Planning Area are shown in Figure 3.10-1. Pipelines ranging in diameter from 12-inches to 60-inches convey stormwater runoff to the three creeks within or adjacent to the Planning Area, Lower Penitencia, Berryessa, and Wrigley-Ford Creeks.

Figure 3.10-1: Transit Area Storm Drain System Larger than 12 inches



Flooding

The City, including the Planning Area, is located within the East Zone of the Flood Control Benefit Assessment District. The Santa Clara Valley Water District (SCVWD) is responsible for maintenance and measures for flood protection within the Assessment District.

Flooding within the Planning Area is highly dependent on conditions in the drainage areas upstream of the Planning Area, and to a lesser extent the condition of the creeks within the Planning Area. The current condition and design of the creeks flowing into the Planning Area are not sufficient in preventing the 100-year flood, and will require improvements to remove the area completely from the FEMA-designated flood zones. The City owns and maintains Wrigley-Ford Creek, while the Santa Clara Valley Water District maintains both Lower Penitencia and Berryessa Creeks. The upstream areas of Berryessa Creek (Upper Berryessa) have planned improvements developed by the Army Corps of Engineers. SCVWD is responsible for improvements to Penitencia Creek, although no improvements are planned for Lower Penitencia Creek at this time.

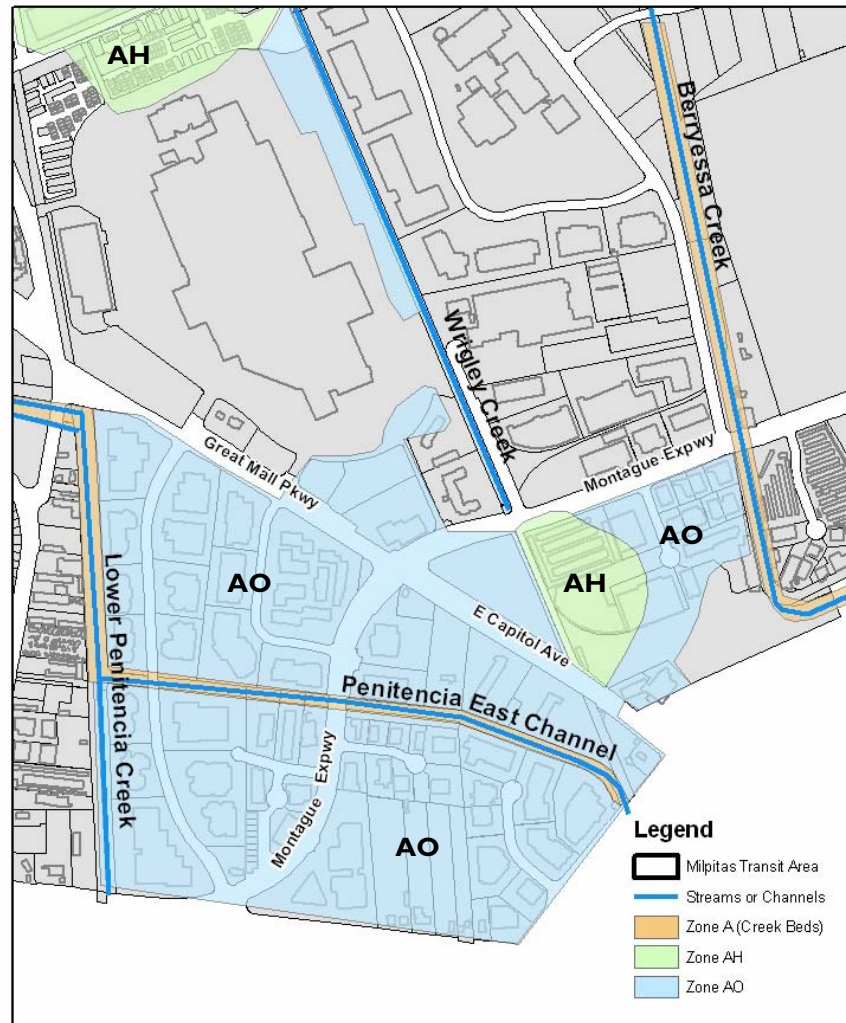
Because the Planning Area is within the lower floodplain areas of local watersheds, it is subject to flood hazards. The majority of the Planning Area is indicated by FEMA as being within flood zones A, AO, and AH of the 100-year floodplain, as shown in Figure 3.10-2 (National Flood Insurance Program, Flood Insurance Rate Map, Community-Panel Number 060344 0003 G, July 1998). Zone A only occurs along the Planning Area's creek beds. The 100-year flood is the largest event likely to occur once every 100 years, that is, the event with a one-percent chance of flood occurrence in any given year. The entire area is located within the 500-year flood hazard zone.

These flood zones are low-lying areas that are subject to ponding during the 100-year event, and are defined by FEMA as follows:

- Zone A: Areas subject to inundation by the 1-percent-annual chance (100-year) flood event generally determined using approximate methodologies. Because detailed hydraulic analyses have not been performed, no Base Flood Elevations (BFEs) or flood depths are shown.
- Zone AO: Areas subject to inundation by 1-percent-annual-chance (100-year) shallow flooding (usually sheet flow on sloping terrain) where average depths are between one and three feet. Average flood depths derived from detailed hydraulic analyses are shown in this zone. Some Zone AO has been designated in areas with high flood velocities such as alluvial fans and washes. Communities are encouraged to adopt more restrictive requirements for these areas.
- Zone AH: Areas subject to inundation by 1-percent-annual-chance shallow flooding (usually areas of ponding) where average depths are between one and three feet. BFEs derived from detailed hydraulic analyses are shown in this zone. Mandatory flood insurance purchase requirements and floodplain management standards apply.

The site's location within a FEMA-designated floodplain means that areawide planning is required, and special construction methods must be applied to development within much of the planning area. Regional flooding mitigation will be handled by the Santa Clara Valley Water District and US Army Corp of Engineers for creeks improvements. However, localized flooding mitigations will need to be handled by individual developers for necessary on-site and off-site improvements.

Figure 3.10-2: FEMA Flood Hazard Zones



Flooding becomes a hazard when a succession of frontal storms pass through the area with only short interspersed dry periods to allow runoff to discharge into the creeks and drainage of the soil. As the clay soils of the eastern hills become saturated, they shed the incident rainfall. Consequently, when a series of storms pass over the hills, the subsequent storms produce higher amounts of runoff and the discharge into creeks rises rapidly. Some of the capacity problems of the storm drainage system and proposed improvements to address these conditions are summarized below.

Berryessa Creek

SCVWD has jurisdiction of most of the streams and channels within the City, including Berryessa Creek. SCVWD has maintained and improved the levee system along Berryessa Creek over the years, although many past levee improvements did not meet federally mandated criteria. Therefore, some of Berryessa Creek's floodplain has not been removed from the effective FEMA mapping (Storm Drain Master Plan, City of Milpitas, July 2001).

Lower Penitencia Creek

Lower Penitencia Creek drains a portion of San Jose and Milpitas to the confluence of Berryessa Creek at Milmont Drive. Through Milpitas, SCVWD has lined Penitencia Creek with concrete and built floodwalls to protect adjacent properties. Penitencia Creek receives floodwater spilled from adjacent drainage basins at Trimble Road, to the southeast of the Planning Area. However, spilled water is stored behind the railroad near South Main Street, thereby reducing the discharge. The Penitencia East Channel conveys runoff from the Planning Area to Penitencia Creek (Storm Drain Master Plan, City of Milpitas, July 2001).

Wrigley-Ford Creek

Wrigley Creek and Ford Creek drain an industrial area located between Lower Penitencia and Berryessa Creeks. Wrigley Creek runs along the eastern border of the Planning Area, while Ford Creek is located immediately north of the Great Mall. The two creeks combine into Wrigley-Ford Creek, an excavated channel along the South Pacific and Western Pacific railroads, north of the Planning Area. The City regained jurisdiction from SCVWD over Wrigley-Ford Creek in 1993. Under low flow conditions in Berryessa Creek, flow from Wrigley-Ford Creek can drain by gravity; however under high tailwater conditions in Berryessa, a pump station installed by SCVWD drains the channel.

Wrigley Creek overtops its bank at the Montague Expressway because of an undersized culvert. The 2001 Master Plan recommends the construction of a parallel 36-inch culvert beneath the Expressway to increase the channel capacity (a Priority 1 project). Wrigley Creek also contributes to the flooding problems in the Planning Area, as it has insufficient capacity to carry the 100-year flood event. The Master Plan also recommends widening the channel and constructing a "U" shaped channel (due to space constraints) to increase the capacity of the creek (Storm Drain Master Plan, City of Milpitas, July 2001).

Other Sources

The Planning Area does not have any flood hazard from a release of waters associated with a failure of the Sandy Wool Lake Dam. I-680 forms a barrier that protects areas west of the freeway, including the Planning Area. Similarly, the Planning Area is sufficiently elevated and distant from San Francisco Bay to avoid any hazard of tsunami or seiche run-up inundation. Development under future plans would not expose people or structures to inundation by seiche, tsunami, or mudflow. For these reasons, impacts related to dam failure, seiche, tsunami, and mudflow are not discussed further in this EIR.

Water Quality

Urbanized areas, including the Planning Area, can contribute substantial non-point discharges of contaminants to surface waters. The common contaminants include, but are not limited to, sediment, nutrients (phosphorous and nitrogen), trace metals (e.g., lead, zinc, copper, nickel, iron, cadmium, and mercury), oil and grease, bacteria (e.g., coliform), viruses, pesticides and herbicides, organic matter, and solid debris/litter. These substances are generated by a variety of site conditions. Vehicles account for most of the heavy metals, fuel and fuel additives (e.g., MTBE), motor oil, lubricants, coolants, rubber, battery acid, and other substances (Delzer, et al 1996). Wear and tear on road surfaces generates asphalt and particulate from concrete and aggregate. Excessive fertilizing of landscaped areas generates most nutrients. Vegetation produces organic litter. Animal excrement is a source of coliform. Pesticides and herbicides are widely used in landscaping for keeping right-of-way areas, e.g., railroad tracks, clear of vegetation and pests. Like streets, railroad areas are large sources of a wide variety of contaminants, some of them hazardous substances. All these substances are entrained by runoff during wet weather, carried into the storm drains, discharged into creeks and eventually discharged into the San Francisco Bay.

Studies conducted of contaminant loads in Bay Area runoff indicate that the first storm event of the season (generally occurring between September and November) produces the “first flush” of pollutants into surface water systems. Urban runoff studies have demonstrated that capturing and treating the first ¼ to ½ inch of runoff results in an 80 to 95 percent capture of the annual runoff pollutants.

Groundwater

The Planning Area is characterized by relatively shallow groundwater. Groundwater in some areas occurs within 15-20 feet of the ground surface (Rodgers and Williams 1974 and California DWR 2003). The City operates one well that is designated as an emergency water supply source and has a second well under construction; however groundwater is typically not used as a domestic water supply in the area.

REGULATORY SETTING

National Flood Insurance Program

The City of Milpitas is a participant in the National Flood Insurance Program (NFIP). Drainage and related flooding hazards are managed in response to requirements established by the National Flood Insurance Act of 1986 and the Flood Disaster Protection Act of 1973, as amended. Requirements of the NFIP are included in the Building Code and through overall City and interagency programs for flood management. In implementing the NFIP, the Federal Emergency Management Agency (FEMA) requires that new construction in a flood hazard area meet minimum design standards to place occupied structures above flood hazard areas. A special flood hazard area is defined as a 100-year floodplain, which, on average, is likely to flood once every 100 years.

Regional Water Quality Control Board

The City of Milpitas is within the jurisdiction of the San Francisco Bay Regional Water Quality Control Board (RWQCB), which administers requirements of the federal Clean Water Act and

the state Porter-Cologne Water Quality Control Act. The RWQCB administers a countywide National Pollutant Discharge Elimination System (NPDES) permit to the City, 12 other communities, Santa Clara County and the Santa Clara Valley Water District (SCVWD). This group comprises the Santa Clara Valley Urban Runoff Prevention Program (SCVURPP). As a member agency, the City is required to implement the program's Stormwater Management Plan to ensure that stormwater runoff from the City does not cause or contribute to a violation of the water quality standards for the south San Francisco Bay. The NPDES permit is amended periodically; development in the City is required to meet any new requirements that result.

The RWQCB, under the guidance of the Environmental Protection Agency's (EPA) Stormwater Phase I and Phase II Final Rules issues NPDES permits to any construction project over one acre. The Phase I rule governs large construction projects, or projects covering five or more acres, while the Phase II rule governs small construction projects of between one and five acres. Construction projects are required to obtain an individual NPDES permit supported by the preparation of a Stormwater Pollution Prevention Plan (SWPPP) for construction of facilities. The SWPPP would be comprised of best management practices for construction of facilities. Point source discharges that pose a threat to beneficial uses of receiving waters, potentially would violate water quality standards and objectives, or could cause a "nuisance" also require compliance with NPDES permit requirements.

Milpitas Municipal Code

As noted in the City of Milpitas General Plan Implementing Policy 4.d-I-1, the City implements NPDES requirements through Title XI, Chapter 16 of the City's Zoning Ordinance. In addition, Title VIII, Chapter 2 of the Milpitas Sanitary Code prohibits the discharge of any sewage, industrial waste, or other polluted waters into any storm drain or natural outlet or channel unless expressly allowed by a valid NPDES permit. As specified in Chapter 16, allowable discharges must not cause any impairment in the beneficial uses of quality of water of the State as defined in the California Water Code or any special requirements of the RWQCB, or to interfere with the operation of any watercourse with the State (XI-16-4). Property owners are required to provide protection from accidental discharge of prohibited materials or other wastes into any storm drain or watercourse. Furthermore, facilities to prevent accidental discharge of prohibited materials are to be provided and maintained at the owner's expense (XI-16-7). Prohibited materials include all wastes or pollutants, including but not restricted to sewage, industrial wastes, petroleum products, coals, tar, or any refuse substance arising from the manufacture of gas from coal or petroleum, chemicals, polluted cooling water, detergents, solvents, paints, contaminated or chlorinated swimming pool water, pesticides, herbicides, and fertilizers (XI-16-4).

FEMA-designated flood hazard zones are considered to be areas of special flood hazard according to Section XI-15-3.2 of the City of Milpitas Municipal Code. As a result, the Milpitas Transit Area Specific Plan is subject to the provisions specified in Section XI-15 'Floodplain Management Regulations' of the Milpitas Municipal Code. These provisions require the developer to submit a permit application showing the development plans, in particular the measures that will be taken to prevent flood hazards or elevate buildings out of the floodplain.

Milpitas General Plan

The City has a number of policies in its General Plan that address hydrology and water quality -related issues. These principles and policies are provided in the Seismic and Safety Element and the Open Space and Environmental Conservation Element.

Midtown Specific Plan

The Milpitas Midtown Specific Plan (2002) includes several policies that supplement those found in the Milpitas General Plan. These policies are covered in the “Utilities and Public Services” Chapter of that Plan.

Santa Clara County

The Santa Clara Valley Water Resources Protection Collaborative, which consists of Santa Clara County, the cities within Santa Clara County, the County, the Santa Clara Valley Water District, and local stakeholders, developed the *Guidelines and Standards for Land Use Near Streams* (Guidelines and Standards) as a guide for review of proposed land use activities for new development, major redevelopment, and where appropriate, single family units. The Guidelines and Standards stipulate the policies of Santa Clara County for the development projects along streams and rivers within the County in order to:

1. Identify and address typical issues associated with development next to streams;
2. Develop clear, consistent guidance to property owners and developers about how to design and construct streamside development projects in a way that protects streams and streamside resources;
3. Clarify and streamline the permitting process for streamside property owners throughout the County; and
4. Develop Guidelines and Standards for streamside developments that focus on local control of the permitting process for these lands.

Best Management Practices

In addition to the requirements summarized above, the City also requires the implementation of Best Management Practices (BMPs) for construction and development projects. These can include drainage over vegetative swales, underground storm drain vaults, inlet filters, catch basins, and fossil filters (with required maintenance contracts to ensure they are maintained by the property owner). Although these BMPs are not adopted by ordinance or resolution, they are typically required through the development review process on a case-by-case basis.

IMPACT ANALYSIS

SIGNIFICANCE CRITERIA

Significance criteria listed in Appendix G of the CEQA guidelines provide the threshold at which the proposed project will cause a significant impact. Significance criteria relevant to the project are listed below. Impacts of the proposed project would be considered significant if they:

- Violate any water quality standards or waste discharge requirements;
- Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
- Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
- Otherwise substantially degrade water quality;
- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;
- Place within a 100-year flood hazard area structures which would impede or re-direct flood flows;
- Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or
- Inundation by seiche, tsunami, or mudflow.

METHODOLOGY & ASSUMPTIONS

The impact analysis using the significance criteria listed above was done by a combination of review of existing reports and documentation listed in the settings section and a model analysis of the Planning Area's storm drain system. The model analysis consisted of changing land use values in the City's stormwater model using Hydra software. The modeling software uses the rational method, which is an accepted practice for stormwater modeling analysis. Each land use has a corresponding runoff coefficient that indicates the percentage of impervious area typically found in an area of that land use.

SUMMARY OF IMPACTS

Two impacts, both involving stormwater runoff, will be reduced to less than significant levels by the policies of the Specific Plan.

The project is not expected to substantially affect groundwater levels or interfere substantially with groundwater recharge such that there will be a net deficit in aquifer volume or a lowering

of the local groundwater table. The City is served by a municipal water system which does not depend on local groundwater. Due to that fact and because the Planning Area is almost fully developed, significant impacts to groundwater systems are not expected to occur.

The project will not substantially alter the course of a stream or river in a manner that would result in substantial erosion or siltation on- or off-site. The project will maintain approximately the same drainage pattern, utilizing street gutters and storm drains that will remain in the same place as they are currently. In addition, the project area is not subject to inundation by seiche, tsunami, or mudflow. These significance criteria are not relevant to the proposed project and therefore are not discussed subsequently.

IMPACTS AND MITIGATION MEASURES

Impact

3.10-1 Project construction could result in increased erosion and sedimentation, which could increase turbidity and decrease water quality in adjacent water courses. (*Less Than Significant*)

Construction and grading within the Planning Area would require temporary disturbance of surface soils. During the construction period, grading and excavation activities would result in exposure of soil to runoff, potentially causing erosion and entrainment of sediment in runoff. Soil stockpiles and excavated areas would be exposed to runoff and, if not managed properly, the runoff could cause erosion and increased sedimentation in storm drains or water courses within or adjacent to the Planning Area. The accumulation of sediment could result in blockage of flows, potentially resulting in temporarily-increased localized ponding or flooding.

There is a potential for release of chemicals such as fuels, oils, paints, and solvents from construction sites. These chemicals could be transported to nearby surface waterways and/or groundwater in stormwater runoff, wash water, and dust control water, potentially reducing the quality of receiving waters. Implementation of existing General Plan policies, 4.d-G-1 and 4.d-I-1, and Transit Plan policies 5-13 and 5-14 would help to reduce construction related water quality impacts to less than significant levels.

General Plan Policies that Reduce the Impact

- 4.d-G-1: Protect and enhance the quality of water resources in the Planning Area.
- 4.d-I-1: Continue implementing the National Pollutant Discharge Elimination System (NPDES) requirements of the Regional Water Quality Control Board – this is implemented through Chapter 16 of the City’s Zoning Ordinance.

Specific Plan Policies that Reduce the Impact

Policy 5.33: Require construction projects that disturb one or more acres to prepare a Stormwater Pollution Prevention Plan (SWPPP) that, when properly implemented, would reduce or eliminate impacts on surface water quality during construction.

Construction projects that disturb one or more acres are required to obtain a Construction General Permit under the General Permit for Discharges of Stormwater Associated with Construction Activity. As part of the requirements for the permit, the developer must develop a SWPPP containing site maps that show the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must list Best Management Practices (BMPs) the discharger will use to protect stormwater runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for “non-visible” pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. None of the water courses adjacent to the Planning Area are listed on the 303(d) list for sediment, so this requirement is not required. (2002 CWA Section 303(d) List of Water Quality Limited Segment, San Francisco Bay Regional Water Quality Control Board, approved July 2003)

The San Francisco Bay Regional Water Quality Control Board (Regional Board) administers permitting for the SWPPP. A Notice of Intent (NOI) must be filed with the Regional Board signaling the intent of the developer or construction contractor to prepare a SWPPP prior to construction activities.

Policy 5.34: Require construction projects that disturb one or more acres to prepare a Stormwater Control Plan, as stipulated in Provision C.3 of the Santa Clara County National Pollutant Discharge Elimination System (NPDES) permit for stormwater discharges.

The City of Milpitas is included in the Santa Clara County NPDES permit for stormwater discharges. The permit requires that redevelopment projects 10,000 square feet or more in size develop a Stormwater Control Plan, as stipulated in Provision C.3 of the permit. The Stormwater Control Plan requires the implementation of BMPs to control both stormwater peak flows and pollutant levels. BMPs for flow control can include a decrease in impervious area (as will occur in the Planning Area) or construction of flow detention ponds and/or mechanical filtration. The City of Milpitas provides the Stormwater C.3 Guidebook (2005) to developers for assistance in developing a Stormwater Control Plan. The State of California periodically amends the City’s NPDES Permit; projects seeking approval will be required to meet all requirements in place at the time of project application.

Mitigation Measures

No mitigation measures are required.

Impact

3.10-2 Post-construction land uses could result in degradation of water quality in adjacent water courses by contaminating stormwater runoff. (*Less Than Significant*)

The change in land use from primarily industrial to residential and commercial uses will result in increased impacts from residents and associated traffic increases. The influx of a larger number of residents to the area, as well as new customers to the proposed retail areas may result in increased discharge of pollutants in stormwater runoff after partial or full build-out of

the proposed plan. Automobile and other vehicle traffic can contribute pollutants such as fuels, oils, and heavy metals, and the expected increase in traffic will increase the probability of these pollutants to be found in runoff.

However, due to the change in land use, stormwater runoff will actually decrease from current amounts. The addition of more landscaped areas and parks will allow more precipitation to infiltrate into the ground compared with the current condition of nearly complete coverage of impervious pavement. Due to the decrease in expected runoff, none of the existing stormwater drainage pipelines will require expansion. Based on the results of the hydraulic modeling, the decrease in runoff for any given storm event will be approximately 5-15% depending on the amount of moisture in the soil at the time of the event.

Developers will be required to fund a Storm Drainage Plan for each subdistrict within the Transit Area that will include requirements for measures to reduce runoff pollutants and control pollutant sources to the maximum extent practicable, and may include reductions in impervious areas and stormwater detention ponds. Full compliance with the Santa Clara County NPDES permit guidelines for stormwater discharges, General Plan Policy 4.d-G-1, Midtown Policy 6.8, and Transit Plan Policies 5.13 (listed under Impact 3.10-1) and 6.5, would ensure that less than significant long-term water quality impacts would occur.

Midtown Specific Plan Policies that Reduce the Impact

Policy 6.8: Encourage creativity in design of new development in order to reduce stormwater runoff, increase percolation, and improve water quality.

Specific Plan Policies that Reduce the Impact

Policy 6.5: Ensure that runoff in storm drains does not lower water quality within or outside of the Transit Area by implementing Best Management Practices (BMPs) in new developments within the Transit Area.

Policy 6.7: Prepare Master Grading and Storm Drainage Plans for each subdistrict of the Transit Area prior to approval of Zoning Permits for new buildings in that subdistrict.

The site's location within a FEMA-designated floodplain means that areawide planning is required, and special construction methods must be applied to development within much of the planning area. Regional flooding mitigation will be handled by the Santa Clara Valley Water District and the US Army Corp of Engineers for creeks improvements. However, localized flooding mitigations will be handled by individual developers for necessary on-site and off-site improvements. A Transit Area Storm Drainage Plan for each subdistrict will be needed. Funding for the plan would need to be provided by the developers, and the City would need to review and approve construction plans, contract for and oversee the construction in coordination with property owners.

The Plans would, among other things, establish the elevations of the new street network and the points at which the street network drains into the storm drain channels. The Plan would also prepare an overall strategy for how to set sidewalk elevations and floor levels, so that flood plain requirements are met, but the vertical distance between the sidewalks and first floor levels

are minimized as much as possible. The Plan would also establish parameters for parking structures so that they meet FEMA requirements and at the same time achieve the design standards of the Transit Plan.

Specific Plan Implementation Actions that Reduce the Impact

Actions from Table 7-1, Implementation Plan, of the proposed Plan:

- Prepare Master Grading and Storm Drainage Plans for each subdistrict of the Transit Area prior to approval of Zoning Permits for new buildings in that subdistrict.
- Establish a funding mechanism to recoup the cost of preparation of the Storm Drainage and Flooding Master Plans for each subarea.

Mitigation Measures

No mitigation measures are required.

Impact

3.10-3 New construction within a FEMA-designated 100-year flood hazard zone could be flooded, posing significant hazards to people and property. (*Less Than Significant*)

As explained in the Environmental Setting section of this chapter, the Milpitas Municipal Code contains provisions pertaining to developments constructed within the 100-year flood zone. The provisions are designed to reduce future losses associated with flooding events and to comply with regulations stipulated by FEMA and the National Flood Insurance Program (NFIP). Applications for a development permit shall be made on forms furnished by the City's Floodplain Administrator and may include, but not be limited to: plans in duplicate drawn to scale showing the nature, location, dimensions, and elevation of the area in question; existing or proposed structures, fill, storage of materials, drainage facilities; and the location of the foregoing. Specifically, the following information is required:

- a. Proposed elevation, in relation to mean sea level, of the lowest floor (including basement) of all structures in Zone AO, elevation of highest adjacent grade and proposed elevation of lowest floor of all structures; or
- b. Proposed elevation in relation to mean sea level to which any structure will be flood-proofed, if required in Section XI-15-5.1(c)(3); and
- c. All appropriate certifications listed in Section XI-15-4.3(d); and
- d. Description of the extent to which any watercourse will be altered or relocated as a result of proposed development. (Ord. 209.3(A) (part), 5/4/93)

The permit application will be reviewed by the City Manager who is appointed as the Floodplain Administrator to enforce Section XI-15 of the Milpitas Municipal Code. The administrator will determine whether all requirements stated in the Section XI-15 have been satisfied and either grant or deny the permits.

The areas of special flood hazards are subject to a number of standards as specified in the City of Milpitas Municipal Code. All new residential construction must have the lowest floor built to at least one foot above the Base Flood Elevation, or in the case of areas within Zone AO, at least one foot above the depth number listed on the Flood Insurance Rate Map (FIRM), or three feet above the highest adjacent grade if no depth number is shown. For no-residential construction the lowest floor elevation can be at Base Flood Elevation but the structure needs to be floodproofed and designed for buoyancy.

All new construction (residential and non-residential) with fully enclosed areas below the lowest floor (excluding basements) that are usable solely for parking of vehicles, building access or storage, and which are subject to flooding, shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwater. Within Zone AH or AO, improvements shall be constructed so that there are adequate drainage paths around structures on slopes to guide flood waters around and away from proposed structures. Further details of these provisions can be found in the following sections of the City of Milpitas Municipal Code:

- a. Standards of Construction (Section XI-15-5.1) – specify requirements for anchoring, construction materials and methods, and elevation and flood-proofing
- b. Standards for Utilities (Section XI-15-5.2) – specify requirements for new and replacement water supply and sanitary sewage systems, and on-site waste disposal systems
- c. Standards for Subdivisions (Section XI-15-5.3)
- d. Floodways (Section XI-15-5.6) – specify requirements and constraints for encroachments, and other flood hazard reduction provisions.

In addition, while regional flooding mitigation will be handled by the Santa Clara Valley Water District and the US Army Corp of Engineers for creeks improvements, localized flooding mitigations will be handled by individual developers in accordance with a developer-funded and City-approved Storm Drainage Plan for each subdistrict.

Full compliance with the abovementioned municipal code, the City's development standards, and the following Transit Plan policies would help to reduce flooding impacts to less than significant levels.

Specific Plan Policies that Reduce the Impact

Policy 6.1: Minimize damage associated with flooding events and comply with regulations stipulated by FEMA and the National Flood Insurance Program.

Policy 6.2: New development within a FEMA-designated flood hazard zone must follow the City's construction standards for such areas, as currently laid out in Section XI-15 'Floodplain Management Regulations' of the Milpitas Municipal Code.

Policy 6.3: New development must maintain the Transit Area's urban design standards. In particular, first floor commercial space must be within two feet of the elevation of the public sidewalk.

The design and development standards in Chapter 5 [of the proposed Plan] must be followed, as well as the FEMA construction standards. This policy is particularly important regarding the location and appearance of on-site parking and the accessibility of ground floor retail from sidewalks. FEMA's construction standards require a building's floor plate to be one foot above flood level. Rather than elevate a building on stilts and require store access via stairs or ramps, the ground floor should be accessible via a sloping sidewalk. On streets fronted by ground floor commercial, no sidewalk shall be more than two feet above or below the floor level of adjacent commercial space, as specified in Chapter 5. The sidewalk needs to be designed so that the grade of its slope complies with federal, state, and local standards for disabled access.

Policy 6.4: Provide storm drain infrastructure to adequately serve new development and meet City standards.

Policy 6.6: Construct the improvements within the Transit Area that were identified in the 2001 Storm Drainage Master Plan, and any other improvements identified in updates to the Master Plan.

The Master Plan improvements within the Transit Area are:

- Constructing a new parallel 48-inch culvert beneath Montague Expressway at Piper Drive.
- Replacing an existing 30-inch pipe with a 36-inch pipe to drain the low end of Tarob Court.
- Improving Wrigley Creek (560') along Piper Drive, downstream of Montague Expressway to carry the 100-year flood.
- Constructing a parallel 24-inch pipe (390') where Wrigley Creek is crossing Railroad Spurs.
- Constructing a 54-inch (500') parallel pipe downstream of the railroad crossing Wrigley Creek.
- Constructing a 36-inch pipe (140') to drain the Piper Drive cul-de-sac.

Policy 6.7 (see text under Impact3.10-2)

Mitigation Measures

No mitigation measures are required.

3.11 Utilities and Service Systems

ENVIRONMENTAL SETTING

PHYSICAL SETTING

Potable Water Supply

Potable water supply for the Transit Area is provided by the City of Milpitas through its municipal water system. The City provides water service to homes, businesses, and industry within the City of Milpitas, meeting the demands of around 65,000 residents. The City of Milpitas buys domestic water from two sources: the San Francisco Public Utilities Commission (SFPUC), delivered through the Hetch Hetchy Water system, and Santa Clara Valley Water District (SCVWD), delivered through the South Bay Aqueduct. The City's emergency supply consists of one local groundwater wells—with a second one under construction—and three emergency interties, one with the San Jose Water Company and two with the Alameda County Water District.

Local water from SFPUC is treated at its Sunol Valley Filtration Plant and water from SFPUC's Hetch Hetchy supply in the Sierra is chloraminated and pH adjusted, prior to its delivery to the City. Water delivered by SCVWD is treated at its Penitencia Water Treatment Plant or the Santa Teresa Water Treatment Plant before being piped to the City. The SFPUC and SCVWD potable water supply sources are not blended under normal operating conditions due to the different corrosion control methods used for each source.

The SFPUC water is unfiltered with a low hardness, alkalinity, and pH. Lime is added to increase the pH to about 8 to 10. The SCVWD water has a medium hardness and alkalinity with a pH generally between 7 and 8. Due to their different characteristics, the indiscriminate blending of these two supplies could potentially lead to water quality problems such as generation of taste and odors. Consequently, the City's water system is physically separated via 41 isolation valves in the distribution pipeline network. These isolation valves can be manually opened to allow emergency backup of SFPUC supply for the SCVWD zones. With minor exceptions, SFPUC water is provided to the residential areas of the City while SCVWD water is distributed to the industrial areas. The Transit Area lies primarily within the zones served by SCVWD water. In addition, SFPUC and SCVWD have an intertie where they can share water on a wholesale level.

The City currently has a supply assurance amount from the SFPUC of 9.23 million gallons per day (mgd) or 10,340 acre-feet per year (AFY). This allocation could be reduced in drought years by SFPUC. In addition, it is anticipated that the incremental cost of water supplied by the SFPUC will become more expensive for the City to purchase should the allocation be increased. For these reasons, the City of Milpitas does not anticipate increasing allocations of SFPUC water at this time.

Water supplied by SCVWD is derived in part from executed contracts with the State of California Department of Water Resources and the United States Bureau of Reclamation. The City's contract with SCVWD allows for increases in purchased water to accommodate growth

within the City. SCVWD bases its long-term water planning projections on employee and household projections provided by the Association of Bay Area Governments (ABAG). SCVWD responds to new land use plans by accommodating them in their projections for long-term water supply and demand.

In accordance with the City's contract, SCVWD provides exact delivery commitments on a three-year delivery schedule based, in part, on projections made by the City. The City has previously anticipated that demand will exceed 6,500 AFY by 2005-2006.

Water Conservation and Provision of Recycled Water Supplies

Future water demand projections made by the City of Milpitas account for continued implementation of the City of Milpitas' Water Conservation Programs. Currently, the City's Water Conservation Programs include the provision of free low-flow showerheads and faucet aerators to all Milpitas residents, water-wise house calls, the Washer Rebate Program implemented by the SCVWD, and several commercial customer programs, including rebates for the implementation of water efficient technologies and toilet retrofits.

Recycled water is also currently available in Milpitas through the South Bay Water Recycling Program (SBWRP). Recycled water use is discussed in more detail in the subsequent "Recycled Water" Section.

Long-term (2030) Estimated Water Demands

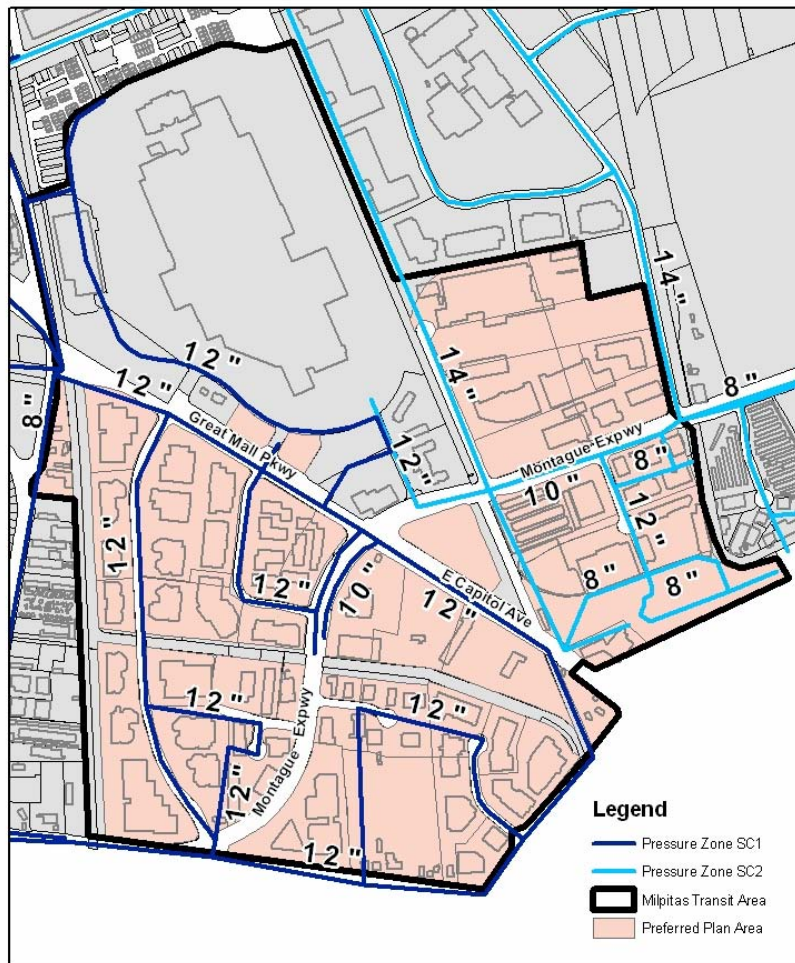
Water demands within the City are expected to steadily increase from current levels in the future. Demand is expected to reach 17.10 mgd by 2030, up from the current demand of approximately 11.3 mgd. The projected normal year demand is not expected to exceed projected supplies as far out as 2030, although during drought years the demand will exceed supply as early as 2007, depending on the severity of the drought. Options for alleviating this deficit include imposing allocations within the SFPUC service area, operating supplemental emergency wells, adjusting SFPUC and SCVWD service areas to supplement supplies with more SCVWD water, or a combination of these options.

Potable Water Infrastructure

The City owns and operates the municipal water system which provides potable water to the Milpitas Transit Area (see Figure 3.11-1). The City has a distribution system consisting of 4 turnouts delivering wholesale water to 193 miles of water mains with approximately 15,000 service connections. Other facilities include:

- 5 Reservoirs
- 5 Pump Stations
- 41 Isolation Valves
- 15 Pressure Regulating Valves

Figure 3.11-1: Potable Water Infrastructure



The distribution network is divided by elevation with six pressure zones created to allow water to flow from their respective turnout stations and storage reservoirs to their zone of services. The SFPUC supply is distributed to four pressure zones (called “SF” zones) and the SCVWD supply is distributed to two pressure zones (called “SC” zones). The Transit Area is covered primarily by Zones SC1 and SC2, and is adjacent to a portion of Zone SF1.

The City’s water system has been analyzed by RMC Water & Environment, as part of the City of Milpitas Water Master Plan (2002). The Water Master Plan updated a previous Master Plan prepared in 1994. Water requirements used in the analysis were based on land use information compiled in three databases: City Planning Division FileMaker database, County GIS database, and City GIS draft parcel database. Land use classifications were based on General Plan land use designations and the land use categories developed for the 1994 Master Plan.

The City system within the Transit Area includes a system of mainlines varying in diameter from 6 to 14 inches. The 2002 Water Master Plan recommended five capital improvement projects, three of which were near-term improvements and two that were long-term. None of the projects lies within the boundaries of the Transit Area, although three of the five are within the SC1 & SC2 pressure zones that serve the area:

- Construct 300 linear feet (LF) of 12-inch pipe to three dead-end pipes, one on Abel and two on Carlo Street; and parallel 260 LF of existing 8-inch pipe on Carlo with a 6-inch pipe.
- Construct 750 LF of 12-inch pipe parallel to existing pipe at Gibraltar turnout near SCVWD interconnection with SFPUC.
- Construct a 1.3 MG tank within SCVWD system. The tank will also require a pump station.

None of the projects have been constructed, although all are required at some point before reaching the buildout scenario for the City's General Plan, including development plans for the Midtown Milpitas Specific Plan area.

RMC has recently completed the 2007 Water Master Plan Update that includes an analysis of three updated build out land use scenarios, two of which include the Transit Area Specific Plan. The recommendations in the 2007 Update supersede those found in the 2002 Water Master Plan and are presented in the impacts section.

Sanitary Sewer

Sanitary Sewer Treatment

The San Jose/Santa Clara Water Pollution Control Plant (WPCP) provides wastewater treatment for the Transit Area as well as the rest of Milpitas and for several other cities and sanitary districts in the region. The WPCP is a regional facility located in San Jose. The cities of San Jose and Santa Clara jointly own the facility while San Jose operates and maintains the facilities. The WPCP first began operations in 1956 as a primary treatment facility and was upgraded to a tertiary treatment plant in 1964 and again in 1979. The WPCP currently provides primary, secondary and tertiary wastewater treatment (filtration, disinfectant and disinfectant removal).

The WPCP is rated for a treatment capacity of 167 million gallons per day (mgd) and currently receives an average annual influent of 125 mgd.¹ The treatment capacity of the WPCP is allocated between the several cities and sanitary districts which it serves. The cities of San Jose, Santa Clara, and Milpitas are granted the rights to discharge wastewater to the WPCP under the "Master Agreement for Wastewater Treatment." The Master Agreement allows Milpitas to discharge 12.5 mgd average dry weather peak five-day flow (average dry weather peak week

¹ San Jose Environmental Services Department, "Request for Information, Master Planning Technical Support for the San Jose/Santa Clara Water Pollution Control Plant", November 2006

flow). The City of Milpitas' Master Agreement accounts for 7.5 percent of the total average dry weather flow capacity at the WPCP.

According to the 2004 Sewer Master Plan Revision, the City's original capacity at WPCP of 12.5 mgd was projected to be reached around 2015, due to new development allowed under the City's General Plan (RMC 2004). The City has amended the General Plan to allow additional growth and more applications are expected. In anticipation, the City of Milpitas has purchased an additional one (1) mgd of flow capacity in 2006 from West Valley Sanitation District, increasing the limit to 13.5 mgd.

Currently, the City is discharging wastewater to the WPCP at a rate of between 8 and 9 mgd. The City's most current wet weather (December 2006) discharge rate was 8.232 mgd², down from a December 2005 peak week flow of 9.358 mgd.³ This current flow level is well below the City's 13.5 mgd inflow limit at the WPCP.

Much of the infrastructure within the WPCP is at or beyond its original design life. The San Jose Environmental Services Department is in the process of determining interim capital improvements at the WPCP that can be implemented over the next 5 to 10 years. The goals for these improvements include: cost effective operations; the anticipation of future needs for capacity treatment and reliability; compliance with federal, state and regional regulatory requirements; providing new opportunities for recycled water utilization; and habitat protection and restoration.⁴

Wastewater Disposal

The WPCP discharges treated water to Artesian Slough, a tributary to Coyote Creek and the South San Francisco Bay. The WPCP must meet stringent regulatory disposal requirements, including heavy metal limits and maximum dry weather disposal levels intended to protect sensitive salt marshes. In the dry weather period of May through October, the WPCP is required by the San Francisco Regional Water Quality Control Board to limit discharge flows from the WPCP to 120 mgd ADWF (average dry weather flows), or to flows that would not further impact rare and endangered species habitat.⁵ The WPCP has had programs in place since 1991 to reduce and maintain flows below 120 mgd, and has maintained compliance with this requirement. The average dry weather effluent flow in the last year for which records are available is approximately 100 mgd.⁶ Long term plans to remain in compliance with the 120-mgd requirement include on-going water conservation and water recycling.

² City of San Jose, "Tributary Agencies Available Treatment Capacity – 2006", December 6, 2006

³ San Jose Environmental Services Department, Memorandum from John Stufflebean, Director, March 13, 2006

⁴ San Jose Environmental Services Department, November 2006

⁵ California Regional Water Quality Control Board, San Francisco Bay Region. Order No. R2 2003-0085, NPDES Permit No. Ca0037842, "Waste Discharge Requirements For: Cities of San Jose and Santa Clara Water Pollution Control Plant, Santa Clara County", September 17, 2003

⁶ San Jose Environmental Services Department, November 2006

In Milpitas, recycled water is currently provided through the SBWRP. This is an on-going, multi-year effort to use disinfected tertiary recycled water from the WPCP for landscape irrigation, industrial and other purposes. Use of recycled water reduces wastewater discharge to the Bay and also helps to conserve drinking water. The SBWRP currently provides water to businesses and retail areas surrounding the Great Mall, McCarthy Ranch and Oak Creek Industrial Park. The City's current recycled water distribution system consists of 19.1 miles of water mains delivering recycled water to approximately 161 service connections.

Sanitary Sewer Infrastructure

The City's sanitary sewer system collects the wastewater flows from approximately 6,000 acres within the City's planning area, serving a population of approximately 63,800 through over 860,000 LF of sewers. The City's wastewater flows are conveyed mostly by gravity to the Milpitas Main Pump Station, which pumps all the flow to the WPCP through two force mains. A second pump station, located on Venus Way, connects a low elevation portion of the City to the gravity sewer system. The sewer system includes a number of siphons under the SFPUC Hetch Hetchy water supply pipeline, creeks, and highways.

The collection system within the Transit Area is composed of a network of pipes, ranging in size from 8 to 15 inches in diameter (see Figure 3.11-2). The main lines within the planning area flow northwest on Great Mall Parkway, north along South Main Street, and north along the eastern edge of the Great Mall parking lot.

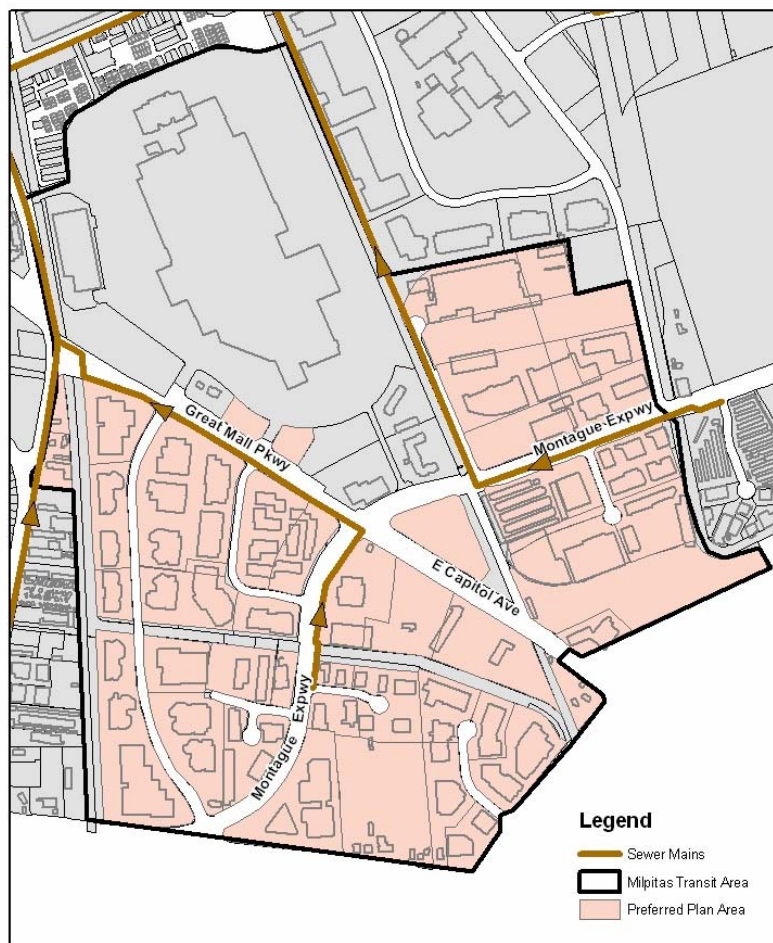
The City's sanitary sewer system was analyzed by RMC Water and Environment as part of the Sewer Master Plan Revision, completed in 2004 (2004 Revision). The 2004 Revision re-evaluated the 2002 Sewer Master Plan, which had included an evaluation of the City's plans to redevelop the Midtown Milpitas Specific Plan area. The 2004 Revision included a wet weather flow monitoring program, which caused modifications to the collection system deficiencies and resulted in changes to the recommended capital improvement program.

The 2004 Sewer Master Plan Revision called for several capital improvement projects within the Midtown Milpitas Specific Plan area, which includes much of the Transit Area. The improvement projects known as the Great Mall Project are of the highest priority for the Transit Area. The Great Mall Project includes the following improvements:

1. Along Great Mall Parkway between South Main Street and Montague Expressway:
 - Replace 360 LF of 15-inch with 18-inch diameter pipeline
 - Replace 1,820 LF of 10-inch with 18-inch diameter pipeline
 - Replace 450 LF of 10-inch with 15-inch diameter pipeline
2. Along Montague Expressway:
 - Replace 885 LF of 10-inch with 12-inch diameter pipeline
 - Replace 30 LF of 8-inch with 15-inch diameter pipeline
 - Replace 325 LF of 8-inch with 12-inch diameter pipeline

3. Along South Main Street, north of Great Mall Parkway
 - Replace 590 LF of 18-inch with 27-inch diameter pipeline
 - Replace 370 LF of 12-inch with 27-inch diameter pipeline
4. Along South Main Street, south of Great Mall Parkway
 - Replace 1,515 LF of 8-inch with 12-inch diameter pipeline
 - Replace 269 LF of 8-inch with 10-inch diameter pipeline

Figure 3.11-2: Sewer Infrastructure



Construction is underway on the Main Sewer Pump Station replacement project. This station lifts flows from local sewer mains to the WPCP. The existing station is being replaced in kind because the existing station is very old, has outlived its useful life, has seismic deficiencies, and is relatively expensive to operate and maintain. The existing pump station has a pumping capacity of 42 to 45 mgd. The new pump station can pump between 39 to 44 mgd.

RMC has recently completed an updated analysis of the City's sewer system infrastructure as part of the 2007 Sewer Master Plan Update (2007 Update). The 2007 Update evaluated three updated build out land use scenarios, two of which included the Transit Area Specific Plan land use projections.

Storm Drains

The City of Milpitas owns and maintains a system of underground pipes and a network of street gutters that convey flows from urban runoff to the San Francisco Bay. Within the Transit Area, the majority of stormwater runoff is conveyed to Berryessa Creek and Lower Penitencia Creek, with portions of the area draining into Wrigley-Ford Creek. Most major drainage facilities within the city, such as creeks and channels, are owned and maintained by SCVWD, although within the Transit Area, the City owns and maintains Wrigley-Ford Creek.

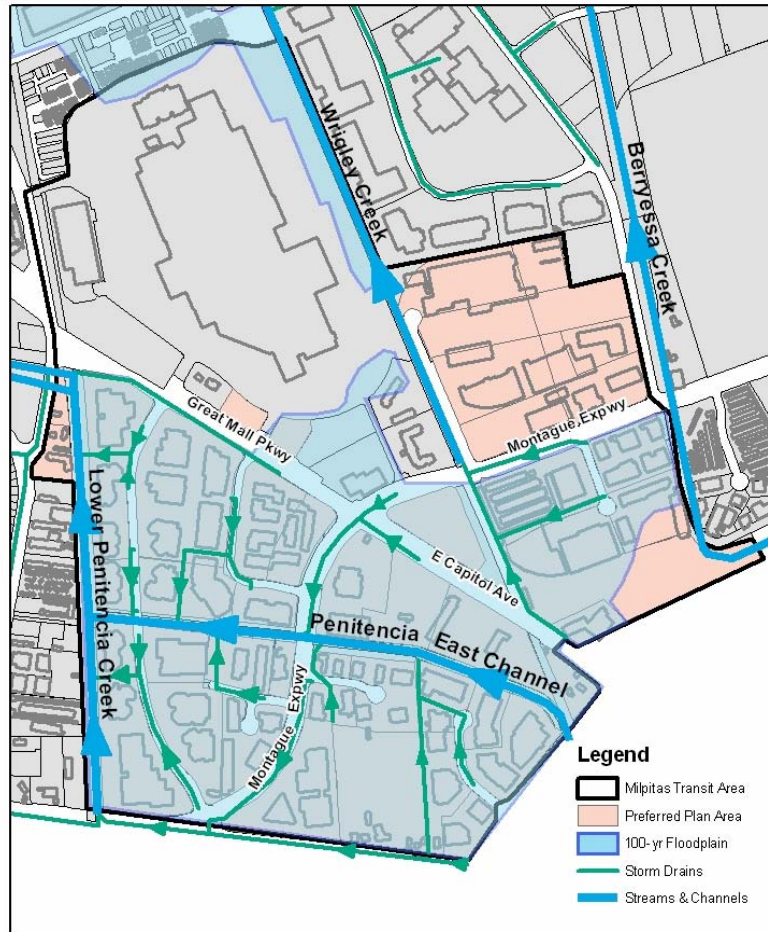
The City's storm drain system was analyzed in July 2001 by Schaaf & Wheeler as part of the City's Storm Drain Master Plan (Schaaf & Wheeler 2001). That document describes the results of a capacity analysis of the existing system and proposes improvements to accommodate flows at buildout of the City's current general plan.

The existing storm drain facilities in the Transit Area range in size from 12 to 60 inches in diameter (see Figure 3.11-3). According to the 2001 Storm Drain Master Plan, the area requires some improvements under the previous development plans within the Transit Area including:

- constructing a new parallel 48-inch culvert beneath Montague Expressway at Piper Drive,
- replacing an existing 30-inch pipe draining the low end of Tarob Court with a 36-inch pipe,
- improving Wrigley Creek (560') along Piper Drive, downstream of Montague Expressway, to carry the 100-year flood,
- constructing a parallel 24-inch pipe (390') where Wrigley Creek is crossing railroad spurs,
- constructing a 54-inch (500') parallel pipe downstream of the railroad crossing at Wrigley Creek, and
- constructing a 36-inch pipe (140') to drain the Piper Drive Cul-de-sac.

In order to fund the cost of these required improvements, the City needs to form a special assessment district with the consent of developers.

Figure 3.11-3: Storm Drain Infrastructure

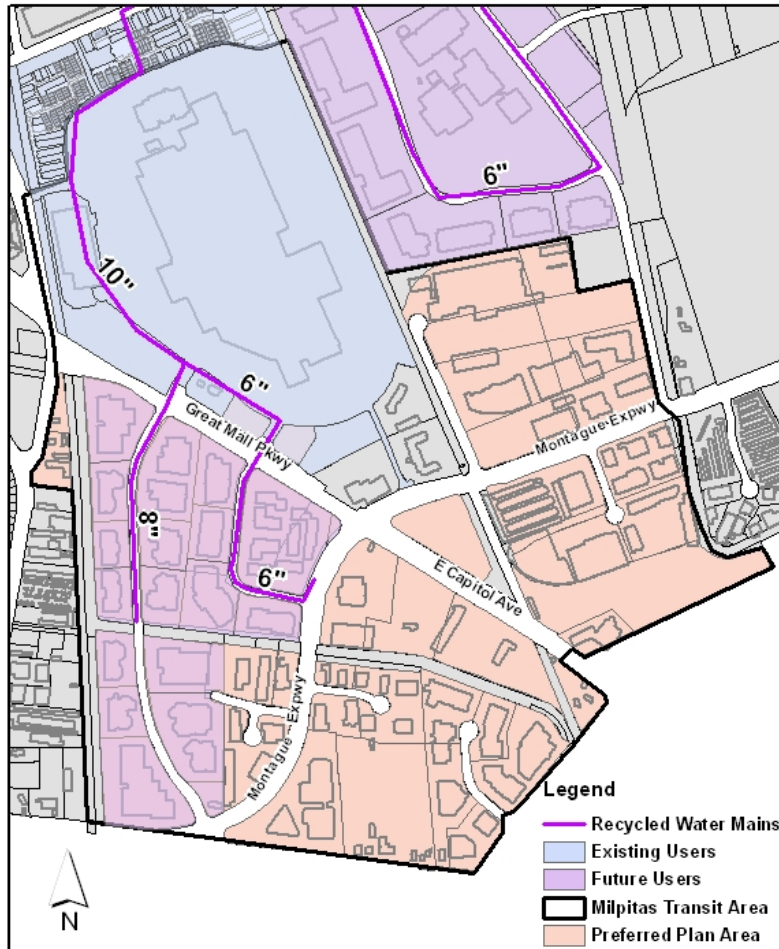


Recycled Water

Current City ordinance requires use of recycled water for landscape irrigation if it is available. Additionally, the Midtown Milpitas Specific Plan, which covers much of the Transit Area, requires new development in the area to include recycled water lines for irrigation, and for existing irrigation users to convert to recycled water for irrigation as soon as feasible.

Recycled water is provided to the City of Milpitas through the SBWRP. An existing transmission line located just north of the Great Mall conveys recycled water to a series of mains that serve landscape irrigation users within the Transit Area (see Figure 3.11-4). Recycled water use has surpassed 600 acre-feet per year (AFY) since 2000 and is expected to rise to approximately 1,100 AFY by 2010. The City will be working with SBWRP to connect approximately 70 customers over the next few years.

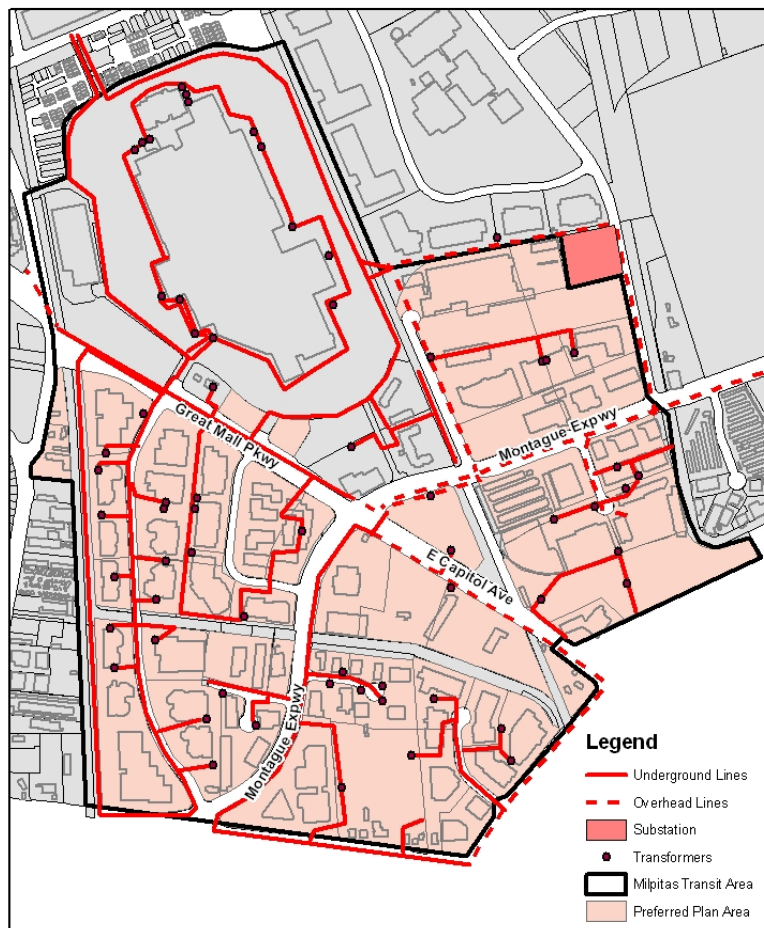
Figure 3.11-4: Recycled Water Infrastructure



Electricity

Pacific Gas & Electric (PG&E) provides electrical service to the Transit Area, as shown in Figure 3.11-5. PG&E transmits electrical power through its 115/21 kilovolt (kV) Montague Substation located east of I-880 on Montague Expressway and its 115/21/12 kV Milpitas Substation located on Milpitas Boulevard, north of Montague Expressway. The primary circuits are 21 kV and are mostly located underground except in two places along Main Street, and along Montague Expressway and East Capitol Avenue, which are still served by overhead wire.

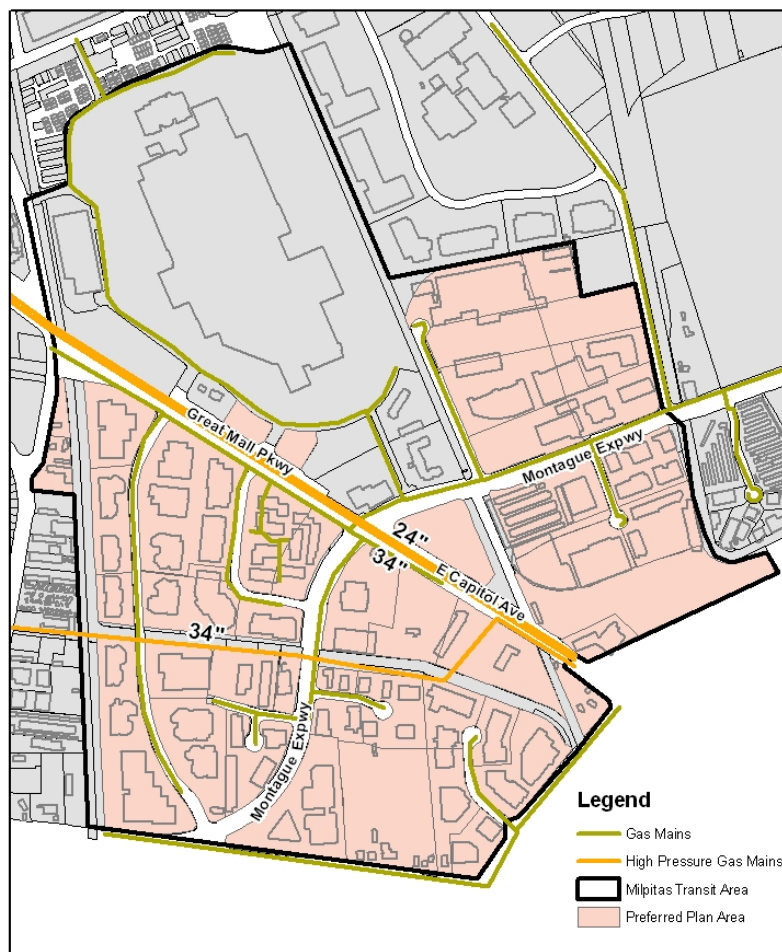
Figure 3.11-5: Transit Area Electrical Service



Natural Gas

PG&E provides natural gas service to the Transit Area as shown on Figure 3.11-6. Three transmission lines convey natural gas to the area: a 34-inch line along Great Mall Parkway, a 24-inch line along East Capitol Avenue and a 34-inch transmission main along the Penitencia East Channel. The transmission lines connect to a network of gas main lines between 4 and 8 inches in diameter, with service lines to existing customers ranging between 1¼ and 2 inches.

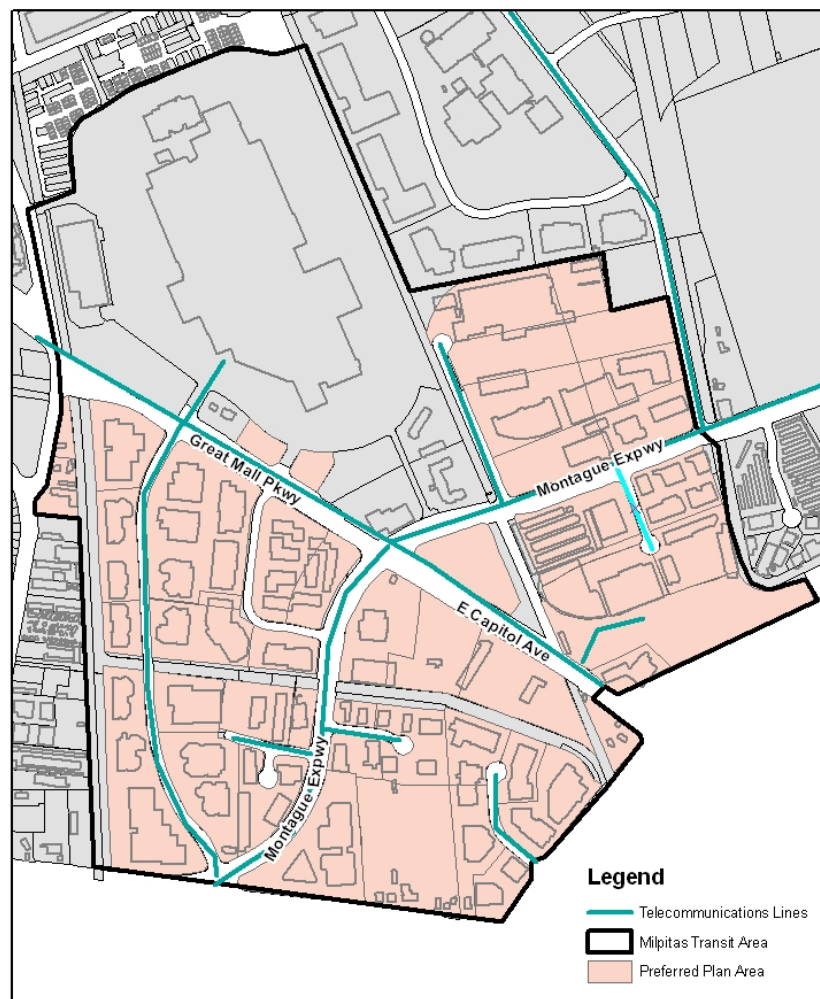
Figure 3.11-6: Transit Area Gas Service



Phone/Communications

AT&T provides phone service to the Transit Area as shown in Figure 3.11-7. Phone service is currently available to all existing users within the Transit Area, with most connected by underground service lines following the road network in the area. Some overhead facilities exist along Great Mall Parkway, East Capitol Avenue, and Montague Expressway.

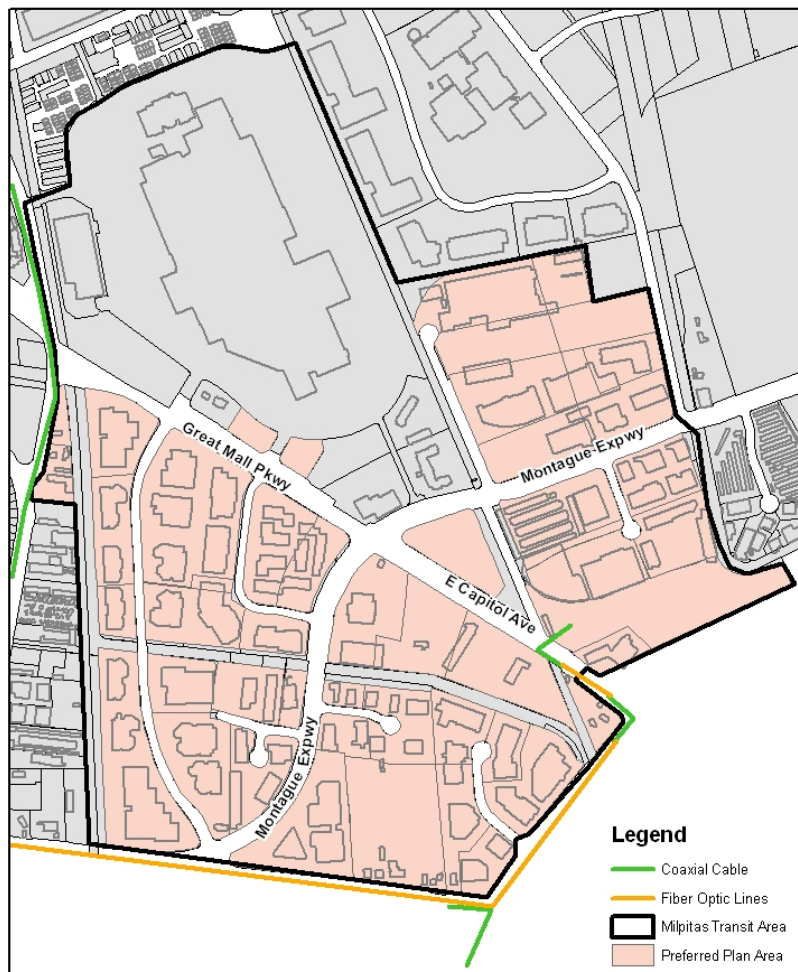
Figure 3.11-7 Transit Area Phone Service



Cable

Comcast provides cable service to the Transit Area as shown in Figure 3.11-8. Currently Comcast facilities are limited to areas along the border of the study area. Coaxial cable lines run along South Main Street, Lundy Place, and Capitol Avenue, while fiber optic lines run along Trimble Road at the southern edge of the Transit Area, Lundy Place and Capitol Avenue.

Figure 3.11-8 Transit Area Cable Service



Solid Waste

The City of Milpitas disposes of all solid waste at the Permitted Class III, Subtitle D facility, the Newby Island Sanitary Landfill (NISL), administered by BFI. The Newby Island facility accepts solid waste, recyclables, and compostable materials. The NISL does not accept hazardous waste. The facility is 342 acres, of which waste has been placed on approximately 270 acres, and has over 30 feet of 120 feet total depth available. The City's contract with the NISL runs through 2017.

The City of Milpitas currently participates in Santa Clara County's Hazardous Waste Program, which provides a drop-off site for residents and small generators.

REGULATORY SETTING

Utilities are not regulated as a whole, but rather different utilities are subject to different local, state, or Federal regulations. This section provides a brief overview of the regulatory setting for each of the utilities serving the Transit Area.

Regional Water Quality Control Board

As explained in previous chapters, the City of Milpitas is within the jurisdiction of the San Francisco Bay Regional Water Quality Control Board (RWQCB). The RWQCB governs many of the regulations associated with utilities, specifically potable water, sanitary sewers, storm drains, and recycled water.

The RWQCB administers regulations related to wastewater discharges under the Federal Water Pollution Control Act of 1972, as amended, more commonly known as the Clean Water Act. On the state level, the Porter-Cologne Water Quality Control Act delegates authority of enforcement of water quality regulations found in the Clean Water Act to the RWQCB. Wastewater discharges are guided by NPDES (National Pollutant Discharge Elimination System) permits granted by the RWQCB.

As with sanitary sewer systems, the regulation of storm drain discharges also falls under the Clean Water Act at the federal level, and the Porter-Cologne Water Quality Control Act at the state level. The City's storm drain outfalls operate under NPDES permits granted by the RWQCB.

Recycled water regulations are administered by both the RWQCB and the California Department of Health Services (DPH). The regulations governing recycled water are found in a combination of sources including the Health and Safety Code, Water Code, and Titles 22 and 17 of the California Code of Regulations. Issues related to treatment and distribution of recycled water are generally under the influence of the RWQCB, while issues related to use and quality of recycled water are the responsibility of the California Department of Public Health.

California Department of Public Health

For potable water, DPH administers regulations contained under the Safe Drinking Water Act (SDWA) of 1974, as amended. The SDWA regulates the water quality of drinking water distributed by the City and mandates testing to ensure the required water quality levels are met. State regulations are contained primarily within Titles 22 and 17, Chapter 5 of the California Code of Regulations.

DPH also regulates the use of recycled water under the California Health and Safety Code, the California Water Code, and Titles 22 and 17 of the California Code of Regulations. DPH primarily regulates the use of recycled water as it relates to the health and safety of the public, rather than distribution or treatment of recycled water.

Milpitas Municipal Code

The Milpitas Sanitary Code also prohibits the discharge of hazardous and polluted matters into the sanitary sewer system. These restrictions include the prohibition of flammable or explosive substances, grease, oils, solid or viscous matter, corrosive matter, toxic substances, unusual levels of suspended solids, noxious materials, and radioactive matter. The Sanitary Code also specifies requirements for oil and grease devices to be installed where grease or other objectionable materials may be discharged into public or private sewage main (Title VIII, Chapter 2, Sewer Use Regulations).

AB 939 – California Integrated Waste Management Act

The California Integrated Waste Management Act of 1989 (AB939) established an integrated waste management framework that consists of the following order of importance: source reduction, recycling, composting, and land disposal or solid waste. Under this legislation, each county prepares an Integrated Waste Management Plan to prepare for expected solid waste generation within the county and submits it to the California Integrated Waste Management Board (CIWMB). In addition the Act required each city to prepare a Source Reduction and Recycling Element which includes a plan for achieving a solid waste diversion goal of 25 percent by January 1, 1995, and 50 percent by January 1, 2000. SB 2202 required the CIWMB to develop by July 1, 2001 a model source reduction and recycling element with information, tools, and mathematical models to assist local governments and businesses with meeting their 50 percent diversion requirements.

California Integrated Waste Management Board

The California Integrated Waste Management Board (CIWMB) governs solid waste regulations on the state level, delegating local permitting, enforcement, and inspection responsibilities to Local Enforcement Agencies. Regulations authored by CIWMB (Title 14) were integrated with related regulations adopted by the State Water Resources Control Board pertaining to landfills (Title 23, Chapter 15) to form Title 27 of the California Code of Regulations.

California Public Utilities Commission

The California Public Utilities Commission (CPUC) regulates Investor-Owned Utilities (IOUs) including those that offer electric, natural gas, steam, and petroleum service to consumers. The CPUC regulates both electric and natural gas rates and services provided by these utilities including in-state transportation over the utilities' transmission and distribution pipeline systems, storage, procurement, metering and billing. Natural gas regulations are found in General Orders 58, 94, 96, and 112, while electrical distribution regulations are found in General Orders 95, 128, 131, 165, and 166.

IMPACT ANALYSIS

SIGNIFICANCE CRITERIA

Impacts of the proposed project would be significant if the project would:

- Have insufficient water supplies available to serve the project from existing entitlements and resources, or if new or expanded entitlements are needed;
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs; or
- Not comply with federal, state, and local statutes and regulations related to solid waste.

METHODOLOGY & ASSUMPTIONS

This EIR addresses impacts to the backbone infrastructure affected by the proposed plan at the program level. Subsequent CEQA review at the project level will occur to determine whether significant environmental effects would result from the construction of infrastructure systems on development sites for water distribution lines, wastewater collection system components, storm drain pipes, and any onsite storage or pumping facilities. Project-level review will occur when proposed development plans for the infrastructure facilities are prepared. Impacts for expected infrastructure improvements are considered to be less than significant at the program level.

Modeling analysis of the City's water, sewer, and storm drain systems were conducted using the new land use designations outlined as part of the proposed Plan. For the water system, MWHSoft's H2OMap modeling package was updated to include the new water demands resulting from the new land use designations. For the sewer system, the City's existing Hydra sewer model was updated similarly using the new land use designations. As stated in the Hydrology & Water Quality chapter, the storm drain system model was updated with the new land use designations using Hydra modeling software as well.

Expected Wastewater Flows

The Sewer Master Plan flow scenarios studied in 2002 were based on changing land use, analyzed in phases for the years 2004, 2008, 2018, and the Midtown Milpitas Specific Plan build-out scenario. In this scenario (without the additional growth proposed for the Transit Area), approximately 46 acres of industrial and commercial development would be converted to Multi-family Very High Density land at build-out. Residential and mixed-use development

generally generates more wastewater than commercial and industrial development. High and very high density residential development can generate approximately 90 gpd/person, while commercial and industrial development generates approximately 1,000 to 3,000 gpd/acre.

A determination of additional sewage generation from the Transit Area was based upon reasonable flow factors obtained from the 2004 Sewer Master Plan Revision. Mixed-use flow factors consist of a proportional blend of contributions from each type of use assuming 60 percent residential, 35 percent office and 5 percent retail. Wastewater generation rates have been calculated based upon the anticipated buildout densities for the Transit Area in a “reasonable worst case scenario.” This scenario is calculated as the midpoint of the high and low range buildout development densities that could be anticipated under the Plan. The scenario represents what may be reasonably expected since development is not expected to occur to the maximum extent possible. It is further assumed that 90 percent of “development opportunity” will occur within the 20-year planning horizon.

The wastewater generation expected to result from implementation of the Plan is comprised of several categories of projected flows, as described below.

2004 Master Plan Sewage Generation

The 2004 Revision included a projection of “buildout” sewage generation for the entire City of Milpitas based upon parcel size, General Plan land use designation, and corresponding flow factors established by the Master Plan. The total weekday and weekend sewage generation under the 2004 Master Plan for citywide buildout conditions (assumed to be the year 2025) was calculated to be approximately 13.0 mgd. These flows represent the “baseline” prior to any changes proposed in the Transit Area, and are used to compare against increases associated with implementation of the Plan. Given that existing flows at the WPCP currently amount to approximately 8.25 mgd, the net increase in wastewater flows assumed under the 2004 Revision is 4.75 mgd. A portion of this net increase in anticipated sewer flow (approximately 1.2 mgd) is attributable to new development in the Transit Area pursuant to the Midtown Plan.

Existing Parcels in Transit Area with No Changes

Land uses for several parcels within the Transit Area remain consistent with the assumptions included in the 2004 Sewer Master Plan. Such parcels include the Great Mall and surrounding retail parcels, industrial parcels along Lundy, as well as the Crossings at Montague residential development and adjacent retail. The sewer generation rates assigned to these parcels in the 2004 Master Plan amounts to a total sewage generation of 0.32 mgd weekend and 0.33 mgd weekday. This is considered to be the “base flow” retained within the Transit Area, and is included as a component of the projected Plan totals.

Additional Transit Area Specific Plan Sewage Generation

Any change in land use designation or development density proposed under the Plan as compared to what was assumed under the 2004 Revision will result in a net increase in buildout sewage generation. The order-of-magnitude additional sewage generation due to the proposed Plan as compared to the 2004 Master Plan has been calculated for weekend and weekday sewer flows, and by land use category under various buildout scenarios. Under the proposed Plan, approximately 223 acres of industrial and commercial development would be

converted to multi-family residential and residential mixed-uses at full buildout. Residential and mixed-use development generally generates more wastewater than commercial and industrial development.

In total and assuming the “reasonable worst case scenario”, the change in land uses as anticipated under the Plan would result in a net increase of approximately 1.1 mgd over flows anticipated under the 2004 Revision for the Transit Area.

Solid Waste

Solid waste generation was calculated based on land use designations and suggested waste generation rates from the California Integrated Waste Management Board. The waste generation due to the previous build-out land use designations was compared to estimates for land use designations proposed in the Plan.

SUMMARY OF IMPACTS

All of the impacts expected to occur as a result of the proposed project will be less than significant after Specific Plan policies are enacted.

Anticipated impacts are additional demand for water and sewage treatment capacity and the need for new water and sewer flow capacity and recycled water lines. The proposed Plan includes policies requiring the installation of pipes within existing roads or existing easements, water efficiency measures, and the purchase of water and sewer treatment capacity, as needed. Consequently, as these infrastructure improvements will take place in already-disturbed areas and often as upsizing of existing infrastructure in the same location, none of the mitigating policies listed in this section have secondary environmental impacts. The one possible exception is the construction of a 2.8 MG tank within the SCVWD system as mitigation to Impact 3.11-1 since the location of the tank is uncertain. Consequently, the new storage tank represents a potential significant impact; however it is unknown at this time the degree of impact caused by the storage tank because it has not been sited. When design of the new storage tank begins, the CEQA process will be followed to determine the secondary environmental impacts of the storage tank on the surroundings. The site chosen for the tank will be one that minimizes secondary environmental impacts.

Stormwater Drainage Impacts

The existing storm drain facilities in the Transit Area range in size from 12 to 60 inches in diameter. According to the 2001 Storm Drain Master Plan, the Transit Area requires some improvements, which are listed in the Environmental Settings sections.

With the Transit Area changing land use from predominantly industrial to high density residential and commercial, stormwater runoff will decrease from previous estimates. The amount of impervious area found within the Transit Area will decrease as a result of more landscaped areas associated with residential, mixed use, and commercial land uses, which would replace paved areas and result in less runoff flow from the area. Therefore, no additional storm drain improvements will be required as a result of the Transit Area Plan, beyond those recommended to remedy existing deficiencies. Further analysis regarding stormwater drainage is provided in Section 3.10, Hydrology and Water Quality.

IMPACTS AND MITIGATION MEASURES

Impact

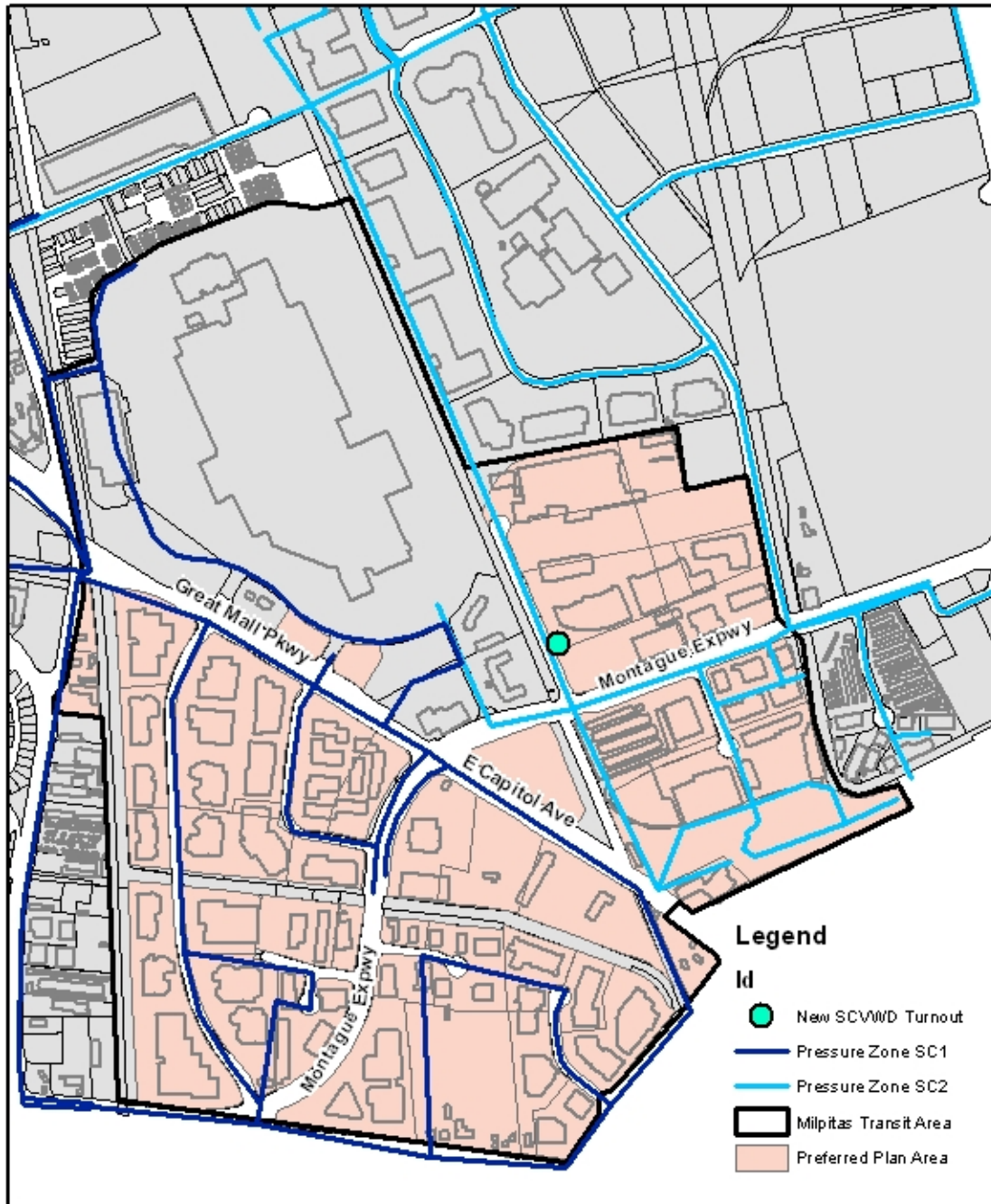
3.11-1 Expected buildout of the proposed Plan would exceed the water flow capacity planned for in the City's Water Master Plan. (*Less than Significant*)

A model analysis using H2OMap software of the water system serving the Transit Area was completed using the same methodology as the 2002 Water Master Plan and the expected buildout demands for the Transit Area with the proposed Plan. Demands were calculated from the changing land use designations listed in the proposed Plan.

Using the new land use designations developed for the proposed Plan, the model analysis showed an average daily water demand of 2.65 mgd for the Transit Area at build-out, which the City intends to serve from the SCVWD system. In comparison the average daily demand within the Transit Area was projected to be 1.55 mgd when analyzed as part of the 2002 Milpitas Water Master Plan. The analysis shows that the proposed Plan will increase average water demand at build-out by 1.1 mgd over a No Project scenario. The No Project Scenario includes the previous build-out plans developed as part of the Midtown Milpitas Specific Plan (2002). This substantial increase in water demand requires some improvements to the existing water infrastructure both within the Transit Area and in the affected pressure zones.

The capacity of the existing turnout delivering water from the SCVWD system would be exceeded during the peak hour demand period. The turnout was analyzed during Transit Area build-out demands with the City's existing H2OMap water system model to determine whether the peak hour flow delivered through the turnout during the build-out demand scenario would exceed the 14.4 mgd turnout capacity, which is equivalent to a velocity of 10.0 feet per second (fps) through the turnout. The criteria to determine the need for a new turnout is whether or not the peak hour flow exceeds the 14.4 mgd capacity of the turnout. An additional 20-inch turnout would supply the additional water needed at buildout of the Transit Area and would alleviate the high velocities and head losses through the existing turnout, and would eliminate the need for any pipeline improvements in the SCVWD pressure zones. Figure 3.11-9 shows the proposed location of the new SCVWD turnout. The turnout would be constructed in a City-owned right of way in a proposed landscaped buffer area adjacent to Piper Drive. Implementation of the planned water distribution improvements and the Transit Plan policies indicted below would ensure that less than significant impacts would occur.

Figure 3.11-9: Water Distribution Infrastructure Improvements



Specific Plan Policy that Reduces the Impact

Policy 6.22: Upgrade and expand the water distribution system such that it will be adequate to serve new development in the Transit Area.

The following additional improvements were developed as part of the 2007 Water Master Plan Update and are required to accommodate future water demands due to development of the Transit Area as specified in this Plan:

- Construct an additional 20-inch turnout along the SCVWD supply pipeline within the Transit Area.
- Construct 2.8 MG tank within the SCVWD system. The tank will also need a pump station. This improvement would supersede the recommendation from the 2002 Water Master Plan because of a requirement for additional storage.

Mitigation Measures

No mitigation measures are required.

Impact

3.11-2 Implementation of the proposed project would create an additional water demand over current estimates (*Less Than Significant*).

The City has produced a Water Supply Assessment for the Transit Area, following the guidelines laid out in SB 610. The increase in demand brought on by the proposed plan will cause the need for additional allotments of water supply from SCVWD. The increase of approximately 1.0 mgd in water demand will be adequately offset by the supplies available from SCVWD. In developing long-term water demand projections for the SCVWD 2005 Urban Water Management Plan, SCVWD included preliminary estimates for the increase due to development plans within Milpitas. During extended droughts, the City has the ability to run emergency wells for additional supply, and can increase the use of recycled water to offset potable water demand. Water demand will be adequately served by projected water supplies from current sources. Further, the Plan provides policies which require the use of recycled water. As such, the impact of the increase in demands is deemed less than significant with the additional water supply allocations.

Specific Plan Policies that Reduce the Impact

Policy 6.13: Provide water supply for the Transit Area from the Santa Clara Valley Water District per the Water Supply Assessment.

Policy 6.18: Construct recycled water mains along Great Mall Parkway, Capitol Avenue, as Montague Expressway, Sango Court, and into the Piper/Montague subdistrict, as shown in Figure 6-3 [of the proposed Plan].

Policy 6.19: Per the Midtown Specific Plan, require new development to include recycled water lines for irrigation.

Policy 6.21: Require existing irrigation users to convert to recycled water when it becomes available.

Mitigation Measures

No mitigation measures are required.

Impact

3.11-3 Expected buildout of the proposed Plan would exceed the sewer flow capacity planned for in the City's Sewer Master Plan. (*Less than Significant*)

Assuming development will occur at the “reasonable worst case scenario,” buildout of the Plan will generate a total of 2.20 mgd of sewage flows over current conditions. This represents a net increase over the assumptions for this area as contained in the 2004 Sewer Master Plan (which was 1.2 mgd) by an additional increment of 1.1 mgd. The range of possible sewage generation increase is between 0.76 mgd and 1.59 mgd.

The increase in wastewater flow as a result of implementation of the Plan requires several improvement projects to the sewer pipelines within the Transit Area. The 2004 Sewer Master Plan called for several capital improvement projects within the Midtown Milpitas Specific Plan area, and consequently the Transit Area. However, more extensive projects will be required by the increase in residential development expected with the Transit Area. These improvements are specifically described below under the heading “Specific Plan Policies that Reduce the Impact.”

The City's Main Pump Station has a wet weather capacity between 42 and 45 mgd. The additional flows attributable to this proposed Plan will not cause the City's overall wet weather flow to exceed this capacity. Rather, the driving factors for the pump station replacement are that it was originally designed for other purposes, has outlived its useful life, has seismic deficiencies, and is relatively expensive to operate and maintain.

The pump station has two 36-inch diameter force mains conveying flow from the pump station to the WPCP. Each force main has approximately 27 mgd of capacity, so the total force main capacity is twice that, or 54 mgd. The force mains are not hydraulically connected to the pump station; instead each force main is connected to an isolated set of pumps. Current improvement plans call for connecting the two force mains with a common discharge pipeline from the pump to provide higher operational flexibility. Generally, a single force main will be used in nearly all flow scenarios except for peak wet weather flows. During peak wet weather conditions both force mains will be used in parallel.⁷

⁷ Winzler Kelley, September 2005

Specific Plan Policies that Reduce the Impact

Policy 6.8: Construct the improvements to the wastewater collection system within the Transit Area that were identified in the 2007 Sewer Master Plan Update, which include the following:

- Upsize 990 feet of existing 18-inch pipe to 27-inch, 370 feet of 12-inch pipe to 27-inch, and 560 feet of 18-inch pipe to 21-inch along South Main Street north of Great Mall Parkway.
- Upsize 1,460 feet of 15-inch pipe to 21-inch along South Abel Street north of Curtis Avenue.
- Upsize 450 feet of 10-inch pipe to 15-inch, 1,820 feet of 10-inch pipe to 18-inch, and 360 feet of 15-inch pipe with 18-inch along Great Mall Parkway between South Main Street and Montague Expressway.
- Upsize 325 feet of 8-inch pipe to 12-inch, 20 feet of 8 inch pipe to 15-inch and 885 feet of 10-inch pipe to 12-inch along Montague Expressway.
- Upsize 2,060 feet of 8-inch pipe with 12-inch along South Main Street south of Great Mall Parkway.
- Upsize 1,415 feet of 18-inch pipe with 21-inch and 690 feet of 15-inch pie with 18-inch along East Curtis Avenue north of the Great Mall.
- Upsize 495 feet of 10-inch pipe with 12-inch along Montague Expressway west of Gladding Avenue.
- Upsize 500 feet of 15-inch pipe to 18-inch south of Calaveras Boulevard and north of South Abbott Avenue

All other recommended capital improvement projects included in the 2007 Update were identified in the 2004 Revision and are unaffected by the increased flows in the Transit Area.

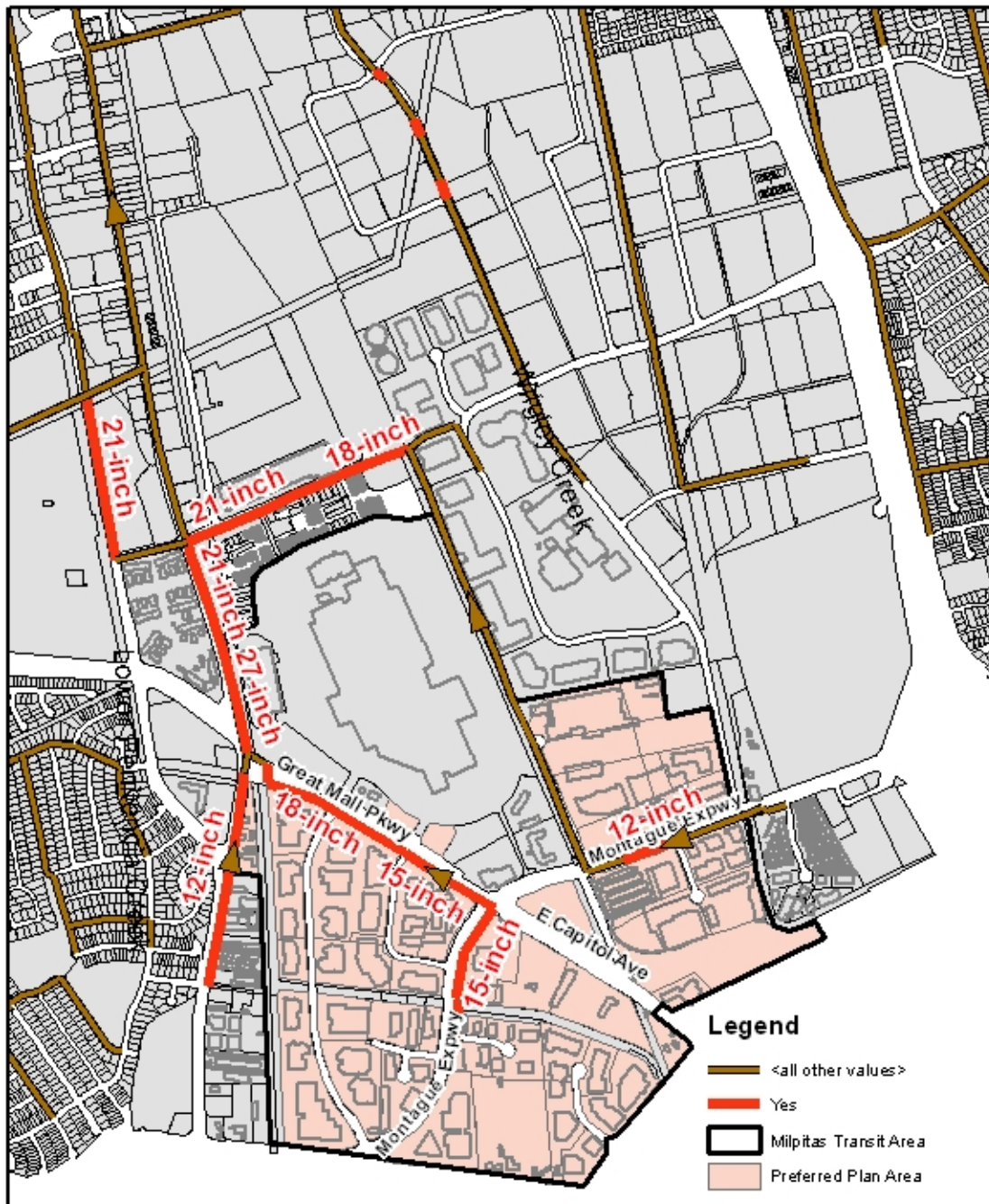
Policy 6.9: The City of Milpitas will implement improvements to the Main Sewage Pump Station and the force mains which convey flows to the WPCP in general accordance with those improvements identified in the “Functionality and Operation Report” as prepared for the City by Winzler & Kelly Engineers, November 2005.

The improvements listed above are shown in Figure 3.11-10.

Mitigation Measures

No mitigation measures are required.

Figure 3.11-10: Sewer System Improvements



(note: figure does not include improvements recommended in the 2004 Master Plan Revision)

Impact

3.11-4 Implementation of the proposed Plan would create additional sewer flows that, combined with other cumulative growth and development within the city, would exceed the City's contracted capacity at the Water Pollution Control Plant (*Less Than Significant*).

Existing plus Project Impact

Assuming development will occur at the “reasonable worst case scenario” within the Transit Area, implementation of the Plan will generate a total of approximately 2.30 mgd of new sewage flows as compared to existing conditions. This would be comprised of approximately 1.2 mgd of sewer flows that are attributable to new development as contemplated under the 2004 Sewer Master Plan, and an additional 1.1 mgd resulting from changes in land use pursuant to the proposed Plan. Currently, the City is discharging wastewater to the WPCP at a rate of between 8 and 9 mgd (8.232 mgd is the City most current December 2006 discharge rate). Therefore, when added to existing wastewater flows from elsewhere in Milpitas, the total ‘existing plus project’ flows would be approximately 10.5 mgd, well below the City’s current 13.5 mgd inflow limit at the WPCP. This impact would be considered less than significant.

Cumulative Impacts

According to the 2004 Sewer Master Plan, flow estimates for buildout of the entire City, including prior development plans for the Midtown Milpitas Specific Plan area, were expected to reach 13.0 mgd. The City obtained additional wastewater treatment capacity in 2006 in a purchase from the West Valley Sanitation District, increasing its treatment rights at the WPCP from 12.5 to 13.5 mgd. This treatment capacity would suffice to serve projects conforming to the buildout assumptions included in the 2004 Sewer Master Plan.

Additionally, the City of Milpitas has received applications, or held pre-application conferences with various developers for new projects that would require General Plan amendments and that have not been accounted for under the 2004 Sewer Master Plan. These other “reasonably foreseeable” projects would generate wastewater flows in the order of approximately 0.5 mgd in total. If the wastewater flows from these other reasonably foreseeable projects were added to the expected flows pursuant to the 2004 Sewer Master Plan, the total City wastewater flows would amount to approximately 13.5 mgd, equal to the City’s capacity.

Adding an additional 1.1 mgd of net increased flows from implementation of the proposed Plan would increase projected citywide cumulative wastewater generation to approximately 14.5 mgd, an amount in excess of the City’s current WPCP capacity rights of 13.5 mgd. This impact would be considered cumulatively considerable.

The City is reviewing the projections in the 2004 Sewer Master Plan, and the need and timing for the purchase of an additional 1.0 mgd capacity at the WPCP. Current flows are 8 to 9 mgd, far below the City’s current capacity of 13.5 mgd. The City may or may not need to purchase additional capacity during the 20-year timeframe of the proposed Plan, depending on the pace of growth, and whether full buildout allowed under the General Plan occurs.

Plan to Provide Cumulative Wastewater Treatment Capacity

If additional capacity is determined to be necessary, the City of Milpitas intends to meet its cumulative wastewater treatment demands by acquiring additional treatment plant capacity from the cities of San Jose and Santa Clara, the owners of the WPCP. Milpitas and San Jose have been involved in negotiations to enable Milpitas to obtain additional wastewater treatment capacity from the San Jose/Santa Clara Water Pollution Control Plant.

The terms and conditions by which the City of Milpitas can acquire additional wastewater treatment capacity rights are contained in the “*Master Agreement for Wastewater Treatment between the City of San Jose, the City of Santa Clara and the City of Milpitas*” (the Master Agreement). The Master Agreement generally sets forth rights and obligations of the respective jurisdictions with respect to discharge of wastewater into the San Jose/Santa Clara WPCP, outlines capacity rights for each member agency, payment and cost-sharing obligations, and plant administration. The cities of San Jose and Santa Clara must first designate that they have excess pooled capacity available for disposal. The City of Milpitas can then offer to acquire the excess capacity at a price set by the terms of the Master Agreement.⁸

On August 22, 2006 the City of San Jose entered into a Settlement Agreement with the City of Milpitas. Section 8 of the Settlement Agreement provides that San Jose agrees to engage in good faith negotiations for a potential lease of up to 1.0 mgd of San Jose’s wastewater discharge allocation subject to terms of the Master Agreement. There are no restrictions in the underlying Master Agreement that would curtail the two cities’ ability to negotiate such a capacity transfer. The City of Milpitas has retained RMC Water and Environment to develop a lease value assessment methodology to support negotiations for the capacity lease.

Staffs from the cities of San Jose and Milpitas have met to discuss the general needs and conditions to be resolved for either a lease or a sale of treatment capacity. On March 5, 2007 Milpitas submitted a written proposal to San Jose for the purchase of 1.0 MGD and prorated equivalents of BOD, suspended solids and ammonia for either a 15- year or 20-year lease of the equivalent capacity. San Jose agreed to forward the proposal to the City of Santa Clara who would also be a party to the transfer. Staffs from the three cities have also met in March and April of 2007. Negotiations continue, and the City of Milpitas fully expects to complete a purchase of additional treatment plant capacity from San Jose and Santa Clara.

- In order to convey the additional wastewater flows pursuant to such an acquisition, improvements to the wastewater collection and conveyance system will be required. These improvements are fully identified in the analysis of wastewater conveyance in this EIR. Other than temporary noise, dust and traffic impacts resulting from construction, no other direct environmental impacts are anticipated as a result of implementing these sewer collection and conveyance system improvements.
- Operation of the WPCP itself would be unaffected by an acquisition of additional treatment plant capacity by Milpitas. The WPCP is rated for a treatment capacity of 167 million gallons per day (mgd) and currently receives an average annual influent of

⁸ Master Agreement, Part III, Section A, “Redistribution of Capacity Rights”

125 mgd. An additional 1.0 mgd of flow from Milpitas would be offset by a corresponding decrease in flow from San Jose and Santa Clara, so it would not exceed the capacity of the WPCP or fundamentally change its operations such that any direct or indirect secondary environmental impacts would occur.

- Unless otherwise accounted for, disposal of an additional 1.0 mgd of effluent originating from Milpitas, discharged to the Artesian Slough and ultimately Coyote Creek and the South San Francisco Bay would increase current effluent disposal rates from the WPCP from the current disposal rate of approximately 100 mgd to 101 mgd, a 1% increase in disposal rates. However, as indicated in subsequent sections of this EIR, development within the Transit Area will include additional use of reclaimed water from the WPCP. The use of reclaimed water from the WPCP will serve to reduce this wastewater disposal demand consistent with the South Bay Action Plan (SBAP). By maintaining consistency with the SBAP for alternative means of wastewater disposal, the acquisition of as much as 1.0 mgd of additional wastewater treatment capacity will not result in significant indirect impacts, including potential impacts to salt marsh habitat. In addition, this 1.0 mgd of capacity is offset by a corresponding decrease in available capacity for San Jose and Santa Clara.
- The City of Milpitas' current 13.5 mgd of treatment plant capacity serves as a limit on increased growth and development within the City. The acquisition of additional wastewater treatment capacity would partially remove this obstacle to population growth and, pursuant to CEQA Guidelines Section 15126.2d, would be regarded as a growth-inducing effect. However, the additional treatment plant capacity achieved through this 1.0 mgd acquisition would be only that amount necessary to serve the additional increment of flow needed to serve the Transit Area over the already-anticipated General Plan buildout. An additional increment of 0.5 mgd of treatment plant capacity would also become available to serve those reasonably foreseeable projects that are currently in the City's pre-application or current application process. A complete analysis of the direct physical environmental effects attributable to the increased growth and development within the Transit Area are fully addressed throughout this EIR. Any additional impacts attributable to additional growth or development of these other reasonably foreseeable projects would be addressed in the environmental review documents prepared for those projects
- Should the cities of San Jose and/or Santa Clara ultimately determine that they do have excess pooled treatment plant capacity available for acquisition, transfer of this capacity to Milpitas is not expected to have any direct or indirect environmental impacts within these other respective jurisdictions. By designating this capacity as "excess", these jurisdictions would be acknowledging that they are not relying on this 1.0 mgd of treatment plant capacity for planned growth and development within their own jurisdictions, or otherwise hastening upgrades or improvements to the current WPCP.

The San Jose Environmental Services Department is already anticipating the need for a long-range Master Plan for the WPCP to address increased population growth, new regulatory initiatives, evolving technology, replacement of aging equipment and

financing.⁹ The need for this Master Plan is independent of any potential decision to designate up to 1.0 mgd of capacity rights as “excess”. It is anticipated that the cities of San Jose and/or Santa Clara, acting as Responsible Agencies to this EIR, would rely on this EIR for their own discretionary actions to consider designation of up to 1.0 mgd of treatment plant capacity as excess, and sell or otherwise convey this excess capacity to Milpitas.

Alternative Wastewater Treatment Options

The City of Milpitas does have several alternative methods of providing the needed wastewater capacity that could be used in addition to or in combination with the San Jose/Santa Clara purchase. These alternatives are more fully described below.

Purchase Capacity from Cupertino Sanitary District

In March 2007, the City of Milpitas and Cupertino Sanitary District entered into an agreement to share the costs of an engineering analysis to determine if the District has excess capacity to sell, and if so, the fair market value of its capacity. The District retained RMC Water and Environment to complete this analysis in accordance with the provisions of the Master Plan. RMC completed its evaluation in July 2007, finding that the District has up to 1.0 mgd of excess flow capacity, along with the prorated share of suspended solids and ammonia. However, it does not have excess capacity specifically related to biological oxygen demand (BOD). The City tasked RMC to evaluate the District’s overall BOD capacity rights and RMC found that at buildout, including the Transit Area developments, the City will need to purchase additional BOD capacity from another participating agency.

Participate in WPCP Expansion

In accordance with the Master Agreement, there is a provision which would enable the City of Milpitas to obtain additional treatment plant capacity when no excess pooled capacity is available via an incremental expansion of the WPCP.¹⁰ The City of Milpitas could initiate this process by requesting that the First Parties (San Jose and Santa Clara) conduct a special engineering study to determine the most feasible means to add the requested capacity. This option would likely consist of relatively minor upgrades to reduce one or more process unit constraints, but it would also require additional regulatory permits.

Alternatively, the City of Milpitas has the right to participate in future WPCP expansions for the purpose of increasing its capacity rights.¹¹ In accordance with US Environmental Protection Agency guidelines, the need to plan for plant expansion is triggered when total WPCP influent reaches 142 mgd, which is 85 percent of its total capacity of 167 mgd. Plant expansion would be a major capital improvement to be undertaken in response to a regional need and would require its own CEQA review and would also require additional regulatory permits.

⁹ San Jose Environmental Services Department, November 2006

¹⁰ Master Agreement, Section III.C “Acquisition of Additional Capacity Rights Without First Parties Initiated Plant Expansion”

¹¹ Master Agreement Section III.B “Acquisition of Additional Capacity Rights With Plant Expansion”,

Specific Plan Policy that Reduces the Impact

Policy 6.10: The City of Milpitas will acquire up to 1.0 mgd of wastewater treatment capacity at the WPCP if necessary. The final amount to be acquired, if any, and the timing of the acquisition will be based on studies of actual usage and the pace of development in the city. The City shall monitor the increase in actual sewage flows and the amount of new development approved on an annual basis to determine when additional capacity is required.

This additional capacity will enable the City to meet the cumulative wastewater treatment demands generated by cumulative growth and development throughout the City, including the net increase in demand attributable to the Transit Area. However, the City's need to acquire an additional 1.0 mgd of WPCP capacity is based on the ability to serve all planned growth and development within the City. The need for this additional WPCP capacity will not be triggered until such time in the future when full General Plan buildout and Transit Area Specific Plan buildout is realized.

Mitigation Measures

No mitigation measures are required.

Impact

3.11-5 Implementation of the proposed Plan would generate additional sewer flows that, combined with wastewater flows from other cumulative growth and development within the region, could exceed the wastewater treatment requirements imposed on operation of the WPCP by the Regional Water Quality Control Board (*Less Than Significant*).

Background¹²

In 1990, the California Water Quality Control Board determined that disposal of effluent from the WPCP to Artesian Slough and eventually the South San Francisco Bay may contribute to the loss and degradation of habitat for two endangered species; the California clapper rail and salt marsh harvest mouse. To address this impact, the State Board adopted Order WQ 90-5, which directed the Board to limit discharge flows from the WPCP to 120 mgd ADWF, or to flows that would not further impact rare and endangered species habitat.

The cities of San Jose and Santa Clara submitted an Action Plan, with a request that the Action Plan be accepted by the Board as fulfillment of the requirement for a limitation on discharge flow levels. The Action Plan included salt marsh mitigation, water recycling and water conservation programs. This Action Plan was accepted by the State Board as the approach whereby the intent of a flow cap restriction to prevent any further loss or degradation of endangered species habitat could be fulfilled. The RWQCB could hold a hearing to re-consider adopting a 120 mgd ADWF discharge limitation if delays occurred that threatened the timely completion or implementation of reclamation projects, or if the ADWF exceeded 120 mgd.

¹² California RWQCB, September 17, 2003

In 1996, the WPCP had a discharge rate of 132 mgd, triggering the Board to hold a hearing on this issue. The Board directed San Jose and Santa Clara to propose an alternative solution, which resulted in the South Bay Action Plan (SBAP). The SBAP proposes both near and long-term solutions to further reduce discharge from the WPCP. The Board accepted the South Bay Action Plan in lieu of a 120 mgd ADWF discharge limitation. The SBAP contains general provisions for water conservation and recycling, and a proposal to mitigate for historic wetlands losses. Overall, the SBAP consists of multiple strategies to encourage water savings and to operate a recycled water system to distribute recycled water for non-potable reuse.

Since 1997 the WPCP has maintained an ADWF disposal level below 120 mgd with an increasing downward level of discharge, such that in 2005 the ADWF was down to 100.0 mgd. A mathematical model has been developed which considers changes in residential population, employment, and ongoing flow reduction programs. Based on this model, the ADWF from the WPCP is projected to remain below 120 mgd through the term of the current NPDES permit. Similar to the previous RWCQB Order, the SBAP contains a contingency plan in the event ADWF flow increases above 120 mgd, or to levels that will adversely affect endangered species habitat.

Existing plus Project Impacts

Currently, the WPCP is discharging at a rate of approximately 100 mgd under average dry weather conditions, well below the 120 mgd threshold. Assuming development will occur at the “reasonable worst case scenario” within the Transit Area, buildout of the Plan will generate a total of approximately 2.20 mgd of additional sewage flows above existing conditions. When added to existing wastewater disposal rate at the WPCP, the total “existing plus project” disposal requirements would be well below the RWQCB trigger threshold of 120 mgd. This impact would be considered less than significant.

Cumulative Impact

The WPCP currently receives an average annual influent of 125 mgd, with a lower amount of influent during the summer dry months and a higher amount during the wet-weather winter months. The average dry weather effluent disposal in the last year for which records are available is approximately 100 mgd. The WPCP diverts a portion of the treated water for further treatment and reuse as a recycled water stream. The difference between the influent and effluent flow rates results primarily from recycled water use. In order to remain in compliance with the RWQCB requirements, on-going and increased water conservation and water recycling is required to off-set cumulative increases in influent flows, including those attributable to the Transit Area. The amount of recycled water demand within the Transit Area is not sufficient to fully offset the increased sewer flows and subsequent discharge to the Bay.

Planned Use of Recycled Water

Current City ordinance requires use of recycled water for landscape irrigation if it is available. Additionally, the Midtown Milpitas Specific Plan, which covers much of the Transit Area, requires new development in the area to include recycled water lines for irrigation and for existing irrigation users to convert to recycled water for irrigation as soon as feasible. City-wide, recycled water use has surpassed 600 acre-feet per year (AFY) since 2000 and is expected

to rise to approximately 1,100 AFY by 2010. The City will be working with SBWRP to connect approximate 70 customers over the next few years.

Recycled water is provided to the City of Milpitas through the SBWRP. An existing transmission line located just north of the Great Mall conveys recycled water to a series of mains that serve landscape irrigation users within the Transit Area (see Figure 3.11-4).

A Recycled Water Analysis prepared by RMC Water and Environment provides a concept plan for recycled water expansion for the Transit Area.¹³ Use of recycled water for outdoor irrigation and indoor non-potable water use for non-residential customers was identified. It was assumed that recycled water could be used to irrigate parks, plazas, community facilities, linear parks, landscaped front yards and buffer zones. It was further assumed that certain land uses such as commercial schools, and non-residential mixed use developments could have the potential for dual-plumbed recycled water use. Based on these assumptions, the total potential recycled water use within the Transit Area is estimated at 167 AFY. This amount of water recycling would off-set a portion of the increase in wastewater generated from the Transit Area that would otherwise require effluent disposal; however, the recycled water demand within the area is not enough to fully offset the increased flow. Existing recycled water mains are located within the Transit Area, although the mains would have to be extended to reach all the potential users within the Transit Area.

Specific Plan Policies that Reduce the Impact

Policy 6.16: Reduce water consumption through a program of water conservation measures, such as use of recycled water, water-saving features, and drought-tolerant landscaping.

Policy 6.17: The City of Milpitas will require that water saving devices, as required by the California Plumbing Code, be installed in all residential, commercial, industrial and institutional facilities within the Transit Area. Such devices are capable of reducing the amount of water used indoors, resulting in substantial wastewater flow reductions.

Policy 6.20: The City of Milpitas will require that recycled water be used to irrigate all parks, plazas, community facilities, linear parks, landscaped front yards and buffer zones. Recycled water may also be used for landscape irrigation on vegetated setbacks and private common areas. The City shall also require, where reasonable and feasible, that commercial uses, schools and non-residential mixed use developments be provided with dual plumbing to enable indoor recycled water use for non-potable uses to the extent feasible.

Only non-residential buildings are allowed to use recycled water for indoor water use. The use of recycled water will reduce the amount of effluent otherwise requiring disposal.

Mitigation Measures

No mitigation measures are required.

¹³ RMC Water and Environment, "Transit Area Recycled Water Analysis", July 3, 2007

Impact

3.11-6 In order to maintain the Midtown Milpitas Specific Plan's policy of requiring new development to include recycled water lines for irrigation, new mainlines would need to be installed (*Less than Significant*).

The Transit Area contains recycled water mains ranging in size from 6 to 10-inch diameters, with a 20-inch transmission line delivering the recycled water to the area's northern edge. Many of the pipelines will be installed along new roads and could be constructed concurrently with these roads. Plans for the Transit Area require that all landscape irrigation, including parks, trails, and landscaped buffer areas, be irrigated with recycled water. There will also be opportunities for users within the Transit Area to install dual plumbing and use recycled water for non-potable use. Only non-residential buildings would be allowed to use recycled water for indoor water use. Transit Area land use categories that have some potential for dual plumbed recycled water use include commercial, schools and non-residential mixed use.

The estimated water use factor for grass turf based on local climate conditions and evapotranspiration rates is approximately 42.0 inches of water per year or an average per acre water use of 3,124 gpd/irrigated acre. Applied to the estimated irrigated acreage for the Transit Area, the total demand will be approximately 122 AFY, as shown in Table 3.11-1. This methodology is a theoretical evaluation assuming grass turf and does not account for other planting types. Additionally, recycled water use through dual plumbing of commercial, schools and non-residential mixed use parcels could potentially contribute approximately 45 AFY, to bring the total potential recycled water demand to 167 AFY within the Transit Area.

Table 3.11-1 Average Annual Demand and Acreage for Improvements of the Transit Area

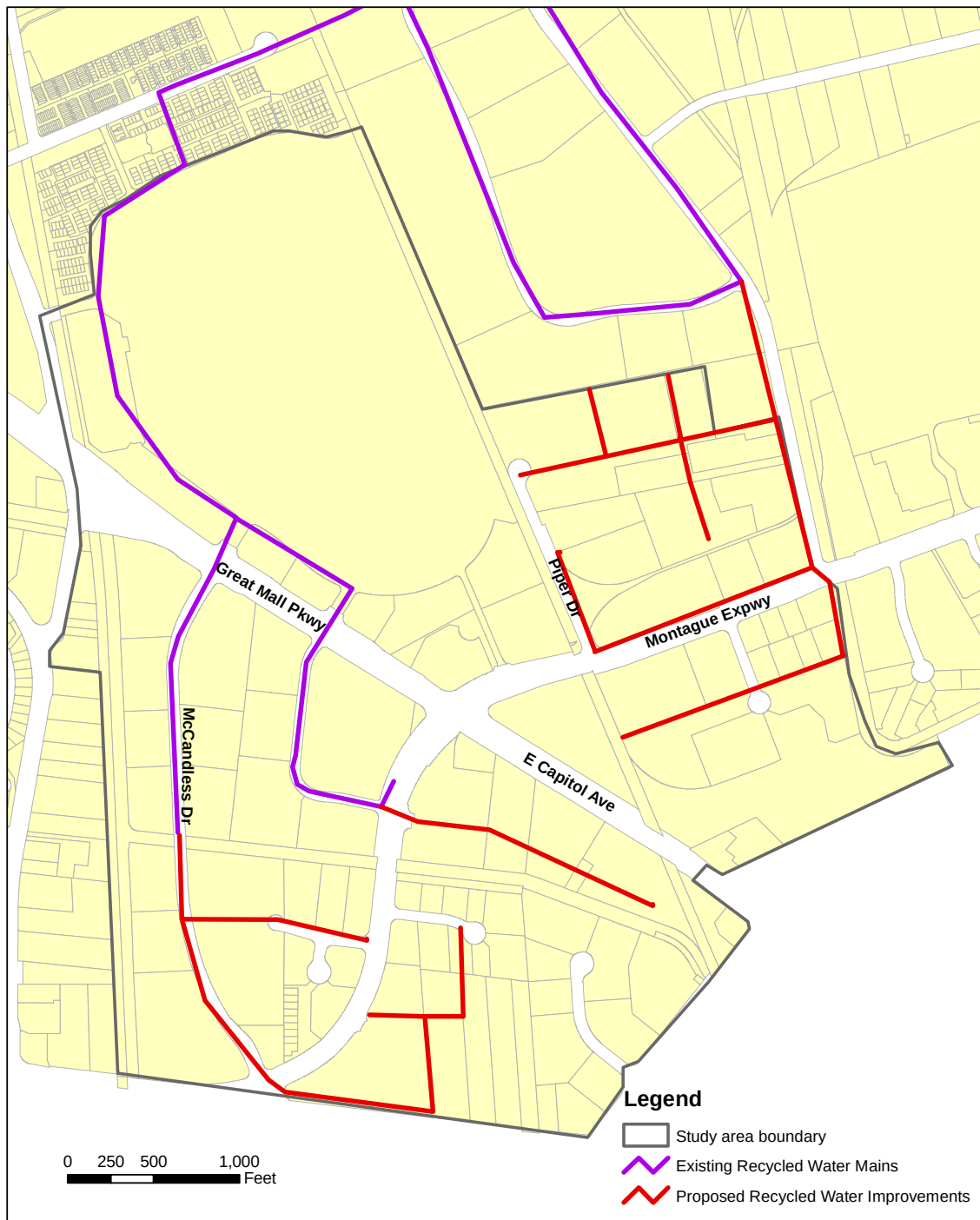
Site	Gross Acreage	Estimated Irrigated Acreage	Ave. Annual Demand (acre-feet/year)
Parks and Plazas	8.1	6.13	20.8
Play Fields	8.5	7.61	29.3
Landscaped Front Yards and Buffers	27.5	14.02	46.8
Linear Parks and Trails	14.9	7.46	25.4
Total	59.0	35.2	122.3

Existing recycled water lines extend into most of the Transit Area and the proposed new development areas. For recycled water service to reach the entire area, new mainlines must be installed. These proposed improvements are shown in Figure 3.11-11. All new pipelines will be 6 inch diameter pipe. These proposed pipelines would all be constructed in existing or proposed roads and would cause a less than significant environmental impact.

Mitigation Measures

No mitigation measures are required.

Figure 3.11-11: Recycled Water System Improvements



Impact

3.11-7 Implementation of Transit Plan would increase the demand on existing solid waste facilities (*Less than Significant*).

The change in land use designations for the Transit Area will cause an increase in the amount of solid waste generated due mainly to the increase in residential density. Waste generation rates for each designated land use in the proposed plan are shown in Table 3.11-2 below.

Table 3.11-2 Transit Area Waste Generation

Land Use Category	Land Use Abbrev.	Waste Generation Rate				Floor to Area Ratio	Housing Density	Hotel # rooms	Waste Generation lb/day
		Comm.	Industrial	Residential	Hotel				
		lb/1000 sq-ft-day	lb/1000 sq-ft-day	lb/DU-day	lb/room-day				
Boulevard Commercial	CMRL	5				4.5	0.5		500
Hotel	Hotel				2	5	-	351	700
BART Transit Area	TRANS	5				6.2	0.5		700
Existing	EXST	5	6	5.1		25.7	0.5	32	4,800
High Density Transit-Oriented Development Residential	HD-TOD			5.1		42.8	-	32	7,000
High Density Transit-Oriented Residential with Retail	HD-TOR	5		5.1		63.4	1.2	32	11,600
Very High Density Transit Oriented Residential	VHD-TOR			5.1		53.4	-	49	13,300
Boulevard Very High Density Mixed Use	Blvd VH M	5		5.1		41.9	1.2	49	10,200
Total =									48,800
Total Generation with Previous Buildout Land Use =									41,400
Additional Waste Generated due to Proposed Plan =									7,400

The additional waste generated in the Transit Area due to the change in land use will be approximately 7,400 pounds per day over the existing build-out land use designations. Given that AB 939 calls for at least 50 percent of waste to be recycled or composted, the additional waste sent to landfill may be no more than 3,700 pounds per year. While it is anticipated that the Newby landfill will close in 2023 and the destination of project generated solid waste after that date is unclear at this time, assurances were provided by BFI that this additional amount will not cause an appreciable change to the filling rate of the Landfill.¹⁴ Further, compliance with the City's Source Reduction and Recycling (SRR) Program, and the Midtown Specific Plan policies indicated below would further ensure that less-than-significant impacts on landfill capacity would occur.

Milpitas also participates in the County's Integrated Waste Management Plan (IWMP). The SRR Element of the IWMP for Milpitas, adopted in 1991, states in Section 8.5 that if the City of San Jose is unable to accept waste from Milpitas at the Newby Island Landfill, then solid waste

¹⁴ Email correspondence with Kurt Fujii of Allied Waste/BFI. BFI owns and operates the Newby Island Sanitary Landfill used by the City.

from Milpitas will be disposed of at either the Kirby Canyon Landfill in San Jose or the Durham Road Landfill in Fremont. Furthermore, the 2005 EIR for the North San José Development Policies Update project, which is located nearby the Planning Area for the proposed Plan, states that according to the County's Integrated Waste Management Plan, there is sufficient landfill capacity for Santa Clara County's projected needs for at least 30 more years.

Midtown Specific Plan Policies that Reduce the Impact:

Policy 6.17 Implement existing recycling programs in the Midtown Area.

Policy 6.18 Promote recycling of demolition and construction debris

Specific Plan Policies that Reduce the Impact

Policy 6.23: All new development shall participate to the maximum extent practical in solid waste source reduction and diversion programs.

Policy 6.24: Before the expiration of its current waste disposal contract, the City shall negotiate new agreements to handle the long-term disposal of its solid waste past the closure of the Newby Island Sanitary Landfill.

Mitigation Measures

No mitigation measures are required.

3.12 Greenhouse Gases and Climate Change

This section of the EIR describes current energy use and identifies how implementation of the proposed Milpitas Transit Area Specific Plan may contribute to global climate change through changes in transportation, energy usage, and industrial activity. In addition, the analysis describes the potential impacts of climate change on Planning Area's future residents, workers, visitors, and natural resources. This section also identifies proposed Plan policies and actions that will help to minimize impacts on energy use and climate change.

ENVIRONMENTAL SETTING

Global climate change refers to alterations in temperature, wind patterns, precipitation, and other climatic conditions that occur across the earth. Of particular concern is the gradual increase in average temperatures and associated changes in environmental conditions such as a rise in sea level. Although there is increasing acceptance of the concept that human activity has an impact on the earth's weather, the extent of the change and the exact contribution from human-caused sources remains in debate. Furthermore, the connection between local land use decisions and global climate change is not well understood and is not reflected in climate modeling. Nevertheless, there is agreement that certain changes that can occur as a consequence of large-scale land use decisions, such as an increase in vehicle emissions associated with an increase in vehicle trips, may have a cumulative impact on global climate change when combined with emissions throughout California, the nation, and across the globe.

PHYSICAL SETTING

Gases that trap heat in the Earth's atmosphere are called greenhouse gases (GHG). These gases play a critical role in determining the Earth's surface temperature. Part of the solar radiation that enters the Earth's atmosphere from space is absorbed by the Earth's surface. The Earth reflects this radiation back toward space, but greenhouse gases absorb some of the radiation. As a result, radiation that otherwise would have escaped back into space is retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect.

The accumulation in the atmosphere of GHG emitted by both natural processes and human activities regulates the earth's temperature. Without natural GHG, the Earth's surface would be about 61°F cooler (CCAT, 2006). However, many scientists believe that emissions from human activities, such as electricity production and vehicles, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

Common GHG include water vapor, carbon dioxide, methane, nitrous oxides, chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, ozone, and aerosols. GHG have varying potentials to trap heat in the atmosphere, known as global warming potential (GWP), and atmospheric lifetimes. GWP ranges from 1 (carbon dioxide) to 23,900 (sulfur hexafluoride). GHG emissions with a higher GWP have a greater global warming

effect on a molecule per molecule basis. For example, one ton of CH₄ has the same contribution to the greenhouse effect as approximately 21 tons of CO₂. (California Climate Action Registry, *General Reporting Protocol*, Appendix C, 2006)

Carbon dioxide equivalents are measurements used to account for GWP. Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions and converts them to a single unit equivalent to the effect that would occur if only CO₂ were being emitted.

GHG emissions contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. (CEC, 2006) Consumption of fossil fuels in the transportation sector was the single largest source of California's GHG emissions in 2004, accounting for more than 40 percent of total GHG emissions. (CEC, 2006) This category was followed by the electric power sector (including both in-state and out-of-state sources) (22 percent) and the industrial sector (21 percent). (CEC, 2006) Out-of-state sources, mostly coal-fired power plants in the Southwest, account for 22 to 32 percent of the total energy used in California but contribute 39 to 57 percent of the GHG emissions associated with electricity consumption. (CEC, 2006)

Bay Area Greenhouse Gas Emissions

The Bay Area Air Quality Management District (BAAQMD) published the *Source Inventory of Bay Area Greenhouse Gas Emissions* in November 2006.¹ This report compiles direct emissions due to human activities from both stationary and mobile sources in the Bay Area. The greenhouse gas emissions from over 25,000 sources are calculated by multiplying activity data by standardized emission factors for each greenhouse gas.

In 2002, 85.4 million tons of CO₂-equivalent greenhouse gases were emitted in the Bay Area. Santa Clara County was the source for approximately 22 percent (almost 19 million metric tons per year) of those emissions. This would be equivalent to approximately 11 tons of emissions per person per year. The Air District estimates that 55 percent of Santa Clara County emissions were from motor vehicles; 25 percent were from area sources such as gas stations, dry cleaners, residential heating and cooling, restaurants, and various consumer products; and 20 percent from point sources.

Extrapolating the Santa Clara County emissions per capita from 2002 to the current population, the total emissions generated in the Milpitas Transit Area were about 13,000 tons in 2005.

¹ BAAQMD, *Source Inventory of Bay Area Greenhouse Gas Emissions*, November 2006.

Table 3.12-1: 2002 Santa Clara County GHG Emission Sources

Population	1,725,000
Daily Electricity Usage (Megawatt hour)	50,684
Daily Natural Gas Usage (cu.ft.)	182,000,000
Daily Gasoline Sales (gallons)	2,368,000
Daily Vehicle Miles Traveled (VMT)	39,000,000

Source: BAAQMD, *Source Inventory of Bay Area Greenhouse Gas Emissions, November 2006*; Dyett and Bhatia, 2007.

Emissions from Transportation

California's demand for gasoline and diesel has nearly doubled over the last twenty years. In 2004, the State consumed more than 15 billion gallons of gasoline and almost three billion gallons of diesel fuel, which accounted for almost half of all fossil fuel energy that the State consumed. (California Energy Commission, *2005 Integrated Energy Policy Report*, November, 2005).

Using the estimates published by BAAQMD for 2002, Santa Clara County's daily VMT per capita was 22.6 daily miles. Applied to the Transit Area's 2005 population of 1,179, the area generated approximately 9.7 million vehicle miles traveled and purchased almost 600,000 gallons of gasoline per year. This amount of travel would generate almost 5,700 metric tons CO₂-equivalent greenhouse gases.

Emissions from Use of Electricity

The majority of the homes and businesses in the Transit Area use energy that Pacific Gas & Electric (PG&E) obtains from power plants and natural gas fields in northern California and from energy it purchases from outside its service area. These energy sources include utility companies in other western states, including northwest hydroelectric power sources, and Mexico (CEC, 2003). The combustion of fossil fuels to produce electricity generates greenhouse gases including carbon dioxide and, to a lesser extent, nitrous oxide and methane.

In 2005, Santa Clara County consumed 15,542 million kWh of electricity. Non-residential users were responsible for about 75 percent of all electricity consumption in the County, and users overall (residential and non-residential) consumed an average of 8,840 kWh per capita. Based on the 2005 estimated population of 1,179, this means that Transit Area consumed an estimated 10.4 million kWh of electrical power.² Using the Abraxas Energy Calculator (one of the many GHG calculation programs available online), this level of electrical use generated an estimated 3,940 tons of carbon dioxide and 3 tons of nitrous oxide. Nitrous oxide has 310 times the global warming potential of carbon dioxide. The carbon dioxide equivalent emissions from electricity use were approximately 4,750 metric tons per year.

² California Energy Commission website: http://www.energy.ca.gov/electricity/electricity_by_county_2005.html. October 2007.

Table 3.12-2: Estimated Existing TASP Greenhouse Gas Emissions (metric tons)

Source	Carbon Dioxide	Carbon Dioxide Equivalent of Nitrous Oxide Emissions	Carbon Dioxide Equivalent of Methane Emissions	Total Carbon Dioxide Equivalent
Electricity generation ¹	3,940	806	Na	4,746
Vehicle emissions ²	5,497	151	10	5,658
Total	9,437	957	10	10,404

¹ Based on 2005 population and using the Abraxas Energy Consulting Emissions Calculator

² Based on 2002 Santa Clara daily VMT per capita data estimated from BAAQMD

Source: Abraxas Energy Consulting Emissions Calculator; BAAQMD, 2006; Dyett & Bhatia, 2007.

REGULATORY SETTING

Federal

In 1990, Congress passed and the President signed Public Law 101-606, the Global Change Research Act. The purpose of the legislation was:

“...to require the establishment of a United States Global Change Research Program aimed at understanding and responding to global change, including the cumulative effects of human activities and natural processes on the environment, to promote discussions towards international protocols in global change research, and for other purposes.”

To that end, the Global Change Research Information Office (GCRIO) was established in 1991 to serve as a clearinghouse of information and to provide interagency Global Change Data and Information System (GCDIS) to high level users.

In April 2007, the U.S. Supreme Court found that the EPA has a statutory authority to formulate standards and regulations to address greenhouse gases, which it historically has not done. The EPA is now doing this.

State

The Governor of California signed Executive Order S-3-05 on June 1, 2005. The Order recognizes California’s vulnerability to climate change, noting that increasing temperatures could potentially reduce snow pack in the Sierra Nevada, which is a primary source of the State’s water supply. Additionally, according to this Order, climate change could influence human health, coastal habitats, microclimates, and agricultural yield.

In September 2006, Governor Arnold Schwarzenegger signed AB 32, the California Climate Solutions Act (Health and Safety Code Section 38500 et. seq.). The Act requires the reduction of statewide GHG emissions to 1990 levels by the year 2020. This change, which is equivalent to a 25 percent reduction from current emission levels, will be accomplished through an enforceable statewide cap on GHG emissions that will be phased in starting in 2012. The Act

also directs the California Air Resource Board (CARB) to develop and implement regulations to reduce statewide GHG emissions from stationary sources and address GHG emissions from vehicles. CARB has stated that the regulatory requirements for stationary sources will be first applied to electricity power generation and utilities, petrochemical refining, cement manufacturing, and industrial/commercial combustion. The second group of target industries will include oil and gas production/distribution, transportation, landfills and other GHG-intensive industrial processes.

AB 1493 (Pavley) requires CARB to develop and adopt regulations that reduce GHG emissions from passenger vehicles and light-duty trucks. CARB has estimated that these regulations would reduce GHG emissions from these light-duty vehicles by 18 percent in 2020 and by 27 percent in 2030. (CARB, 2004)

To date, the State has not imposed any requirements on local agencies to help achieve GHG emissions reductions. It has, however, adopted several so-called early action GHG reduction measures that will help to reduce GHG emissions from local land use decisions that may generate additional vehicle traffic. These actions include:

- A low-carbon fuel standard that reduces carbon intensity in California fuels;
- Reduction of refrigerant losses during motor vehicle air conditioning system maintenance by restricting the sale of "do-it-yourself" automotive refrigerants; and
- Requiring broader use of state-of-the-art methane capture technologies to increase methane capture from landfills.

CARB has also adopted a requirement, effective in 2009, that requires every new car sold in California to bear a sticker showing the vehicle's smog and greenhouse gas emission characteristics. The label will allow consumers to consider and compare a vehicle's environmental impacts. (CARB, 2007)

Regional

Four regional agencies, Bay Area Air Quality Management District (BAAQMD), Metropolitan Transportation Commission (MTC), Association of Bay Area Governments (ABAG), and Bay Conservation and Development Commission (BCDC), are working individually and together to development and implement strategies and programs to reduce greenhouse gas emissions.³ The multi-agency smart-growth efforts aim at a long-term reduction in vehicle travel demand, a mode shift away from personal automobiles, and a shift of development direction back to those parts of the region where less energy is required.

The Bay Area Air Quality Management District (BAAQMD) is the regional agency responsible for implementing State and federal air quality requirements in the nine Bay Area counties which includes the Milpitas Transit Area. The Air District has permit authority over stationary sources, acts as the primary reviewing agency for environmental documents and develops

³ Joint Policy Committee (ABAG, BAAQMD, BCDC, MTC), *Bay Area Regional Agency Climate Protection Program Memo*, May 4, 2007. <http://www.abag.ca.gov/jointpolicy/Regional%20Agencies%20Climate%20Protection%20Program.pdf>

regulations consistent with State and federal air quality agencies. The Air District is integrating climate protection into all its activities, reviewing and modifying its regulations to address greenhouse gases along with other pollutants, inventorying regional greenhouse gas emissions and studying mitigation strategies, and incorporating climate protection considerations into its CEQA reviews and grant programs. The Air District is also participating in the Bay Area Regional Agency Climate Protection Program 2, which promotes a multi-sector approach to climate. The program began with a Climate Protection Summit, then initiated a new \$3 million climate innovation grant program, provides technical assistance to local governments and other organizations, and includes a public education program.

The Metropolitan Transportation Commission (MTC) also has a role in air quality planning by ensuring its transportation plans, programs, and projects conform to the most recent air quality requirements. MTC's emphases on transit investments and the maintenance of existing infrastructure seek to moderate growth in private vehicle usage. The Transportation for Livable Communities (TLC), Housing Incentive Program (HIP), and Transit-Oriented Development (TOD) programs encourage increased transit ridership and more walking and biking for short trips, and its congestion management and intelligent transportation system programs seek to reduce emissions through smoother, more efficient traffic flow.

The Association of Bay Area Governments (ABAG) has implemented Green Business and Energy Watch programs to conserve energy resources and therefore help reduce carbon emissions. ABAG also coordinates a Earthquake and Hazards program, water resources planning, and the San Francisco Estuary program which help to prepare the region for adaptation to and mitigation of climate-change impacts.

The Bay Conservation and Development Commission (BCDC) is studying the potential effects of sea-level rise on the Bay shoreline and is assessing strategies to mitigate impacts on public infrastructure and lowland development.

In addition, in October 2004, the Santa Clara County Board of Supervisors passed a resolution to form a partnership with BAAQMD to achieve the ICLEI Cities for Climate Protection Program goals of reducing both greenhouse gas and air pollution emissions. The Cities for Climate Protection Program encourages local jurisdictions to adopt and implement five milestones: conduct a baseline emissions inventory and forecast; adopt an emissions reduction target for the forecast year; develop a Local Action Plan; implement policies and measures; and monitor and verify results.

IMPACT ANALYSIS

SIGNIFICANCE CRITERIA

Implementation of the proposed Transit Area Specific Plan would have a potentially significant impact if it would prevent the reduction of statewide greenhouse gas emissions to 1990 levels by the year 2020, as required the California Climate Solutions Act of 2006.

METHODOLOGY & ASSUMPTIONS

The analysis of impacts on energy use and global climate change is based on information presented in Section 3.6: Air Quality, Section 3.3: Transportation and the BAAQMD's inventory of GHG Emissions. Using protocols developed by the California Climate Action Registry and other sources, projections of annual electricity usage and emission rates of criteria pollutants were used to project greenhouse gas emissions.

In contrast to the criteria air pollutants that serve as indicators of regional and local air quality, GHG are global pollutants. Moreover, neither the federal nor State governments have adopted any standards to which local agencies must adhere. While there are protocols for calculating greenhouse gas emissions at the local level, there are no accepted thresholds for determining the impact of such emissions on global warming or even on climate changes within California. In the absence of such requirements, the following analysis focuses on measures the city can undertake to reduce greenhouse gas emissions without quantifying the impact of the city's current or future emissions on global, national, or statewide conditions.

SUMMARY OF IMPACTS

The primary sources of greenhouse gas (GHG) emissions related to urban development in Transit Area are anticipated to continue to be from the combustion of fossil fuels by motor vehicles and from electric power generation. Short-term impacts are also anticipated from construction activity that will occur during buildout under the proposed Plan. Because the GHG generation rate is, for the most part, related to growth, policies that reduce energy consumption and fuel usage can have a positive effect. The Transit Area Specific Plan promotes development patterns that will reduce the vehicles miles traveled per capita and proposes a variety of other actions that can reduce emissions, including tree planting.

IMPACTS & MITIGATION MEASURES

Impact

- 3.12-1 Development under the proposed Transit Area Specific Plan will result in a substantial increase in total vehicle miles traveled (VMT), leading to an increase in greenhouse gas emissions. (*Less than Significant*)**

Implementation of the proposed Plan is projected to result in a substantial increase in total Vehicle Miles Traveled (VMT), based on the population increase of 18,000 and the jobs increase of 4,225. However, VMT was not modeled in the transportation study. The estimates

in Table 3.12-3 are based on the 2002 Santa Clara County VMT per capita. Therefore, the CO₂ equivalent GHG emissions from mobile sources are projected to grow at the same rate as the population increases.

Table 3.12-3: Proposed Specific Plan Annual Greenhouse Gas Emissions (metric tons)

Source	Carbon Dioxide	Carbon Dioxide Equivalent of Nitrous Oxide Emissions	Carbon Dioxide Equivalent of Methane Emissions	Total Carbon Dioxide Equivalent
Electricity generation ¹	63,801	13,082	NA	76,883
Vehicle emissions ²	89,025	2,442	165	91,633
Total	152,826	15,524	165	168,516

¹ Based on estimated 2030 population and using the Abraxas Energy Consulting Emissions Calculator

² Based on 2002 Santa Clara daily VMT per capita data estimated from BAAQMD

Source: Abraxas Energy Consulting Emissions Calculator; BAAQMD, 2006; Dyett & Bhatia, 2007.

It is important to note that proposed changes in land use designations that allow for this additional growth also encourage new development in proximity to transit stations and employment centers, thereby potentially reducing the travel distance of future residents to employment and other areas. Based on data provided by Fehr & Peers, traffic consultants, existing uses in the planning area generate approximately 82,900 average daily trips. With new development as proposed under the Plan, some existing trips would be eliminated and the proposed uses would add approximately 48,970 net new daily trips. Therefore, with the implementation of the Specific Plan, the average daily trips generated within the Transit Area would increase by 59 percent over existing conditions. Therefore, the rate of increase in VMT would be less than the rate of increase in population. This is due to the mixed-use and transit-oriented nature of development proposed under the Specific Plan. Though the population would increase significantly, a large percentage of that population would use transit options made available to them and reduce vehicle use. Also, much of the traffic created by new retail and residential uses are offset by the elimination of almost 30 percent of existing traffic volume, which is generated by industrial uses which are being redeveloped.

Moreover, the projected increase in VMT within the Milpitas Transit Area must be evaluated within the larger context of development within the county and the region. The increase in population in the city would not exceed the population increase accounted for by the 2003 ABAG Projections and is consistent with regional air quality planning. Therefore, the impact of increased total VMT will not prevent the reduction of statewide greenhouse gas emissions to 1990 levels and is less than significant.

Proposed Specific Plan Policies that Reduce the Impact

Implementation of the following proposed Specific Plan policies which encourage and support walking, bicycling and transit usage would reduce this impact to a level that is less than significant:

Policy 3.16: Establish and implement a travel demand management (TDM) program in order to encourage alternate modes of travel and thereby reduce automobile trips. Establish a funding mechanism to pay for the costs of the program, including the cost of a transportation coordinator to administer the program. The program would include a ride-matching program, coordination with regional ride-sharing organizations, and provision of transit information; and could also include sale of discounted transit passes and provision of shuttle service to major destinations.

Policy 3.21: Provide continuous pedestrian sidewalks and safe bike travel routes throughout the entire Transit Area and within development projects.

Policy 3.22: Private development shall provide direct walking and biking routes to schools and major destinations, such as parks and shopping, through their property.

Policy 3.23: Encourage children to walk or bike to school by expanding existing safe walking and bicycling routes to schools into the Transit Area.

Policy 3.28: Provide continuous bicycle circulation through the project site and to adjacent areas by closing existing gaps in bicycle lanes and bicycle routes, per Figure 3-5 [of the proposed Plan].

Policy 3.31: Require provision of bicycle and pedestrian facilities such as weather protected bicycle parking, direct and safe access for pedestrians and bicyclists to adjacent bicycle routes and transit stations, showers and lockers for employees at the worksite, secure short-term parking for bicycles, etc.

Policy 3.33: Require new development within the Transit Area to facilitate the use of alternative modes of transportation through programs such as carpool parking, the VTA's EcoPass Program, shuttles to transit stations and lunchtime destinations, assistance to regional and local ridesharing organizations, alternative work schedules, telecommuting, etc. Establish a Transportation Demand Management (TDM) program for this purpose, as described in Policy 3.16.

Policy 3.34: Encourage preferential parking measures for carpool and vanpool vehicles, guaranteed ride home services and other incentives to employees choosing transportation modes other than driving. Provide preferential parking for low-emission vehicles.

Mitigation Measures

No mitigation measures are required.

Impact

3.12-2 Development under the proposed Transit Area Specific Plan will result in a substantial increase in the total amount of energy consumed by residential and non-residential users in Transit Area. (*Less than Significant*)

Buildout under the proposed Transit Area Specific Plan will increase the total demand for electrical energy in Transit Area. If current trends continue, total consumption of electrical energy would increase from 10 million to 169 million kWh, an increase of 159 million kWh of electrical power. This level of electrical use would generate 63,800 tons of carbon dioxide and 42 tons of nitrous oxide. Nitrous oxide has 310 times the global warming potential of carbon dioxide. The approximate carbon dioxide equivalent emissions from electric use would, therefore, be roughly 77,000 metric tons a year.

Reductions in GHG emissions associated with on-going energy efficient building standards are expected to achieve a reduction of 3 million metric tons of carbon dioxide equivalents statewide by 2020. Emission reductions associated with existing energy efficient appliance standards are expected to result in a reduction of an additional 7 million metric tons of carbon dioxide equivalent emissions by 2020. (California Environmental Protection Agency, 2007) Implementation of the Specific Plan polices and other State requirements at the local level will reduce projected GHG emissions from electrical generation. These actions will ensure that the additional energy that homes and businesses consume will not impede achievement of the statewide reduction in emissions mandated by the California Climate Solutions Act of 2006. Therefore, the impact of increased energy consumption in the Transit Area is less than significant.

Proposed Specific Plan Policies that Reduce the Impact

Implementation of the following proposed Specific Plan policies which encourage and support energy efficiency and green building techniques would reduce this impact to a level that is less than significant:

Policy 5.4: New commercial or institutional buildings, or tenant improvements to commercial, industrial or institutional buildings shall follow the provisions of the City's future Green Building Ordinance. In the absence of any ordinance, all new projects should be encouraged to incorporate green building measures.

Policy 5.5: Coordinate with Santa Clara County and other regional agencies to establish and implement new local regulations and standards related to greenhouse gas emissions simultaneously across the region.

By working together at the regional level, no one jurisdiction would bear the burden of being the first to adopt new regulations.

Policy 5.6: Require the use of Energy Star appliances and equipment in new residential and commercial development, and new City facilities.

Policy 5.7: Require at least 50 percent of all new residential development to be pre-wired for optional photovoltaic roof energy systems and/or solar water heating.

Policy 5.8: Incorporate cost-effective energy conservation measures into all buildings being constructed by the City in the Transit Area, including construction, operations and maintenance. These measures can include but are not limited to:

- Energy efficient light fixtures, including solar powered systems, for streetscapes, parks, and public buildings which have limited glare and spillover;
- Automatic lighting systems in public buildings and offices; and
- Life-cycle costing of capital projects so that the environmental, societal, and economic costs are evaluated over the project's long-term operation.

Policy 5.9: Establish a program to support energy efficiency in new private development and facilitate environmentally sensitive construction practices by:

- Establishing an incentive program for projects with energy-efficient design, such as expedited permit processing;
- Promoting use of products that are durable and allow efficient end-of-life disposal (recyclable);
- Requiring demolition permits for structures and/or pavement exceeding 7,500 square feet to submit a report on recycled materials;
- Promoting the purchase of locally or regionally available materials; and
- Promoting the use of cost-effective design.

Mitigation Measures

No mitigation measures are required.

3.13 Cultural Resources

This section presents the environmental setting and impact assessment for cultural resources in the Planning Area.

ENVIRONMENTAL SETTING

Cultural resources are defined as prehistoric and historic sites, structures, and districts, or any other physical evidence associated with human activity considered important to a culture, a subculture, or a community for scientific, traditional, religious, or any other reason. For analysis purposes, cultural resources may be categorized into three groups: archaeological resources, historic resources, and contemporary Native American resources. Paleontological resources, while not categorized as a “cultural resource,” are afforded protection under CEQA,¹ and as such are evaluated in this section of the EIR.

Archaeological resources are places where human activity has measurably altered the earth or left deposits of physical remains. Archaeological resources may be either prehistoric (before the introduction of writing in a particular area) or historic (after the introduction of writing). The majority of such places in the San Francisco Bay Area region are associated with either Native American or Euroamerican occupation of the area. The most frequently encountered prehistoric and early historic Native American archaeological sites are village settlements with residential areas and sometimes cemeteries; temporary camps where food and raw materials were collected; smaller, briefly occupied sites where tools were manufactured or repaired; and special-use areas like caves, rock shelters, and sites of rock art. Historic archaeological sites may include foundations or features such as privies, corrals, and trash dumps.

Historic resources are standing structures of historic or aesthetic significance. Architectural sites dating from the Spanish Period (1529-1822) through the early years of the Depression (1929-1930) are generally considered for protection if they are determined to be historically or architecturally significant. Post-depression sites may also be considered for protection if they could gain significance in the future. Historic resources are often associated with archaeological deposits of the same age. To be potentially eligible for listing on the National Register of Historic Places (NRHP) or California Register of Historic Resources (CRHR), a building must usually be over 45-50 years old, must have historic significance, and must retain its physical integrity.²

¹ Public Resources Code (PRC) Section 5097.5 provides for the protection of cultural and paleontological resources. PRC section 5097.5 prohibits the removal, destruction, injury, or defacement of archaeological and paleontological features on any lands under the jurisdiction of state or local authorities.

² Historical resources achieving significance within less than fifty (50) years may be considered for listing in the California Register if it can be demonstrated that sufficient time has passed to understand its historical importance (California Code of Regulations, Title 14, Chapter 11.5, 4852(d) (2))

Contemporary Native American resources, also called ethnographic resources, can include archaeological resources, rock art, and the prominent topographical areas, features, habitats, plants, animals, and minerals that contemporary Native Americans value and consider essential for the preservation of their traditional values.

Paleontological resources are the mineralized (fossilized) remains of prehistoric plant and animal life exclusive of human remains or artifacts. Fossil remains such as bones, teeth, shells, and leaves are found in geologic deposits (rock formations) where they were originally buried.

Much of the following cultural, historic and ethnographic baseline information is extracted from an overview document prepared by the Northwest Information Center at Sonoma State University in Rohnert Park (September 2007) and the City's Historic Sites Inventory (July 1990). Additional information from the Midtown Milpitas Specific Plan EIR was utilized as 30 archaeological investigations were conducted within that planning area, covering approximately 75 percent of the Midtown Specific Plan area. The Transit Area is within the area covered by the Midtown Specific Plan, with the exception of a 40 acre area between Piper Drive and Milpitas Boulevard that is outside the Midtown Specific Plan area.

PHYSICAL SETTING

Prehistoric Context

The Milpitas area was likely settled by Native Americans between 12,000 and 6,000 years ago. Penutian-speaking peoples migrated into central California around 4,500 years ago and were firmly settled around San Francisco Bay by 1,500 years ago. The descendants of the native groups who lived between the Carquinez Strait and the Monterey area prefer to be called Ohlone, although they are often referred to by the name of their linguistic group, Costanoan. Milpitas is within the ethnographic territory of the Alson tribe of Ohlone, who occupied the area near the mouth of the Coyote Creek.³

One factor which likely increased traffic through the Milpitas area was the presence of a deposit of cinnabar (later famous as the mines of New Almaden) within Tamyen territory, which increased traffic through the early Milpitas area. The cinnabar (used as a body paint) stimulated considerable trade. The deposits were known over much of northern California, and parties from as far away as the Columbia River journeyed to Costanoan territory to obtain it. Trade for other items—such as wooden bows, salt, and pine nuts—also brought many visitors to the Tamyen territories. Wooden bows and salt from the bay were traded to the Plains Miwok. The words “salt” and “bow” were also taken from the Costanoan.

Two notable Costanoan village sites lie within the city limits of Milpitas. One, a huge shell mound near the present-day Elmwood Rehabilitation Center, was discovered in 1949 and dates back to the eighteenth century. The other, on the site of the Alviso Adobe near the corner of Calaveras and Piedmont, is at least 3,000 years old and is one of only a handful of

³ Milliken, Randall, 1995. *A Time of Little Choice: The Disintegrations of Tribal Culture in the San Francisco Bay Area, 1769-1810*. Ballena Press, Menlo Park, California.

archaeological sites in California with such a long history of continuous occupation.⁴ Neither of these sites is within the Transit Area Specific Plan boundary.

Prehistoric Resource Sites

A review of the Milpitas Planning Area conducted by the Northwest Information Center at Sonoma State University in Ronherth Park revealed that one recorded native American archaeological resource, CA-SCL-593, a habitation site, is adjacent to (but not within) the Planning area. This site is listed with the California Historical Resources Information System (CHRIS). Currently, there are no archaeological sites in the Planning Area that are listed on the National Register of Historic Places.⁵

Historic Context

During the Spanish expeditions of the late 1700s, several missions were founded in the San Francisco Bay Area. After the Mexican government took over the vast missions lands and distributed them among the Californios (Mexican pioneers living in California), the brief but lively "rancho" period began. The land in modern-day Milpitas was divided between the 6,352.9-acre Rancho Rincon de los Esteros, the 4,457.66-acre Rancho Milpitas and the 4,394-acre Rancho Tularcitos.⁶

In the 1850s, large numbers of Americans from the East, Canadians, Irish, Chileans, British, Germans and more arrived to farm the fertile lands of Milpitas. They brought with them their own agricultural traditions, adopting them to the local soils and climate. They continued to raise cattle and horses, but they also conducted dairy operations and planted new crops, such as potatoes. In 1850, they introduced a new means of irrigation, artesian wells, which made possible the cultivation of new vegetable crops and berries.⁷ The early settlers farmed the land and set up many businesses on a section of what was then called Mission Road, which by the late 20th century became known as the "Midtown" district. The Midtown area, the oldest part of Milpitas, has few remaining historic residences and was the only commercial district that existed before 1945. Midtown is situated along Main and Abel Streets and is bordered by Montague Expressway in the south and Weller Street in the north.

Milpitas was named after Alviso's rancho by Joseph Weller when the first U.S. Post Office was opened on Main Street. However many locals had taken to calling the collection of buildings at the crossroads along Penitencia Creek "Penitencia," after the small Catholic building next to the creek that was used by the Spanish Padres to hear confession by the nearby natives. The word Milpitas is from the word "Milpa" which is derived from a Mexican Indian word for "place where maize grows."

In the early 1900s, Milpitas served as a popular rest stop for travelers on the old Oakland-San Jose Highway. At the intersection of that road with the Milpitas-Alviso Road, Smith's Corners,

⁴ Milpitas California, Historic Sites Inventory, 1990.

⁵ Cultural Resource Records Search (CHRIS), Northwest Information Center, September 19, 2007.

⁶ Steve Munzel, A Brief History of Milpitas. <http://milpitashistory.org/home>. September 25, 2007.

⁷ Milpitas California, Historic Sites Inventory, 1990.

built in 1895 and later renamed Campbell's Corners, was a saloon that served beer and wine to patrons for a century before becoming a restaurant in 2001; it still stands. In the 1920s, one of America's earliest "fast food" chain restaurants, "The Fat Boy," opened nearby but was demolished in 1985.

When the Ford Motor Assembly Plant came to the southern edge of town, San José indicated interest in making it part of that city. The local inhabitants fought back. The City of Milpitas was the result of a defensive incorporation on January 26, 1954. Later, in 1960, San José attempted to incorporate the city again, but was met with a very lopsided defeat in the election. The Minute Man was added to the city's seal and flag following this campaign. Ironically, Ford Corporation called the facility the San Jose Ford Motor Assembly Plant. The automobile manufacturing era in Milpitas lasted little more than a quarter century. After the plant closed it remained largely unused for nearly fifteen years. Today, it is the Great Mall of the Bay Area.⁸

Historic Resources Sites

The historically and architecturally significant buildings in Milpitas are extremely diverse in style, as well as in method and period of construction. The first structures to be built in Milpitas were adobe houses located along the foothills east of town (now east of Piedmont and Evans Road) and along both sides of Calaveras Road between Main Street and the foothills. During the 1850s to 1870s, many frame farmhouses were constructed. Businesses that catered to travelers (saloons, restaurants, blacksmiths, service stations, and hotels) and those that supplied the local population (general stores, meat markets, lumber yards) developed near the intersection of the Alviso-Milpitas Road and the San Jose-Oakland Road (now the 880 corridor which is outside of the Plan area). Clustered around this nucleus of commercial and service buildings were the homes of the merchants, railway employees, and working men of the community. Milpitas changed little until 1953, when the Ford Motor Plant was built at the south end of town. Within the next two decades virtually all of the older buildings in the center of town were demolished; leaving two corridors along the eastern foothills and the western highway fairly intact.⁹

According to the NWIC response, State and federal inventories list one historic property with the proposed Planning area: 459 Great Mall Drive (FCC060215F), the Great Mall of the Bay Area Building, formerly the Old Ford Motor Assembly Plan. This property currently has a status code of 6Y, meaning it has been determined ineligible for the National Register by consensus through the Section 106 process, but has not been evaluated for the California Register or local listing. While this building is in the Planning Area, development activities or redevelopment of the Great Mall are not proposed under the Transit Area Specific Plan.

Several Historic Resource Inventories have been conducted within the City of Milpitas. One such inventory completed in 1990 resulted in a survey of 42 properties, including homes, restaurant, churches, schools, and commercial properties.¹⁰ According to this inventory, one

⁸ Steve Munzel, A Brief History of Milpitas. <http://milpitashistory.org/home>. June 2005.

⁹ Milpitas General Plan, Open Space and Environmental Conservation Element 2002.

¹⁰ Historic and Cultural Resources Inventory, City of Milpitas, 1986.

such resource, Old Ford Motor Assembly Plant, now the Great Mall, is in the Specific Plan Area.

Further, the City of Milpitas maintains a Register of Cultural Resources within the city limits. The Register does not identify any historic sites or sites of former historic resources in the Planning Area – other than the Great Mall (former Ford Motor Plant). The Great Mall property though was determined ineligible for the National Register by consensus through the Section 106 process, but has not been evaluated for the California Register.¹¹

National Register Sites

The National Register of Historic Places is the Nation's official list of cultural resources worthy of preservation. Authorized under the National Historic Preservation Act of 1966, the National Register is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect our historic and archeological resources. Properties listed in the Register include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archeology, engineering, and culture. The National Register is administered by the National Park Service, which is part of the U.S. Department of the Interior. There are no sites in that Planning Area that are listed on the National Register of Historic Places.¹²

California Historic Landmarks

California Historical Landmarks (CHLs) are buildings, structures, sites, or places that have been determined to have statewide historical significance by meeting at least one of the criteria listed as follows: the resource also must be approved for designation by the County Board of Supervisors or the City/Town Council in whose jurisdiction it is located; be recommended by the State Historical Resources Commission; and be officially designated by the Director of California State Parks. There are no buildings, structures, sites in the Planning Area that are listed by Office of Preservation as a California Historical Landmark.¹³

PALEONTOLOGICAL RESOURCES

Paleontological resources are the mineralized (fossilized) remains of prehistoric plant and animal life exclusive of human remains or artifacts. Fossil remains such as bones, teeth, shells, and leaves are found in geologic deposits (rock formations) where they were originally buried. Fossil remains are considered to be important as they provide indicators of the earth's chronology and history. These resources are afforded protection under CEQA and are considered to be limited and nonrenewable; they provide valuable scientific and educational data. The University of California Museum of Paleontology (UCMP) lists 80 localities where fossils have been found in Santa Clara County.¹⁴ At least eight of these findings are documented to be in Milpitas and others can be assumed. The localities contain records for

¹¹ Cultural Resource Records Search (CHRIS) , Northwest Information Center, September 19, 2007.

¹² National Register of Historic Places Website: <http://www.nationalregisterofhistoricplaces.com>. September 2007.

¹³ Office of Historic Preservation. <http://ohp.parks.ca.gov>. June 7, 2007.

¹⁴ University of California Museum of Paleontology Website: <http://ucmpdb.berkeley.edu/cgi>. June 7, 2007.

various Mammalia, ranging from Bison (Pleistocene) to *Desmostylus hespeus* (genetic cousin of the sea cow from the Miocene period). Pleistocene alluvium (deposited sediments) is considered sensitive for vertebrate fossils, which are considered a significant paleontological resource.

REGULATORY SETTING

Federal Regulations

National Historic Preservation Act (1966)

The National Historic Preservation Act (NHPA) is the most prominent federal law dealing with historic preservation. The NHPA established guidelines to “preserve important historic, cultural, and natural aspects of our national heritage, and to maintain, wherever possible, an environment that supports diversity and a variety of individual choice.” The NHPA includes regulations specifically for federal land-holding agencies, but also includes regulations (Section 106) which pertain to all projects that are funded, permitted, or approved by any federal agency and which have the potential to affect cultural resources. All projects that are subject to NEPA are also subject to compliance with Section 106 of the NHPA, and the NEPA requirements concerning cultural resources can be addressed through compliance with Section 106 of the NHPA process. Provisions of NHPA establish a National Register of Historic Places (The National Register) maintained by the National Park Service, the Advisory Council on Historic Preservation, State Offices of Historic Preservation, and grants-in-aid programs.

State Regulations

In the State of California, the process of reviewing projects and decisions that may impact cultural resources, including historic, archaeological, and paleontological resources, is conducted under several different federal, state, and local laws. At the federal level, the Office of Historic Preservation (OHP) carries out reviews under Section 106 of the National Historic Preservation of 1966, as amended. CEQA requires that public agencies consider the effects of their actions on historical resources. Additionally, California Public Resources Code 5024 requires consultation with OHP when a project may impact historical resources located on State-owned land. California State law (SB 18) requires cities and counties to notify and consult with California Native American Tribes about proposed local land use planning decisions for the purpose of protecting Traditional Tribal Cultural Places (“cultural places”).

California Register of Historic Resources (CRHR)

California State law also provides for the protection of cultural resources by requiring evaluations of the significance of prehistoric and historic resources identified in CEQA documents. Under CEQA, a cultural resource is considered an important historical resource if it meets any of the criteria found in Section 15064.5(a) of the CEQA Guidelines. Criteria identified in the CEQA Guidelines are similar to those described under the NHPA. The State Historic Preservation Office (SHPO) maintains the CRHR. Historic properties listed, or formally designated for eligibility to be listed, on The National Register are automatically listed on the CRHR. State Landmarks and Points of Interest are also automatically listed. The CRHR can also include properties designated under local preservation ordinances or identified through local historical resource surveys.

CEQA Guidelines

Section 15064.5 of the CEQA Guidelines further defines criteria for determining the significance of impacts on archaeological and historic resources. Section 15064.5 provides that, in general, a resource not listed on state or local registers of historical resources shall be considered by an agency to be historically significant if the resource meets the criteria for listing on the California Register of Historical Resources.

CEQA guidelines define three ways that a property can qualify as a significant historical resource for the purposes of CEQA review: (1) if the resource is listed in or determined eligible for listing in the California Register of Historical Resources (CRHR); (2) if the resource is included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in a historical resource survey meeting the requirements of section 5024.1(g) of the Public Resources Code unless the preponderance of evidence demonstrates that it is not historically or culturally significant; or (3) the lead agency determines the resource to be significant as supported by substantial evidence in light of the whole record (California Code of Regulations, Title 14, Division 6, Chapter 3, section 15064.5). In addition, historic resources listed in, or formally determined eligible for listing in, the National Register of Historic Places (PRC Section 5024.1) are automatically listed in the CRHP.

For a historical resource to be eligible for listing on the CRHR, it must be significant at the local, state, or national level under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. It is associated with the lives of persons important in our past;
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual or possesses high artistic values; or
4. It has yielded, or may be likely to yield, information important in prehistory or history.

Section 15126.4 of the CEQA Guidelines states that "Public agencies should, whenever feasible, seek to avoid damaging effects on any historical resources of an archeological nature." The guidelines further state that preservation in place is the preferred approach to mitigating impacts on archaeological resources. However, according to Section 15126.4, if data recovery through excavation is "the only feasible mitigation," then a "data recovery plan, which makes provision for adequately recovering the scientifically consequential information from and about the historical resources, shall be prepared and adopted prior to any excavation being undertaken."

Data recovery is not required for a resource of an archaeological nature if "the lead agency determines that testing or studies already completed have adequately recovered the scientifically consequential information from and about the archaeological or historical resource.

The section further states that its provisions apply to those archaeological resources that also qualify as historic resources.

Health and Safety Code, Section 7050.5

Section 7050.5 of the California Health and Safety Code requires that construction or excavation be stopped in the vicinity of discovered human remains until the county coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the California Native American Heritage Commission (NAHC). CEQA Guidelines (Public Resources Code Section 5097) specify the procedures to be followed in case of the discovery of human remains on non-federal land. The disposition of Native American burials falls within the jurisdiction of the NAHC.

Native American Heritage Commission

The disposition of Native American burial falls within the jurisdiction of the NAHC. The Native American Heritage Commission (NAHC) was contacted in April 2006 and asked to review its sacred lands file and provide a list of Native American representatives potentially interested in the project area. A response was made by the NAHC, which provided a list of Native American contacts and stated that the records search failed to indicate the presence of Native American cultural resources in the Planning Area. Subsequently, letters briefly describing the General Plan update, including a map of the project area, were sent to eight Native American representatives. The letters requested that the representatives provide comments and express any concerns about the project. To date, no written comments or concerns have been received.

California Historical Resources Information System

The California Historical Resources Information System (CHRIS) is a statewide system for managing information on the full range of historical resources identified in California. CHRIS is a cooperative partnership between the citizens of California, historic preservation professionals, twelve Information Centers, and various agencies. This system bears the following responsibilities: integrate newly recorded sites and information on known resources into the California Historical Resources Inventory; furnish information on known resources and surveys to governments, institutions, and individuals who have a justifiable need to know; and supply a list of consultants who are qualified to do work within their area.

Typically, the initial step in addressing cultural resources in the project review process involves contacting the appropriate Information Center to conduct a record search. A record search should identify any previously recorded historical resources and previous archaeological studies within the project area, as well as provide recommendations for further work, if necessary. Depending on the nature and location of the project, the project proponent or lead agency may be required to contact appropriate Native American representatives to aid in the identification of traditional cultural properties.

If known cultural resources are present within the proposed project area, or if the area has not been previously investigated for the presence of such resources, the Information Center may recommend a survey for historical, archaeological and paleontological sites. Cultural resources that may be adversely affected by an undertaking could warrant further evaluation for

significance. For archaeological sites, a significance evaluation typically involves conducting test excavations. For historical sites or standing structures, historical research may be necessary and an architectural evaluation may be warranted. Data recovery excavations may be warranted in the case of unavoidable damage to archaeological sites. If human burials are present, contact the appropriate Coroner's office. A professional archaeologist and appropriate Native American representatives should also be consulted (Sections 21083.2 and 21084.1 of the PRC).

When an initial study identifies the existence, or the probable likelihood, of Native American human remains within the project, a lead agency shall work with the appropriate Native Americans as identified by the Native American Heritage Commission as provided in Public Resources Code 5097.98. The applicant may develop an agreement for treating or disposing of, with appropriate dignity, the human remains and any items associated with Native American burials with the appropriate Native Americans as identified by the Native American Heritage Commission.

City Regulations

City of Milpitas General Plan

The General Plan states that there are 13 resources (sites and buildings) listed in the City's Register of Cultural Resources. Eight designated Cultural Resources are "prime" candidates for preservation; six of the "prime" candidates include historic buildings. None of these cultural resources are in the Planning Area.

City of Milpitas Cultural Resources Preservation Program

Procedures to identify and designate cultural resources are outlined in the City's Zoning, Planning, and Annexation Code (MMC XI-4). Cultural resources and historic districts may be recommended for designation by the Parks, Recreation, and Cultural Resources Commission and approved by the City Council. A comprehensive survey of the City's historic sites was completed in 1990.

IMPACT ANALYSIS

SIGNIFICANCE CRITERIA

A significant impact would occur with full implementation of the proposed Milpitas General Plan if it would result in one or more of the following:

- Substantial changes to the significance of a historical resource, defined as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historic resource would be materially impaired (Guidelines Section 15064.5);
- Substantial changes to the significance of an archaeological resource;
- Direct or indirect destruction of a unique paleontological resource; or
- Disturbance of any human remains, including those interred outside of formal cemeteries.

METHODOLOGY & ASSUMPTIONS

A complete records search was conducted by the Northwest Information Center at Sonoma State University, which reviewed the State of California Office of Historic Preservation records, base maps, historic maps, and literature for the Planning Area.

Because this EIR is a Program EIR on a specific plan, site-specific analysis of potential impacts on cultural and historical resources is not appropriate. Instead, this analysis identifies the type and magnitude of impacts that may result from the proposed Specific Plan as a whole.

SUMMARY OF IMPACTS

The primary impact that could occur would be disturbance of cultural resources during grading and/or development of property, subsequent to adoption of the Specific Plan.

Based on the NWIC's evaluation of the environmental setting and features associated with known sites, there is a reasonable possibility of uncovering and identifying additional archaeological deposits in the Planning Area. Existing national, state and local laws as well as policies contained in the General Plan, Midtown Plan, and this Specific Plan would reduce these potential impacts on historic and archaeological resources to less than significant levels.

Paleontological resources have been documented to occur in Milpitas in the vicinity of the Planning Area. There is the potential to encounter unidentified fossils during construction of new development in the Transit Area, as Pleistocene alluvium is considered sensitive for vertebrate fossils, which are considered a significant paleontological resource. Since fossils are considered to be nonrenewable resources, such impacts would be considered significant.

IMPACTS AND MITIGATION MEASURES

Impact

3.13-1 New development under the proposed Plan has the potential to adversely affect historic resources that appear on State historical inventories or may be eligible for inclusion on such lists. (*Less than Significant*)

The City's Historic Sites Inventory (Milpitas 1990) identifies historic resources that may be eligible for the California Register of Historic Resources, or could be eligible in the future. Most of these historic resources are located near the foothills east of town, east of Piedmont and Evans Road, and along both sides of Old Calaveras Road, and along Main Street, between East Curtis Avenue and Weller Lane. The only site within the Transit Area Plan boundary is the Great Mall. The TASP does not propose any development or redevelopment activities for the Great Mall, and no zoning or FAR changes are proposed, and as such, no direct impacts to the Great Mall are anticipated. Moreover, current federal, state and local laws as well as the policies summarized below reduce potential impacts on historic resources to less than significant levels.

Milpitas General Plan Principals and Policies that Reduce the Impact

- 4.f-G-1: Preserve existing historical and cultural resources, especially those sites where an Historical Park may prove feasible.
- 4.f-G-2: Undertake efforts that promote Milpitas as a historical community, and undertake efforts to increase public awareness towards preservation.
- 4.f-I-1: Continue to maintain, rehabilitate, and restore City-owned historic buildings and sites.

Midtown Plan Policies that Reduce the Impact

- Policy 5.8: Ensure that building restoration receiving City support meet standards of architectural integrity.

Specific Plan Policies that Reduce the Impact

Policy 5.30: Consider any potential impacts to historic and cultural resources during the review of any proposed alteration or demolition projects on the Great Mall property.

Mitigation Measures

No mitigation measures are required.

Impact

3.13-2 New development within the Planning Area has the potential to disrupt undiscovered archaeological resources and human remains. (*Less than Significant*)

A records search revealed no known recorded archaeological sites occur within the Planning Area. However, the review of the Planning Area conducted by the NWIC revealed that one recorded native American archaeological resource, CA-SCL-593, a habitation site, is outside of,

but adjacent to the Planning Area. This site, also known as the Berryessa Creek Site, is east of the Planning Area. In addition, a prehistoric archaeological site (identified by as site CA-SCL-38) is located within the Elmwood Correctional Facility, which is approximately 0.2 mile north west of the Planning Area. Previous archaeological studies prepared at and adjacent to the Correctional Facility suggest that there could be a large archaeological complex in and around the CA-SCL-38 site. These previous studies noted that archaeological materials were visible in the channelized portion of Penitencia Creek, adjacent to the Correctional Facility, and that other prehistoric sites are likely buried under alluvial deposition and thus are not discernible by surface inspection alone. In 1996, work inside the jail grounds led to the discovery of a large archaeological deposit containing over 200 human burials.¹⁵ Following the recommendation of the consulting archeologist for an evaluation of parcels adjacent to the CA-SCL-38 site (Elmwood Surplus Lands), a comprehensive mechanical subsurface testing program was carried out in 2003. A series of 26 backhoe trenches covering a total of 2,315 lineal feet was excavated in an effort to locate and define any buried cultural resources in an area that was considered to have a high potential for yielding prehistoric midden and burials. No evidence of buried cultural resources was encountered during the trenching effort. While the testing does not guarantee that buried cultural deposits are not present in the areas surrounding the correctional facility, it indicates that it is unlikely that there are large concentrations of prehistoric burial like those found at site CA- SCL-38.¹⁶

Further, in the surrounding Santa Clara County region, buried prehistoric deposits are known to be clustered near intermittent and perennial water courses in the flat lands between the Bay and the foothills. Archaeological research in the San José area establishes this pattern for Penitencia Creek, which extends through the Planning Area. The Planning Area is actually within an alluvial fan between the Lower Penitencia and Berryessa Creeks. Over the past several thousand years, Penitencia Creek has attracted aboriginal settlements and has caused them to be buried during the numerous course changes and flooding episodes which have occurred. Given the similarity of these environmental factors and the known adjacency of archeological resources in the area, the NWIC has determined there is a moderate to high likelihood that unrecorded Native American cultural resources exist in the Planning Area.

Even though no known sites are documented to occur in the Planning Area, there is a reasonable possibility of uncovering and identifying additional archaeological resources in the Planning Area. New development or redevelopment activities may adversely affect these archaeological resources during ground disturbance activities.

Pursuant to CEQA Guidelines 15064.5 (f), if potentially significant cultural resources are discovered during ground-disturbing activities associated with project preparation, construction, or completion, work shall halt in that area until a qualified archaeologist can assess the significance of the find, and, if necessary, develop appropriate treatment measures in consultation with Santa Clara County and other appropriate agencies and interested parties. For example, a qualified archaeologist shall follow accepted professional standards in recording any find including submittal of the standard Department of Parks and Recreation (DPR)

¹⁵ Elmwood Residential and Commercial Development Project EIR, City of Milpitas. September 2004.

¹⁶ Archeological Subsurface Testing Elmwood Surplus Land, Milpitas, CA. September 2003.

Primary Record forms (Form DPR 523) and locational information to the California Historical Resources Information Center office (Northwest Information Center). The consulting archaeologist shall also evaluate such resources for significance per California Register of Historical Resources eligibility criteria (Public Resources Code Section 5024.1; Title 14 CCR Section 4852). If the archaeologist determines that the find does not meet the CEQA standards of significance, construction shall proceed. On the other hand, if the archaeologist determines that further information is needed to evaluate significance, the Planning Department staff shall be notified and a data recovery plan shall be prepared.

All future development in the Planning Area will be in accordance with State laws pertaining to the discovery of human remains. Accordingly, if human remains of Native American origin are discovered during project construction, the developer and/or the Planning Department would be required to comply with state laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (PRC Sec. 5097). Sections 21083.2 and 21084.1 of the PRC states that if any human remains are discovered or recognized in any location on the project site, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

- a. The Santa Clara County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and
- b. If the remains are of Native American origin,
 - The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98, or
 - The Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission.

Overall, current federal, state, and local laws—including the proposed Plan policy below—would reduce these impacts on archaeological resources to less than significant levels.

Specific Plan Policies that Reduce the Impact

Policy 5.31: Any future ground disturbing activities, including grading, in the Transit Area shall be monitored by a qualified archaeologist to ensure that the accidental discovery of significant archaeological materials and/or human remains is handled according to CEQA Guidelines § 15064.5 regarding discovery of archeological sites and burial sites, and Guidelines §15126.4(b) identifying mitigation measures for impacts on historic and cultural resources. (Reference CEQA §§ 21083.2, 21084.1.) In the event that buried cultural remains are encountered, construction will be temporarily halted until a mitigation plan can be developed. In the event that human remains are encountered, the developer shall halt work in the immediate area and contact the Santa Clara County coroner and the City of Milpitas. The coroner will then contact the Native American Heritage Commission (NAHC) which will in turn contact the appropriate Most Likely Descendent (MLD). The MLD will then have the

opportunity to make a recommendation for the respectful treatment of the Native American remains and related burial goods.

Mitigation Measures

No mitigation measures are required.

Impact

3.13-3 Implementation of the proposed Specific Plan could adversely affect unidentified paleontological resources. (*Less than Significant*)

The University of California Museum of Paleontology (UCMP) lists 80 localities where fossils have been found in Santa Clara County.¹⁷ At least eight of these findings are documented to be in Milpitas and others can be assumed. The localities contain records for various Mammalia, ranging from Bison (Pleistocene) to Desmostylus hespeus (genetic cousin of the sea cow from the Miocene period). Pleistocene alluvium is considered sensitive for vertebrate fossils which are considered a significant paleontological resource. Further, rock units from which vertebrate fossils have been recovered are considered to have a have potential for containing significant non renewable fossiliferous resources.¹⁸

There is the potential to encounter unidentified fossils during construction of new development. Since fossils are considered to be nonrenewable resources, such impacts would be considered significant. Adverse impacts on paleontological resources could occur when earthwork activities such as mass excavation cut into geological formations, or depths below the soil layer, which is generally six feet deep. These impacts are in the form of physical destruction of fossil remains. Project specific evaluation, monitoring during construction, and possible fossil recovery in the event fossils are discovered, would reduce the potential of adverse impacts to paleontological resources.

Specific Plan Policies that Reduce the Impact

Policy 5.32: All grading plans for development projects involving ground displacement shall include a requirement for monitoring by a qualified paleontologist to review underground materials recovered. In the event fossils are encountered, construction shall be temporarily halted. The City's Planning Department shall be notified immediately, a qualified paleontologist shall evaluate the fossils, and steps needed to photo-document or to recover the fossils shall be taken. If fossils are found during construction activities, grading in the vicinity shall be temporarily suspended while the fossils are evaluated for scientific significance and fossil recovery, if warranted.

Mitigation Measures

No mitigation measures are required.

¹⁷ University of California Museum of Paleontology Website: <http://ucmpdb.berkeley.edu/cgi>. September 2007.

¹⁸ Society of Vertebrate Paleontology. <http://www.vertpaleo.org>. September 2007.

4 Analysis of Alternatives

CEQA mandates consideration and analysis of alternatives to the proposed Specific Plan. According to CEQA Guidelines, the range of alternatives “shall include those that could feasibly accomplish most of the basic purposes of the project and could avoid or substantially lessen one or more of the significant impacts” (Section 15126(d)(2)). The alternatives may result in new impacts that do not result from the proposed Plan.

Case law suggests that the discussion of alternatives need not be exhaustive and that alternatives be subject to a construction of reasonableness. The impacts of the alternatives may be discussed “in less detail than the significant effects of the project proposed” (CEQA Guidelines §15126.6(d)). Also, the Guidelines permit analysis of alternatives at a less detailed level for program EIRs, compared to project EIRs. The Guidelines do not specify what would be an adequate level of detail. Quantified information on the alternatives is presented where available; however, in some cases only partial quantification can be provided because of data or analytical limitations.

4.1 BACKGROUND ON DEVELOPMENT OF ALTERNATIVES

The proposed Plan came about as a result of a thorough planning process. In April 2005, a Transit Area Concept Plan, which included an alternative plan, was adopted by the City Council. It was the product of an intensive five-month planning process which began with background research of existing documentation and regulations, and thorough site surveys to gain an understanding of existing conditions, opportunities, and constraints in the area. Stakeholder interviews were also conducted, in order to determine the interests and concerns of property owners and concerned agencies, such as the Santa Clara Valley Transportation Authority (VTA). This background preparation was followed by a visioning workshop and design charrette with stakeholders. At these meetings, alternative concepts were presented, and feedback gained. An evening community meeting was held to solicit input from citizens. All of this input was incorporated in the alternatives presented to the Planning Commission and City Council.

In April 2006, a draft Proposed Plan was presented to the City Council in a report on development issues and potential environmental impacts within the Transit Area. This report included a Reduced Residential Alternative plan, based on the alternative included in the Concept Plan report; the Council voted to proceed solely with the Proposed Plan.

ALTERNATIVES INITIALLY CONSIDERED

Besides the proposed Plan and the Reduced Residential Alternative, another option considered for the Transit Area was a Regional Entertainment/Sports Facility, featuring an indoor arena, sports stadium, or sports complex with 25,000 seats with a mix of surface and structured parking. The parking would have been sited south of Capitol Avenue, immediately across from the future BART station, with the sports facility south of that, along Montague Expressway. The remainder of the Transit Area would have had similar uses to the proposed Plan. This

option was rejected due to the financial infeasibility of the City providing for the sports facility and public parking.

In addition, variations on densities and land use designations were considered before the proposed Plan was finally selected. After an initial analysis of the traffic impacts of the proposed Plan, a dramatic decrease in density was considered in order to reduce traffic impacts; however this alternative was rejected for being inconsistent with the project objectives of promoting adequate development to support ridership of the future BART line.

4.2 DESCRIPTION OF ALTERNATIVES – D&B

ALTERNATIVES ANALYZED

This EIR considers the comparative impacts of two alternatives, a Reduced Residential scenario and the no project scenario. Table 4.2-1 summarizes buildout under the proposed Plan and each of the alternatives, and also includes a comparison of the number of jobs and use acreages. As noted in the Project Description, Chapter 2, the proposed Plan has been revised resulting in minor deviations from the minimum and maximum buildout possible. However, these revised buildout numbers have not been used in the EIR because the differences are minor, the EIR analysis was performed on the numbers published in Chapter 2 and Table 4.2-1, and the changes have reduced the amount of possible buildout meaning that the EIR slightly overstates the environmental impact of the proposed Plan.

Reduced Residential Alternative

The Reduced Residential Alternative plan has an almost identical layout to the proposed Plan. It differs in its reduction of residential densities permitted in the Boulevard Mixed Use areas and removes the Transit Density Overlay designation, an approach used in the proposed Plan to allow certain parcels near the BART station to receive a 25 percent density increase. In addition to existing uses, this alternative would produce 470,795 square feet of regional retail and 762,732 square feet of office park uses, 350 hotel rooms, and 5,601 multi-family residential units.

In comparison to the proposed Plan, this alternative would add 183,720 more square feet of retail uses (64% higher), 231,111 fewer square feet of office space (23% less), the same amount of hotel use, and 1,508 fewer housing units (21% less). Overall, this alternative scenario would add around 1,409,027 square feet of non-residential uses—47,391 square feet, or 3 percent, less than the proposed Plan. Figure 4.2-1 shows the Draft Alternative Plan.

Table 4.2-1: Buildout of Proposed Plan, Reduced Residential Alternative, and No Project Alternative

	Existing	Proposed Plan: New Development	Proposed Plan Total in 2030: New + Remaining	Reduced Residential Alternative: New Development	RR Alternative Total in 2030: New + Remaining	No Project Alternative: Changes from Existing	No Project Alternative: ¹ Total in 2030
Dwelling Unit Projections							
Minimum		6,440	6,908	5,392	5,860		
Maximum		9,358	9,826	7,054	7,522		
Reasonable Worst Case Scenario (RWCS)	468	7,109	7,577	5,601	6,069	2,632	3,100
Population Projections							
Minimum		16,229	17,408	13,587	14,766		
Maximum		23,582	24,762	17,777	18,956		
RWCS	1,179	17,915	19,094	14,114	15,293	6,633	7,812
Non-Residential Floor Area Projections							
<i>Total Office Area (square feet)</i>							
Minimum		838,429	891,209	677,984	730,764		
Maximum		1,370,111	1,422,891	1,016,976	1,069,756		
RWCS	52,780	993,843	1,046,623	762,732	815,512	243,750	296,530
<i>Total Retail Area (square feet)</i>							
Minimum		280,894	2,237,317	459,233	2,415,656		
Maximum		357,050	2,313,473	586,977	2,543,400		
RWCS	1,972,457	287,075	2,243,498	470,795	2,427,218	236,250	2,208,707
<i>Total Hotel Area (square feet)</i>							
Minimum		175,000	352,289	175,000	352,289		
Maximum		215,000	392,289	215,000	392,289		
Hotel RWCS	177,289	175,500	352,789	175,500	352,789	-	177,289

Table 4.2-1: Buildout of Proposed Plan, Reduced Residential Alternative, and No Project Alternative

	Existing	Proposed Plan: New Development	Proposed Plan Total in 2030: New + Remaining	Reduced Residential Alternative: New Development	RR Alternative Total in 2030: New + Remaining	No Project Alternative: Changes from Existing	No Project Alternative: ¹ Total in 2030
<i>Total Industrial Area (square feet)</i>							
RWCS	3,129,166	(2,986,023)	143,143	(2,986,023)	143,143	(242,190)	2,886,976
Employment Projections (jobs)							
RWCS	7,450	1,188	8,638	170	7,621	3,200	10,650
Land Use Acreage (gross)							
BART Station	0.00	4.9	4.9	4.9	4.9	0.0	0.00
Light Industrial/R&D	221.3	-213.6	7.7	-213.6	7.7	-45.5	175.8
Retail/Office/Hotel	126.5	-0.9	125.6	-0.9	125.6	-0.9	125.6
Residential	13.1	129.8	142.9	124.8	137.9	46.4	59.5
Medium Density	0.0	0.0	0.0	27.3	27.3	0.0	0.0
High Density	13.1	87.3	100.5	97.5	110.6	33.3	46.4
Very High Density	0.0	42.4	42.4	0.0	0.0	13.1	13.1
Mixed Use	0.00	79.8	79.8	84.9	84.9	0.0	0.00
Boulevard Very High Density Mixed Use	0.00	54.8	54.8	43.7	43.7	0.0	0.00
High Density Res w/ Req'd Retail	0.00	25.0	25.0	41.2	41.2	0.0	0.00
Total	360.9	-	360.9	-	361.0	-	360.9
Public Parks and Open Space (included in gross LU acreage above)							
Parks/Plazas	0.0	16.5	16.5	13.9	13.9	5.0	5.0
Linear Parks	0.0	14.9	14.9	14.9	14.9	0.0	0.0
Landscape Buffers @ 20%	0.0	5.5	5.5	5.5	5.5	0.0	0.0
Total	0.00	36.9	36.9	34.3	34.3	5.0	5.0

1. The No Project Alternative numbers for 2030 are based on the City's own numbers generated for the traffic impact analysis, except for land use acreage, which is based on the Midtown Milpitas Specific Plan.

Figure 4.2-1: Reduced Residential Alternative Plan

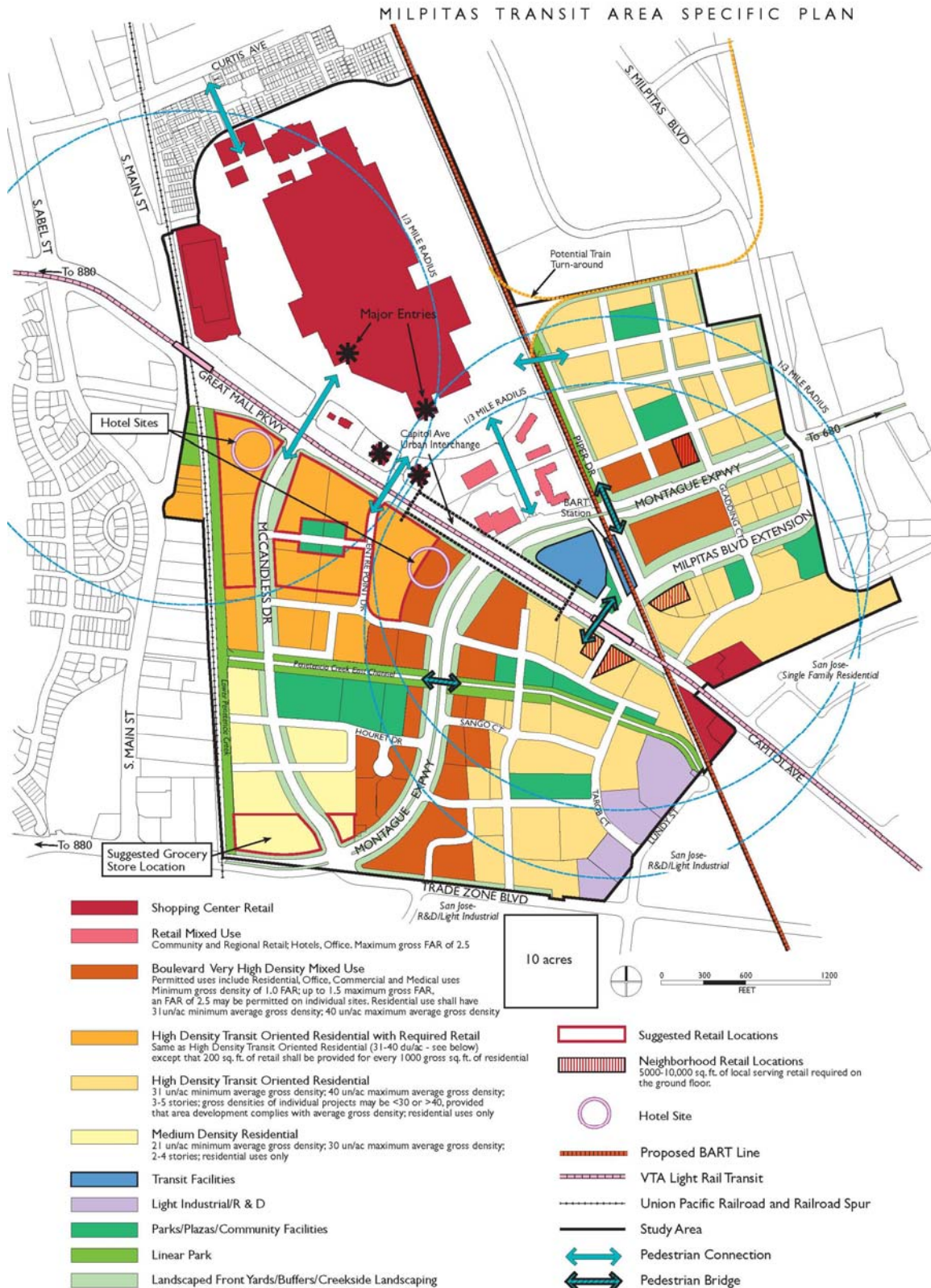


Figure 4.2-2: No Project Alternative



No Project

The No Project Alternative projects the expected development if the Planning Area's existing policies, land use designations, and circulation system were to remain in place. The existing land use and zoning designations for the Transit Area are shown in Figure 4.2-2. The majority of the Transit Area would retain its existing land uses, although much of the land between Montague Expressway and Capitol Avenue would develop as high density residential uses, as would the triangle parcel next to the future BART station and the parcels along South Main Street. The Great Mall would also undergo some continued expansion, although the same buildout for that area is expected under the proposed Plan as well as the Reduced Residential Alternative.

In addition to existing uses, this alternative would produce 236,250 square feet of retail uses, 243,750 square feet of office uses, no hotel rooms, and 2,632 housing units. In comparison to the proposed Plan, this alternative would add 50,825 fewer square feet of retail uses (18% less), 750,093 less square feet of office space (75% less), no hotel uses (100% less), and 4,009 fewer housing units (56% less). However, this alternative would also retain 2,743,833 square feet of light industrial/research and development uses. As a result, the total non-residential square footage of this scenario (5.7 million square feet) would be 47 percent greater than the proposed Plan (3.8 million square feet).

4.3 COMPARATIVE IMPACT ANALYSIS

This comparative analysis of alternatives evaluates impacts in the same environmental issue areas analyzed in Chapter 3 for the proposed Plan. Since all impacts identified for the proposed Plan can be mitigated to levels that are not significant, the alternatives would serve to reduce adverse but not significant impacts. It is assumed that the Reduced Residential Alternative would include the same policies providing protection for environmental resources as those defined for the proposed Plan.

LAND USE

Reduced Residential Alternative

Given the similarity of its land use designations, the similar if lesser amount of growth it would generate (almost identical amounts of non-residential uses but 21% less housing), and the assumption that this alternative would adopt the same mitigating policies as the proposed Plan, this alternative would have similar impacts to the proposed Plan.

No Project Alternative

This alternative is already consistent with the City's General Plan and the Midtown Milpitas Specific Plan, and the impacts of its growth have already been anticipated and mitigated by its own EIR. The No Project scenario would add significantly less housing, population, and office space than the proposed Plan, although it would result in a similar amount of retail space and much more industrial space. Ultimately, its land use impacts would be less.

VISUAL RESOURCES

Reduced Residential Alternative

Given the similarity of its land use designations and policies, this alternative would have similar impacts to the proposed Plan. Some buildings would be lower in height, which would increase views of the hills to a small degree.

No Project Alternative

The No Project scenario would develop mid-rise buildings east of Montague Expressway, but no views of the scenic hills should be blocked, and the significant street trees on McCandless Drive would remain in place. However, the overall visual quality of the Transit Area would not be enhanced with landscaping, parks, streetscape improvements, and architectural resources.

TRANSPORTATION

As in the transportation analysis for the proposed Plan in Chapter 3.3, the Great Mall/Retail subdistrict was excluded from the traffic projections for the alternative plans since a) the Great Mall is an existing use and b) no redevelopment of the Great Mall is proposed with the proposed project or either of the alternatives. The Great Mall subdistrict currently includes 1,919,912 square feet of retail, 177,289 square feet of hotel, and 52,780 square feet of office space, all of which are expected to remain throughout the timeline of the plans. Table 4.3-1 summarizes the amount of new development at buildout expected outside of the Great Mall subdistrict for each scenario.

Table 4.3-1: Development Analyzed for Traffic Impacts

<i>Land Uses</i>	<i>Proposed Plan</i>	<i>Reduced Residential</i>	<i>No Project</i>
Retail (sf)	287,075	470,795	131,295
Hotel (sf)	350	350	-
Office (sf)	993,843	763,732	130,000
Industrial (sf)	(2,977,555)	(2,977,555)	(242,190)
Residential (units)	7,109	5,601	2,632

NOTE: The Great Mall is excluded from the scenarios listed above since no re-development of the Great Mall is proposed with the proposed project. The Great Mall area currently includes 1,919,912 s.f. of retail, 177,289 s.f. of hotel, and 52,780 s.f. of office space.

Reduced Residential Alternative

Using the same buildout methodology as for the proposed Plan, this section presents a summary of comparative trip generation and both near-term and long-term impacts.

Trip Generation

The amount of traffic added to the roadway system by the proposed alternative development was estimated using the same three-step process (trip generation, trip distribution, and trip assignment) described in the Project Conditions chapter. The trip generation rates shown in Table 3.3-7 and the reductions discussed in the Transportation analysis chapter were used to develop alternative project trip generation estimates, which are presented in Table 4.3-2.

Table 4.3-2: Reduced Residential Alternative Project Trip Generation Estimates

Land Use	Size (sq. ft. or dwelling units)	Daily	AM			PM		
			In	Out	Total	In	Out	Total
Proposed Uses								
Regional Shopping Center	470,795 sf	23,540	659	283	942	1,060	1,059	2,119
Hotel	350 du	3,500	126	84	210	168	112	280
Gross Commercial		27,040	785	367	1,152	1,228	1,171	2,399
Housing-Retail Mixed-Use Reduction (13% off retail)		-3,060	-86	-37	-123	-138	-138	-276
Hotel-Retail Mixed-Use Reduction (10% off hotel)		-350	-13	-8	-21	-17	-11	-28
Pass-by Reduction (25% off retail)		-5,885	-165	-71	-236	-265	-265	-530
Net Commercial (A)		17,745	521	251	772	808	757	1,565
Office Park (Gross)	762,732 sf	9,153	1,071	119	1,190	238	952	1,190
Office Near Fixed Rail Reduction (3%)		-275	-32	-4	-36	-7	-29	-36
Housing-Office Mixed-Use Reduction (3% off office)		-275	-32	-4	-36	-7	-29	-36
Net Office (B)		8,603	1,007	111	1,118	224	894	1,118
Multi-Family Residential (Gross)	5,601 du	44,808	717	2,868	3,585	3,137	1,344	4,481
Housing-Office Mixed-Use Reduction (3% off office)		-275	-4	-32	-36	-29	-7	-36
Housing-Retail Mixed-Use Reduction (13% off retail)		-3,060	-37	-86	-123	-138	-138	-276
Housing Near Fixed Rail Reduction (9%)		-4,033	-65	-258	-323	-282	-121	-403
Net Residential (C)		37,440	611	2,492	3,103	2,688	1,078	3,766
Existing Uses being Redeveloped								
Industrial Park (D)	2,977,555	23,820	2,358	262	2,620	572	2,286	2,858
Alternative Plan Net Total (A+B+C-D)		39,968	-219	2,592	2,373	3,148	443	3,591
Proposed Plan Total (from Table 3.3-9)		48,969	116	3,284	3,400	3,773	840	4,613
Alternative Minus Proposed Plan		-9,001	-335	-692	-1,027	-625	-397	-1,022

The alternative project is estimated to generate 39,968 net new daily trips, 2,373 net new AM peak-hour trips (-219 inbound and 2,592 outbound) and 3,591 net new PM peak-hour trips (3,148 inbound and 443 outbound). Compared to the proposed Plan, the alternative project generates approximately 9,000 fewer daily trips, 1,000 fewer AM peak hour trips, and 1,000 fewer PM peak hour trips.

Anticipated Intersection Impacts (Project Conditions)

The alternative project will generate approximately 18 percent fewer trips than the proposed Plan. This is a reduction of 1,022 to 1,027 peak hour trips. A review of the trip assignments for the Reduced Residential Alternative and operating conditions under Background Conditions suggests that the same study intersections and freeway segments would be impacted with development of the alternative land use plan as would be with the preferred land use plan. A sensitivity analysis was conducted at ten key locations in both cities to evaluate impacts of the alternate plan and the results indicated that the Alternate Plan would result in one fewer intersection impact.

Mitigation measures for impacts from the alternative project would be the same as or similar to the mitigation measures identified for the proposed Plan. The mitigation measures are discussed in the Project Conditions chapter.

Anticipated Roadway Segment Impacts (Year 2030 Conditions)

The Reduced Residential Alternative is estimated to add traffic to roadways segments that are operating deficiently under Year 2030 General Plan Conditions. This alternate project would also be required to make a fair share contribution towards the East/West Corridor Study, Montague Expressway Widening, and Calaveras Overpass Widening improvement projects. The remaining deficient roadways cannot be widened within the existing right-of-way to increase vehicle capacity. Therefore, this alternate plan's impact to the roadway segments under Cumulative Conditions is considered significant and unavoidable similar to the impact of the Proposed Plan. If this alternative plan is approved, developers will have to pay the Midtown traffic impact fee (or a new traffic impact fee) and would contribute towards the East-West Corridor Study, and Montague Expressway and Calaveras Boulevard Widening Projects.

No Project Alternative

The "No Project" alternative compares the transportation impacts between the proposed project and continuation of the existing land use plan. Development would continue to occur in the TASP area according to the existing General Plan and Midtown Plan land use and zoning regulations. Based on current vacant sites in the study area, as well as land uses and densities allowed, it is assumed that 2,632 housing units, 131,295 square feet of regional retail, and 130,000 square feet of office park uses would be added under the No Project Alternative (as with the proposed and reduced residential alternative plans, these figures exclude development in the Great Mall subdistrict). This section presents a summary of comparative trip generation and both near-term and long-term impacts.

Trip Generation

The amount of traffic added to the roadway system by the No Project Alternative was estimated using the same three-step process (trip generation, trip distribution, and trip assignment) described in the Project Conditions chapter. The trip generation rates shown in Table 3.3-7 and the reductions discussed in the Transportation analysis chapter were used to develop No Project Alternative trip generation estimates, which are presented in Table 4.3-3.

Table 4.3-3: No Project Alternative Trip Generation Estimates

Land Use	Size (sq. ft. or dwelling units)	Daily	AM			PM		
			In	Out	Total	In	Out	Total
Proposed Uses								
Regional Shopping Center	131,295 sf	6,565	184	79	263	296	295	591
Pass-by Reduction (25% off retail)		-1,641	-46	-20	-66	-74	-74	-148
Net Retail (A)		4,924	138	59	197	222	221	443
Office Park (Gross)	130,000 sf	1,560	183	20	203	41	162	203
Office Near Fixed Rail Reduction (3%)		-47	-5	-1	-6	-1	-5	-5
Net Office (B)		1,513	178	19	197	40	157	197
Multi-Family Residential (Gross)	2,632 du	21,056	337	1,347	1,684	1,474	632	2,106
Housing Near Fixed Rail Reduction (9%)		-1,895	-30	-121	-151	-133	-57	-190
Net Residential (C)		19,161	307	1,226	1,533	1,341	575	1,916
Existing Uses being Redeveloped								
Industrial Park (D)	242,190 sf	1,938	192	21	213	47	186	233
No Project Alternative Net Total (A+B+C-D)		23,660	431	1,283	1,714	1,556	767	2,323
Proposed Plan Total (from Table 3.3-8)		48,969	116	3,284	3,400	3,773	840	4,613
Alternative Minus Proposed Plan		-25,309	315	-2,001	-1,686	-2,217	-73	-2,290

The No Project Alternative is estimated to generate 23,660 net new daily trips, 1,714 net new AM peak-hour trips (431 inbound and 1,283 outbound) and 2,323 net new PM peak-hour trips (1,556 inbound and 767 outbound). Compared to the proposed Plan, the No Project Alternative generates approximately 29,600 fewer daily trips, 1,700 fewer AM peak hour trips, and 2,600 fewer PM peak hour trips.

Anticipated Impacts

The No Project Alternative will add around 52 percent fewer trips than the proposed Plan. This is a reduction of 2,000 to 2,290 peak hour trips. A review of the trip assignments for the No Project alternative and operating conditions under Background Conditions indicates that the project level and cumulative impacts on the study intersections and freeway segments would be significantly less than as would be with the proposed Plan. Accordingly, the

mitigation measures required for the No Project Alternative are substantially less than those needed for the proposed Plan.

SAFETY AND HAZARDOUS MATERIALS

Reduced Residential Alternative

The Reduced Residential Alternative would redevelop the same land as the proposed Plan, although with different land uses and densities. Future industrial land uses would be the same as those under the proposed Plan. Similar to the proposed Plan, the Reduced Residential Alternative would require remediation of soil and groundwater contamination, thereby improving existing conditions at the project area. All potential impacts related to safety and hazardous materials would be the same as those under the proposed Plan.

No Project Alternative

Based on existing zoning of the project area, the No Project Alternative would result in the conversion of industrial land uses in some areas east of Montague Expressway to multi-family very high density residential development. Land uses in the majority of the project area, however, would be the same or similar to existing conditions. Contaminated soil and groundwater remediation would still be completed in areas where redevelopment would occur as well as areas where remediation is required by regulatory agencies. Soil and groundwater conditions in the project area would be improved, but not as much as under the proposed Plan. Overall potential impacts related to safety and hazardous materials would be similar to those under the proposed Plan, although the Plan's policies would mitigate these impacts.

GEOLOGY, SOILS, AND SEISMIC HAZARDS

Reduced Residential Alternative

Redevelopment activities under both the proposed Plan and the Reduced Residential Alternative would result in beneficial seismic impacts by replacing older structures with new buildings designed to meet current seismic codes. When compared to the proposed Plan, the Reduced Residential Alternative would result in a slight decrease in residential land uses and a slight increase in retail land uses. Because the increase in people residing in the project area would be less under the Reduced Residential Alternative when compared to the proposed Plan, the number of people and structures exposed to seismic and geologic hazards would also be reduced. However, the significance of potential impacts related to geology and soils would be the same as those of the proposed Plan.

No Project Alternative

The No Program Alternative would result in the conversion of industrial land uses in some areas of the Planning Area east of Montague Expressway to multi-family very high density residential development. When compared to the proposed Plan, less people would be exposed to seismic and geologic hazards in the project area. However, the significance of potential impacts related to geology and soils would be the same as those of the proposed Plan, although the Plan's policies would mitigate these impacts.

AIR QUALITY

Reduced Residential Alternative

Development proposed under this alternative would be lower than the proposed Plan and hence construction-related air quality impacts would also be lower. Both the population increase and increase in vehicle trips under this alternative would be less than the proposed Plan. Therefore, the alternative would also be consistent with population and VMT assumptions in the 2005 Bay Area Ozone Strategy. The alternative project will generate approximately 30 percent fewer trips than the proposed Plan. This is a reduction of 1,040 to 1,335 fewer peak hour trips, which would result in lower carbon monoxide concentrations at intersections in the project area than under the proposed Plan.

No Project Alternative

The No Project Alternative would result in the least air quality impacts when compared to the proposed Plan and the Reduced Residential Alternative. This alternative allows the least amount of development and results in the lowest increase in population and vehicle trips when compared to the proposed Plan and the Reduced Residential Alternative.

NOISE

Reduced Residential Alternative

As with the air quality impacts, due to the reduced intensity of development under the Reduced Residential Alternative, both construction-related and traffic-related noise impacts would be lower than the proposed Plan. As the land use designations allowed for under the Reduced Residential Alternative would be similar to the proposed Plan, the Reduced Residential Alternative would also result in noise impacts associated with locating existing and future noise-sensitive uses within a mixed-use and transit-oriented development with noise levels considered unacceptable for such uses. However, as the density of development allowed under this alternative would be lower, fewer people would be exposed to these impacts than under the proposed Plan.

No Project Alternative

The No Project Alternative would result in the least noise impacts to existing and future sensitive receptors. Under this alternative, both construction-related noise impacts as well as long-term noise increase resulting from increase in traffic would be lower than both the proposed Plan and the Reduced Residential Alternative.

BIOLOGICAL RESOURCES

Given that the Specific Plan area is surrounded by existing development and has a long history of development, the modifications under the Alternatives would neither increase nor decrease the impacts to biological resources when compared with the Proposed Project.

PUBLIC SERVICES

Reduced Residential Alternative

Due to the lower housing and population increase under this alternative—and a similar amount of non-residential development—the demand for school facilities, fire protection services, and police services will be reduced compared to the proposed Plan. The lower population will also have a smaller impact on existing neighborhood and regional parks.

No Project Alternative

Due to the lower housing and population increase under this alternative, the demand for school facilities will be reduced compared to the proposed Plan. This scenario will result in more jobs and non-residential space than the proposed Plan, but the daytime population will likely remain lower, so the demand for fire protection and police services is expected to be lower than under the proposed Plan.

The lower population will also have a smaller impact on existing neighborhood and regional parks. However, this alternative would result in 3,100 residents at buildout but with a very limited amount of land designated for parks in the Planning Area. Consequently, the No Project Alternative is expected to result in a much lower ratio of population within walking or bicycling distance to parks.

HYDROLOGY AND WATER QUALITY

Reduced Residential Alternative

This alternative would produce impacts that are nearly identical to the proposed Plan. Construction activities would result in temporary disturbance of surface soils, resulting in additional soil runoff. The total area disturbed would be identical in this alternative to the area disturbed by the proposed Plan. Degradation of water quality due to contaminated stormwater runoff in this alternative would be equal to or less than the proposed Plan due to similar increases in traffic and residents within the Plan area.

Impacts related to the FEMA-designated 100-year flood hazard zone in this alternative would be identical to the proposed Plan. Flood hazard zones are influenced primarily by factors outside of the Plan area, upstream in the watershed.

No Project Alternative

This alternative is consistent with the City's General Plan and the Midtown Milpitas Specific Plan. The No Project Alternative would result in the least impacts of the three alternatives, adding significantly less population and traffic than the proposed Plan. As a result, water quality and flooding characteristics would remain similar to current conditions.

UTILITIES

Reduced Residential Alternative

Development proposed under this alternative would be lower than the proposed Plan and hence utilities-related impacts would also be lower. The population increase under this

alternative would be less than the proposed Plan, resulting in lower sewer flows, lower water demands, and lower solid waste generation. Impacts to other utilities, such as electricity, gas, telephone, and cable, would be decreased under this alternative due to less demand. Storm water runoff generated under this alternative would be identical to the proposed Plan. Overall, utilities improvements required would be less than the proposed Plan.

No Project Alternative

This alternative is consistent with the City's General Plan and the Midtown Milpitas Specific Plan. The No Project Alternative would result in the least utilities impacts of the three alternatives, adding significantly less housing, population, and office space than the proposed Plan, while resulting in a similar amount of retail space and more jobs. As a result, sewer flows, water demands, and solid waste generation would all be lower.

ENERGY USE AND CLIMATE CHANGE

Reduced Residential Alternative

Given this alternative's lower projections of net new average daily automobile trips (18% less), decreased residential population (11% less), and job growth (14% less) than in the proposed Plan, it is expected to create less greenhouse gas emissions from car usage and energy consumption.

No Project Alternative

This alternative's lower projections of net new average daily automobile trips (52% less) and decreased residential population (63% less) than in the proposed Plan should more than account for its greater job growth (69% more), and should create relatively less greenhouse gas emissions from car usage and energy consumption.

CULTURAL RESOURCES

Reduced Residential Alternative

This alternative would produce impacts that are nearly identical to the proposed Plan, since the same land would be disturbed.

No Project Alternative

The No Project Alternative would result in the least impacts of the three alternatives, with less acreage designated for a land use different from the current use, thereby reducing the amount of land likely to be redeveloped and disturbed.

4.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA Guidelines require the identification of an environmentally superior alternative among the alternatives analyzed. Further, CEQA Guidelines §§15126.6(e)(1), 15126.6(e)(2) state that the EIR shall identify an "environmentally superior" alternative based on the comparative analysis among project alternatives (but not including the No Project Alternative). While the No Project Alternative, or the continued buildout of the existing City of Milpitas General Plan and Midtown Milpitas Specific Plan, would have fewer adverse

impacts than the Reduced Residential Alternative, or the Proposed Transit Plan, this EIR identifies the Reduced Residential Alternative as the environmentally superior alternative.

Setting aside the No Project Alternative, as CEQA requires, the Reduced Residential Alternative would be the environmentally superior alternative. Overall, this alternative would have the least environmental impact relative to the proposed Plan due to its lower growth in population and jobs, resulting in fewer automobile trips and hence less traffic congestion, air pollution, noise, and greenhouse gas emissions. The Reduced Residential Alternative would have equivalent impacts in land use, visual and biological resources, and hazardous materials. Its lower population means less people would be at risk from geologic and flooding hazards; and utility usage—particularly wastewater discharge—would be lower. However, the difference in impacts between the proposed Plan and the Reduced Residential Alternative is not substantial.

While the Reduced Residential Alternative creates a reduced level of environmental impacts compared to the proposed Plan, this amount is only incremental. At buildout, the alternative results in 11 percent fewer residents and 14 percent fewer jobs than the proposed Plan. The Reduced Residential Alternative does create 18 percent fewer daily automobile trips, but the resultant traffic congestion is projected to be similar to that under the proposed Plan since the majority of the intersection impacts come from regional developments. The difference in land development, visual resources, utility usage, waste generation, and greenhouse gas emissions between the plans is similarly noticeable but not significant under CEQA.

There are disadvantages associated with the Reduced Residential Alternative. Its development potential does not meet the region's broader housing needs and it does not maximize the massive public investment in the BART and VTA light rail systems by placing as many residential and employment uses within walking distance as possible. As a consequence, the development not accommodated by the Reduced Residential Alternative would instead occur at the urban fringe in low density, greenfield areas away from mass transit options. The resultant scenario would be moderate density development in the Planning Area with a slightly lower environmental impact than the proposed Plan, but with additional development elsewhere that would:

- generate much higher impacts on traffic since transit would be less of an option;
- result in greater air pollution and noise due to the greater length of automobile trips;
- damage biological resources and water quality;
- require the construction of new utility systems; and
- emit more greenhouse gases from the same number of people, because of their greater reliance on automobiles for transportation.

5 CEQA Required Conclusions

This section summarizes significant unavoidable, irreversible, growth-inducing, and cumulative impacts, as required by California Environmental Quality Act (CEQA) Guidelines.

5.1 SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL IMPACTS

According to CEQA Guidelines 15126(b), an EIR must discuss any significant environmental impacts that cannot be avoided under full implementation of the proposed program. Also, this EIR must discuss why the program is being proposed, notwithstanding such impacts. The proposed policies of the Transit Area Specific Plan described in Chapter 3 in the EIR would avoid or eliminate most potentially significant impacts. However, several impacts classified as significant unavoidable have been identified in the issue areas of transportation, regional air quality, and to schools.

TRANSPORTATION

- Implementation of the proposed Transit Plan would result in freeway speeds and delays on I-680, I-880, and the SR-237 segments that are below the Congestion Management Program LOS standards;
- Implementation of the proposed Transit Plan would contribute to substandard roadway segment operations during the peak hours along numerous roads; and
- Implementation of the proposed Transit Plan would contribute to substandard intersection operations during the peak hours along 15 key intersections.

According to Santa Clara Valley Transportation Authority (VTA) policy direction, the mitigation measure for regional freeway impacts is participation in the Countywide Deficiency Plan (CDP) prepared by the VTA, which requires additional impact fees to provide for regional roadway and freeway improvements. The CDP has not received final approval; in addition, the mitigation of impacts to freeway operations cannot be guaranteed since the City of Milpitas does not have legal authority to mitigate freeway impacts. Thus, the project's impacts to the freeway system are considered significant and unavoidable.

During the AM peak period, the addition of traffic from the proposed Plan under Year 2030 Preferred Transit Area Plan Conditions would degrade acceptable roadway level of service (LOS D or better) under 2030 General Plan Conditions to unacceptable level of service (LOS E and F) on three roadway segments, and exacerbate operations on 30 study roadway segments that are projected to operate at unacceptable levels under 2030 General Plan Conditions. During the PM peak hour, the proposed Plan is expected to degrade level of service on three roadway segments from acceptable levels under 2030 General Plan to unacceptable level of service under 2030 Preferred Transit Area Plan Conditions. Additionally, traffic from the proposed Plan is expected to exacerbate unacceptable 2030 General Plan Conditions operations on 47 study roadway segments in the PM peak hour.

No feasible mitigation measures for physical improvements have been identified that would reduce freeways or roadway segments impacts—or to the 15 key intersections—to a level that is

less than significant. However, other intersection improvements are outside of the City's jurisdiction, and thus have been deemed significant and unavoidable because the City does not control the implementation of these impacts.

REGIONAL AIR QUALITY

Implementation of the proposed Plan would further contribute to the exceedance of regional air pollutant emissions for State and federal ambient air quality standards. As the Bay Area is currently designated "non-attainment" for State and national ozone standards and for the State PM_{10} and $PM_{2.5}$ standards, development of projects per the provisions of the Plan could further contribute to non-attainment of air quality standards. Additionally, buildout of the proposed Plan could place sensitive land uses near local intersections or roadways associated with air pollutant emissions that exceed State or federal ambient air quality standards. Similarly, existing sensitive land uses near local roadways that experience increased levels of traffic resulting from buildout of the proposed Plan could be exposed to air pollutant emissions that exceed State and/or federal ambient air quality standards. While General Plan policies and Transit Plan policies would reduce air quality impacts, regional air quality standards could still be exceeded, and thus this impact is still considered significant and unavoidable.

SCHOOLS

The increase in student population from the proposed Plan represents a 9 percent increase in demand for Milpitas Unified School District school facilities. If no other development were to occur within MUSD borders, the district would be able to accommodate the proposed Plan's students. However, when considered along with development within the Midtown Plan area—which predates the proposed Plan—and other new housing development in Milpitas, the proposed Plan could contribute to an exceedance of school district capacity and this impact is considered significant and unavoidable.

5.2 IRREVERSIBLE ENVIRONMENTAL CHANGES

The EIR must also examine irreversible changes to the environment. More specifically, CEQA Guidelines require the EIR to consider whether "uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely" (CEQA Guidelines §15126.2(c)). "Nonrenewable resource" refers to the physical features of the natural environment, such as land, waterways, etc.

WATER CONSUMPTION

New development under the proposed Transit Plan will increase the demand for public water. The pace of the City of Milpitas's growth is in large part dependent on its ability to provide adequate public facilities and services. Additional development and the resulting population and employment increases will result in a permanent increase of water consumption, which represents an irreversible environmental change.

ENERGY SOURCES

New development under the proposed Transit Plan would result in the commitment of existing and planned sources of energy, which would be necessary for the construction and daily use of

new buildings and for transportation. Both residential and non-residential development use electricity, natural gas, and petroleum products for power, lighting, heating, and other indoor and outdoor services, while cars use both oil and gas. Use of these types of energy for new development would result in the overall increased use of nonrenewable energy resources. This represents an irreversible environmental change.

CONSTRUCTION-RELATED IMPACTS

Irreversible environmental changes could also occur during the course of constructing development projects made possible by the proposed Transit Plan. New construction would result in the consumption of building materials, many of which are made from nonrenewable resources. Construction equipment running on fossil fuels would be needed for excavation and the shipping of building materials. Electricity and water would be used during the construction process for a variety of purposes.

5.3 GROWTH-INDUCING IMPACTS

The EIR must examine the potential growth-inducing impacts of the proposed Transit Plan. More specifically, CEQA Guidelines require that the EIR “discuss the ways in which the proposed Plan could foster economic or population growth, or the construction of additional housing, either directly or indirectly” (CEQA Guidelines §15126.2(d)). This analysis must also consider the removal of obstacles to population growth, such as improvements in the regional transportation system.

PROJECTED GROWTH

Under the proposed Transit Plan, the Planning Area will accommodate a population of up to 19,094 people at buildout, which is approximately 16 times that of the current estimated population of 1,179.

Based on estimates from the California Department of Finance, as of January 1, 2006, Milpitas had around 18,200 housing units. With the additional 7,109 housing units developed under the Transit Plan, an increase the present City’s housing stock by 39 percent is expected.

Based on 2003 Association of Bay Area Governments (ABAG) Projections, the population in Milpitas is projected to be 91,400 in 2030, compared to its 2006 population of 65,276 as estimated by the California Department of Finance, for a projected increase of 26,124 residents. The proposed Specific Plan would increase the population in the planning area from 1,179 in 2006 to 19,094 in 2030, an addition of 17,915 people, and this represents a citywide total population increase of 27 percent. This growth would be roughly 69 percent of the citywide growth assumed under 2030 ABAG projections. An additional 2,860 units were projected in other portions of the Midtown Plan area, which could add up to 7,150 more residents (assuming 2.5 people per unit.). Thus the total new residents projected in the Midtown Plan area (including all of the Transit Plan area) would be 25,065, which equates to 90 percent of the 2030 ABAG projection of 26,124 new residents in Milpitas. The Midtown Plan area, which includes the TASP Planning Area, is the primary growth area within the City, and thus it is reasonable to assume that citywide population growth is concentrated in this area. However other areas of the City have some growth capacity, and thus the City cumulative growth may exceed ABAG projection of 26,124.

Indirect growth-inducing impacts such as those associated with job increases within the Transit Area that might affect housing and retail demand in other jurisdictions over an extended time period are difficult to assess with precision, since future economic and population trends may be influenced by business and development cycles. Moreover, long-term changes in economic and population growth are often regional in scope; they are not influenced solely by changes or policies in the Transit Area. Business trends are influenced by economic conditions throughout the state and country, as well as around the world. Despite these limitations on the analysis, it is still possible to assess the potential growth-inducing impacts of the proposed Transit Plan.

INCREASE IN REGIONAL HOUSING DEMAND

As the employment base in Santa Clara County continues to increase, more population may be drawn to the City of Milpitas who work in other nearby cities. As a result, housing demand may increase in both the City of Milpitas and other adjacent areas. The City's Housing Element, which has been certified by the State Department of Housing and Community Development, includes programs to address regional housing needs of the near term and subsequent revisions will extend, modify, or add to these programs as needed to continue to respond to the City's "fair share" of regional housing needs, as required by law.

JOBS/EMPLOYMENT BALANCE

The Transit Area Specific Plan is expected to create around 4,200 new jobs at buildout, stemming from around one million square feet of office space, 285,000 square feet of retail space, and 175,000 square feet of hotels. This is a gross estimate of new jobs, and does not reflect the number of jobs lost by demolition of existing buildings for new development. The current number of existing jobs is hard to estimate due to high vacancy rates currently in the Plan area. However, based on a simple ratio of jobs per acre of existing industrial uses, roughly 3,000 jobs would be displaced. As a result, the proposed Plan is projected to cause a net increase of around 1,200 jobs.

A city's jobs/employment ratio (jobs to employed residents) would be 1:1 if the number of jobs in the city equaled the number of employed residents. In theory, such a balance would eliminate the need for commuting. More realistically, a balance means that in-commuting and out-commuting are matched, leading to efficient use of the transportation system, particularly during peak hours.

Milpitas is one of the fastest growing employment centers in Santa Clara County. Between 1980 and 2000, Milpitas added jobs at about twice (1.85 times) the rate of Santa Clara County, going from a 1980 deficiency of jobs compared to employed residents to over 35 percent more jobs than employed residents in both 1990 and 2000.¹

The proposed Transit Plan would create additional residential development and will improve the jobs/housing balance in the City. Providing housing opportunities for more of the City's workers may help to ease overall traffic congestion, commute times, and regional air pollution levels.

¹ Milpitas General Plan, March 2002.

ACQUISITION OF SEWER TREATMENT CAPACITY

By increasing the wastewater flows to the San Jose/Santa Clara Water Pollution Control Plant (WPCP), implementation of the proposed Plan would increase projected citywide cumulative wastewater generation beyond the City's current WPCP capacity rights. The City is reviewing the need and timing for the purchase of the additional capacity. Some existing capacity allotted to large users may be available for re-assignment. Also, the City may or may not need to purchase additional capacity during the 20-year timeframe of the proposed Plan, depending on the pace of growth within the Planning Area, and whether full buildout allowed under the City's General Plan occurs.

If additional capacity is determined to be necessary, the City intends to meet its cumulative wastewater treatment demands by acquiring additional treatment plant capacity from the cities of San Jose and Santa Clara, the owners of the WPCP. Milpitas and San Jose have already been involved in negotiations to enable Milpitas to obtain additional wastewater treatment capacity from the San Jose/Santa Clara Water Pollution Control Plant. The City has several alternative methods of providing the needed wastewater capacity that could be used in addition to or in combination with the San Jose/Santa Clara purchase: buying capacity from the Cupertino Sanitary District or participating in expansion of the WPCP.

The additional wastewater flows also have secondary impacts. In order to convey the additional wastewater flows to the WPCP, improvement to the wastewater collection and conveyance system will be required, resulting in temporary noise, dust and traffic impacts from construction, but no other direct environmental impacts. In addition, disposal of additional effluent would increase current effluent disposal rates from the WPCP which could impact salt marsh habitat, but the proposed Plan's use of reclaimed water from the WPCP will serve to reduce the wastewater disposal consistent with the South Bay Action Plan (SBAP) and thereby avoiding significant indirect impacts.

The City of Milpitas' current 13.5 mgd of treatment plant capacity serves as a limit on increased growth and development within the City. The acquisition of additional wastewater treatment capacity would partially remove this obstacle to population growth and, pursuant to CEQA Guidelines Section 15126.2d, would be regarded as a growth-inducing effect. However, the additional treatment plant capacity achieved through this 1.0 mgd acquisition would be only that amount necessary to serve the additional increment of flow needed to serve the Transit Area over the already-anticipated General Plan buildout. An additional increment of 0.5 mgd of treatment plant capacity would also become available to serve those reasonably foreseeable projects that are currently in the City's pre-application or current application process. A complete analysis of the direct physical environmental effects attributable to the increased growth and development within the Transit Area are fully addressed throughout this EIR. Any additional impacts attributable to additional growth or development of these other reasonably foreseeable projects would be addressed in the environmental review documents prepared for those projects.

Should the cities of San Jose and/or Santa Clara ultimately determine that they do have excess pooled treatment plant capacity available for acquisition, transfer of this capacity to Milpitas is not expected to have any direct or indirect environmental impacts within these other respective jurisdictions. By designating this capacity as "excess", these jurisdictions would be acknowledging that they are not relying on this treatment plant capacity for planned growth and develop-

ment within their own jurisdictions, or otherwise hastening upgrades or improvements to the current WPCP.

5.4 CUMULATIVE IMPACTS

CEQA requires that the EIR examine cumulative impacts. As discussed in CEQA Guidelines § 15130(a)(1), a cumulative impact “consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts.” The analysis of cumulative impacts need not provide the level of detail required of the analysis of impacts from the project itself, but shall “reflect the severity of the impacts and their likelihood of occurrence” (CEQA Guidelines §15130(b)).

In order to assess cumulative impacts, the EIR must analyze either a list of past, present, and probable future projects or a summary of projections contained in an adopted general plan or related planning document. In conducting the analysis for this EIR, ABAG population and employment projections for the City of Milpitas were reviewed.

It is important to note that the proposed Transit Plan is essentially a set of projects, representing the cumulative development scenario for the reasonably foreseeable future in the Planning Area. Therefore, the analysis presented in Chapter 3 represents a cumulative analysis of the Planning Area as a whole, over the next 20 years.

The air quality, transportation, and greenhouse gases/climate change analyses evaluate the future development scenario as a whole, with the proposed Transit Plan development and transportation system applied to projected future growth in the region. Therefore, for these three issue areas, analysis of the proposed Transit Plan represents both the project impacts and cumulative effects. As a result of adding the proposed Transit Plan to the regional land use and transportation baseline, the travel demand, level of service operations, and associated air emissions produced, and energy use for the proposed Plan conditions are considered identical to the cumulative condition for CEQA purposes. Refer to sections 3.3, Transportation, 3.6, Air Quality, and 3.12, Green House Gases and Climate Change.

Other cumulative impacts would include:

- *Land Use.* The proposed Plan would result in less than significant land use impacts, and all future projects under regional and proposed Plan buildout would be required to mitigate their respective land use impacts. Therefore, the incremental impact of the proposed Plan, when considered in combination with buildout of the region would not result in cumulatively significant impacts related to land use.
- *Visual Resources.* Buildout under the Transit Plan would ultimately change the existing visual character of the Transit Area. Industrial uses and large parking lots would be converted to residential and commercial uses, with substantial landscaping improvements. The resulting change would benefit the wider city and regional populations that visit and travel through the Planning Area, as well as residents in adjacent properties. As such, cumulative impacts to visual resources would be less than significant.
- *Safety and Hazardous Materials.* The standards of cumulative significance for safety and hazardous materials are the same as those established for the Milpitas Transit Area Specific Plan in Section 3.4 of this EIR. Future redevelopment of the project area, as proposed by the Milpitas Transit Area Specific Plan, combined with other development in Milpitas

could likely improve existing issues associated with soil and groundwater contamination. Any necessary remediation would be completed prior to construction and, by law, future land uses must abide with the most recent laws and regulations regarding hazardous material use, generation, transport, storage, and disposal. As such, cumulative impacts pertaining to safety and hazardous materials would be less than significant.

- *Geology, Soils and Seismic Hazards* The Standards of Cumulative Significance for geology, soils, and seismicity in this EIR are the same as those established for the project-specific analysis described in Section 3.5 of this EIR. Because all projects located within a designated liquefaction seismic hazard zone would be required to comply with the requirements of the City of Milpitas Municipal Code and Seismic Hazards Mapping Act, redevelopment of the project area, together with other development taking place within designated liquefaction zones, would not be expected to result in significant cumulative impacts to liquefaction. Because the Planning Area is currently developed and because future projects considered under the proposed Plan would be required to comply with seismic requirements contained in the California Building Code, the City of Milpitas Municipal Code, and General Plan and Specific Plan policies, implementation of the proposed Plan is not expected to result in an increase in seismic impacts, including those impacts related to emergency services. Further, future projects in the planning area would be required to comply with NPDES General Construction Permit requirements. Overall cumulative impacts pertaining to geology, soils and seismic hazards would be less than significant.
- *Noise.* The noise analysis in Section 3.7 is based upon the cumulative numbers of the traffic analysis, and therefore already represents a cumulative scenario. Forecast population and employment growth would result in increased traffic volumes and could, in turn, increase noise levels along some of the travel corridors in the region; however, overall cumulative impacts pertaining to noise would be less than significant.
- *Biological Resources.* The Standards of Cumulative Significance for biological resources in this EIR are the same as established for the project-specific analysis described in Section 3.8. This section evaluates whether or not implementation of the Milpitas Transit Area Specific Plan, in combination with other past, present, and reasonably foreseeable projects, would result in significant cumulative impacts on the biological resources examined in this EIR. This analysis includes the impacts of cumulative growth potentially resulting from implementation of the Specific Plan as well as several other projects currently under consideration in the City of Milpitas.

Lands that would be affected by cumulative projects, including the proposed Plan, are mostly contiguous developed areas or comprise highly disturbed barren or ruderal vegetation types within Milpitas. Impacts to these vegetation types and the common wildlife species they support would not be considered significant. Therefore, any cumulative impacts to biological resources resulting from the Milpitas Transit Area Plan and other projects in this region would be less than significant.

- *Public Services.* Most of the public services needed for the Planning Area - fire, police, and parks - will be operated by the City of Milpitas and available to all of the City's residents, workers, and visitors. As a consequence, population and job growth in the rest of the city will increase demand for these services. New development would provide required parkland to serve its residents and as such there would be adequate capacity and less than significant

cant cumulative impacts. Future development throughout Milpitas should be paying its fair share for police and fire equipment and operations, cumulative growth may create the need for the construction of new police and fire stations to house new personnel and equipment and ensure adequate response times. Increased traffic may also affect response times for police and fire protection. However, the potential for cumulative impacts on these services resulting from the Milpitas Transit Area Plan and other projects in this region would be less than significant as each project will contribute its fair share for services and capital improvements.

The demand for public schools will be affected by population growth within the affected school districts: portions of Milpitas and San Jose. As discussed in Section 3.9, new housing in these areas combined with residential development in the Planning Area may require new schools to be constructed, and this would contribute to significant cumulative impacts to schools.

- *Hydrology and Water Quality.* The Standards of Cumulative Significance for hydrology and water quality in this EIR are the same as those established in Section 3.10. This section evaluates whether or not implementation of the Milpitas Transit Area Specific Plan, in combination with other past, present, and reasonably foreseeable projects, would result in significant cumulative impacts on hydrology and water quality examined in this EIR, and therefore represents a cumulative scenario. Forecast development, combined with new public and private infrastructure improvements to accommodate future planned development, could degrade regional water quality or reduce groundwater recharge by virtue of increased water usage when drawn from the aquifer and increased effluent discharge. However, due to the change in land use, stormwater runoff will actually decrease from current amounts. The addition of more landscaped areas and parks will allow more precipitation to infiltrate into the ground compared with the current condition of nearly complete coverage of impervious pavement, and therefore less stormwater runoff.

The proposed Plan would not result in any significant hydrology or drainage impacts. Any future development projects in the Bay Area and in the City of Milpitas would be required to mitigate specific hydrologic impacts on a project-by-project basis. Therefore, any such impacts associated with individual project development under proposed buildout conditions would be site-specific and would not contribute to cumulative impacts.

- *Utilities and Service Systems.* Section 3.12 of this EIR presents a full cumulative analysis of potential impacts for utilities and service systems. Future development projects resulting from the proposed Transit Plan will cause an increase in population, with a resultant increase in sewer flows, water demands, and solid waste generation. Infrastructure improvements, including water and sewer mains, will alleviate deficiencies in distribution and collection capacity brought on by the increased residential density. Further, future development projects in Milpitas would be required to mitigate impacts on utilities and service systems on a project-by-project basis. As such, overall cumulative impacts pertaining to utilities and services systems would be less than significant.
- *Cultural Resources.* The Standards of Cumulative Significance for cultural resources in this EIR are the same as those established for the project-specific analysis described in Section 3.13. A Records Search of the Planning Area showed no evidence of cultural resources, with the exception of the Great Mall; however the Plan does not propose redevelopment or

expansion of this structure. Further, policies contained in the Plan provide assurances should accidental discovery of archaeological or paleontological resources occur that impacts to significant cultural or paleontological resources would be mitigated with each project constructed. Significant resources that could be affected by construction activities would be avoided, or if this is not possible, recovered for scientific value. Therefore, the cumulative impacts to significant cultural or paleontological resources are expected to be less than significant.

These types of impacts are not limited to the Planning Area but are characteristic of any area that is experiencing population and employment growth.

5.5 IMPACTS FOUND NOT TO BE SIGNIFICANT

CEQA requires that an EIR provide a brief statement indicating why various possible significant impacts were determined to be not significant. Chapter 3 of this EIR discusses all potential impacts, regardless of their magnitude. A similar level of analysis is provided for impacts found to be less than significant as impacts found to be significant. Significance of an impact is assessed in relation to the significance criteria provided in each section in Chapter 3. A summary of all impacts is provided in the Executive Summary of this EIR.

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9 Glossary

Acres, Gross: The City of Milpitas Municipal Code, Chapter XI-10-2.41-1.1, defines gross acreage as the total area within the boundaries of a legal lot or parcel, including any area proposed to be dedicated or reserved for public right-of-way. Adjacent lands already dedicated for public right-of-way, including public roadways, easements or other areas, shall not be included as part of the gross acreage.

Acres, Net: The gross area of a site excluding land dedicated for public right-of-way, such as streets, sidewalks, parks, and trails.

Affordable Housing: Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30% of its gross monthly income (GMI) for housing, including utilities.

Agency: The governmental entity, department, office, or administrative unit responsible for carrying out regulations.

Agricultural Preserve: Land designated for agriculture or conservation. (See "Williamson Act.")

Agriculture: Use of land for the production of food and fiber, including the growing of crops and/or the grazing of animals on natural prime or improved pasture land.

Air Pollution: Concentrations of substances found in the atmosphere that exceed naturally occurring quantities and are undesirable or harmful in some way.

Ambient: Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

Aquifer: An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Archaeological: Relating to the material remains of past human life, culture, or activities.

Army Corps of Engineers: A federal agency responsible for the design and implementation of publicly supported engineering projects. Any construction activity that involves filling a watercourse, pond, lake (natural or man-made), or wetlands (including seasonal wetlands and vernal pools), may require an ACOE permit.

Arterial: A major street carrying volumes of relatively high speed traffic from local and collector streets to and from freeways and other major streets. These streets have controlled intersections and generally provide limited direct access to abutting properties.

Attainment Area: An area considered to have air quality as good as or better than federal or State air quality standards as defined in the federal Clean Air Act or the California Clean Air Act. An area may be an attainment area for one pollutant and a non-attainment area for others.

Base Flood: A 100-year flood event; having a 1 percent likelihood of occurring in any given year.

Best Available Control Technology (BACT): The most stringent emission limit or control technique that has been achieved in practice that is applicable to a particular emission source.

Best Management Practices (BMP): The combination of conservation measures, structure, or management practices that reduces or avoids adverse impacts of development on adjoining site's land, water, or waterways, and waterbodies.

Bicycle Class I Facility (Bicycle Path): A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

Bicycle Class II Facility (Bicycle Lane): A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Class III Facility (Bicycle Route): A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Bikeways: A term that encompasses bicycle lanes, bicycle paths and bicycle routes.

Buffer Zone: An area of land separating two distinct land uses which acts to soften or mitigate the effects of one land use on the other.

Building: Any structure having a roof supported by columns or walls for the housing or enclosure of persons, animals, or property of any kind.

Buildout: That level of urban development characterized by full occupancy of all developable sites in accordance with the General Plan; the maximum probable level of development envisioned by the General Plan under specified assumptions about densities and intensities. Buildout does not assume that each parcel is developed to include all floor area or housing units possible under zoning regulations.

Business Services: A subcategory of commercial land use which permits establishments primarily engaged in rendering services to other business establishments on a fee or contract

basis, such as advertising and mailing; building maintenance; personnel and employment services; management and consulting services; protective services; equipment rental and leasing; photo finishing; copying and printing; travel; office supply; and similar services.

Capital Improvement Program (CIP): A program, administered by the City which schedules permanent improvements, usually for a minimum of five years into the future, to fit the projected fiscal capability of the City. The program generally is reviewed annually, for conformance to and consistency with the General Plan.

Carbon Dioxide (CO₂): A colorless, odorless, non-poison gas that is a normal part of the atmosphere.

Carbon Monoxide (CO): A colorless, odorless, highly poisonous gas produced by automobiles and other machines with internal combustion engines that imperfectly burn fossil fuels such as oil and gas.

Circulation Element: One of seven State-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs for the planning and management of existing and proposed thoroughfares and transportation routes correlated with the Land Use Element of the General Plan.

City: In this document, City with a capital “C” refers to the City of Milpitas; when used with a lower case “c” it refers to the geographic area of the city, not the governmental organization.

Clustered Development: Development in which a number of dwelling units are placed in closer proximity than typically permitted, or are attached, with the purpose of minimizing grading and retaining open space areas.

Collector Street: A street serving traffic movements between arterial and local streets, generally providing direct access to abutting properties.

Commercial: A land use classification which permits facilities for the buying and selling of commodities and services.

Community Noise Equivalent Level (CNEL): A 24-hour energy equivalent level derived from a variety of single-noise events, with weighing factors of 5 and 10 dBA applied to the evening (7:00 p.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) periods, respectively, to allow for the greater sensitivity to noise during these hours. (See “Ldn.”)

Community Park: A park or facility developed primarily to meet the requirements of a large portion of the City. The size is generally above 20 acres.

Conservation: The management of natural resources to prevent waste, destruction or neglect.

Consistent: Free from variation or contradiction. Programs in the General Plan are to be consistent, not contradictory or preferential. State law requires consistency between a General Plan and implementation measures such as the Zoning Ordinance.

Covenants, Conditions, and Restrictions (CC&Rs): A term used to describe restrictive limitations which may be placed on property and its use, and which usually are made a condition of holding title or lease.

Cul-de-sac: A short street or alley with only a single means of ingress and egress at one end and with a large turnaround at its other end.

Cumulative Impact: As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.

dB: Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear.

dBA: The “A-weighted” scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing.

Day-Night Average Sound Level (Ldn): The A-weighted average sound level in decibels during a 24-hour period with a 10 dB weighing applied to nighttime sound levels (10 p.m. to 7 a.m.). This exposure method is similar to the CNEL, but deletes the evening time period (7 p.m. to 10 p.m.) as a separate factor.

Dedication: The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used.

Dedication, In lieu of: Cash payments which may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

Density: The number of residential dwelling units per acre of land.

Density Bonus: The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location.

Design Review: The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards.

Detention Basin/Pond: Facilities classified according to the broad function they serve, such as storage, diversion, or detention.

Developer: An individual who, or business which, prepares raw land for the construction of buildings or builds or causes to be built physical building space for use primarily by others, and in which the preparation of the land or the creation of the building space is in itself a business and is not incidental to another business or activity.

Development: The physical extension and/or construction of urban land uses. Development activities include but are not limited to: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetation cover (with the exception of agricultural activities). Routine repair and maintenance activities are not considered as “development.”

Development Fee: See “Impact Fee.”

Development Rights: The right to develop land by a landowner who maintains fee-simple ownership over the land or by a party other than the owner who has obtained the rights to develop. Such rights usually are expressed in terms of density allowed under existing zoning. For example, one development right may equal one unit of housing or may equal a specific number of square feet of gross floor area in one or more specified zone districts.

Dwelling Unit: One or more rooms with a single kitchen, designed for occupancy by one family for living and sleeping purposes.

Easement: The right to use property owned by another for specific purposes or to gain access to another property.

Easement, Conservation: A tool for acquiring open space with less than full-fee purchase, whereby a public agency buys only certain specific rights from the land owner. These may be positive rights (providing the public with the opportunity to hunt, fish, hike, or ride over the land) or they may be restrictive rights (limiting the uses to which the land owner may devote the land in the future).

Easement, Scenic: A tool that allows a public agency to use land for scenic enhancement, such as roadside landscaping or vista preservation.

Emission Standard: The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Endangered Species: A species of animal or plant whose prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Environment: The physical conditions in an area, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historical or aesthetic significance, which will be affected by a proposed project. The area involved shall be the area in which significant effects would occur either directly or indirectly as a result of the project. The "environment" includes both natural and man-made conditions.

Environmental Impact Report (EIR): A report that assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action.

Equivalent Noise Level (Leq): Also known as the energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The Leq is a "dosage" type measure and is the basis for the descriptions used in current standards, such as the 24-hour CNEL used by the State of California. It is a single-number representation of the fluctuating sound level in decibels over a specified period of time.

Erosion: The loosening and transportation of rock and soil debris by wind, rain, or running water.

Exaction: A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

Expansive Soils: Soils which swell when they absorb water and shrink as they dry.

Family: An individual or a group of persons living together who constitute a housekeeping unit in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house or institution of any kind.

Fault: A fracture in the earth's crust forming a boundary between rock masses that have shifted. An "active" fault is one that has had surface displacement within Holocene time (about the last 11,000 years). A "potentially active" fault is one that shows evidence of surface displacement during Quaternary time (the last 2 million years).

Federal Candidate Species, Category 1 (Candidate 1): Species for which the U.S. Fish and Wildlife Service has sufficient biological information to support a proposal to list as Endangered or Threatened.

Federal Candidate Species, Category 2 (Candidate 2): Species for which existing information indicates that these species may warrant listing, but for which substantial biological information to support a proposed rule is lacking.

Federal Emergency Management Agency (FEMA): A federal agency that provides disaster relief when cities, counties, or the State cannot respond.

Federal Flood Insurance: Affordable flood insurance offered by the federal government to property owners whose communities participate in the National Flood Insurance Program.

Finding(s): The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agencies and bodies to justify action taken by the entity.

Fire-resistant: Able to withstand specified temperatures for a certain period of time, such as a one-hour fire wall; not fireproof.

Flood, 100-Year: The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or 1 percent, chance of occurring in any given year.

Flood Insurance Rate Map (FIRM): For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the premium risk zones applicable to that community.

Flood Plain: The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the flood plain subject to a one percent chance of flooding in any given year, is designated as an area of special flood hazard by the Federal Insurance Administration.

Floor Area, Gross: The City of Milpitas Municipal Code, Chapter XI-10-2.41-1.2, defines gross floor area as the total of all floors measured from the interior faces of the building, but not including areas for parking which are wholly underground, such as basements, unroofed inner courts or shaft enclosures unless any outdoor areas are used for retail purposes. An exception is made for all districts within the areas covered by the Midtown and Transit Area specific plans, in which all areas within the building(s) devoted to parking shall be excluded.

Floor Area Ratio (FAR): The net floor area of a building or buildings on a lot divided by the lot area or site area.

Geologic Review: The analysis of geologic hazards, including all potential seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding, and the potential for erosion and sedimentation.

Geological: Pertaining to rock or solid matter.

Grasslands: Land reserved for pasturing or mowing, in which grasses are the predominant vegetation.

Groundwater: Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

Groundwater Recharge: The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks which provide underground storage (“aquifers”).

Guidelines: General statements of policy direction for which specific details may be later established.

Habitat: The physical location or type of environment in which an organism or biological population lives or occurs.

Handicapped: A person determined to have a mobility impairment or mental disorder expected to be of long or indefinite duration. Many such impairments or disorders are of such a nature that a person’s ability to live independently can be improved by appropriate housing conditions.

Hazardous Material: Any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

Hazardous Waste: Waste which requires special handling to avoid illness or injury to persons or damage to property. Includes, but is not limited to, inorganic mineral acids of sulfur, fluorine, chlorine, nitrogen, chromium, phosphorous, selenium and arsenic and their common salts; lead, nickel, and mercury and their inorganic salts or metallo-organic derivatives; coal, tar acids such as phenol and cresols and their salts; and all radioactive materials.

High Occupancy Vehicle (HOV): Any vehicle other than a driver-only automobile (e.g., a vanpool, a bus, or two or more persons to a car).

Impact: The effect of any man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

Impact Fee: A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. California Government Code § 54990 specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

Impervious Surface: Surface through which water cannot penetrate, such as roof, road, sidewalk, and paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

Implementation: Actions, procedures, programs, or techniques that carry out policies.

Improvement: The addition of one or more structures or utilities on a vacant parcel of land.

Industrial: The manufacture, production, and processing of consumer goods. Industrial is often divided into “heavy industrial” uses, such as construction yards, quarrying, and factories; and “light industrial” uses, such as research and development and less intensive warehousing and manufacturing.

Infill Development: Development of vacant land (usually individual lots or left-over properties) within areas which are already largely developed.

Infiltration: The introduction of underground water, such as groundwater, into wastewater collection systems. Infiltration results in increased wastewater flow levels.

Intersection Capacity: The maximum number of vehicles that has a reasonable expectation of passing through an intersection in one direction during a given time period under prevailing roadway and traffic conditions.

Infrastructure: Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

Intermittent Stream: A stream that normally flows for at least 30 days after the last major rain of the season and is dry a large part of the year.

Jobs-Housing Balance: Total jobs divided by total housing units. A more appropriate measure is the jobs/employed resident ratio, which divides the number of jobs in an area by the number of employed residents (i.e. people who live in the area, but may work anywhere). A ratio of 1.0 typically indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.

Landmark: A building, site, object, structure, or significant tree, having historical, architectural, social, or cultural significance and marked for preservation by the local, State, or federal government; A visually prominent or outstanding structure or natural feature that functions as a point of orientation or identification.

Landscaping: Planting, including trees, shrubs, and ground covers, suitably designed, selected, installed, and maintained permanently to enhance a site or roadway.

Landslide: A general term for a falling mass of soil or rocks.

Land Use: The occupation or utilization of land or water area for any human activity or any purpose defined in the General Plan.

Ldn: Day-Night Average Sound Level. The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighing applied to night-time

sound levels. The Ldn is approximately numerically equal to the CNEL for most environmental settings.

Lease: A contractual agreement by which an owner of real property (the lessor) gives the right of possession to another (a lessee) for a specified period of time (term) and for a specified consideration (rent).

Leq: The energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The Leq is a “dosage” type measure and is the basis for the descriptions used in current standards, such as the 24-hour CNEL used by the State of California. It is a single-number representation of the fluctuating sound level in decibels over a specified period of time.

Level of Service (LOS): A qualitative measure describing operational conditions within a traffic stream, as perceived by motorists. The conditions are generally described in terms of factors such as speed, delay, freedom to maneuver, comfort, convenience, and safety. Six levels of service are defined with letter designations from A to F, with A representing the optimal condition and F representing the worst.

Liquefaction: The transformation of loose, water-saturated, granular materials (such as sand or silt) from a solid into a liquid state; a type of ground failure that can occur during an earthquake.

Local Street: A street which primarily serves as access to abutting properties characterized by traffic with low speeds, low volumes and relatively short trip lengths.

Median Strip: The dividing area, either paved or landscaped, between opposing lanes of traffic on a roadway.

Mitigation: A specific action taken to reduce environmental impacts. Mitigation measures are required as a component of an environmental impact report (EIR) if significant measures are identified.

Mitigation Measures: Action taken to avoid, minimize, or eliminate environmental impacts. Mitigation includes: avoiding the impact altogether by not taking a certain action or parts of an action; minimizing impacts by limiting the degree or magnitude of the action and its implementation; rectifying the impact by repairing, rehabilitating, or restoring the affected environment; reducing or eliminating the impact over time by preservation and maintenance during the life of the action; and compensating for the impact by repairing or providing substitute resources or environments.

Mobile Sources: A source of air pollution that is related to transportation vehicles, such as automobiles or buses.

National Ambient Air Quality Standards: The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

National Flood Insurance Program: A federal program which authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

National Historic Preservation Act: A 1966 federal law that established a National Register of Historic Places and the Advisory Council on Historic Preservation, and which authorized grants-in-aid for preserving historic properties.

National Register of Historic Places: The official list of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique, established by the National Historic Preservation Act.

Neighborhood Park: A park or playground developed primarily to serve the recreation needs of a small portion of the City. The location serves the area within one half mile radius of the park. The park improvements are usually oriented toward the recreation needs of children. The site is generally from two to nine acres depending on the nature of the service area.

Nitrogen Dioxide (NO₂): A reddish brown gas that is a byproduct of the combustion process and is a key to the ozone production process.

Nitrogen Oxide(s): A reddish brown gas that is a byproduct of combustion and ozone formation processes. Often referred to as NOX, this gas gives smog its "dirty air" appearance.

Noise: Any sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise is simply "unwanted sound."

Noise Attenuation: Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

Noise Contour: A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

Non-attainment: The condition of not achieving a desired or required level of performance. This term is frequently used in reference to air quality.

Non-point Source: A pollutant source introduced from dispersed points and lacking a single, identifiable origin. Examples include automobile emissions or urban run-off.

Open Space: Any parcel or area of land or water which is essentially unimproved and devoted to an open space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

Overlay: A land use designation on the Land Use Map, or a zoning designation on a zoning map, which modifies the basic underlying designation in some specific manner.

Ozone: A tri-atomic form of oxygen (O₃) created naturally in the upper atmosphere by a photochemical reaction with solar ultraviolet radiation. In the lower atmosphere, ozone is a recognized air pollutant that is not emitted directly into the environment, but is formed by complex chemical reactions between oxides of nitrogen and reactive organic compounds in the presence of sunlight, and becomes a major agent in the formation of smog.

PM-10 and PM-2.5: The current standard for measuring the amount of solid or liquid matter suspended in the atmosphere ("particulate matter including dust"). PM-10 and PM-2.5 refers to the amount of particulate matter smaller than 10 micrometers and 2.5 micrometers in diameter respectively. The smaller PM-2.5 particles penetrate to the deeper portions of the lung, affecting sensitive population groups such as children and people with respiratory diseases.

Paratransit: Refers to transportation services which operate vehicles, such as buses, jitneys, taxis, and vans, for senior citizens and/or mobility-impaired persons.

Parking Area, Shared: A public or private parking area used jointly by two or more uses.

Parking Area, Public: An open area, excluding a street or other public way, used for the parking of automobiles and available to the public, whether for free or for compensation.

Parks: Open space lands whose primary purpose is recreation. (See "Community Park" and "Neighborhood Park.")

Peak Hour/Peak Period: For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where "F" Levels of Service are encountered, the "peak hour" may stretch into a "peak period" of several hours duration.

Performance Standards: Zoning regulations that permit uses based on a particular set of standards of operation rather than on particular type of use. Performance standards provide specific criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt, heat, fire hazards, wastes, traffic impacts, and visual impact of a use.

Planning Area: The land area addressed by the General Plan, including land within and outside of the Urban Growth Boundary.

Point Source: A source of pollutants which may be traced to a discrete point of emission.

Policy: A specific statement of principle or of guiding or implementing actions which implies clear commitment.

Pollutant: Any introduced gas, liquid, or solid that makes a resource unfit for its normal or usual purpose.

Pollution: The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

Preserve: An area in which beneficial uses in their present condition are protected; for example, a nature preserve or an agricultural preserve.

Rare or Endangered Species: A species of animal or plant listed in: Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations, Section 17.11 or Section 17.2, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered.

Reactive Organic Gases (ROG): Classes of hydrocarbons (olefins, substituted aromatics, and aldehydes) likely to react with ozone and nitrogen dioxide in the atmosphere to form photochemical smog.

Reclamation: The reuse of resources, usually those present in solid wastes or sewage.

Recreation, Active: A type of recreation or activity which requires the use of organized play areas including, but not limited to, softball, baseball, football, and soccer fields, tennis and basketball courts and various forms of children's play equipment.

Recreation, Passive: Type of recreation or activity which does not require the use of organized play areas.

Recycle: The process of extraction and reuse of materials from waste products.

Regional: Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad homogeneous area.

Residential: Land designated in the General Plan and Zoning Ordinance for buildings consisting of dwelling units. May be vacant or unimproved. (See "Dwelling Unit.")

Richter Scale: A measure of the size or energy release of an earthquake at its source. The scale is logarithmic; the wave amplitude of each number on the scale is 10 times greater than that of the previous whole number.

Right-of-way: The strip of land over which certain transportation and public use facilities are built, such as roadways, railroads, and utility lines.

Riparian Lands: Lands which are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near fresh water.

Riparian Vegetation: Vegetation associated with any water-course which requires or tolerates moisture in excess of that available in adjacent uplands.

Runoff: That portion of rain or snow which does not percolate into the ground and is discharged into streams instead.

Sedimentation: Process by which material suspended in water is deposited in a body of water.

Seismic: Caused by or subject to earthquakes or earth vibrations.

Sensitive Receptors: Members of the population who are most sensitive to air quality include children, the elderly, the acutely ill, and the chronically ill. The term "sensitive receptors" can also refer to the land use categories where these people live or spend a significant amount of time. Such areas include residences, schools, playgrounds, child-care centers, hospitals, retirement homes, and convalescent homes.

Septic System: A sewage-treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. Septic systems are often used for individual-home waste disposal where an urban sewer system is not available. (See "Sanitary Sewer.")

Settlement: The drop in elevation of a ground surface caused by settling or compacting. Differential settlement is uneven settlement.

Significant Effect: A beneficial or detrimental impact on the environment. May include, but is not limited to, significant changes in an area's air, water, and land resources.

Siltation: (1) The accumulating deposition of eroded material, or (2) the gradual filling in of streams and other bodies of water with sand, silt, and clay.

Single-family Dwelling, Attached: A building containing two dwelling units with each unit having its own foundation on grade.

Single-family Dwelling, Detached: A building containing one dwelling unit on one lot.

Site: A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot.

Slope: Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

Soil: The unconsolidated material on the immediate surface of the earth created by natural forces that serves as the natural medium for growing land plants.

Solid Waste: Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood. Organic wastes and paper products comprise about 75% of typical urban solid waste.

Specific Plan: A plan that provides detailed design and implementation tools for a specific portion of the area covered by a general plan. A specific plan may include all regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any general plan element(s).

Sphere of Influence: The probable ultimate physical boundary and service area of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCo) of the County.

Storm Runoff: Surplus surface water generated by rainfall that does not seep into the earth but flows overland to flowing or stagnant bodies of water. Also referred to as “urban runoff.”

Structure: Anything constructed or erected which requires a location on the ground, including a building or a swimming pool, but not including a fence or a wall used as a fence, if the height does not exceed six feet, or access drives or walks.

Subdivision: The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. Subdivision includes a condominium project as defined in Section 1350 of the California Civil Code.

Subsidence: The gradual sinking of land as a result of natural or artificial causes. (See “Settlement.”)

Sulfur Dioxide (SO₂): A heavy, pungent, colorless air pollutant formed primarily by the combustion of fossil fuels. It is a respiratory irritant, especially for asthmatics and is the major precursor to the formation of acid rain.

Threatened Species: A species that is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.

Transportation Demand Management (TDM): A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to: (1) reduce the number of persons per vehicle; (2) reduce the number of persons who drive alone on the roadway during the commute period;

and (3) increase the use of carpools, vanpools, buses and trains, and walking and biking. TDM can be an element of TSM (see below).

Trip: A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one “production end” (origin, often from home, but not always), and one “attraction end” (destination). (See “Traffic Demand Forecasting Model.”)

Trip Generation: The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use of a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

Undevelopable: Specific areas where topographic, geologic, and/or sub-surface soil conditions indicate a significant danger to future occupants and a liability to the City, and are thus designated as undevelopable by the City.

Uniform Building Code: A national, standard building code which sets forth minimum standards for construction.

Uniform Housing Code: State housing regulations governing the condition of habitable structures with regard to health and safety standards and which provide for the conservation and rehabilitation of housing in accordance with the Uniform Building Code (UBC).

Urban Services: Utilities (such as water, gas, electricity, and sewer) and public services (such as police, fire, schools, parks, and recreation) provided to an urban area.

Use: The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged as per the City’s Zoning Ordinance and General Plan land use designation.

Use Permit: The discretionary and conditional review of an activity or function or operation on a site or in a building or facility.

Utility Corridors: Right-of-way or easements for utility lines on either publicly or privately owned property. (See “Right-of-way” or “Easement.”)

Vacant: Lands or buildings which are not actively used for any purpose.

View Corridor: The line of sight (identified as to height, width, and distance) of an observer looking toward an object that is significant to the community (e.g., ridgeline, river, historic building, etc.); the route that directs the viewer’s attention.

Viewshed: The area within view from a defined observation point.

Volume-to-Capacity Ratio: A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as v/c . At a v/c ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a “peak period.” (See “Peak Hour” and “Level of Service.”)

Watercourse: Natural or once natural flowing (perennially or intermittently) water including rivers, streams, and creeks. Includes natural waterways that have been canalized, but does not include manmade channels, ditches, and underground drainage and sewer systems.

Watershed: The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse which drains into a lake, reservoir, bay or ocean.

Wetlands: Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water.

Wildlife Corridors: A natural corridor, such as an undeveloped ravine, that is frequently used by wildlife to travel from one area to another.

Williamson Act: Known formally as the California Land Conservation Act of 1965, it was designed as an incentive to retain prime agricultural land and open space in agricultural use, thereby slowing its conversion to urban and suburban development. The program entails a ten-year contract between an owner of land and (usually) a county whereby the land is taxed on the basis of its agricultural use rather than the market value. The land becomes subject to certain enforceable restrictions, and certain conditions need to be met prior to approval of an agreement.

Zone, Traffic: In a traffic model, land areas are divided into zones, with each zone treated as producing and attracting trips. The production of trips by a zone is based on the number of trips to or from work or shopping, or other trips produced per dwelling unit.

Zoning: The division of a city by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

Zoning District: A designated section of the City for which prescribed land use requirements and building and development standards are uniform.

I 0 List of Acronyms

af/y: acre feet/year

AASHTO: American Association of State Highway and Transportation Officials

ABAG: Association of Bay Area Governments

ADT: Average daily traffic

ADWF: Average Dry Weather Flow

AIA: Air Impact Assessment

AIRS: Aerometric Information Retrieval System

ARPA: Archaeological Resources Protection Act

BAAQMD: Bay Area Air Quality Management District

BACT: Best Available Control Technology

BMP: Best Management Practice

CALTRANS: California Department of Transportation

CARB: California Air Resources Board

CalEPA: California Environmental Protection Agency

CBC: California Building Code

CC&Rs: Covenants, Conditions, and Restrictions

CCR: California Code of Regulations

CDFFP: California Department of Forestry and Fire Prevention

CDFG: California Department of Fish and Game

CEC: California Energy Commission

CEQA: California Environmental Quality Act

CERCLA: Comprehensive Environmental Responsibility, Compensation, and Liability Act

CESA: California Environmental Species Act

CFCs: Chloro-fluorocarbons

CFD: Community Fee District

CFR: Code of Federal Regulations

CGS: California Geologic Survey

CHRIS: California Historical Resources Information System

CIP: Capital Improvement Program

CMP: Congestion Management Program

CNDDDB: California Natural Diversity Data Base, Department of Fish and Game

CNEL: Community Noise Equivalent Level

CNPS: California Native Plant Society

CO: Carbon Monoxide

CRHR: California Register of Historic Resources

CSC: California Species of Special Concern

CWMB: California Waste Management Board

CWMI: Chemical Waste Management Inc

dB: Decibel

dBA: Decibel A-Weighted

DEIR: Draft Environmental Impact Report

DHS: California Department of Health Services

DNL: Day-Night Average Noise Level

DOF: Department of Finance

DTSC: Department of Toxic Substances Control, State of California

DU: Dwelling Unit

EIR: Environmental Impact Report

EMF: Electric and Magnetic Field

FAR: Floor Area Ratio

FEIR: Final Environmental Impact Report (CEQA)

FEMA: Federal Emergency Management Act

FESA: Federal Endangered Species Act

FIRM: Flood Insurance Rate Map

FMMP: Farmland Mapping and Monitoring Program

gpd: Gallons per day

gpm: Gallons per minute

GHG: Greenhouse Gasses
GIS: Geographic Information Systems
GPAC: General Plan Advisory Committee
HC: Hydrocarbons
HCM: Highway Capacity Manual
HCP: Habitat Conservation Plan
HHRA: Human health risk assessments
HHW: Household Hazardous Waste
HHWE: Household Hazardous Waste Element
HMMP: Hazardous Material Management Plan
HSSA: Alfred E Alquist Hospital Facilities Seismic Safety Act
ISO: National Insurance Service Office
ISR: Indirect Source Review (Air Quality)
kV: Kilovolt
kW: Kilowatt
kWh: Kilowatt-hour
LAFCO: Local Agency Formation Commission
Ldn: Day-Night Average Sound Level
LEED: Leadership in Energy and Environmental Design
Leq: Equivalent Noise Level
LID: Laguna Irrigation District
LOS: Level of Service
LUST: Leaking Underground Storage Tanks (Case List)
MACT: Maximum Achievable Control Technology
MBTA: Migratory Bird Treaty Act
MCL: Maximum Contaminant Level
MFD: Milpitas Fire Department
mgd: Million gallons per day
MOU: Memorandum of Understanding

MPD: Milpitas Police Department
MUSD: Milpitas Unified School District
MWMA: California Medical Waste Management Act
NAAQS: National Ambient Air Quality Standards
NAHC: Native American Heritage Commission
NCCP: Natural Communities Conservation Plan
NEPA: National Environmental Policy Act
NFIP: National Flood Insurance Program
NHPA: National Historic Preservation Act
NOP: Notice of Preparation (CEQA)
NO₂: Nitrogen Dioxide
NO: Nitrogen Oxides
NPDES: National Pollutant Discharge Elimination System
NPPA: Native Plant Protection Act
NRHP: National Register of Historic Places
NWP: Nationwide Permit
O₃: Ozone
OSHA: Occupational Safety and Health Administration
Pb: Lead
PGA: Peak Ground Acceleration (Earth Movements)
PG&E: Pacific Gas & Electric Company
PM-10: Suspended particulate matter 10 microns or less in diameter
PM-2.5: Suspended particulate matter 2.5 microns or less in diameter
ppb: Parts per billion
ppm: Parts per million (10⁶) by volume or weight
PRC: Public Resources Code
PWD: Milpitas Public Works Department
R&D: Research and development
RACM: Reasonably Available Control Measures

RCRA: Federal Resource Conservation and Recovery Act

ROG: Reactive Organic Gases

RTIP: Regional Transportation Improvement Plan

RWCS: Reasonable Worst Case Scenario

SAFETEA: Safe, Accountable, Efficient Transportation Equity Act

SARA: Superfund Amendments and Reauthorization Act

SBWRP: South Bay Water Recycling Program

SCCDEH: Santa Clara County Department of Environmental Health

SCVWD: Santa Clara Valley Water District

SCVURPP: Santa Clara Valley Urban Runoff Prevention Program

SFPUC: San Francisco Public Utilities Commission

SLIC: Spills, Leaks, Investigations, and Cleanups

SMARA: California Surface Mining and Reclamation Act

SOI: Sphere of Influence

SOV: Single Occupant Vehicles

SO₂: Sulfur Dioxide

Sq. Ft.: Square Feet

SR: State Route

SRRE: Source Reduction and Recycling Element

RWQCB: Regional Water Quality Control Board

SWRCB: State Water Resources Control Board

TACs: Toxic Air Contaminants

TAZ: Traffic Analysis Zone

TCE: Trichloroethylene

TCM: Transportation Control Measure

TDM: Transportation Demand Management

TDR: Transfer of Development Rights

TOD: Transit Oriented Development

UBC: Uniform Building Code

UCMP: University of California Museum of Paleontology

UGB: Urban Growth Boundary

USDA: United States Department of Agriculture

U.S. EPA: United States Environmental Protection Agency

USFWS: United States Fish and Wildlife Service

USGS: United States Geologic Survey

UST: Underground Storage Tank

V/C: Volume to Capacity Ratio

VMT: Vehicle Miles Traveled

VOC: Volatile Organic Compounds

VPD: Vehicles per day

VTa: Santa Clara Valley Transportation Authority

WPCP: San Jose/Santa Clara Water Pollution Control Plant

WWTP: Wastewater Treatment Plant

APPENDIX A: TRAFFIC COUNTS

Milpitas Transit Area Plan

Summary of Count Information

#	Intersection	CMP?	Count Date	Source
1	Calaveras Blvd (SR237) & Nimitz Freeway (I-880) NB Off-Ramp		Oct-05	Milpitas BART
2	Calaveras Blvd (SR237) & Abbott Ave		Oct-05	Milpitas BART
3	Calaveras Blvd (SR237) & Serra Way		Oct-05	Milpitas BART
4	Calaveras Blvd (SR237) & Abel St	X	Oct-04, May-05	Murphy Ranch
5	Calaveras Blvd (SR237) & Milpitas Blvd	X	Oct-04, May-05	Murphy Ranch
6	Calaveras Blvd (SR237) & Hillview Dr		Oct-05, Oct-05	Milpitas BART
7	Calaveras Blvd & Park Victoria Dr		Oct-05	Milpitas BART
8	Abel St & Serra Wy		Oct-05	Milpitas BART
9	Main St & Serra Ave		Oct-05	Milpitas BART
10	McCarthy Blvd & Bellew Dr-Technology Dr		May-05	Murphy Ranch
11	McCarthy Blvd & Alder Dr		Nov-05	Murphy Ranch
12	Abel St & Curtis Ave		Sep-05	Milpitas BART
13	Main St & Curtis Ave		Sep-05	Milpitas BART
14	Yosemite Dr & Milpitas Blvd		Sep-05	Milpitas BART
15	Yosemite Dr & So Park Victoria Dr		Sep-05	Milpitas BART
16	First St & Tasman St		Mar-06	TDS
17	Tasman St & Zanker Rd		Mar-06	TDS
18	Tasman Dr & McCarthy Blvd		May-05	Murphy Ranch
19	Tasman Dr & Alder Dr		May-05	Murphy Ranch
20	Great Mall Pkwy & Nimitz Freeway (I-880) SB Off-Ramp		May-05	Murphy Ranch
21	Great Mall Pkwy & Nimitz Freeway (I-880) NB Off-Ramp		May-05	Murphy Ranch
22	Great Mall Pkwy & Abel St		Sep-05	Milpitas BART
23	Great Mall Pkwy & Main St		Sep-05	Milpitas BART
24	Great Mall Pkwy & McCandless Ave		Sep-05	Milpitas BART
25	Great Mall Pkwy & Centre Point Dr		Sep-05	Milpitas BART
26	Montague Exp & Great Mall Dr-Capitol Ave (M)	X	2005, Sept-04	Main St
27	Montague Exp & Milpitas Blvd (M)	X	2005, Sept-04	Main St
28	Montague Exp & Pecten Ct (M)		Mar-06	TDS
29	Landess Av & Dempsey Rd-Nimitz Freeway (I-680) NB Off-Ramp		Sep-05	Milpitas BART
30	Landess Av & Park Victoria Dr		Sep-05	Milpitas BART
31	Abel St & Capitol Ave		Sep-05	Milpitas BART
32	Abel St & Main St		Sep-05	Milpitas BART
33	Montague Exp & First St (SJ)		Nov-05, Oct-05	San Jose
34	Montague Exp & Zanker Rd (SJ)		Nov-05, Oct-05	San Jose
35	Montague Exp & River Oaks Pk (SJ)		2004, Oct-05	San Jose
36	Montague Exp & Trimble Rd (SJ)		2004, Oct-04	San Jose
37	Montague Exp & McCarthy Blvd-O'Toole (M)		May-05, Oct-05	Murphy Ranch, San Jose
38	Montague Exp & Main St-Oakland Rd (M)	X	2005, Oct-05	Main St, San Jose
39	Montague Exp & McCandless Dr-Trade Zone (M)	X	Oct-05, Sep-04	San Jose
40	Capitol Av & Milpitas Blvd Extension (Future Intersection)			
41	Capitol Av & Croypley Av		Sep-05	Milpitas BART
42	First St & Trimble Rd		Nov-05, Oct-05	San Jose
43	Trimble Rd & Zanker Rd*		Oct-04	San Jose
44	First St & Charcot Av*		Mar-06	TDS
45	Brokaw Rd & First St*		Nov-05, Oct-05	San Jose
46	Brokaw Rd & Zanker Rd*		Nov-05, Oct-05	San Jose
47	Brokaw Rd & Nimitz Freeway (I-880) NB Off-Ramp*		Oct-04	San Jose
48	Brokaw Rd & Nimitz Freeway (I-880) SB On-Ramp*		Oct-04	San Jose
49	Oakland Rd & Murphy Rd		Nov-05, Oct-05	San Jose
50	Lundy Av & Hostetter Rd		Oct-04	San Jose
51	Capitol Av & Hostetter Rd		Oct-05	San Jose
52	Hostetter Rd & Morrill Av*		Oct-05, Mar-06	San Jose, TDS

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(408) 377-2988
tdsbay@cs.com

File Name : 1AMFINAL
Site Code : 00000001
Start Date : 03/01/2006
Page No : 1

Groups Printed- 1 - Unshifted

	FIRST ST Southbound					TASMAN DR Westbound					FIRST ST Northbound					TASMAN DR Eastbound					
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	16	51	11	0	78	17	75	16	0	108	12	70	8	0	90	6	43	3	0	52	328
07:15 AM	14	79	11	0	104	33	98	20	0	151	11	76	16	0	103	2	52	2	0	56	414
07:30 AM	11	81	16	0	108	40	147	24	0	211	16	107	23	0	146	7	57	5	0	69	534
07:45 AM	21	75	24	0	120	56	169	37	0	262	16	102	39	0	157	13	79	7	0	99	638
Total	62	286	62	0	410	146	489	97	0	732	55	355	86	0	496	28	231	17	0	276	1914
08:00 AM	22	90	11	0	123	47	170	43	0	260	27	139	43	0	209	11	77	2	0	90	682
08:15 AM	16	98	19	0	133	53	195	30	0	278	25	120	28	0	173	6	68	5	0	79	663
08:30 AM	20	73	21	0	114	60	229	49	0	338	15	103	45	0	163	15	85	4	0	104	719
08:45 AM	30	84	16	0	130	50	250	38	0	338	15	151	41	0	207	8	109	12	0	129	804
Total	88	345	67	0	500	210	844	160	0	1214	82	513	157	0	752	40	339	23	0	402	2868
Grand Total	150	631	129	0	910	356	1333	257	0	1946	137	868	243	0	1248	68	570	40	0	678	4782
Apprch %	16. 5	69. 3	14. 2	0.0		18. 3	68. 5	13. 2	0.0		11. 0	69. 6	19. 5	0.0		10. 0	84. 1	5.9	0.0		
Total %	3.1	13. 2	2.7	0.0	19.0	7.4	27. 9	5.4	0.0	40.7	2.9	18. 2	5.1	0.0	26.1	1.4	11. 9	0.8	0.0	14.2	

	FIRST ST Southbound					TASMAN DR Westbound					FIRST ST Northbound					TASMAN DR Eastbound					
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	88	345	67	0	500	210	844	160	0	1214	82	513	157	0	752	40	339	23	0	402	2868
Percent	17. 6	69. 0	13. 4	0.0		17. 3	69. 5	13. 2	0.0		10. 9	68. 2	20. 9	0.0		10. 0	84. 3	5.7	0.0		
08:45 Volume	30	84	16	0	130	50	250	38	0	338	15	151	41	0	207	8	109	12	0	129	804
Peak Factor																					0.892
High Int.	08:15 AM					08:30 AM					08:00 AM					08:45 AM					
Volume	16	98	19	0	133	60	229	49	0	338	27	139	43	0	209	8	109	12	0	129	
Peak Factor	0.940					0.898					0.900					0.779					

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	FIRST ST Southbound					TASMAN DR Westbound					FIRST ST Northbound					TASMAN DR Eastbound					
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	7	101	23	0	131	19	70	25	0	114	14	76	6	0	96	13	113	24	0	150	491
04:15 PM	9	75	23	0	107	31	76	23	0	130	13	84	16	0	113	9	161	21	0	191	541
04:30 PM	6	85	42	0	133	28	64	26	0	118	14	100	15	0	129	11	125	23	0	159	539
04:45 PM	10	99	26	0	135	25	80	29	0	134	13	104	7	0	124	11	151	33	0	195	588
Total	32	360	114	0	506	103	290	103	0	496	54	364	44	0	462	44	550	101	0	695	2159
05:00 PM	7	140	54	0	201	33	100	19	0	152	24	112	9	0	145	16	192	28	0	236	734
05:15 PM	6	113	47	0	166	25	120	33	0	178	21	118	14	0	153	15	244	49	0	308	805
05:30 PM	7	117	61	0	185	32	111	34	0	177	34	123	28	0	185	9	259	40	0	308	855
05:45 PM	10	124	59	0	193	44	128	46	0	218	18	132	19	0	169	12	268	41	0	321	901
Total	30	494	221	0	745	134	459	132	0	725	97	485	70	0	652	52	963	158	0	1173	3295
Grand Total	62	854	335	0	1251	237	749	235	0	1221	151	849	114	0	1114	96	1513	259	0	1868	5454
Apprch %	5.0	68.3	26.8	0.0		19.4	61.3	19.2	0.0		13.6	76.2	10.2	0.0		5.1	81.0	13.9	0.0		
Total %	1.1	15.7	6.1	0.0	22.9	4.3	13.7	4.3	0.0	22.4	2.8	15.6	2.1	0.0	20.4	1.8	27.7	4.7	0.0	34.3	

	FIRST ST Southbound					TASMAN DR Westbound					FIRST ST Northbound					TASMAN DR Eastbound					
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	30	494	221	0	745	134	459	132	0	725	97	485	70	0	652	52	963	158	0	1173	3295
Percent	4.0	66.3	29.7	0.0		18.5	63.3	18.2	0.0		14.9	74.4	10.7	0.0		4.4	82.1	13.5	0.0		
05:45 Volume	10	124	59	0	193	44	128	46	0	218	18	132	19	0	169	12	268	41	0	321	901
Peak Factor																					0.914
High Int.	05:00 PM					05:45 PM					05:30 PM					05:45 PM					
Volume	7	140	54	0	201	44	128	46	0	218	34	123	28	0	185	12	268	41	0	321	
Peak Factor	0.927					0.831					0.881					0.914					

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	ZANKER RD Southbound					TASMAN DR Westbound					ZANKER RD Northbound					TASMAN DR Eastbound					
Start Time	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	16	68	46	0	130	25	94	18	0	137	9	41	13	0	63	6	40	9	0	55	385
07:15 AM	7	79	52	0	138	26	139	19	0	184	16	52	11	0	79	2	59	10	0	71	472
07:30 AM	15	80	58	0	153	64	206	25	0	295	16	59	9	0	84	4	60	14	0	78	610
07:45 AM	6	104	111	0	221	60	233	40	0	333	27	86	14	0	127	7	71	16	0	94	775
Total	44	331	267	0	642	175	672	102	0	949	68	238	47	0	353	19	230	49	0	298	2242
08:00 AM	8	50	101	0	159	73	258	54	0	385	24	82	13	0	119	19	76	14	0	109	772
08:15 AM	7	90	102	0	199	91	298	16	0	405	28	69	19	0	116	7	95	17	0	119	839
08:30 AM	5	63	125	0	193	86	333	38	0	457	34	94	31	0	159	5	96	27	0	128	937
08:45 AM	13	87	99	0	199	82	294	42	0	418	31	113	24	0	168	0	123	15	0	138	923
Total	33	290	427	0	750	332	1183	150	0	1665	117	358	87	0	562	31	390	73	0	494	3471
Grand Total	77	621	694	0	1392	507	1855	252	0	2614	185	596	134	0	915	50	620	122	0	792	5713
Apprch %	5.5	44.6	49.9	0.0		19.4	71.0	9.6	0.0		20.2	65.1	14.6	0.0		6.3	78.3	15.4	0.0		
Total %	1.3	10.9	12.1	0.0	24.4	8.9	32.5	4.4	0.0	45.8	3.2	10.4	2.3	0.0	16.0	0.9	10.9	2.1	0.0	13.9	

	ZANKER RD Southbound					TASMAN DR Westbound					ZANKER RD Northbound					TASMAN DR Eastbound					
Start Time	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	33	290	427	0	750	332	1183	150	0	1665	117	358	87	0	562	31	390	73	0	494	3471
Percent	4.4	38.7	56.9	0.0		19.9	71.1	9.0	0.0		20.8	63.7	15.5	0.0		6.3	78.9	14.8	0.0		
08:30 Volume	5	63	125	0	193	86	333	38	0	457	34	94	31	0	159	5	96	27	0	128	937
Peak Factor																					0.926
High Int.	08:15 AM					08:30 AM					08:45 AM					08:45 AM					
Volume	7	90	102	0	199	86	333	38	0	457	31	113	24	0	168	0	123	15	0	138	
Peak Factor					0.942					0.911					0.836					0.895	

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	ZANKER RD Southbound					TASMAN DR Westbound					ZANKER RD Northbound					TASMAN DR Eastbound					
Start Time	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	15	52	24	0	91	37	96	23	0	156	26	99	21	0	146	18	131	33	0	182	575
04:15 PM	10	45	15	0	70	36	99	25	0	160	25	116	21	0	162	12	157	37	0	206	598
04:30 PM	21	55	31	0	107	50	81	58	0	189	28	138	22	0	188	27	150	19	0	196	680
04:45 PM	19	53	20	0	92	69	104	34	0	207	28	143	23	0	194	18	163	20	0	201	694
Total	65	205	90	0	360	192	380	140	0	712	107	496	87	0	690	75	601	109	0	785	2547
05:00 PM	7	55	29	0	91	60	131	52	0	243	24	152	49	0	225	16	247	35	0	298	857
05:15 PM	10	54	31	0	95	57	138	54	0	249	27	155	35	0	217	6	282	44	0	332	893
05:30 PM	19	57	26	0	102	69	210	71	0	350	30	129	28	0	187	4	320	47	0	371	1010
05:45 PM	28	89	38	0	155	39	162	53	0	254	27	125	43	0	195	2	267	53	0	322	926
Total	64	255	124	0	443	225	641	230	0	1096	108	561	155	0	824	28	1116	179	0	1323	3686
Grand Total	129	460	214	0	803	417	1021	370	0	1808	215	1057	242	0	1514	103	1717	288	0	2108	6233
Apprch %	16.1	57.3	26.7	0.0		23.1	56.5	20.5	0.0		14.2	69.8	16.0	0.0		4.9	81.5	13.7	0.0		
Total %	2.1	7.4	3.4	0.0	12.9	6.7	16.4	5.9	0.0	29.0	3.4	17.0	3.9	0.0	24.3	1.7	27.5	4.6	0.0	33.8	

	ZANKER RD Southbound					TASMAN DR Westbound					ZANKER RD Northbound					TASMAN DR Eastbound					
Start Time	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	Int. Total

Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1

Intersection	05:00 PM																				
Volume	64	255	124	0	443	225	641	230	0	1096	108	561	155	0	824	28	1116	179	0	1323	3686
Percent	14.4	57.6	28.0	0.0		20.5	58.5	21.0	0.0		13.1	68.1	18.8	0.0		2.1	84.4	13.5	0.0		
05:30 Volume	19	57	26	0	102	69	210	71	0	350	30	129	28	0	187	4	320	47	0	371	1010
Peak Factor																					0.912
High Int.	05:45 PM					05:30 PM					05:00 PM					05:30 PM					
Volume	28	89	38	0	155	69	210	71	0	350	24	152	49	0	225	4	320	47	0	371	
Peak Factor					0.715					0.783					0.916					0.892	

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	FIRST ST Southbound					CHARCOT AVE Westbound					FIRST ST Northbound					GUADALUPE PKWY Eastbound					
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	27	45	5	0	77	8	12	1	0	21	9	73	13	0	95	10	76	127	0	213	406
07:15 AM	35	63	15	0	113	8	16	3	0	27	11	117	20	0	148	8	74	128	0	210	498
07:30 AM	40	50	10	0	100	13	24	9	0	46	21	153	23	0	197	4	132	197	0	333	676
07:45 AM	53	75	20	0	148	12	40	2	0	54	22	146	24	0	192	4	109	168	0	281	675
Total	155	233	50	0	438	41	92	15	0	148	63	489	80	0	632	26	391	620	0	1037	2255
08:00 AM	30	89	19	0	138	2	36	6	0	44	17	139	22	0	178	7	153	171	0	331	691
08:15 AM	50	68	15	0	133	6	33	15	0	54	16	138	22	0	176	3	92	125	0	220	583
08:30 AM	38	84	17	0	139	17	47	13	0	77	15	154	34	0	203	2	129	199	0	330	749
08:45 AM	51	98	16	0	165	11	40	8	0	59	18	178	39	0	235	3	137	153	0	293	752
Total	169	339	67	0	575	36	156	42	0	234	66	609	117	0	792	15	511	648	0	1174	2775
Grand Total	324	572	117	0	1013	77	248	57	0	382	129	1098	197	0	1424	41	902	1268	0	2211	5030
Apprch %	32. 0	56. 5	11. 5	0.0		20. 2	64. 9	14. 9	0.0		9.1	77. 1	13. 8	0.0		1.9	40. 8	57. 3	0.0		
Total %	6.4	11. 4	2.3	0.0	20.1	1.5	4.9	1.1	0.0	7.6	2.6	21. 8	3.9	0.0	28.3	0.8	17. 9	25. 2	0.0	44.0	

	FIRST ST Southbound					CHARCOT AVE Westbound					FIRST ST Northbound					GUADALUPE PKWY Eastbound					
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	169	339	67	0	575	36	156	42	0	234	66	609	117	0	792	15	511	648	0	1174	2775
Percent	29. 4	59. 0	11. 7	0.0		15. 4	66. 7	17. 9	0.0		8.3	76. 9	14. 8	0.0		1.3	43. 5	55. 2	0.0		
08:45 Volume	51	98	16	0	165	11	40	8	0	59	18	178	39	0	235	3	137	153	0	293	752
Peak Factor																					0.923
High Int.	08:45 AM					08:30 AM					08:45 AM					08:00 AM					
Volume	51	98	16	0	165	17	47	13	0	77	18	178	39	0	235	7	153	171	0	331	
Peak Factor	0.871					0.760					0.843					0.887					

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	FIRST ST Southbound					CHARCOT AVE Westbound					FIRST ST Northbound					GUADALUPE PKWY Eastbound					
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	59	158	17	0	234	10	101	24	0	135	12	71	20	0	103	8	32	37	0	77	549
04:15 PM	50	146	17	0	213	5	89	22	0	116	16	77	31	0	124	14	38	34	0	86	539
04:30 PM	85	181	21	0	287	5	125	27	0	157	10	78	32	0	120	5	34	34	0	73	637
04:45 PM	68	170	25	0	263	10	100	26	0	136	9	80	28	0	117	5	21	45	0	71	587
Total	262	655	80	0	997	30	415	99	0	544	47	306	111	0	464	32	125	150	0	307	2312
05:00 PM	96	149	21	0	266	69	118	29	0	216	13	84	20	0	117	10	46	42	0	98	697
05:15 PM	115	213	22	0	350	12	144	21	0	177	13	88	26	0	127	23	52	54	0	129	783
05:30 PM	105	197	15	0	317	4	109	21	0	134	12	94	24	0	130	12	40	58	0	110	691
05:45 PM	82	213	23	0	318	10	81	15	0	106	18	109	16	0	143	6	43	37	0	86	653
Total	398	772	81	0	1251	95	452	86	0	633	56	375	86	0	517	51	181	191	0	423	2824
Grand Total	660	1427	161	0	2248	125	867	185	0	1177	103	681	197	0	981	83	306	341	0	730	5136
Apprch %	29.4	63.5	7.2	0.0		10.6	73.7	15.7	0.0		10.5	69.4	20.1	0.0		11.4	41.9	46.7	0.0		
Total %	12.9	27.8	3.1	0.0	43.8	2.4	16.9	3.6	0.0	22.9	2.0	13.3	3.8	0.0	19.1	1.6	6.0	6.6	0.0	14.2	

	FIRST ST Southbound					CHARCOT AVE Westbound					FIRST ST Northbound					GUADALUPE PKWY Eastbound					
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	398	772	81	0	1251	95	452	86	0	633	56	375	86	0	517	51	181	191	0	423	2824
Percent	31.8	61.7	6.5	0.0		15.0	71.4	13.6	0.0		10.8	72.5	16.6	0.0		12.1	42.8	45.2	0.0		
05:15 Volume	115	213	22	0	350	12	144	21	0	177	13	88	26	0	127	23	52	54	0	129	783
Peak Factor																					0.902
High Int.	05:15 PM					05:00 PM					05:45 PM					05:15 PM					
Volume	115	213	22	0	350	69	118	29	0	216	18	109	16	0	143	23	52	54	0	129	
Peak Factor	0.894					0.733					0.904					0.820					

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	PECTEN CT Southbound					MONTAGUE EXPWY Westbound					PECTEN CT Northbound					MONTAGUE EXPWY Eastbound					
Start Time	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	11	2	9	0	22	15	501	1	0	517	3	0	0	0	3	3	103	13	0	119	661
07:15 AM	3	0	2	0	5	9	619	2	0	630	2	0	2	0	4	3	143	5	0	151	790
07:30 AM	6	0	8	0	14	7	676	6	0	689	2	0	0	0	2	1	152	8	0	161	866
07:45 AM	6	0	2	0	8	15	600	8	0	623	1	0	5	0	6	1	175	11	0	187	824
Total	26	2	21	0	49	46	2396	17	0	2459	8	0	7	0	15	8	573	37	0	618	3141
08:00 AM	0	0	1	0	1	35	618	6	0	659	2	0	4	0	6	2	167	17	0	186	852
08:15 AM	3	0	2	0	5	19	562	1	0	582	1	0	1	0	2	3	166	13	0	182	771
08:30 AM	5	0	3	0	8	12	561	6	0	579	3	0	2	0	5	2	131	15	0	148	740
08:45 AM	2	0	4	0	6	19	643	3	0	665	1	0	1	0	2	2	143	23	0	168	841
Total	10	0	10	0	20	85	2384	16	0	2485	7	0	8	0	15	9	607	68	0	684	3204
Grand Total	36	2	31	0	69	131	4780	33	0	4944	15	0	15	0	30	17	1180	105	0	1302	6345
Apprch %	52.2	2.9	44.9	0.0		2.6	96.7	0.7	0.0		50.0	0.0	50.0	0.0		1.3	90.6	8.1	0.0		
Total %	0.6	0.0	0.5	0.0	1.1	2.1	75.3	0.5	0.0	77.9	0.2	0.0	0.2	0.0	0.5	0.3	18.6	1.7	0.0	20.5	

	PECTEN CT Southbound					MONTAGUE EXPWY Westbound					PECTEN CT Northbound					MONTAGUE EXPWY Eastbound					
Start Time	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	15	0	13	0	28	66	2513	22	0	2601	7	0	11	0	18	7	637	41	0	685	3332
Percent	53.6	0.0	46.4	0.0		2.5	96.6	0.8	0.0		38.9	0.0	61.1	0.0		1.0	93.0	6.0	0.0		
07:30 Volume	6	0	8	0	14	7	676	6	0	689	2	0	0	0	2	1	152	8	0	161	866
Peak Factor																					0.962
High Int. Volume	07:30 AM					07:30 AM					07:45 AM					07:45 AM					
Peak Factor	6	0	8	0	14	7	676	6	0	689	1	0	5	0	6	1	175	11	0	187	
	0.500					0.944					0.750					0.916					

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	PECTEN CT Southbound					MONTAGUE EXPWY Westbound					PECTEN CT Northbound					MONTAGUE EXPWY Eastbound					
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	9	1	22	0	32	6	220	2	0	228	7	0	6	0	13	8	607	10	0	625	898
04:15 PM	9	0	10	0	19	2	265	0	0	267	6	1	2	0	9	6	641	13	0	660	955
04:30 PM	13	2	23	0	38	4	267	0	0	271	3	0	3	0	6	4	569	8	0	581	896
04:45 PM	11	0	25	0	36	13	291	6	0	310	6	1	7	0	14	1	628	9	0	638	998
Total	42	3	80	0	125	25	1043	8	0	1076	22	2	18	0	42	19	2445	40	0	2504	3747
05:00 PM	36	2	35	0	73	9	310	7	0	326	12	0	3	0	15	5	594	13	0	612	1026
05:15 PM	26	0	22	0	48	0	288	0	0	288	5	0	5	0	10	2	681	16	0	699	1045
05:30 PM	20	0	12	0	32	10	364	5	0	379	5	0	2	0	7	1	676	15	0	692	1110
05:45 PM	17	0	8	0	25	4	330	3	0	337	5	0	3	0	8	2	666	17	0	685	1055
Total	99	2	77	0	178	23	1292	15	0	1330	27	0	13	0	40	10	2617	61	0	2688	4236
Grand Total	141	5	157	0	303	48	2335	23	0	2406	49	2	31	0	82	29	5062	101	0	5192	7983
Apprch %	46.5	1.7	51.8	0.0		2.0	97.0	1.0	0.0		59.8	2.4	37.8	0.0		0.6	97.5	1.9	0.0		
Total %	1.8	0.1	2.0	0.0	3.8	0.6	29.2	0.3	0.0	30.1	0.6	0.0	0.4	0.0	1.0	0.4	63.4	1.3	0.0	65.0	

	PECTEN CT Southbound					MONTAGUE EXPWY Westbound					PECTEN CT Northbound					MONTAGUE EXPWY Eastbound					
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	99	2	77	0	178	23	1292	15	0	1330	27	0	13	0	40	10	2617	61	0	2688	4236
Percent	55.6	1.1	43.3	0.0		1.7	97.1	1.1	0.0		67.5	0.0	32.5	0.0		0.4	97.4	2.3	0.0		
05:30 Volume	20	0	12	0	32	10	364	5	0	379	5	0	2	0	7	1	676	15	0	692	1110
Peak Factor																					0.954
High Int. Volume	05:00 PM					05:30 PM					05:00 PM					05:15 PM					
Peak Factor	36	2	35	0	73	10	364	5	0	379	12	0	3	0	15	2	681	16	0	699	
	0.610					0.877					0.667					0.961					

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 5PMFINAL
Site Code : 00000005
Start Date : 03/01/2006
Page No : 1

Groups Printed- 1 - Unshifted

	MORRILL AVE Southbound					HOSTETTER RD Westbound					MORRILL AVE Northbound					HOSTETTER RD Eastbound					
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	34	58	23	0	115	21	69	10	0	100	12	41	19	0	72	24	95	39	0	158	445
04:15 PM	31	52	15	0	98	12	72	4	0	88	12	61	32	0	105	35	95	63	0	193	484
04:30 PM	42	89	21	0	152	16	56	15	0	87	14	48	29	0	91	33	72	45	0	150	480
04:45 PM	65	143	35	0	243	13	70	7	0	90	8	45	21	0	74	42	77	52	0	171	578
Total	172	342	94	0	608	62	267	36	0	365	46	195	101	0	342	134	339	199	0	672	1987
05:00 PM	35	163	41	0	239	26	55	13	0	94	12	61	25	0	98	54	79	53	0	186	617
05:15 PM	53	168	33	0	254	18	62	13	0	93	9	37	30	0	76	67	93	59	0	219	642
05:30 PM	77	153	15	0	245	19	63	8	0	90	11	41	21	0	73	54	99	65	0	218	626
05:45 PM	69	237	29	0	335	16	63	22	0	101	10	51	20	0	81	68	103	59	0	230	747
Total	234	721	118	0	1073	79	243	56	0	378	42	190	96	0	328	243	374	236	0	853	2632
Grand Total	406	1063	212	0	1681	141	510	92	0	743	88	385	197	0	670	377	713	435	0	1525	4619
Apprch %	24. 2	63. 2	12. 6	0.0		19. 0	68. 6	12. 4	0.0		13. 1	57. 5	29. 4	0.0		24. 7	46. 8	28. 5	0.0		
Total %	8.8	23. 0	4.6	0.0	36.4	3.1	11. 0	2.0	0.0	16.1	1.9	8.3	4.3	0.0	14.5	8.2	15. 4	9.4	0.0	33.0	

	MORRILL AVE Southbound					HOSTETTER RD Westbound					MORRILL AVE Northbound					HOSTETTER RD Eastbound					
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	234	721	118	0	1073	79	243	56	0	378	42	190	96	0	328	243	374	236	0	853	2632
Percent	21. 8	67. 2	11. 0	0.0		20. 9	64. 3	14. 8	0.0		12. 8	57. 9	29. 3	0.0		28. 5	43. 8	27. 7	0.0		
05:45 Volume	69	237	29	0	335	16	63	22	0	101	10	51	20	0	81	68	103	59	0	230	747
Peak Factor																					0.881
High Int.	05:45 PM					05:45 PM					05:00 PM					05:45 PM					
Volume	69	237	29	0	335	16	63	22	0	101	12	61	25	0	98	68	103	59	0	230	
Peak Factor	0.801					0.936					0.837					0.927					

APPENDIX B: LOS CALCULATIONS

Milpitas TASP

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Existing AM				Background AM				Project AM						???			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	W. Calaveras Blvd / I-880 NB	B-	19.7	0.820	19.9	C	23.7	0.940	26.0	C	26.2	0.965	+ 0.025	29.2	+ 3.2	?	xx.x	x.xxx	xx.x
#2	W. Calaveras Blvd / Abbott Ave	C	31.7	0.807	35.1	D	39.2	0.936	46.3	D	43.8	0.962	+ 0.026	52.4	+ 6.1	?	xx.x	x.xxx	xx.x
#3	W. Calaveras Blvd / Serra Wy	B-	18.3	0.681	18.7	C+	22.2	0.815	24.3	C	27.3	0.854	+ 0.038	30.6	+ 6.2	?	xx.x	x.xxx	xx.x
#4	W. Calaveras Blvd / Abel St	D+	37.3	0.748	34.4	D	44.3	0.864	44.5	D	44.6	0.870	+ 0.005	44.8	+ 0.3	?	xx.x	x.xxx	xx.x
#5	E. Calaveras Blvd / S. Milpitas Blvd	E+	55.8	1.005	69.9	F	119.2	1.265	168.0	F	121.6	1.274	+ 0.009	172.4	+ 4.4	?	xx.x	x.xxx	xx.x
#6	E. Calaveras Blvd / Hillview Dr	C	24.0	0.485	21.9	C	23.9	0.605	22.3	C	23.7	0.605	+ 0.001	22.3	- 0.0	?	xx.x	x.xxx	xx.x
#7	E. Calaveras Blvd / Park Victoria Dr	D	46.7	0.760	50.2	D	47.3	0.798	51.3	D	47.0	0.798	+ 0.000	51.3	+ 0.0	?	xx.x	x.xxx	xx.x
#8	S. Abel St / Serra Wy	C	24.7	0.327	25.1	C	25.9	0.409	27.1	C	27.1	0.465	+ 0.057	29.3	+ 2.2	?	xx.x	x.xxx	xx.x
#9	S. Main St / Serra Wy	A	6.2	0.430	6.3	A	6.2	0.454	6.5	A	6.2	0.455	+ 0.001	6.5	+ 0.0	?	xx.x	x.xxx	xx.x
#10	McCarthy Blvd / Bellew Dr	B-	19.9	0.469	21.4	C+	22.1	0.589	24.8	C+	22.6	0.593	+ 0.004	25.0	+ 0.2	?	xx.x	x.xxx	xx.x
#11	McCarthy Blvd / Alder Dr	B+	11.6	0.161	19.6	B	16.3	0.619	17.9	C+	20.2	0.748	+ 0.129	21.2	+ 3.3	?	xx.x	x.xxx	xx.x
#12	S. Abel St / Curtis Ave	B+	11.4	0.187	15.0	B+	10.1	0.222	13.9	A	9.1	0.278	+ 0.056	12.7	- 1.3	?	xx.x	x.xxx	xx.x
#13	S. Main St / Curtis Ave	B-	19.7	0.198	19.4	B-	18.6	0.209	18.5	B-	18.6	0.250	+ 0.041	18.7	+ 0.2	?	xx.x	x.xxx	xx.x
#14	Yosemite Dr / S. Milpitas Blvd	C	28.8	0.428	27.5	C	29.5	0.429	27.5	C	31.5	0.590	+ 0.161	33.9	+ 6.3	?	xx.x	x.xxx	xx.x
#15	Yosemite Dr / Park Victoria Dr	D	42.5	0.720	44.0	D	43.6	0.739	45.7	D	45.5	0.773	+ 0.035	48.5	+ 2.8	?	xx.x	x.xxx	xx.x
#16	Tasman Dr / N. First St	C	27.6	0.503	23.9	E	64.9	0.968	85.1	E	71.2	0.989	+ 0.021	94.7	+ 9.6	?	xx.x	x.xxx	xx.x
#17	Tasman Dr / Zanker Rd	C	26.6	0.606	28.6	C-	32.6	0.838	39.6	C-	33.5	0.859	+ 0.021	41.1	+ 1.5	?	xx.x	x.xxx	xx.x
#18	Tasman Dr / McCarthy Blvd	C	31.9	0.818	35.7	E-	78.8	1.051	102.1	F	83.6	1.065	+ 0.014	108.3	+ 6.3	?	xx.x	x.xxx	xx.x
#19	Tasman Dr / Alder Dr	B	14.9	0.468	13.2	C+	22.2	0.745	21.1	C+	22.4	0.759	+ 0.014	21.5	+ 0.4	?	xx.x	x.xxx	xx.x
#20	Tasman Dr / I-880 SB	B-	19.8	0.614	18.8	C	24.0	0.860	23.2	C	25.8	0.913	+ 0.052	25.9	+ 2.7	?	xx.x	x.xxx	xx.x
#21	Great Mall Pkwy / I-880 NB	C	25.2	0.573	26.0	F	110.9	1.082	135.5	F	132.1	1.133	+ 0.051	163.0	+ 27.5	?	xx.x	x.xxx	xx.x
#22	Great Mall Pkwy / S. Abel St	D+	38.8	0.571	37.2	D	44.8	0.780	45.7	D	45.7	0.873	+ 0.094	47.4	+ 1.7	?	xx.x	x.xxx	xx.x
#23	Great Mall Pkwy / S. Main St	B-	19.4	0.402	18.2	C+	20.7	0.551	19.8	C+	20.8	0.674	+ 0.123	20.7	+ 0.9	?	xx.x	x.xxx	xx.x
#24	Great Mall Pkwy / McCandless Dr-Great Mall Dr	B-	19.1	0.327	10.8	B	16.3	0.442	10.4	C	28.6	0.677	+ 0.235	27.1	+ 16.7	?	xx.x	x.xxx	xx.x
#25	Great Mall Pkwy / Centre Pointe Dr-Mustang Dr	B	15.3	0.363	13.7	B	14.6	0.490	13.8	C	25.5	0.633	+ 0.143	22.1	+ 8.3	?	xx.x	x.xxx	xx.x
#26	Great Mall Pkwy-E. Capitol Ave / Montague Expwy	D	48.3	0.644	52.4	F	98.9	1.160	160.7	F	129.8	1.366	+ 0.206	222.5	+ 61.9	?	xx.x	x.xxx	xx.x

Milpitas TASP

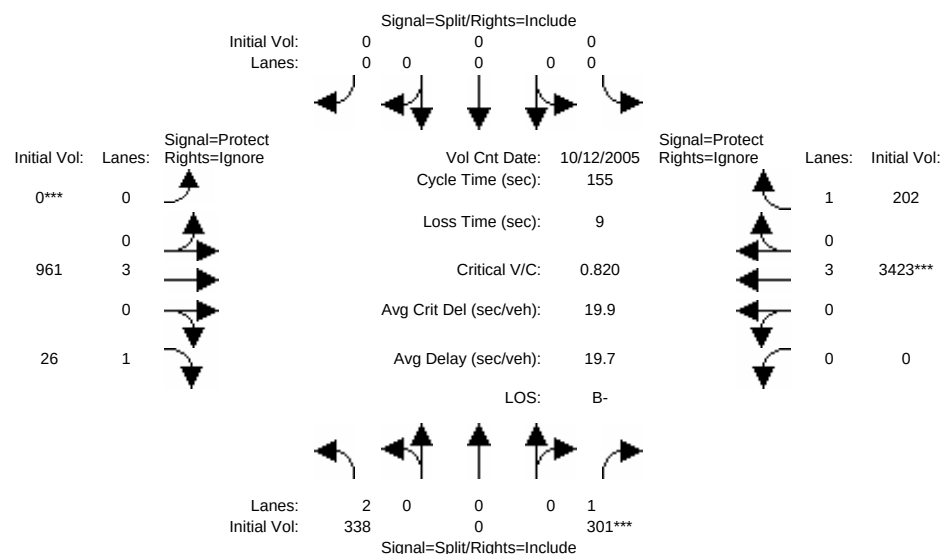
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

		Existing AM				Background AM				Project AM						???			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#27	Montague Expwy / S. Milpitas Blvd	C	31.1	0.778	39.6	C	29.5	0.647	34.3	D	50.5	0.878	+ 0.231	60.8	+ 26.5	?	xx.x	x.xxx	xx.x
#28	Montague Expwy / Pecten Ct	A	8.6	0.498	6.2	A	8.7	0.482	7.2	A	7.9	0.485	+ 0.003	7.2	- 0.0	?	xx.x	x.xxx	xx.x
#29	Landess Ave / I-680 NB-Dempsey Rd	D	41.7	0.938	48.7	D	46.6	0.983	55.5	D	43.3	0.979	- 0.004	54.5	- 1.0	?	xx.x	x.xxx	xx.x
#30	Park Victoria Dr-Morrill Ave / Landess Ave	C	30.2	0.732	37.3	C-	32.6	0.776	41.1	C-	34.3	0.805	+ 0.028	45.4	+ 4.3	?	xx.x	x.xxx	xx.x
#31	S. Abel St / W. Capitol Ave	C+	22.5	0.219	24.7	C	29.7	0.304	31.5	C-	33.5	0.304	+ 0.000	31.4	- 0.0	?	xx.x	x.xxx	xx.x
#32	S. Abel St / S. Main St	B	13.5	0.145	15.2	B	13.7	0.170	15.2	B	13.0	0.190	+ 0.020	15.2	- 0.0	?	xx.x	x.xxx	xx.x
#33	Montague Expwy / N. First St	D-	52.3	0.852	64.8	F	143.7	1.319	224.0	F	163.9	1.389	+ 0.069	255.0	+ 31.0	?	xx.x	x.xxx	xx.x
#34	Montague Expwy / Zanker Rd	D+	37.0	0.675	44.1	D-	54.2	0.913	69.4	E	60.7	0.982	+ 0.069	80.2	+ 10.8	?	xx.x	x.xxx	xx.x
#35	Montague Expwy / River Oaks Pkwy	D+	37.2	0.551	34.2	D	48.6	0.671	50.0	D	47.9	0.739	+ 0.069	49.0	- 0.9	?	xx.x	x.xxx	xx.x
#36	Montague Expwy / Trimble Rd	C	26.6	0.469	40.1	C	27.0	0.314	27.0	C	27.1	0.318	+ 0.004	27.1	+ 0.1	?	xx.x	x.xxx	xx.x
#37	Montague Expwy / McCarthy Blvd-O'Toole Ave	D+	37.0	0.800	38.2	E-	78.6	1.082	103.4	F	97.6	1.147	+ 0.065	131.0	+ 27.6	?	xx.x	x.xxx	xx.x
#38	Montague Expwy / S. Main St-Oakland Rd	D	47.1	0.469	49.8	E	68.5	0.627	82.3	F	144.2	1.216	+ 0.589	154.0	+ 71.7	?	xx.x	x.xxx	xx.x
#39	Montague Expwy / McCandless Dr-Trade Zone Blvd	E+	59.0	0.828	76.3	F	93.0	0.950	111.6	F	176.3	1.359	+ 0.409	219.3	+ 107.7	?	xx.x	x.xxx	xx.x
#40	E. Capitol Ave / S. Milpitas Blvd		0.0	0.000	0.0		0.0	0.000	0.0	C+	20.5	0.706	+ 0.706	19.7	+ 19.7	?	xx.x	x.xxx	xx.x
#41	N. Capitol Ave / Trade Zone Blvd-Cropley Ave	D+	38.7	0.565	39.7	D	39.8	0.624	36.6	D	43.7	0.711	+ 0.087	49.8	+ 13.2	?	xx.x	x.xxx	xx.x
#42	Trimble Rd / N. First St	D+	39.0	0.563	38.4	D-	52.2	0.895	58.1	D-	53.8	0.913	+ 0.017	61.5	+ 3.4	?	xx.x	x.xxx	xx.x
#43	Trimble Rd / Zanker Rd	D+	35.0	0.438	35.0	D	40.9	0.787	42.3	D	41.4	0.806	+ 0.019	42.7	+ 0.5	?	xx.x	x.xxx	xx.x
#44	Guadalupe Pkwy-Charcot Ave / N. First St	D	39.2	0.523	39.4	D-	54.7	0.943	61.5	D-	54.8	0.945	+ 0.002	61.9	+ 0.4	?	xx.x	x.xxx	xx.x
#45	E. Brokaw Rd / N. First St	D	47.0	0.566	47.5	F	101.6	1.265	182.4	F	100.9	1.265	+ 0.000	182.4	+ 0.0	?	xx.x	x.xxx	xx.x
#46	E. Brokaw Rd / Zanker Rd	C	27.6	0.532	31.0	D+	36.5	0.791	42.7	D+	36.5	0.807	+ 0.016	43.0	+ 0.3	?	xx.x	x.xxx	xx.x
#47	E. Brokaw Rd / I-880 SB	C-	34.8	0.604	49.2	D	43.8	0.835	61.2	D	43.8	0.835	+ 0.000	61.2	+ 0.0	?	xx.x	x.xxx	xx.x
#48	E. Brokaw Rd / I-880 NB	C	30.5	0.777	25.5	D+	38.3	0.935	35.9	D	39.1	0.950	+ 0.015	37.2	+ 1.3	?	xx.x	x.xxx	xx.x
#49	E. Brokaw Rd-Murphy Ave / Oakland Rd	D	39.8	0.717	35.0	D	46.7	0.833	41.7	D	50.5	0.882	+ 0.049	48.6	+ 6.8	?	xx.x	x.xxx	xx.x
#50	Murphy Ave-Hostetter Rd / Lundy Ave	D	45.7	0.667	46.7	D	48.5	0.777	50.4	D	49.9	0.795	+ 0.018	52.8	+ 2.4	?	xx.x	x.xxx	xx.x
#51	Hostetter Rd / N. Capitol Ave	E-	76.5	0.875	83.0	E-	77.9	0.891	85.1	E-	77.4	0.891	+ 0.000	85.1	+ 0.0	?	xx.x	x.xxx	xx.x
#52	Hostetter Rd / Morrill Ave	C+	20.7	0.582	22.8	C+	20.8	0.590	22.9	C+	20.8	0.590	+ 0.000	22.9	+ 0.0	?	xx.x	x.xxx	xx.x

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #1: W. Calaveras Blvd / I-880 NB

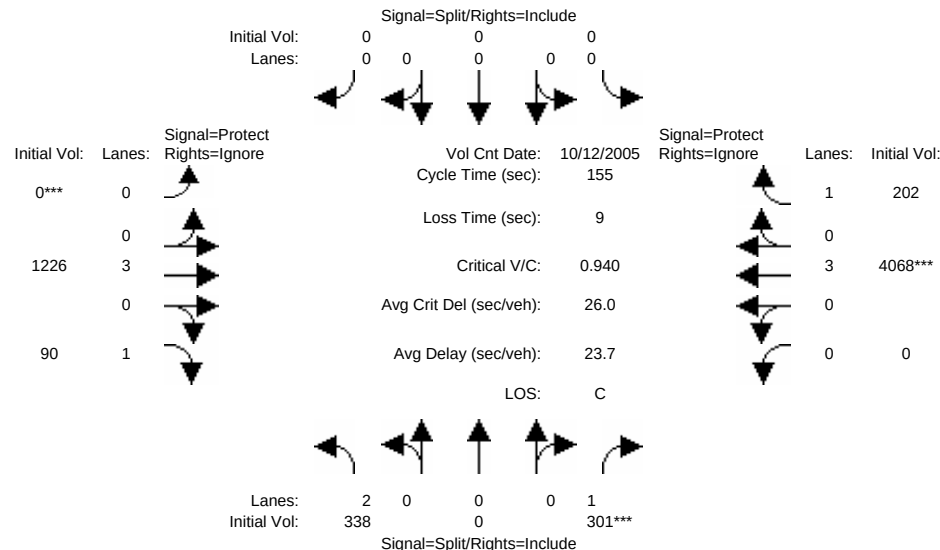


Street Name:	I-880 NB						W. Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Volume Module: >> Count Date: 12 Oct 2005 <<												
Base Vol:	338	0	301	0	0	0	0	961	26	0	3423	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	338	0	301	0	0	0	0	961	26	0	3423	202
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	338	0	301	0	0	0	0	961	26	0	3423	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	338	0	301	0	0	0	0	961	0	0	3423	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	0	301	0	0	0	0	961	0	0	3423	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	338	0	301	0	0	0	0	961	0	0	3423	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.17	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.60	0.00
Crit Moves:	****						****			****		
Green Time:	32.5	0.0	32.5	0.0	0.0	0.0	0.0	113	0.0	0.0	113	0.0
Volume/Cap:	0.51	0.00	0.82	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.82	0.00
Delay/Veh:	54.9	0.0	72.1	0.0	0.0	0.0	0.0	6.7	0.0	0.0	15.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	0.0	72.1	0.0	0.0	0.0	0.0	6.7	0.0	0.0	15.3	0.0
HCM2k95th:	14	0	27	0	0	0	0	9	0	0	58	0

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #1: W. Calaveras Blvd / I-880 NB

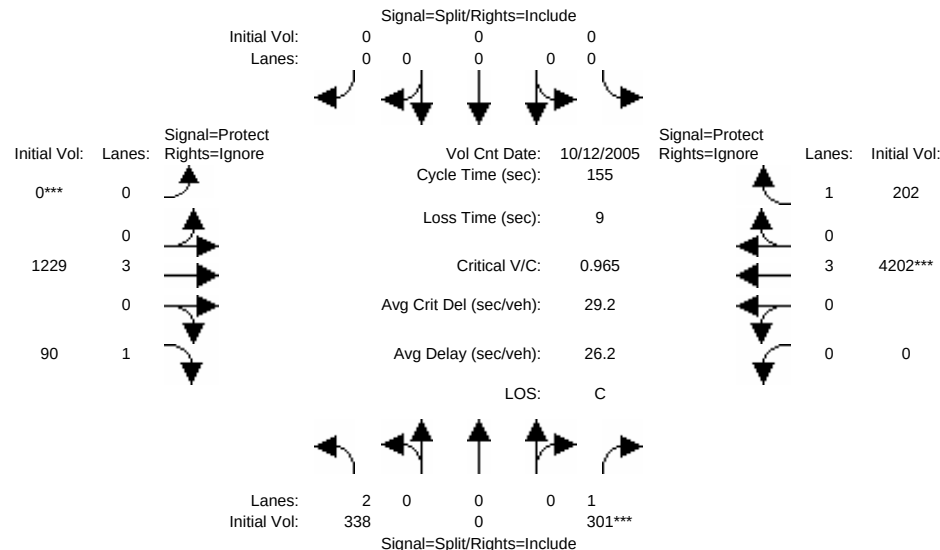


Street Name:	I-880 NB						W. Calaveras Blvd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Min. Green:	10		0		10		0		0		0		10		0
----- ----- ----- -----															
Volume Module:	>> Count Date: 12 Oct 2005 <<														
Base Vol:	338		0		301		0		0		0		961		26
Growth Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	338		0		301		0		0		0		961		26
Added Vol:	0		0		0		0		0		0		0		0
ATI:	0		0		0		0		0		0		265		64
Initial Fut:	338		0		301		0		0		0		1226		90
User Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00
PHF Volume:	338		0		301		0		0		0		1226		0
Reduct Vol:	0		0		0		0		0		0		0		0
Reduced Vol:	338		0		301		0		0		0		1226		0
PCE Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00
Final Vol.:	338		0		301		0		0		0		1226		0
----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00		0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	1.00	0.92
Lanes:	2.00	0.00		1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00	0.00	1.00
Final Sat.:	3150		0	1750		0		0		0	5700	1750		0	5700
----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.11	0.00		0.17	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.71	0.00	0.00	0.00
Crit Moves:	*****														
Green Time:	28.4	0.0		28.4	0.0	0.0	0.0	0.0	118	0.0	0.0	118	0.0	0.0	0.0
Volume/Cap:	0.59	0.00		0.94	0.00	0.00	0.00	0.00	0.28	0.00	0.00	0.94	0.00	0.00	0.00
Delay/Veh:	59.5	0.0		97.3	0.0	0.0	0.0	0.0	5.8	0.0	0.0	20.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	0.0		97.3	0.0	0.0	0.0	0.0	5.8	0.0	0.0	20.7	0.0	0.0	0.0
HCM2k95th:	15	0		31	0	0	0	0	11	0	0	88	0	0	0

Milpitas TASP

 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #1: W. Calaveras Blvd / I-880 NB

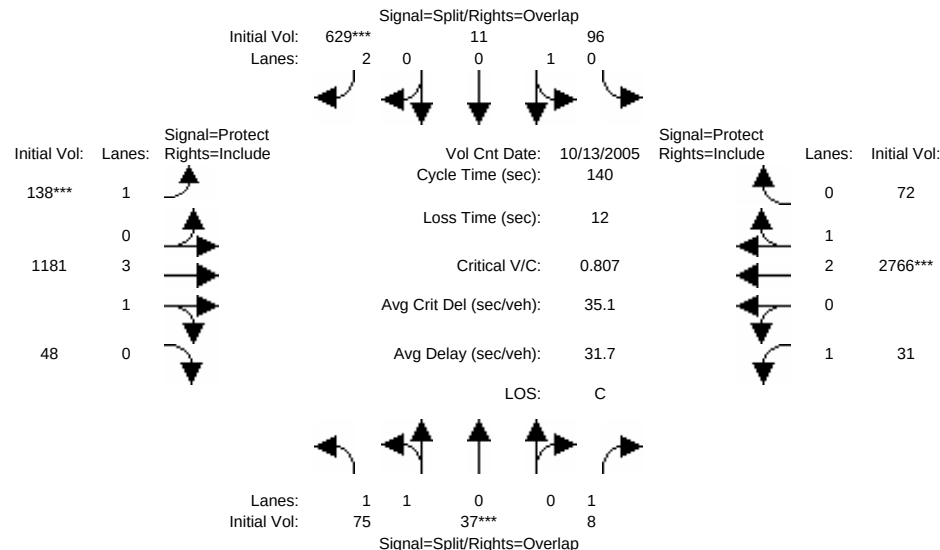


Street Name:				I-880 NB				W. Calaveras Blvd												
Approach:		North Bound			South Bound			East Bound			West Bound									
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R				
-----		-----			-----			-----			-----			-----						
Min. Green:		10		0		10		0		0		0		10		0				
-----		-----			-----			-----			-----			-----						
Volume Module: >> Count Date: 12 Oct 2005 <<																				
Base Vol:		338		0		301		0		0		0	1226		90		0	4068		202
Growth Adj:		1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Initial Bse:		338		0		301		0		0		0	1226		90		0	4068		202
Added Vol:		0		0		0		0		0		0	3		0		0	134		0
PasserByVol:		0		0		0		0		0		0	0		0		0	0		0
Initial Fut:		338		0		301		0		0		0	1229		90		0	4202		202
User Adj:		1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00		0.00	1.00	0.00
PHF Adj:		1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00		0.00	1.00	0.00
PHF Volume:		338		0		301		0		0		0	1229		0		0	4202		0
Reduct Vol:		0		0		0		0		0		0	0		0		0	0		0
Reduced Vol:		338		0		301		0		0		0	1229		0		0	4202		0
PCE Adj:		1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00		0.00	1.00	0.00
MLF Adj:		1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00		0.00	1.00	0.00
Final Vol.:		338		0		301		0		0		0	1229		0		0	4202		0
-----		-----			-----			-----			-----			-----			-----			
Saturation Flow Module:																				
Sat/Lane:		1900	1900		1900		1900	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900
Adjustment:		0.83	1.00		0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00		0.92	1.00	0.92
Lanes:		2.00	0.00		1.00		0.00	0.00	0.00		0.00	3.00	1.00		0.00	3.00		1.00	3.00	1.00
Final Sat.:		3150		0		1750		0		0		0	5700		1750		0	5700		1750
-----		-----			-----			-----			-----			-----			-----			
Capacity Analysis Module:																				
Vol/Sat:		0.11	0.00		0.17		0.00	0.00	0.00		0.00	0.22	0.00		0.00	0.74		0.00	0.74	0.00
Crit Moves:					****						****						****			
Green Time:		27.6	0.0		27.6		0.0	0.0	0.0		0.0	118	0.0		0.0	118		0.0	118	0.0
Volume/Cap:		0.60	0.00		0.97		0.00	0.00	0.00		0.00	0.28	0.00		0.00	0.97		0.00	0.97	0.00
Delay/Veh:		60.5	0.0		104.7		0.0	0.0	0.0		0.0	5.6	0.0		0.0	23.8		0.0	23.8	0.0
User DelAdj:		1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
AdjDel/Veh:		60.5	0.0		104.7		0.0	0.0	0.0		0.0	5.6	0.0		0.0	23.8		0.0	23.8	0.0
HCM2k95th:		15		0		32		0		0		0	11		0		0	98		0

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #2: W. Calaveras Blvd / Abbott Ave

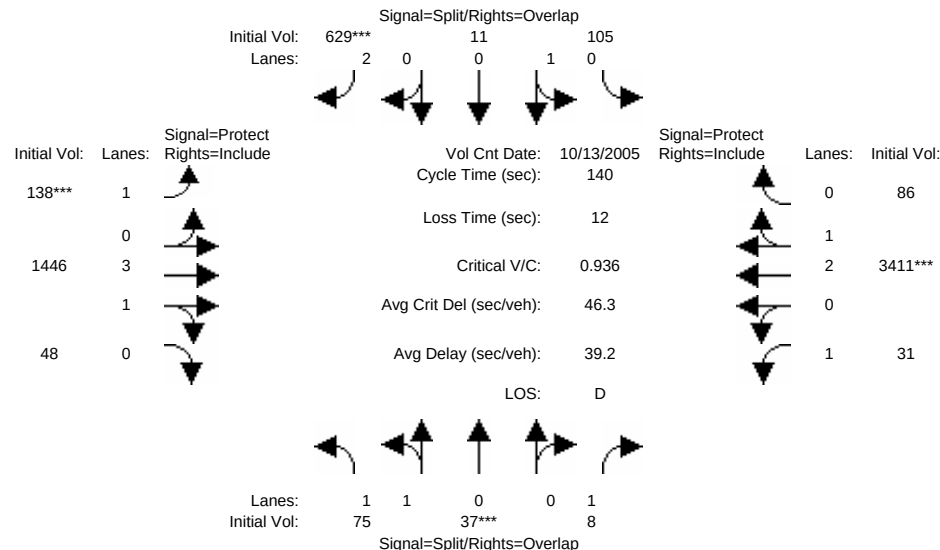


Street Name:	Abbott Ave						W. Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 13 Oct 2005 <<												
Base Vol:	75	37	8	96	11	629	138	1181	48	31	2766	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	37	8	96	11	629	138	1181	48	31	2766	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	37	8	96	11	629	138	1181	48	31	2766	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	37	8	96	11	629	138	1181	48	31	2766	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	37	8	96	11	629	138	1181	48	31	2766	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	75	37	8	96	11	629	138	1181	48	31	2766	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.83	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.35	0.65	1.00	0.90	0.10	2.00	1.00	3.84	0.16	1.00	2.92	0.08
Final Sat.:	2377	1173	1750	1615	185	3150	1750	7207	293	1750	5458	142
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.06	0.06	0.20	0.08	0.16	0.16	0.02	0.51	0.51
Crit Moves:	***			***			***			***		
Green Time:	10.0	10.0	32.9	20.2	20.2	33.4	13.2	75.0	75.0	22.9	84.6	84.6
Volume/Cap:	0.44	0.44	0.02	0.41	0.41	0.84	0.84	0.31	0.31	0.11	0.84	0.84
Delay/Veh:	67.8	67.8	41.3	59.3	59.3	61.6	99.8	18.3	18.3	50.6	24.8	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.8	67.8	41.3	59.3	59.3	61.6	99.8	18.3	18.3	50.6	24.8	24.8
HCM2k95th:	6	6	1	9	9	25	15	13	13	3	54	52

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #2: W. Calaveras Blvd / Abbott Ave

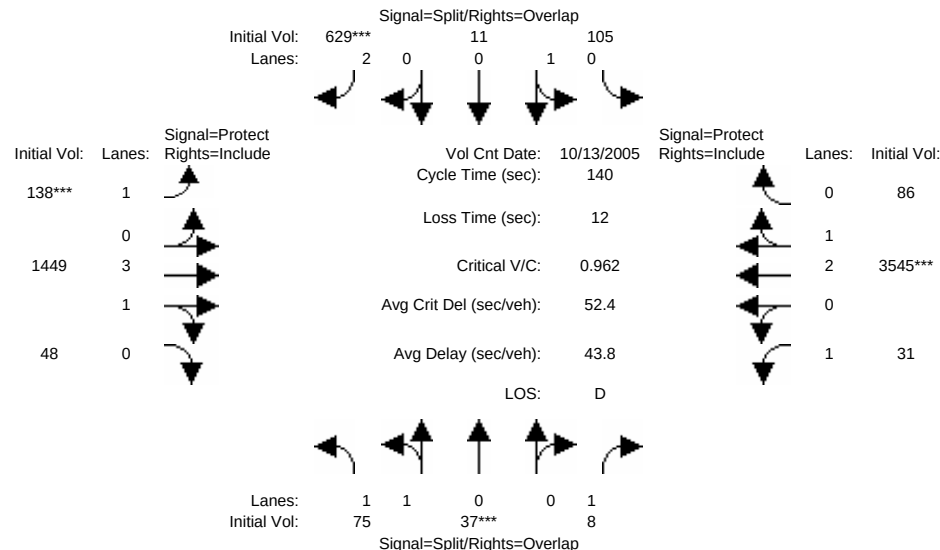


Street Name:	Abbott Ave						W. Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 13 Oct 2005 <<												
Base Vol:	75	37	8	96	11	629	138	1181	48	31	2766	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	37	8	96	11	629	138	1181	48	31	2766	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	9	0	0	0	265	0	0	645	14
Initial Fut:	75	37	8	105	11	629	138	1446	48	31	3411	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	37	8	105	11	629	138	1446	48	31	3411	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	37	8	105	11	629	138	1446	48	31	3411	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	75	37	8	105	11	629	138	1446	48	31	3411	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.83	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.35	0.65	1.00	0.91	0.09	2.00	1.00	3.87	0.13	1.00	2.92	0.08
Final Sat.:	2377	1173	1750	1629	171	3150	1750	7259	241	1750	5462	138
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.06	0.06	0.20	0.08	0.20	0.20	0.02	0.62	0.62
Crit Moves:	***			***			***			***		
Green Time:	10.0	10.0	30.2	17.3	17.3	28.6	11.3	80.5	80.5	20.2	89.4	89.4
Volume/Cap:	0.44	0.44	0.02	0.52	0.52	0.98	0.98	0.35	0.35	0.12	0.98	0.98
Delay/Veh:	67.8	67.8	43.4	66.0	66.0	85.8	134.3	16.0	16.0	53.2	35.0	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.8	67.8	43.4	66.0	66.0	85.8	134.3	16.0	16.0	53.2	35.0	35.0
HCM2k95th:	6	6	1	10	10	29	16	15	14	3	87	84

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #2: W. Calaveras Blvd / Abbott Ave

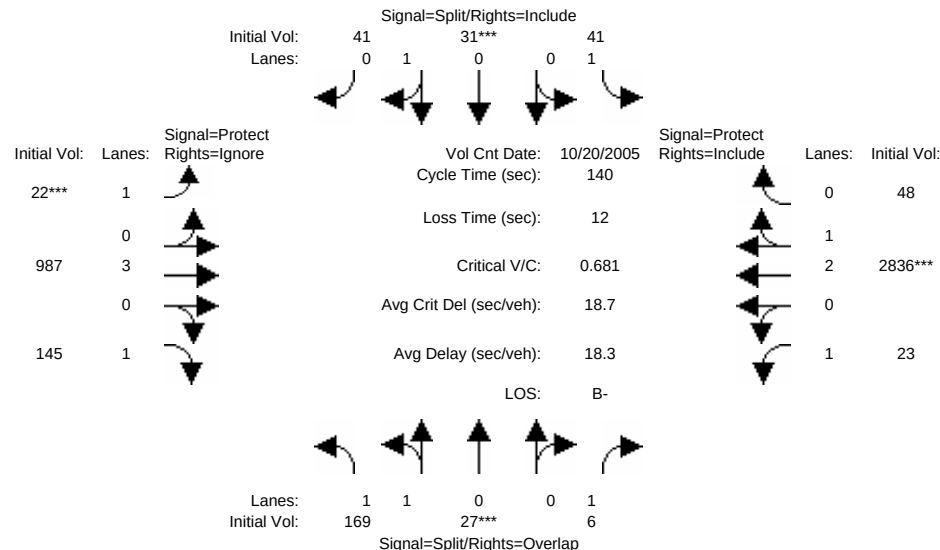


Street Name:	Abbott Ave						W. Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 13 Oct 2005 <<												
Base Vol:	75	37	8	105	11	629	138	1446	48	31	3411	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	37	8	105	11	629	138	1446	48	31	3411	86
Added Vol:	0	0	0	0	0	0	0	3	0	0	134	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	37	8	105	11	629	138	1449	48	31	3545	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	37	8	105	11	629	138	1449	48	31	3545	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	37	8	105	11	629	138	1449	48	31	3545	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	75	37	8	105	11	629	138	1449	48	31	3545	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.83	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.35	0.65	1.00	0.91	0.09	2.00	1.00	3.87	0.13	1.00	2.93	0.07
Final Sat.:	2377	1173	1750	1629	171	3150	1750	7259	240	1750	5467	133
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.06	0.06	0.20	0.08	0.20	0.20	0.02	0.65	0.65
Crit Moves:	***			***			***			***		
Green Time:	10.0	10.0	30.3	16.8	16.8	27.8	11.0	80.9	80.9	20.3	90.2	90.2
Volume/Cap:	0.44	0.44	0.02	0.54	0.54	1.01	1.01	0.35	0.35	0.12	1.01	1.01
Delay/Veh:	67.8	67.8	43.3	67.2	67.2	93.6	143.0	15.8	15.8	53.1	41.4	41.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.8	67.8	43.3	67.2	67.2	93.6	143.0	15.8	15.8	53.1	41.4	41.4
HCM2k95th:	6	6	1	10	10	30	17	15	14	3	96	93

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #3: W. Calaveras Blvd / Serra Wy

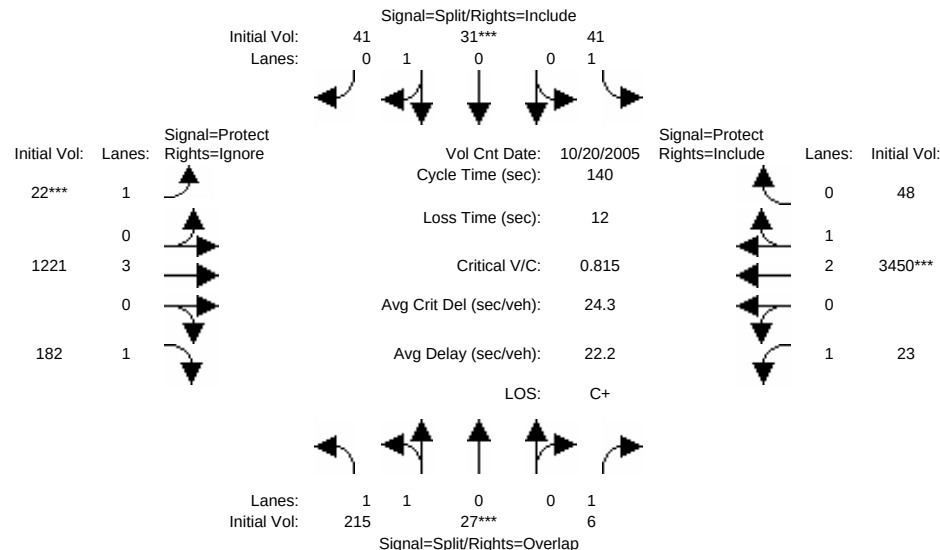


Street Name:	W. Calaveras Blvd						Serra Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 20 Oct 2005 <<												
Base Vol:	169	27	6	41	31	41	22	987	145	23	2836	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	27	6	41	31	41	22	987	145	23	2836	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	27	6	41	31	41	22	987	145	23	2836	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	169	27	6	41	31	41	22	987	0	23	2836	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	27	6	41	31	41	22	987	0	23	2836	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	169	27	6	41	31	41	22	987	0	23	2836	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.73	0.27	1.00	1.00	0.43	0.57	1.00	3.00	1.00	1.00	2.95	0.05
Final Sat.:	3061	489	1750	1750	775	1025	1750	5700	1750	1750	5507	93
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.00	0.02	0.04	0.04	0.01	0.17	0.00	0.01	0.52	0.52
Crit Moves:	****			****			****			****		
Green Time:	10.7	10.7	34.8	10.0	10.0	10.0	7.0	83.2	0.0	24.0	100	100.3
Volume/Cap:	0.72	0.72	0.01	0.33	0.56	0.56	0.25	0.29	0.00	0.08	0.72	0.72
Delay/Veh:	78.3	78.3	39.7	68.7	79.3	79.3	70.8	14.1	0.0	49.2	12.8	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.3	78.3	39.7	68.7	79.3	79.3	70.8	14.1	0.0	49.2	12.8	12.8
HCM2k95th:	11	11	0	5	8	8	3	12	0	2	39	38

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #3: W. Calaveras Blvd / Serra Wy

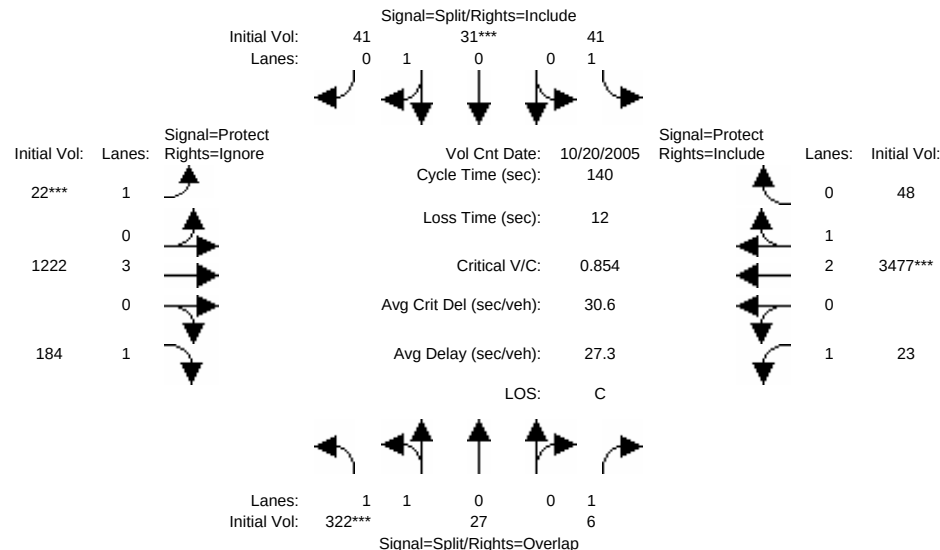


Street Name:	W. Calaveras Blvd						Serra Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 20 Oct 2005 <<												
Base Vol:	169	27	6	41	31	41	22	987	145	23	2836	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	27	6	41	31	41	22	987	145	23	2836	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	46	0	0	0	0	0	0	234	37	0	614	0
Initial Fut:	215	27	6	41	31	41	22	1221	182	23	3450	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	215	27	6	41	31	41	22	1221	0	23	3450	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	27	6	41	31	41	22	1221	0	23	3450	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	215	27	6	41	31	41	22	1221	0	23	3450	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.78	0.22	1.00	1.00	0.43	0.57	1.00	3.00	1.00	1.00	2.96	0.04
Final Sat.:	3154	396	1750	1750	775	1025	1750	5700	1750	1750	5523	77
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.00	0.02	0.04	0.04	0.01	0.21	0.00	0.01	0.62	0.62
Crit Moves:	****			****			****			****		
Green Time:	10.9	10.9	31.2	10.0	10.0	10.0	7.0	86.8	0.0	20.3	100	100.1
Volume/Cap:	0.87	0.87	0.02	0.33	0.56	0.56	0.25	0.35	0.00	0.09	0.87	0.87
Delay/Veh:	93.4	93.4	42.5	68.7	79.3	79.3	70.8	13.1	0.0	52.6	18.1	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.4	93.4	42.5	68.7	79.3	79.3	70.8	13.1	0.0	52.6	18.1	18.1
HCM2k95th:	14	14	1	5	8	8	3	15	0	2	64	62

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #3: W. Calaveras Blvd / Serra Wy

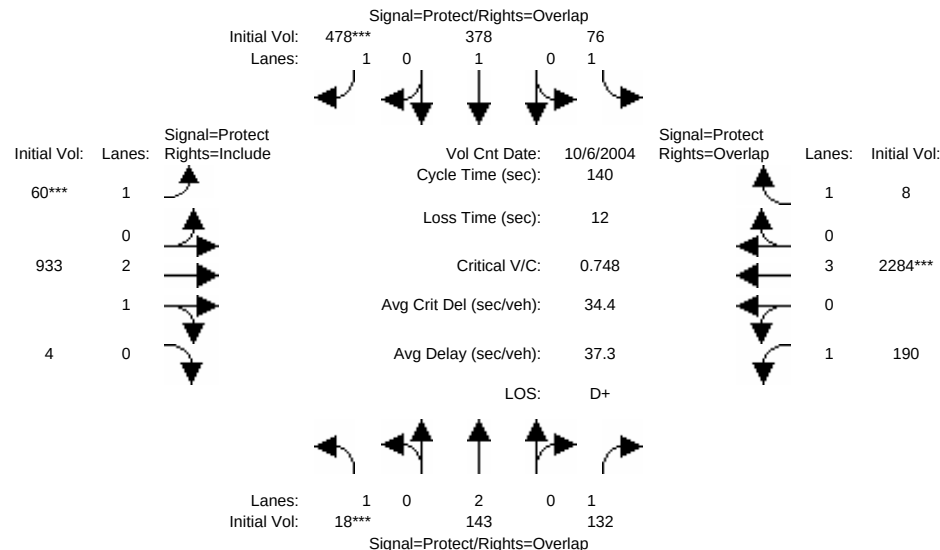


Street Name:	W. Calaveras Blvd						Serra Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 20 Oct 2005 <<												
Base Vol:	215	27	6	41	31	41	22	1221	182	23	3450	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	27	6	41	31	41	22	1221	182	23	3450	48
Added Vol:	107	0	0	0	0	0	0	1	2	0	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	322	27	6	41	31	41	22	1222	184	23	3477	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	322	27	6	41	31	41	22	1222	0	23	3477	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	27	6	41	31	41	22	1222	0	23	3477	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	322	27	6	41	31	41	22	1222	0	23	3477	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.85	0.15	1.00	1.00	0.43	0.57	1.00	3.00	1.00	1.00	2.96	0.04
Final Sat.:	3275	275	1750	1750	775	1025	1750	5700	1750	1750	5524	76
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.00	0.02	0.04	0.04	0.01	0.21	0.00	0.01	0.63	0.63
Crit Moves:	****			****			****			****		
Green Time:	15.0	15.0	34.5	10.0	10.0	10.0	7.0	83.5	0.0	19.5	96.0	96.0
Volume/Cap:	0.92	0.92	0.01	0.33	0.56	0.56	0.25	0.36	0.00	0.09	0.92	0.92
Delay/Veh:	91.4	91.4	40.0	68.7	79.3	79.3	70.8	14.8	0.0	53.3	23.3	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.4	91.4	40.0	68.7	79.3	79.3	70.8	14.8	0.0	53.3	23.3	23.3
HCM2k95th:	18	18	0	5	8	8	3	15	0	2	74	71

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #4: W. Calaveras Blvd / Abel St

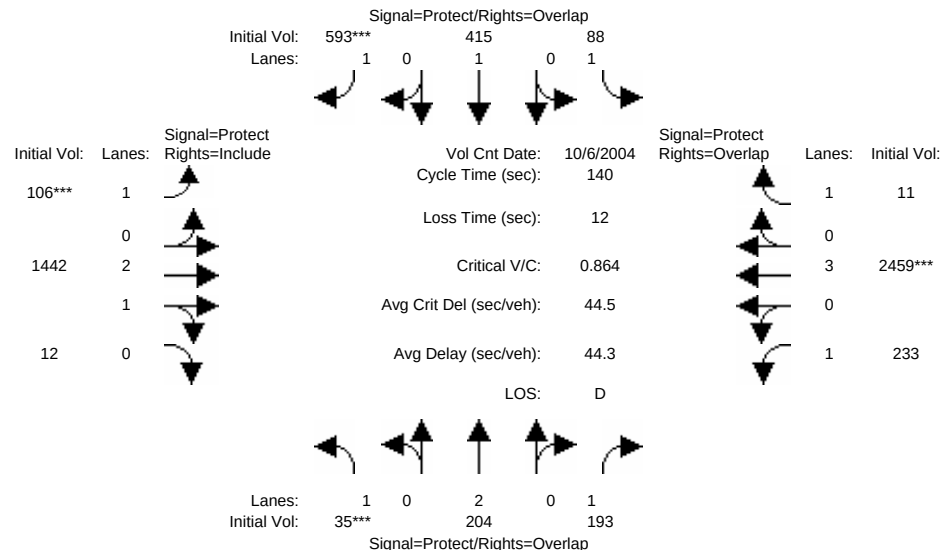


Street Name:	Abel St			W. Calaveras Blvd		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Volume Module: >> Count Date: 6 Oct 2004 <<						
Base Vol:	18	143	132	76	378	478
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	143	132	76	378	478
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	18	143	132	76	378	478
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	143	132	76	378	478
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	18	143	132	76	378	478
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	18	143	132	76	378	478
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:						
Vol/Sat:	0.01	0.04	0.08	0.04	0.20	0.27
Crit Moves:	****			****		
Green Time:	7.0	28.1	59.7	19.7	40.8	47.8
Volume/Cap:	0.21	0.19	0.18	0.31	0.68	0.80
Delay/Veh:	69.1	47.0	25.4	57.3	50.6	52.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.1	47.0	25.4	57.3	50.6	52.6
HCM2k95th:	2	6	7	7	25	33

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #4: W. Calaveras Blvd / Abel St

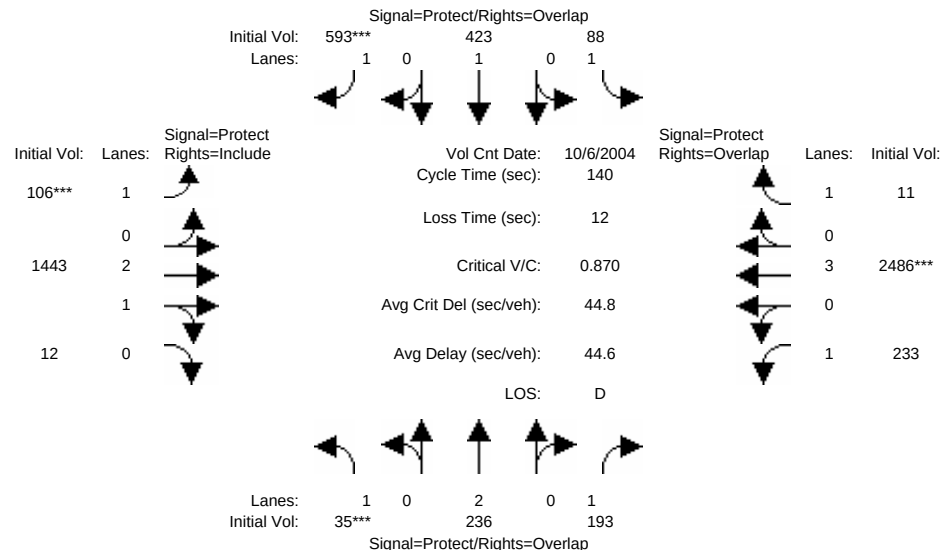


Street Name:	Abel St						W. Calaveras Blvd									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
Min. Green:	7		10		10	7		10		10	7		10		10	
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
Volume Module:	>>	Count	Date:	6	Oct	2004	<<									
Base Vol:	18	143	132	76	378	478	60	933	4	190	2284	8				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	18	143	132	76	378	478	60	933	4	190	2284	8				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
ATI:	17	61	61	12	37	115	46	509	8	43	175	3				
Initial Fut:	35	204	193	88	415	593	106	1442	12	233	2459	11				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	35	204	193	88	415	593	106	1442	12	233	2459	11				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	35	204	193	88	415	593	106	1442	12	233	2459	11				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	35	204	193	88	415	593	106	1442	12	233	2459	11				
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92				
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.97	0.03	1.00	3.00	1.00				
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5554	46	1750	5700	1750				
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.05	0.11	0.05	0.22	0.34	0.06	0.26	0.26	0.13	0.43	0.01				
Crit Moves:	****						****	****					****			
Green Time:	7.0	29.8	56.0	21.0	43.7	53.2	9.5	51.1	51.1	26.2	67.8	88.7				
Volume/Cap:	0.40	0.25	0.28	0.34	0.70	0.89	0.89	0.71	0.71	0.71	0.89	0.01				
Delay/Veh:	77.5	46.6	29.3	56.7	49.1	57.2	121.9	40.3	40.3	65.7	37.6	9.5				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	77.5	46.6	29.3	56.7	49.1	57.2	121.9	40.3	40.3	65.7	37.6	9.5				
HCM2k95th:	4	8	11	7	27	43	13	30	29	18	55	0				

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #4: W. Calaveras Blvd / Abel St

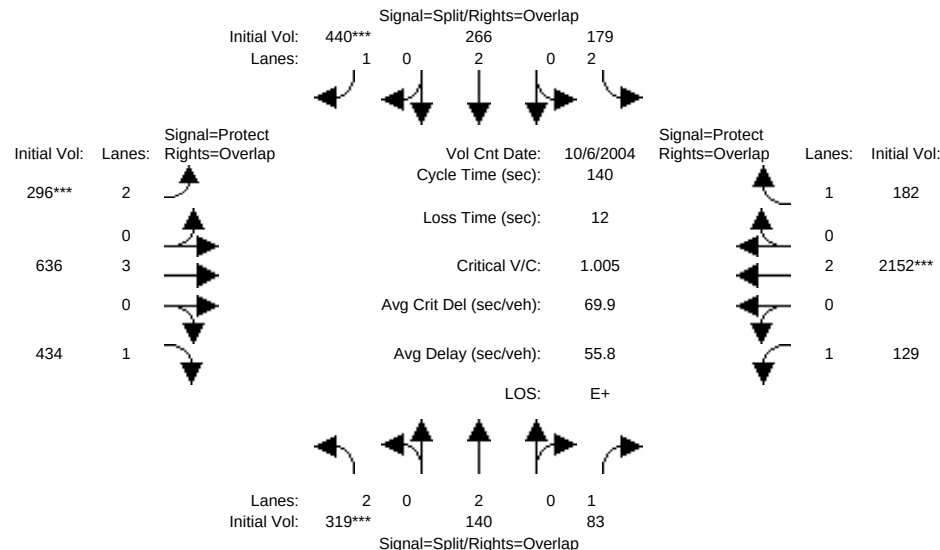


Street Name:	Abel St						W. Calaveras Blvd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	7		10		10	7		10		10	7		10		10
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module:	>>	Count	Date:	6	Oct	2004	<<								
Base Vol:	35		204		193	88		415		593	106		1442		12
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	35		204		193	88		415		593	106		1442		12
Added Vol:	0		32		0	0		8		0	0		1		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	35		236		193	88		423		593	106		1443		12
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	35		236		193	88		423		593	106		1443		12
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	35		236		193	88		423		593	106		1443		12
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:	35		236		193	88		423		593	106		1443		12
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		1.00		0.92	0.92		1.00		0.92	0.92		0.98		0.95
Lanes:	1.00		2.00		1.00	1.00		1.00		1.00	2.97		0.03		1.00
Final Sat.:	1750		3800		1750	1750		1900		1750	1750		5554		46
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.02		0.06		0.11	0.05		0.22		0.34	0.06		0.26		0.26
Crit Moves:	****					****					****				
Green Time:	7.0		29.6		55.9	20.8		43.4		52.9	9.5		51.3		51.3
Volume/Cap:	0.40		0.29		0.28	0.34		0.72		0.90	0.90		0.71		0.71
Delay/Veh:	77.5		47.3		29.4	56.9		50.2		58.2	123.3		40.1		40.1
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	77.5		47.3		29.4	56.9		50.2		58.2	123.3		40.1		40.1
HCM2k95th:	4		9		11	7		28		43	13		30		29

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #5: E. Calaveras Blvd / S. Milpitas Blvd

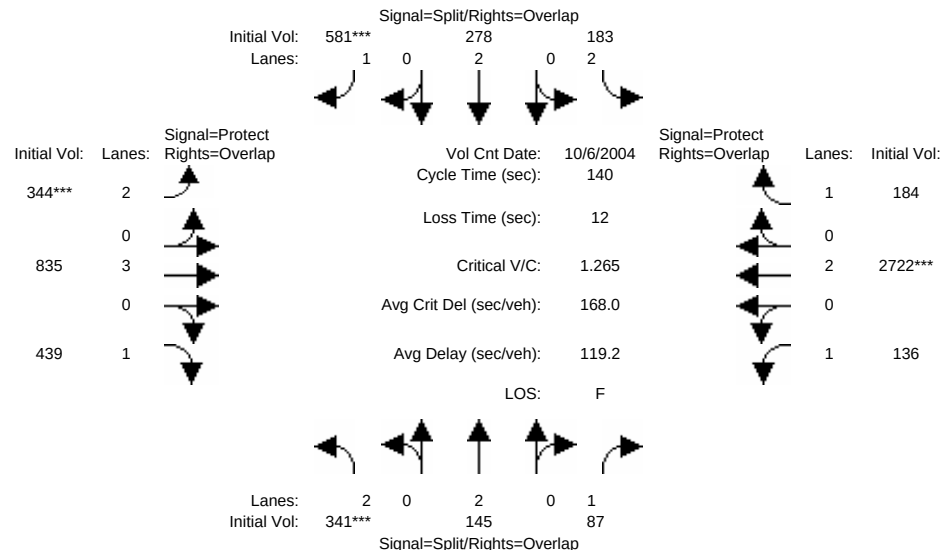


Street Name:	S. Milpitas Blvd			E. Calaveras Blvd		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10
Volume Module: >> Count Date: 6 Oct 2004 <<						
Base Vol:	319	140	83	179	266	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	319	140	83	179	266	440
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	319	140	83	179	266	440
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	319	140	83	179	266	440
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	319	140	83	179	266	440
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	319	140	83	179	266	440
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:						
Vol/Sat:	0.10	0.04	0.05	0.06	0.07	0.25
Crit Moves:	****					****
Green Time:	14.1	14.1	44.9	21.9	21.9	35.0
Volume/Cap:	1.01	0.37	0.15	0.36	0.45	1.01
Delay/Veh:	114.8	61.5	34.5	54.8	56.0	96.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	114.8	61.5	34.5	54.8	56.0	96.8
HCM2k95th:	18	7	5	8	11	40

Milpitas TASP

 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #5: E. Calaveras Blvd / S. Milpitas Blvd

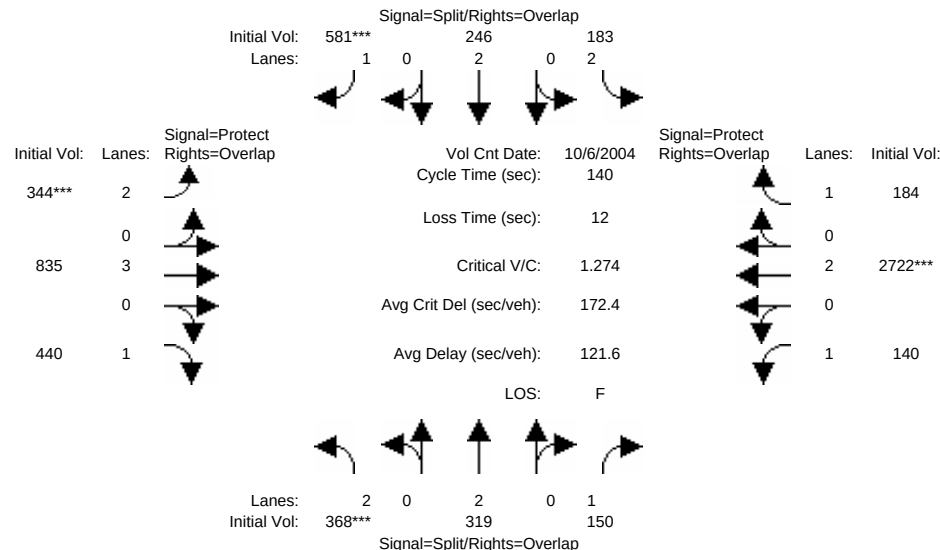


Street Name:	S. Milpitas Blvd						E. Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 6 Oct 2004 <<												
Base Vol:	319	140	83	179	266	440	296	636	434	129	2152	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	319	140	83	179	266	440	296	636	434	129	2152	182
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	22	5	4	4	12	141	48	199	5	7	570	2
Initial Fut:	341	145	87	183	278	581	344	835	439	136	2722	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	341	145	87	183	278	581	344	835	439	136	2722	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	341	145	87	183	278	581	344	835	439	136	2722	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	341	145	87	183	278	581	344	835	439	136	2722	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.04	0.05	0.06	0.07	0.33	0.11	0.15	0.25	0.08	0.72	0.11
Crit Moves:	****					****	****			****		
Green Time:	12.0	12.0	43.6	24.7	24.7	36.7	12.1	59.7	71.7	31.7	79.3	103.9
Volume/Cap:	1.26	0.45	0.16	0.33	0.42	1.26	1.26	0.34	0.49	0.34	1.26	0.14
Delay/Veh:	209.4	65.2	35.5	52.0	53.2	187.3	209.2	27.4	24.2	47.8	153	5.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	209.4	65.2	35.5	52.0	53.2	187.3	209.2	27.4	24.2	47.8	153	5.4
HCM2k95th:	23	7	6	8	11	67	23	14	20	10	149	5

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #5: E. Calaveras Blvd / S. Milpitas Blvd

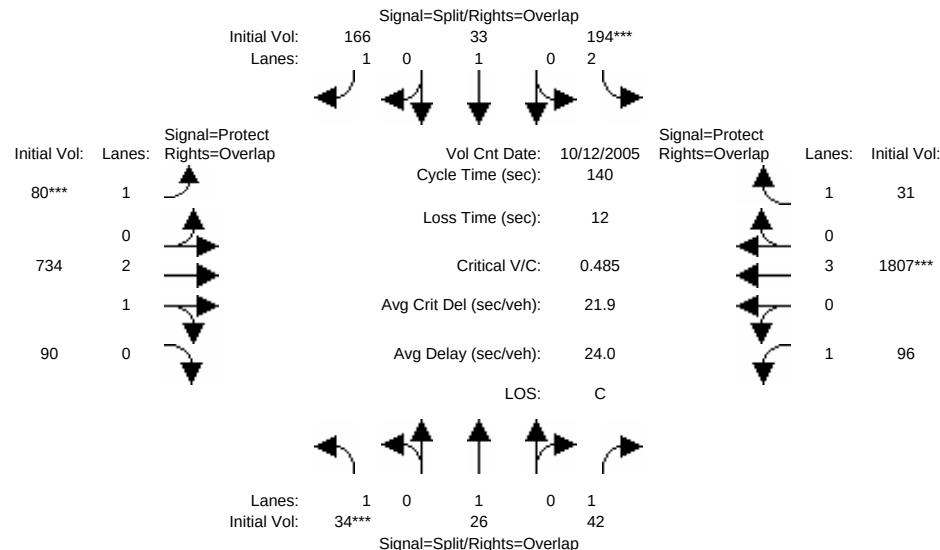


Street Name:	S. Milpitas Blvd						E. Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 6 Oct 2004 <<												
Base Vol:	341	145	87	183	278	581	344	835	439	136	2722	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	341	145	87	183	278	581	344	835	439	136	2722	184
Added Vol:	27	174	63	0	-32	0	0	0	1	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	368	319	150	183	246	581	344	835	440	140	2722	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	368	319	150	183	246	581	344	835	440	140	2722	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	368	319	150	183	246	581	344	835	440	140	2722	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	368	319	150	183	246	581	344	835	440	140	2722	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.08	0.09	0.06	0.06	0.33	0.11	0.15	0.25	0.08	0.72	0.11
Crit Moves:	****					****	****			****		
Green Time:	12.8	12.8	44.9	24.5	24.5	36.5	12.0	58.7	71.5	32.0	78.7	103.2
Volume/Cap:	1.27	0.92	0.27	0.33	0.37	1.27	1.27	0.35	0.49	0.35	1.27	0.14
Delay/Veh:	211.3	94.0	36.5	52.2	52.5	191.4	213.1	28.1	24.3	47.6	158	5.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	211.3	94.0	36.5	52.2	52.5	191.4	213.1	28.1	24.3	47.6	158	5.6
HCM2k95th:	25	17	9	8	10	67	24	14	20	10	150	5

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #6: E. Calaveras Blvd / Hillview Dr

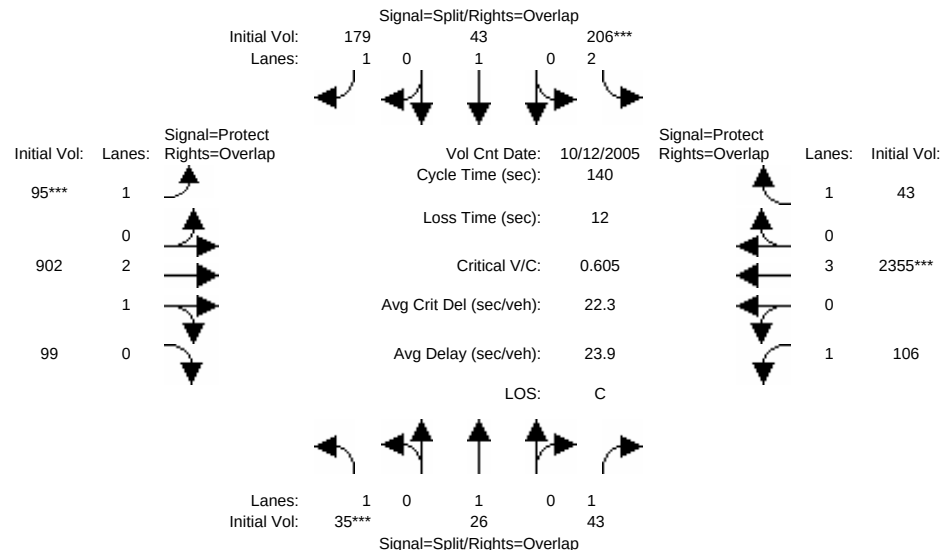


Street Name:	Hillview Dr						E. Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 12 Oct 2005 <<												
Base Vol:	34	26	42	194	33	166	80	734	90	96	1807	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	26	42	194	33	166	80	734	90	96	1807	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	26	42	194	33	166	80	734	90	96	1807	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	26	42	194	33	166	80	734	90	96	1807	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	26	42	194	33	166	80	734	90	96	1807	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	34	26	42	194	33	166	80	734	90	96	1807	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.66	0.34	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	4988	612	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.02	0.06	0.02	0.09	0.05	0.15	0.15	0.05	0.32	0.02
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	37.4	17.1	17.1	29.8	12.7	73.5	83.5	27.4	88.2	105.3
Volume/Cap:	0.27	0.19	0.09	0.50	0.14	0.45	0.50	0.28	0.25	0.28	0.50	0.02
Delay/Veh:	66.8	64.3	38.9	62.1	56.2	51.7	71.6	18.8	13.6	50.0	14.6	4.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.8	64.3	38.9	62.1	56.2	51.7	71.6	18.8	13.6	50.0	14.6	4.4
HCM2k95th:	4	3	3	9	3	12	8	12	10	7	23	1

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #6: E. Calaveras Blvd / Hillview Dr

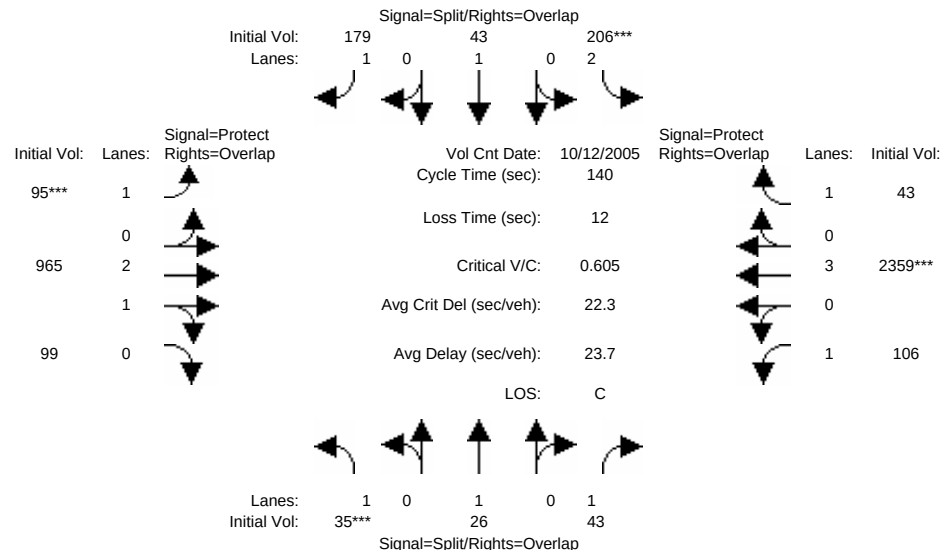


Street Name:	Hillview Dr						E. Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 12 Oct 2005 <<												
Base Vol:	34	26	42	194	33	166	80	734	90	96	1807	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	26	42	194	33	166	80	734	90	96	1807	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	0	1	12	10	13	15	168	9	10	548	12
Initial Fut:	35	26	43	206	43	179	95	902	99	106	2355	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	26	43	206	43	179	95	902	99	106	2355	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	26	43	206	43	179	95	902	99	106	2355	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	35	26	43	206	43	179	95	902	99	106	2355	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.69	0.31	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5045	554	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.02	0.07	0.02	0.10	0.05	0.18	0.18	0.06	0.41	0.02
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	36.2	14.5	14.5	26.5	12.0	77.3	87.3	26.2	91.5	106.0
Volume/Cap:	0.28	0.19	0.10	0.63	0.22	0.54	0.63	0.32	0.29	0.32	0.63	0.03
Delay/Veh:	67.1	64.3	39.9	69.2	60.1	57.4	80.4	17.4	12.3	51.8	15.1	4.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.1	64.3	39.9	69.2	60.1	57.4	80.4	17.4	12.3	51.8	15.1	4.3
HCM2k95th:	4	3	3	10	4	14	10	14	12	8	32	1

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #6: E. Calaveras Blvd / Hillview Dr

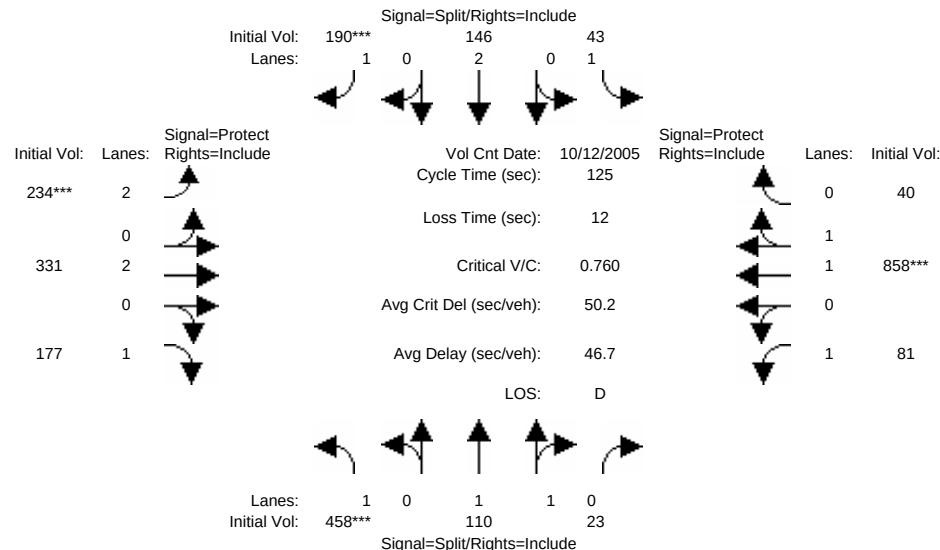


Street Name:	Hillview Dr						E. Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 12 Oct 2005 <<												
Base Vol:	35	26	43	206	43	179	95	902	99	106	2355	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	26	43	206	43	179	95	902	99	106	2355	43
Added Vol:	0	0	0	0	0	0	0	63	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	26	43	206	43	179	95	965	99	106	2359	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	26	43	206	43	179	95	965	99	106	2359	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	26	43	206	43	179	95	965	99	106	2359	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	35	26	43	206	43	179	95	965	99	106	2359	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.71	0.29	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5078	521	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.02	0.07	0.02	0.10	0.05	0.19	0.19	0.06	0.41	0.02
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	35.0	14.5	14.5	26.5	12.0	78.5	88.5	25.0	91.5	106.0
Volume/Cap:	0.28	0.19	0.10	0.63	0.22	0.54	0.63	0.34	0.30	0.34	0.63	0.03
Delay/Veh:	67.1	64.3	40.8	69.3	60.1	57.5	80.5	17.0	11.9	53.2	15.1	4.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.1	64.3	40.8	69.3	60.1	57.5	80.5	17.0	11.9	53.2	15.1	4.3
HCM2k95th:	4	3	3	10	4	14	10	14	12	8	32	1

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #7: E. Calaveras Blvd / Park Victoria Dr

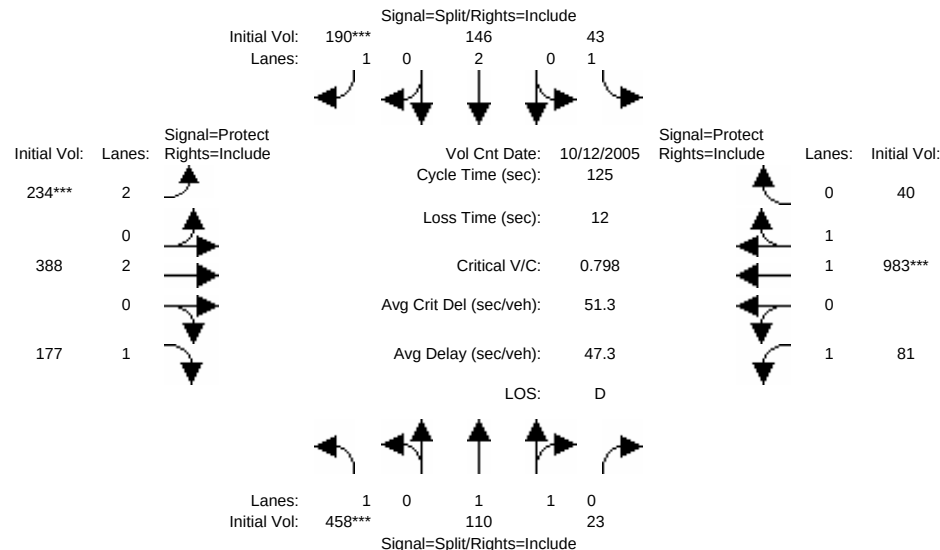


Street Name:	Park Victoria Dr						E. Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 12 Oct 2005 <<												
Base Vol:	458	110	23	43	146	190	234	331	177	81	858	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	458	110	23	43	146	190	234	331	177	81	858	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	458	110	23	43	146	190	234	331	177	81	858	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	458	110	23	43	146	190	234	331	177	81	858	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	458	110	23	43	146	190	234	331	177	81	858	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	458	110	23	43	146	190	234	331	177	81	858	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.64	0.36	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1750	3060	640	1750	3800	1750	3150	3800	1750	1750	3535	165
Capacity Analysis Module:												
Vol/Sat:	0.26	0.04	0.04	0.02	0.04	0.11	0.07	0.09	0.10	0.05	0.24	0.24
Crit Moves:	****					****	****				****	
Green Time:	43.0	43.0	43.0	17.9	17.9	17.9	12.2	33.5	33.5	18.6	39.9	39.9
Volume/Cap:	0.76	0.10	0.10	0.17	0.27	0.76	0.76	0.32	0.38	0.31	0.76	0.76
Delay/Veh:	45.2	28.0	28.0	48.6	49.0	70.9	71.1	37.5	39.5	50.6	42.9	42.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	28.0	28.0	48.6	49.0	70.9	71.1	37.5	39.5	50.6	42.9	42.9
HCM2k95th:	28	4	4	4	6	16	12	10	11	6	27	27

Milpitas TASP

 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #7: E. Calaveras Blvd / Park Victoria Dr

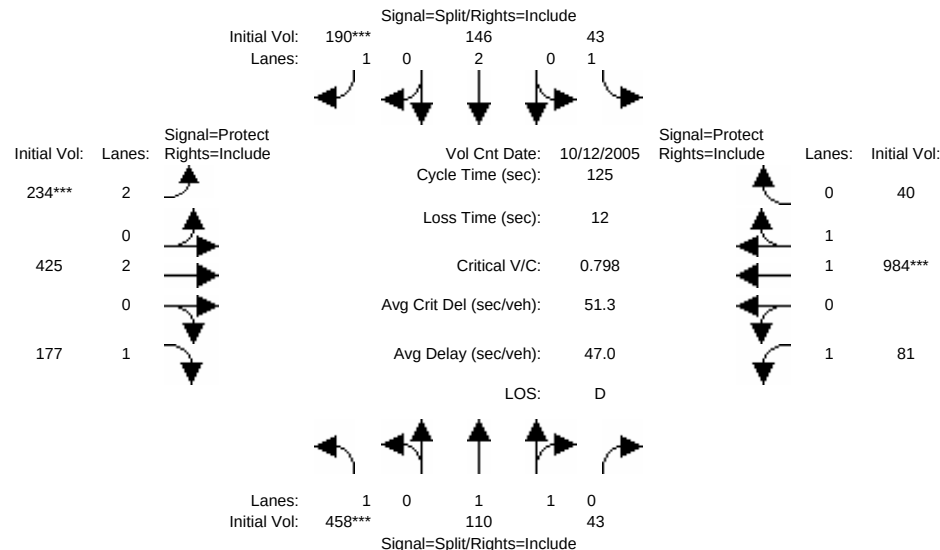


Street Name:	Park Victoria Dr			E. Calaveras Blvd		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Volume Module: >> Count Date: 12 Oct 2005 <<						
Base Vol:	458	110	23	43	146	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	458	110	23	43	146	190
Added Vol:	0	0	0	0	0	0
ATI:	0	0	0	0	0	0
Initial Fut:	458	110	23	43	146	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	458	110	23	43	146	190
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	458	110	23	43	146	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	458	110	23	43	146	190
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.64	0.36	1.00	2.00	1.00
Final Sat.:	1750	3060	640	1750	3800	1750
Capacity Analysis Module:						
Vol/Sat:	0.26	0.04	0.04	0.02	0.04	0.11
Crit Moves:	****			****		****
Green Time:	41.0	41.0	41.0	17.0	17.0	17.0
Volume/Cap:	0.80	0.11	0.11	0.18	0.28	0.80
Delay/Veh:	49.2	29.4	29.4	49.5	49.9	76.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	29.4	29.4	49.5	49.9	76.0
HCM2k95th:	29	4	4	4	6	16

Milpitas TASP

 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #7: E. Calaveras Blvd / Park Victoria Dr

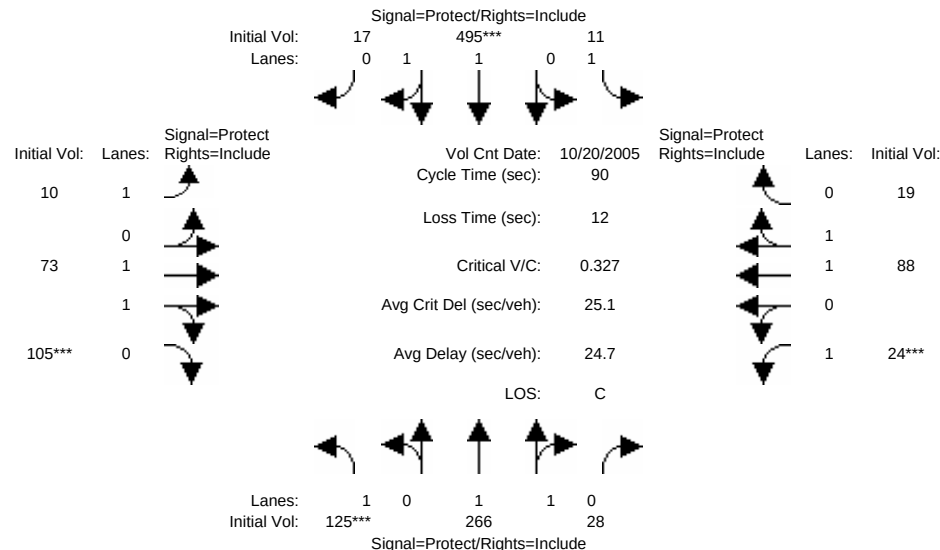


Street Name:	Park Victoria Dr						E. Calaveras Blvd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7		10		10	7		10		10	7		10		10
-----	-----			-----			-----			-----					
Volume Module: >> Count Date: 12 Oct 2005 <<															
Base Vol:	458		110		23	43		146		190	234		388		177
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	458		110		23	43		146		190	234		388		177
Added Vol:	0		0		20	0		0		0	0		37		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	458		110		43	43		146		190	234		425		177
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	458		110		43	43		146		190	234		425		177
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	458		110		43	43		146		190	234		425		177
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:	458		110		43	43		146		190	234		425		177
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		0.98		0.95	0.92		1.00		0.92	0.83		1.00		0.92
Lanes:	1.00		1.42		0.58	1.00		2.00		1.00	2.00		2.00		1.00
Final Sat.:	1750		2659		1040	1750		3800		1750	3150		3800		1750
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.26		0.04		0.04	0.02		0.04		0.11	0.07		0.11		0.10
Crit Moves:	****									****	****				****
Green Time:	41.0		41.0		41.0	17.0		17.0		17.0	11.6		36.6		36.6
Volume/Cap:	0.80		0.13		0.13	0.18		0.28		0.80	0.80		0.38		0.35
Delay/Veh:	49.3		29.7		29.7	49.5		49.9		76.0	75.4		36.2		36.6
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	49.3		29.7		29.7	49.5		49.9		76.0	75.4		36.2		36.6
HCM2k95th:	29		5		4	4		6		16	12		12		10

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #8: S. Abel St / Serra Wy

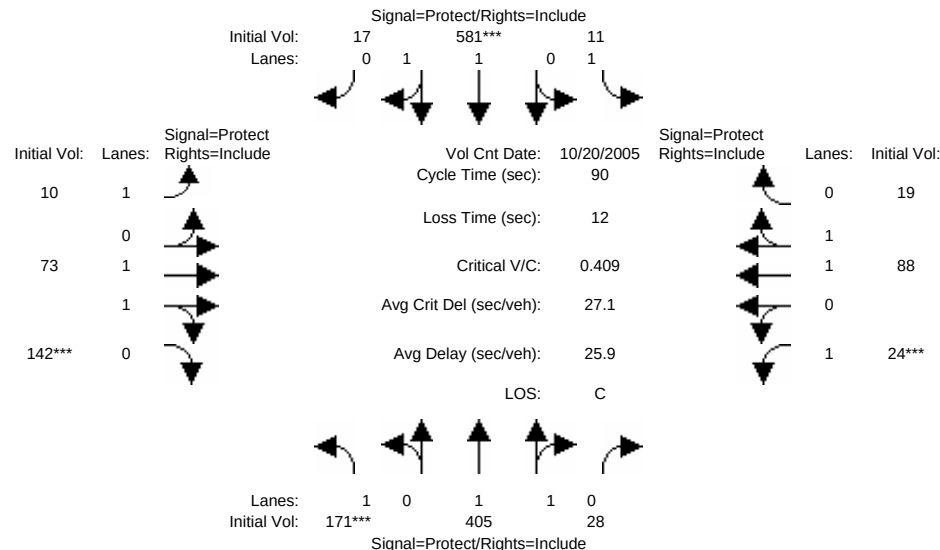


Street Name:	S. Abel St						Serra Wy								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10			
-----	-----			-----			-----			-----					
Volume Module: >> Count Date:	20 Oct 2005 <<														
Base Vol:	125	266	28	11	495	17	10	73	105	24	88	19			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	125	266	28	11	495	17	10	73	105	24	88	19			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	125	266	28	11	495	17	10	73	105	24	88	19			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	125	266	28	11	495	17	10	73	105	24	88	19			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	125	266	28	11	495	17	10	73	105	24	88	19			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	125	266	28	11	495	17	10	73	105	24	88	19			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.98	0.95			
Lanes:	1.00	1.80	0.20	1.00	1.93	0.07	1.00	1.00	1.00	1.00	1.64	0.36			
Final Sat.:	1750	3347	352	1750	3577	123	1750	1900	1750	1750	3042	657			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.07	0.08	0.08	0.01	0.14	0.14	0.01	0.04	0.06	0.01	0.03	0.03			
Crit Moves:	****				****				****	****					
Green Time:	18.8	32.5	32.5	22.7	36.4	36.4	9.4	15.8	15.8	7.0	13.4	13.4			
Volume/Cap:	0.34	0.22	0.22	0.02	0.34	0.34	0.05	0.22	0.34	0.18	0.19	0.19			
Delay/Veh:	32.9	20.3	20.3	25.4	19.1	19.1	36.9	32.4	34.3	41.6	34.3	34.3			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	32.9	20.3	20.3	25.4	19.1	19.1	36.9	32.4	34.3	41.6	34.3	34.3			
HCM2k95th:	7	6	6	1	10	10	1	4	6	2	3	3			

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #8: S. Abel St / Serra Wy

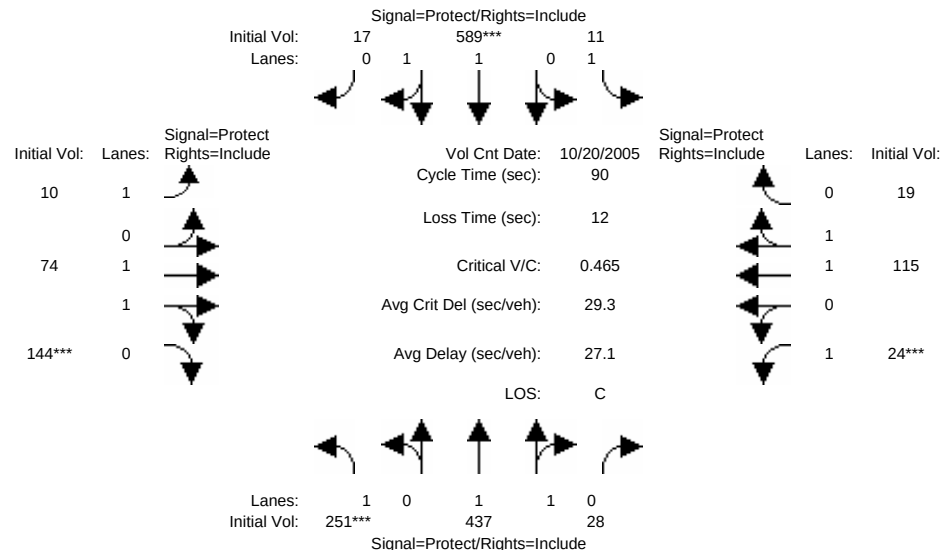


Street Name:				S. Abel St				Serra Wy								
Approach:		North Bound			South Bound			East Bound			West Bound					
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----		-----			-----			-----			-----					
Min. Green:		7		10		10	7		10		10	7		10		10
-----		-----			-----			-----			-----					
Volume Module: >> Count Date: 20 Oct 2005 <<																
Base Vol:		125		266		28	11		495		17	10		73		105
Growth Adj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:		125		266		28	11		495		17	10		73		105
Added Vol:		0		0		0	0		0		0	0		0		0
ATI:		46		139		0	0		86		0	0		0		37
Initial Fut:		171		405		28	11		581		17	10		73		142
User Adj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:		171		405		28	11		581		17	10		73		142
Reduct Vol:		0		0		0	0		0		0	0		0		0
Reduced Vol:		171		405		28	11		581		17	10		73		142
PCE Adj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:		171		405		28	11		581		17	10		73		142
-----		-----			-----			-----			-----					
Saturation Flow Module:																
Sat/Lane:		1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:		0.92		0.98		0.95	0.92		0.97		0.95	0.92		1.00		0.92
Lanes:		1.00		1.87		0.13	1.00		1.94		0.06	1.00		1.00		1.00
Final Sat.:		1750		3461		239	1750		3595		105	1750		1900		1750
-----		-----			-----			-----			-----					
Capacity Analysis Module:																
Vol/Sat:		0.10		0.12		0.12	0.01		0.16		0.16	0.01		0.04		0.08
Crit Moves:		****							****					****		****
Green Time:		20.4		32.5		32.5	21.6		33.7		33.7	9.8		16.9		16.9
Volume/Cap:		0.43		0.32		0.32	0.03		0.43		0.43	0.05		0.20		0.43
Delay/Veh:		33.3		21.5		21.5	26.3		22.0		22.0	36.4		31.3		35.0
User DelAdj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:		33.3		21.5		21.5	26.3		22.0		22.0	36.4		31.3		35.0
HCM2k95th:		9		9		9	1		12		12	1		4		8

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #8: S. Abel St / Serra Wy

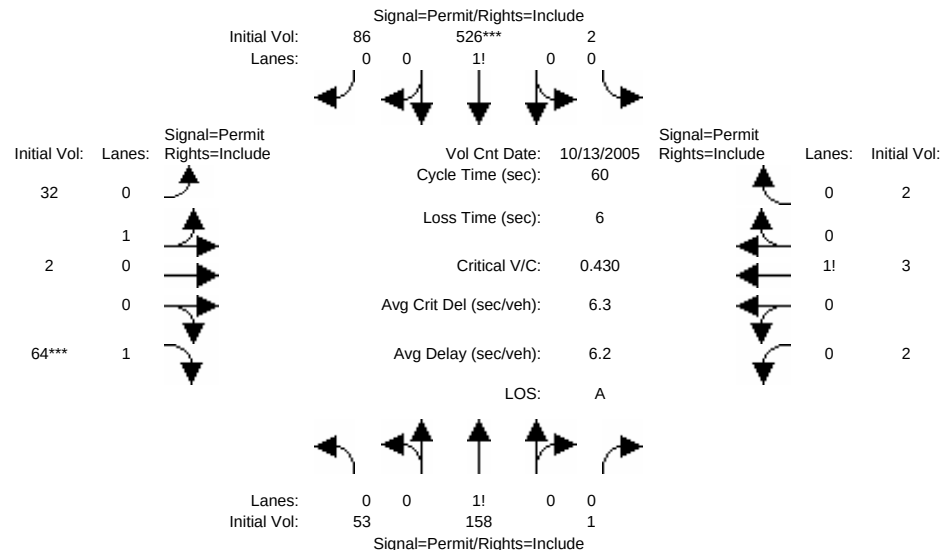


Street Name:	S. Abel St						Serra Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 20 Oct 2005 <<												
Base Vol:	171	405	28	11	581	17	10	73	142	24	88	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	405	28	11	581	17	10	73	142	24	88	19
Added Vol:	80	32	0	0	8	0	0	1	2	0	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	251	437	28	11	589	17	10	74	144	24	115	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	251	437	28	11	589	17	10	74	144	24	115	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	437	28	11	589	17	10	74	144	24	115	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	251	437	28	11	589	17	10	74	144	24	115	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.88	0.12	1.00	1.94	0.06	1.00	1.00	1.00	1.00	1.71	0.29
Final Sat.:	1750	3477	223	1750	3596	104	1750	1900	1750	1750	3175	525
Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.13	0.01	0.16	0.16	0.01	0.04	0.08	0.01	0.04	0.04
Crit Moves:	****			****			****			****		
Green Time:	26.1	34.6	34.6	21.4	29.9	29.9	9.1	15.0	15.0	7.0	12.9	12.9
Volume/Cap:	0.49	0.33	0.33	0.03	0.49	0.49	0.06	0.23	0.49	0.18	0.25	0.25
Delay/Veh:	29.8	20.1	20.1	26.4	25.5	25.5	37.2	33.1	38.0	41.6	35.4	35.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	20.1	20.1	26.4	25.5	25.5	37.2	33.1	38.0	41.6	35.4	35.4
HCM2k95th:	12	9	9	1	13	13	1	4	9	2	4	4

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #9: S. Main St / Serra Wy

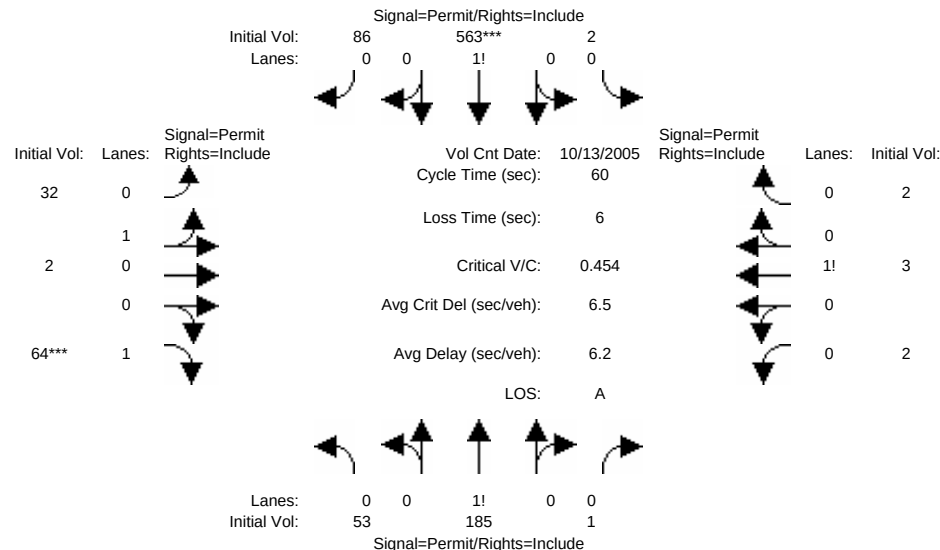


Street Name:	S. Main St						Serra Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 13 Oct 2005 <<												
Base Vol:	53	158	1	2	526	86	32	2	64	2	3	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	158	1	2	526	86	32	2	64	2	3	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	158	1	2	526	86	32	2	64	2	3	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	158	1	2	526	86	32	2	64	2	3	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	158	1	2	526	86	32	2	64	2	3	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	53	158	1	2	526	86	32	2	64	2	3	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	0.25	0.74	0.01	0.01	0.85	0.14	0.94	0.06	1.00	0.28	0.43	0.29
Final Sat.:	438	1304	8	6	1499	245	1694	106	1750	500	750	500
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.35	0.35	0.35	0.02	0.02	0.04	0.00	0.00	0.00
Crit Moves:	****											
Green Time:	44.0	44.0	44.0	44.0	44.0	44.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.17	0.17	0.17	0.48	0.48	0.48	0.11	0.11	0.22	0.02	0.02	0.02
Delay/Veh:	2.7	2.7	2.7	4.6	4.6	4.6	22.0	22.0	23.4	21.1	21.1	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.7	2.7	2.7	4.6	4.6	4.6	22.0	22.0	23.4	21.1	21.1	21.1
HCM2k95th:	3	3	3	10	10	10	2	2	3	0	0	0

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #9: S. Main St / Serra Wy

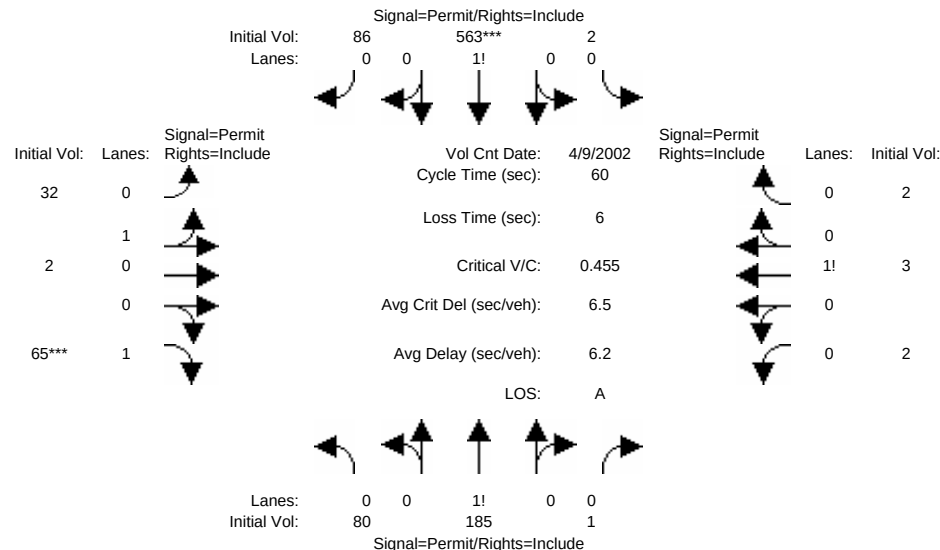


Street Name:	S. Main St			Serra Wy		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10
Volume Module: >> Count Date: 13 Oct 2005 <<						
Base Vol:	53	158	1	2	526	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	158	1	2	526	86
Added Vol:	0	0	0	0	0	0
ATI:	0	27	0	0	37	0
Initial Fut:	53	185	1	2	563	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	185	1	2	563	86
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	53	185	1	2	563	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	53	185	1	2	563	86
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.22	0.77	0.01	0.01	0.86	0.13
Final Sat.:	388	1355	7	5	1513	231
Capacity Analysis Module:						
Vol/Sat:	0.14	0.14	0.14	0.37	0.37	0.37
Crit Moves:	****					
Green Time:	44.0	44.0	44.0	44.0	44.0	44.0
Volume/Cap:	0.19	0.19	0.19	0.51	0.51	0.51
Delay/Veh:	2.8	2.8	2.8	4.8	4.8	4.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.8	2.8	2.8	4.8	4.8	4.8
HCM2k95th:	3	3	3	11	11	11

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #9: S. Main St / Serra Wy

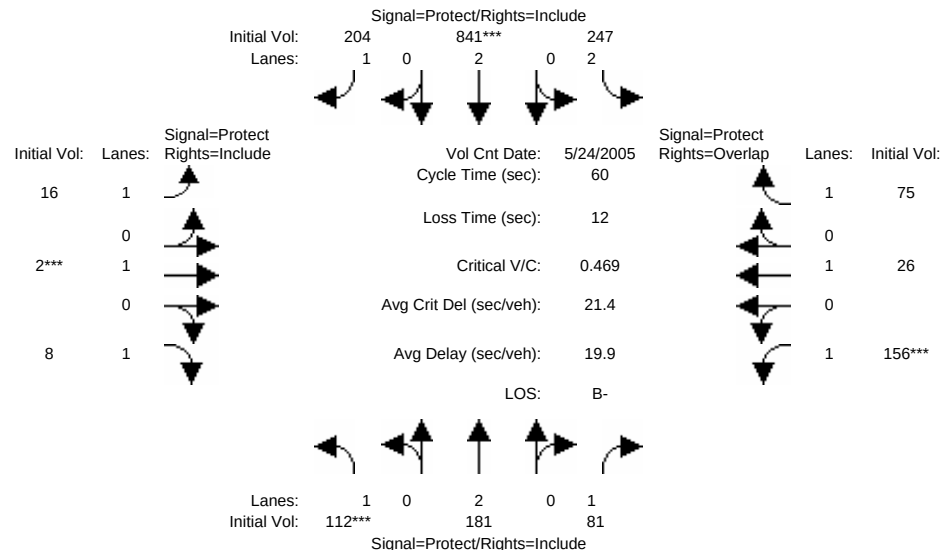


Street Name:	S. Main St						Serra Wy								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- -----															
Min. Green:	10		10		10	10		10		10	10		10		10
----- ----- ----- ----- ----- -----															
Volume Module: >> Count Date: 9 Apr 2002 <<															
Base Vol:	53		185		1	2		563		86	32		2		64
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	53		185		1	2		563		86	32		2		64
Added Vol:	27		0		0	0		0		0	0		0		1
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	80		185		1	2		563		86	32		2		65
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	80		185		1	2		563		86	32		2		65
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	80		185		1	2		563		86	32		2		65
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:	80		185		1	2		563		86	32		2		65
----- ----- ----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		0.92		0.92	0.92		0.92		0.92	0.95		0.92		0.92
Lanes:	0.30		0.69		0.01	0.01		0.86		0.13	0.94		0.06		1.00
Final Sat.:	526		1217		7	5		1513		231	1694		106		1750
----- ----- ----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.15		0.15		0.15	0.37		0.37		0.37	0.02		0.02		0.04
Crit Moves:							****						****		
Green Time:	44.0		44.0		44.0	44.0		44.0		44.0	10.0		10.0		10.0
Volume/Cap:	0.21		0.21		0.21	0.51		0.51		0.51	0.11		0.11		0.22
Delay/Veh:	2.9		2.9		2.9	4.8		4.8		4.8	22.0		22.0		23.4
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	2.9		2.9		2.9	4.8		4.8		4.8	22.0		22.0		23.4
HCM2k95th:	4		4		4	11		11		11	2		2		3
															0

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #10: McCarthy Blvd / Bellow Dr

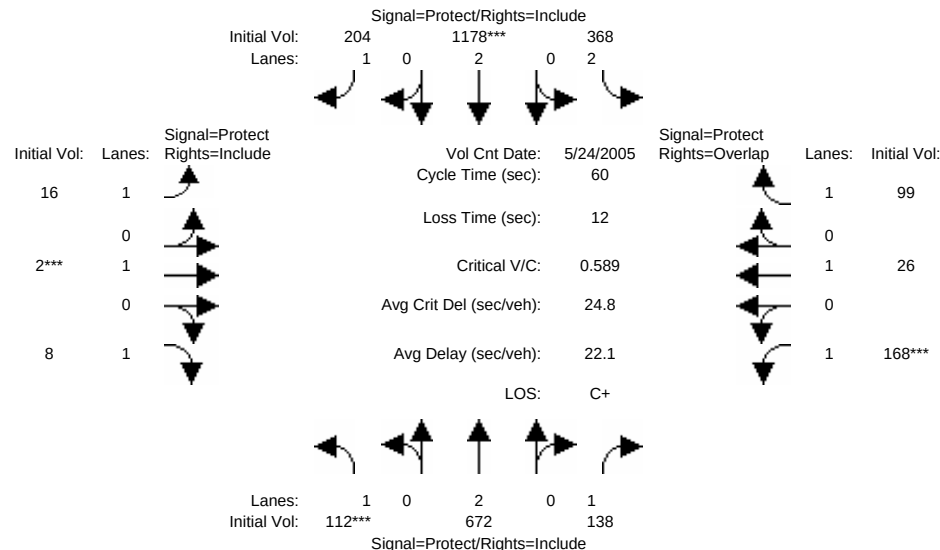


Street Name:	McCarthy Blvd						Bellow Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 24 May 2005 <<												
Base Vol:	112	181	81	247	841	204	16	2	8	156	26	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	181	81	247	841	204	16	2	8	156	26	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	181	81	247	841	204	16	2	8	156	26	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	181	81	247	841	204	16	2	8	156	26	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	181	81	247	841	204	16	2	8	156	26	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	112	181	81	247	841	204	16	2	8	156	26	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.08	0.22	0.12	0.01	0.00	0.00	0.09	0.01	0.04
Crit Moves:	****				****		****			****		
Green Time:	7.0	17.1	17.1	12.0	22.1	22.1	7.8	10.0	10.0	8.9	11.1	23.1
Volume/Cap:	0.55	0.17	0.16	0.39	0.60	0.32	0.07	0.01	0.03	0.60	0.07	0.11
Delay/Veh:	35.2	16.4	16.8	22.7	17.3	14.8	23.5	20.9	21.1	33.8	20.6	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.2	16.4	16.8	22.7	17.3	14.8	23.5	20.9	21.1	33.8	20.6	12.2
HCM2k95th:	6	3	3	5	13	6	1	0	0	8	1	2

Milpitas TASP

 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #10: McCarthy Blvd / Bellow Dr

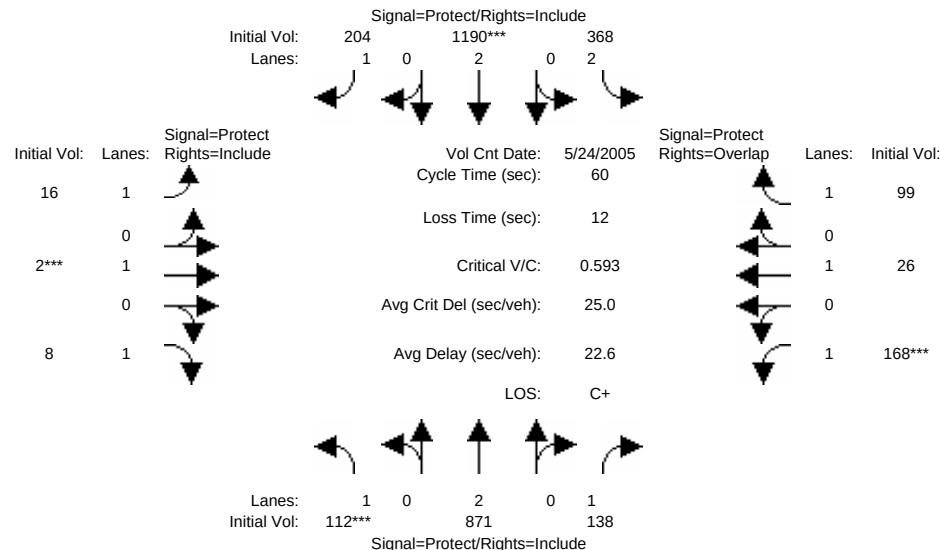


Street Name:	McCarthy Blvd						Bellow Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 24 May 2005 <<												
Base Vol:	112	181	81	247	841	204	16	2	8	156	26	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	181	81	247	841	204	16	2	8	156	26	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	491	57	121	337	0	0	0	0	12	0	24
Initial Fut:	112	672	138	368	1178	204	16	2	8	168	26	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	672	138	368	1178	204	16	2	8	168	26	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	672	138	368	1178	204	16	2	8	168	26	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	112	672	138	368	1178	204	16	2	8	168	26	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.08	0.12	0.31	0.12	0.01	0.00	0.00	0.10	0.01	0.06
Crit Moves:	****				****		****			****		
Green Time:	7.0	18.5	18.5	12.2	23.7	23.7	7.1	10.0	10.0	7.3	10.2	22.4
Volume/Cap:	0.55	0.57	0.26	0.57	0.79	0.30	0.08	0.01	0.03	0.79	0.08	0.15
Delay/Veh:	35.2	19.5	16.8	25.3	20.2	13.5	24.2	20.9	21.1	50.2	21.4	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.2	19.5	16.8	25.3	20.2	13.5	24.2	20.9	21.1	50.2	21.4	13.0
HCM2k95th:	6	11	5	8	20	6	1	0	0	10	1	3

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #10: McCarthy Blvd / Bellow Dr

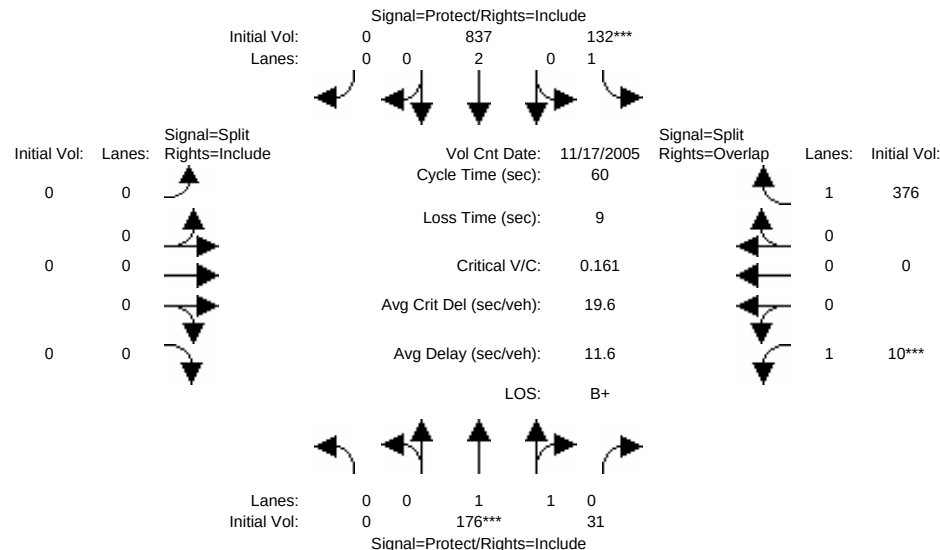


Street Name:	McCarthy Blvd						Bellow Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 24 May 2005 <<												
Base Vol:	112	672	138	368	1178	204	16	2	8	168	26	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	672	138	368	1178	204	16	2	8	168	26	99
Added Vol:	0	199	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	871	138	368	1190	204	16	2	8	168	26	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	871	138	368	1190	204	16	2	8	168	26	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	871	138	368	1190	204	16	2	8	168	26	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	112	871	138	368	1190	204	16	2	8	168	26	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.08	0.12	0.31	0.12	0.01	0.00	0.00	0.10	0.01	0.06
Crit Moves:	****				****		****			****		
Green Time:	7.0	20.4	20.4	10.4	23.7	23.7	7.1	10.0	10.0	7.3	10.2	20.5
Volume/Cap:	0.55	0.68	0.23	0.68	0.79	0.29	0.08	0.01	0.03	0.79	0.08	0.17
Delay/Veh:	35.2	19.8	15.1	29.8	20.3	13.5	24.2	20.9	21.1	51.0	21.5	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.2	19.8	15.1	29.8	20.3	13.5	24.2	20.9	21.1	51.0	21.5	14.4
HCM2k95th:	6	15	4	9	20	6	1	0	0	10	1	3

Milpitas TASP

 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #11: McCarthy Blvd / Alder Dr

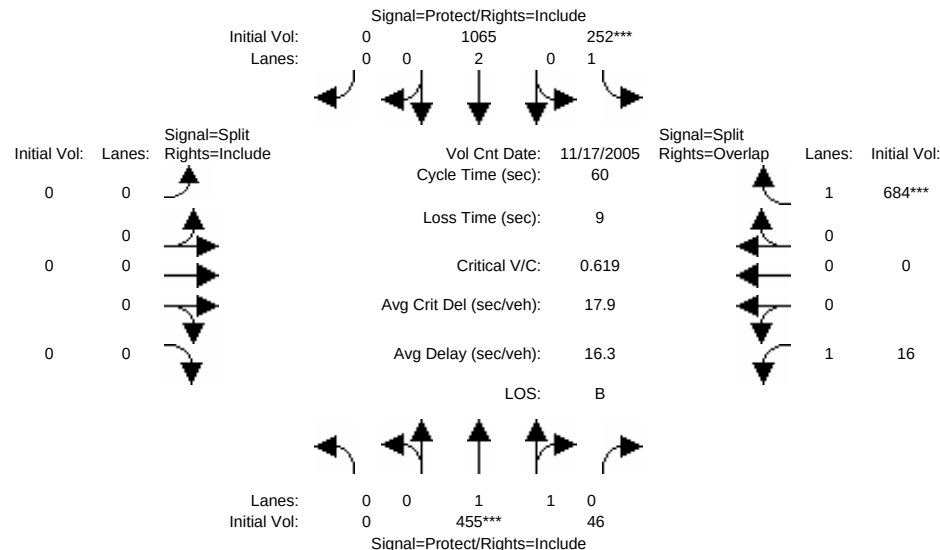


Street Name:	McCarthy Blvd						Alder Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Volume Module: >> Count Date: 17 Nov 2005 <<												
Base Vol:	0	176	31	132	837	0	0	0	0	10	0	376
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	176	31	132	837	0	0	0	0	10	0	376
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	176	31	132	837	0	0	0	0	10	0	376
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	176	31	132	837	0	0	0	0	10	0	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	176	31	132	837	0	0	0	0	10	0	376
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	176	31	132	837	0	0	0	0	10	0	376
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.69	0.31	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3145	554	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.06	0.08	0.22	0.00	0.00	0.00	0.00	0.01	0.00	0.21
Crit Moves:	****			****						****		
Green Time:	0.0	12.4	12.4	16.8	29.2	0.0	0.0	0.0	0.0	21.8	0.0	38.6
Volume/Cap:	0.00	0.27	0.27	0.27	0.45	0.00	0.00	0.00	0.00	0.02	0.00	0.33
Delay/Veh:	0.0	20.8	20.8	18.2	11.0	0.0	0.0	0.0	0.0	12.3	0.0	5.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.8	20.8	18.2	11.0	0.0	0.0	0.0	0.0	12.3	0.0	5.7
HCM2k95th:	0	4	4	5	10	0	0	0	0	0	0	7

Milpitas TASP

 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #11: McCarthy Blvd / Alder Dr



Street Name:	McCarthy Blvd						Alder Dr									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
Min. Green:	0		10		10	7		10		0	0		0	10	0	10
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module: >> Count Date: 17 Nov 2005 <<																
Base Vol:	0		176		31	132		837		0	0		0	10	0	376
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00	1.00
Initial Bse:	0		176		31	132		837		0	0		0	10	0	376
Added Vol:	0		0		0	0		0		0	0		0	0	0	0
ATI:	0		279		15	120		228		0	0		0	6	0	308
Initial Fut:	0		455		46	252		1065		0	0		0	16	0	684
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00	1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00	1.00
PHF Volume:	0		455		46	252		1065		0	0		0	16	0	684
Reduct Vol:	0		0		0	0		0		0	0		0	0	0	0
Reduced Vol:	0		455		46	252		1065		0	0		0	16	0	684
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00	1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00	1.00
Final Vol.:	0		455		46	252		1065		0	0		0	16	0	684
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:																
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900	1900	1900	1900
Adjustment:	0.92		0.98		0.95	0.92		1.00		0.92	0.92		1.00	0.92	1.00	0.92
Lanes:	0.00		1.81		0.19	1.00		2.00		0.00	0.00		0.00	1.00	0.00	1.00
Final Sat.:	0		3360		340	1750		3800		0	0		0	1750	0	1750
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:																
Vol/Sat:	0.00		0.14		0.14	0.14		0.28		0.00	0.00		0.00	0.01	0.00	0.39
Crit Moves:			****			****										****
Green Time:	0.0		13.1		13.1	14.0		27.1		0.0	0.0		0.0	23.9	0.0	37.9
Volume/Cap:	0.00		0.62		0.62	0.62		0.62		0.00	0.00		0.00	0.02	0.00	0.62
Delay/Veh:	0.0		24.7		24.7	27.6		14.3		0.0	0.0		0.0	11.0	0.0	9.3
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0		24.7		24.7	27.6		14.3		0.0	0.0		0.0	11.0	0.0	9.3
HCM2k95th:	0		10		10	10		15		0	0		0	0	0	15

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

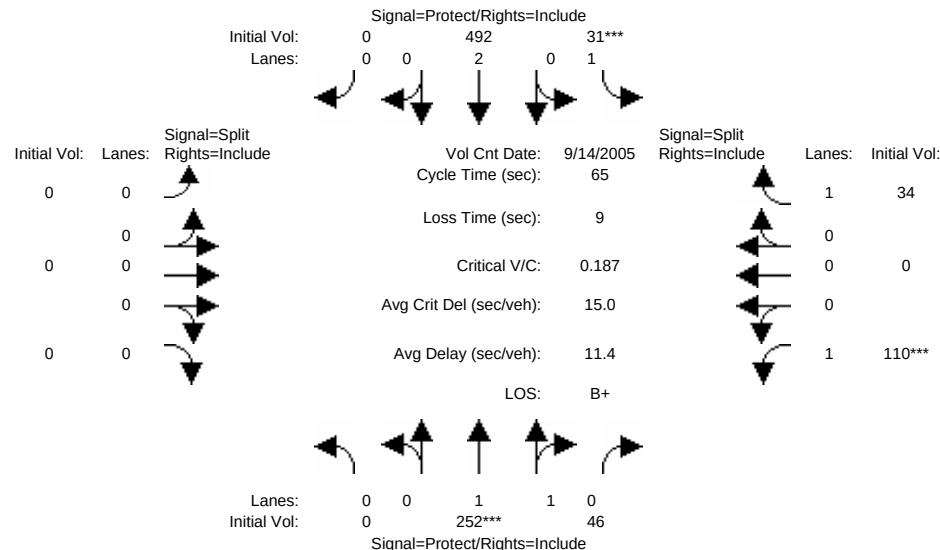
[illegible]

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Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #12: S. Abel St / Curtis Ave

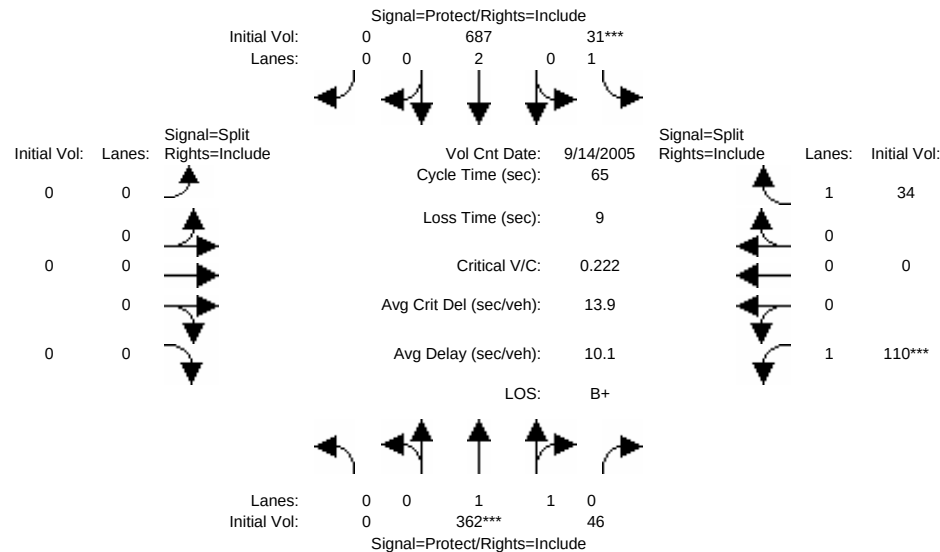


Street Name:	S. Able St						Curtis Ave										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R		
----- ----- ----- -----																	
Min. Green:	0		10		10	10		10		0	0		0	10		0	10
----- ----- ----- -----																	
Volume Module: >> Count Date: 14 Sep 2005 <<																	
Base Vol:	0		252		46	31		492		0	0		0	110		0	34
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:	0		252		46	31		492		0	0		0	110		0	34
Added Vol:	0		0		0	0		0		0	0		0	0		0	0
PasserByVol:	0		0		0	0		0		0	0		0	0		0	0
Initial Fut:	0		252		46	31		492		0	0		0	110		0	34
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:	0		252		46	31		492		0	0		0	110		0	34
Reduct Vol:	0		0		0	0		0		0	0		0	0		0	0
Reduced Vol:	0		252		46	31		492		0	0		0	110		0	34
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
Final Vol.:	0		252		46	31		492		0	0		0	110		0	34
----- ----- ----- -----																	
Saturation Flow Module:																	
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900	1900		1900	1900
Adjustment:	0.92		0.98		0.95	0.92		1.00		0.92	0.92		1.00	0.92		1.00	0.92
Lanes:	0.00		1.68		0.32	1.00		2.00		0.00	0.00		0.00	0.00		1.00	0.00
Final Sat.:	0		3128		571	1750		3800		0	0		0	1750		0	1750
----- ----- ----- -----																	
Capacity Analysis Module:																	
Vol/Sat:	0.00		0.08		0.08	0.02		0.13		0.00	0.00		0.00	0.00		0.06	0.00
Crit Moves:			****			****										****	
Green Time:	0.0		25.8		25.8	10.0		35.8		0.0	0.0		0.0	0.0		20.2	0.0
Volume/Cap:	0.00		0.20		0.20	0.12		0.23		0.00	0.00		0.00	0.00		0.20	0.00
Delay/Veh:	0.0		13.1		13.1	24.6		7.8		0.0	0.0		0.0	0.0		17.3	0.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		13.1		13.1	24.6		7.8		0.0	0.0		0.0	0.0		17.3	0.0
HCM2k95th:	0		5		4	2		6		0	0		0	0		4	0
																1	

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #12: S. Abel St / Curtis Ave

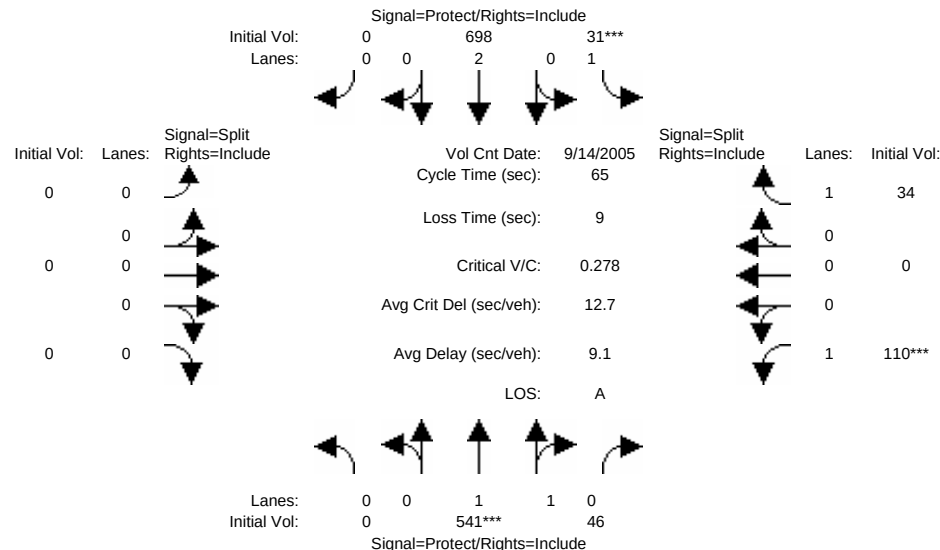


Street Name:	S. Able St						Curtis Ave										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R		
----- ----- ----- -----																	
Min. Green:	0		10		10	10		10		0	0		0	10		0	10
----- ----- ----- -----																	
Volume Module: >> Count Date: 14 Sep 2005 <<																	
Base Vol:	0		252		46	31		492		0	0		0	110		0	34
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:	0		252		46	31		492		0	0		0	110		0	34
Added Vol:	0		0		0	0		0		0	0		0	0		0	0
ATI:	0		110		0	0		195		0	0		0	0		0	0
Initial Fut:	0		362		46	31		687		0	0		0	110		0	34
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:	0		362		46	31		687		0	0		0	110		0	34
Reduct Vol:	0		0		0	0		0		0	0		0	0		0	0
Reduced Vol:	0		362		46	31		687		0	0		0	110		0	34
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
Final Vol.:	0		362		46	31		687		0	0		0	110		0	34
----- ----- ----- -----																	
Saturation Flow Module:																	
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900	1900		1900	1900
Adjustment:	0.92		0.98		0.95	0.92		1.00		0.92	0.92		1.00	0.92		1.00	0.92
Lanes:	0.00		1.77		0.23	1.00		2.00		0.00	0.00		0.00	0.00		1.00	0.00
Final Sat.:	0		3283		417	1750		3800		0	0		0	1750		0	1750
----- ----- ----- -----																	
Capacity Analysis Module:																	
Vol/Sat:	0.00		0.11		0.11	0.02		0.18		0.00	0.00		0.00	0.06		0.00	0.02
Crit Moves:	****			****									****				
Green Time:	0.0		29.3		29.3	10.0		39.3		0.0	0.0		0.0	16.7		0.0	16.7
Volume/Cap:	0.00		0.24		0.24	0.12		0.30		0.00	0.00		0.00	0.24		0.00	0.08
Delay/Veh:	0.0		11.4		11.4	24.6		6.5		0.0	0.0		0.0	20.4		0.0	18.6
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		11.4		11.4	24.6		6.5		0.0	0.0		0.0	20.4		0.0	18.6
HCM2k95th:	0		6		6	2		7		0	0		0	4		0	1

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #12: S. Abel St / Curtis Ave

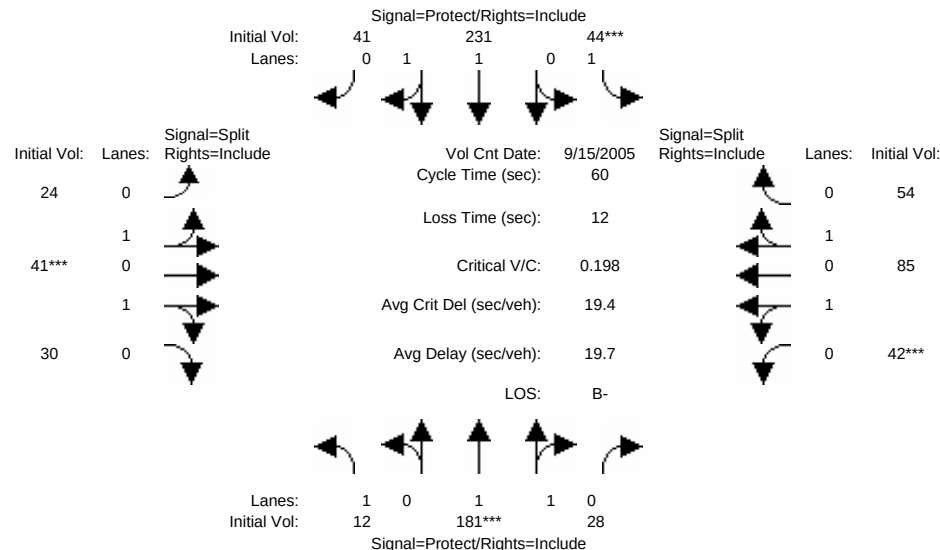


Street Name:	S. Able St						Curtis Ave										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R		
----- ----- ----- -----																	
Min. Green:	0		10		10	10		10		0	0		0	10		0	10
----- ----- ----- -----																	
Volume Module: >> Count Date: 14 Sep 2005 <<																	
Base Vol:	0		362		46	31		687		0	0		0	110		0	34
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:	0		362		46	31		687		0	0		0	110		0	34
Added Vol:	0		179		0	0		11		0	0		0	0		0	0
PasserByVol:	0		0		0	0		0		0	0		0	0		0	0
Initial Fut:	0		541		46	31		698		0	0		0	110		0	34
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:	0		541		46	31		698		0	0		0	110		0	34
Reduct Vol:	0		0		0	0		0		0	0		0	0		0	0
Reduced Vol:	0		541		46	31		698		0	0		0	110		0	34
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
Final Vol.:	0		541		46	31		698		0	0		0	110		0	34
----- ----- ----- -----																	
Saturation Flow Module:																	
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900	1900		1900	1900
Adjustment:	0.92		0.98		0.95	0.92		1.00		0.92	0.92		1.00	0.92		1.00	0.92
Lanes:	0.00		1.84		0.16	1.00		2.00		0.00	0.00		0.00	0.00		1.00	0.00
Final Sat.:	0		3410		290	1750		3800		0	0		0	1750		0	1750
----- ----- ----- -----																	
Capacity Analysis Module:																	
Vol/Sat:	0.00		0.16		0.16	0.02		0.18		0.00	0.00		0.00	0.00		0.06	0.00
Crit Moves:			****			****										****	
Green Time:	0.0		32.9		32.9	10.0		42.9		0.0	0.0		0.0	0.0		13.1	0.0
Volume/Cap:	0.00		0.31		0.31	0.12		0.28		0.00	0.00		0.00	0.00		0.31	0.00
Delay/Veh:	0.0		9.8		9.8	24.6		4.9		0.0	0.0		0.0	0.0		24.5	0.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		9.8		9.8	24.6		4.9		0.0	0.0		0.0	0.0		24.5	0.0
HCM2k95th:	0		7		7	2		6		0	0		0	0		5	0
																	2

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #13: S. Main St / Curtis Ave

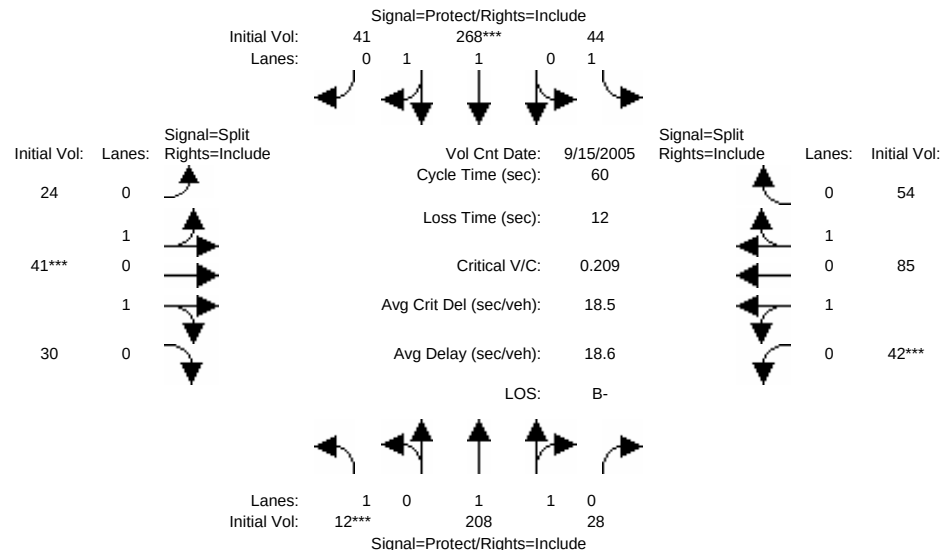


Street Name:	S. Main St						Curtis Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 15 Sep 2005 <<												
Base Vol:	12	181	28	44	231	41	24	41	30	42	85	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	181	28	44	231	41	24	41	30	42	85	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	181	28	44	231	41	24	41	30	42	85	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	181	28	44	231	41	24	41	30	42	85	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	181	28	44	231	41	24	41	30	42	85	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	181	28	44	231	41	24	41	30	42	85	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.72	0.28	1.00	1.69	0.31	0.51	0.86	0.63	0.46	0.94	0.60
Final Sat.:	1750	3204	496	1750	3142	558	909	1554	1137	835	1691	1074
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.06	0.03	0.07	0.07	0.03	0.03	0.03	0.05	0.05	0.05
Crit Moves:	***			***			***			***		
Green Time:	9.7	16.3	16.3	7.2	13.8	13.8	10.0	10.0	10.0	14.5	14.5	14.5
Volume/Cap:	0.04	0.21	0.21	0.21	0.32	0.32	0.16	0.16	0.16	0.21	0.21	0.21
Delay/Veh:	21.5	17.4	17.4	26.0	20.2	20.2	22.0	22.0	22.0	18.7	18.7	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	17.4	17.4	26.0	20.2	20.2	22.0	22.0	22.0	18.7	18.7	18.7
HCM2k95th:	1	4	4	2	5	5	2	2	2	3	3	3

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #13: S. Main St / Curtis Ave

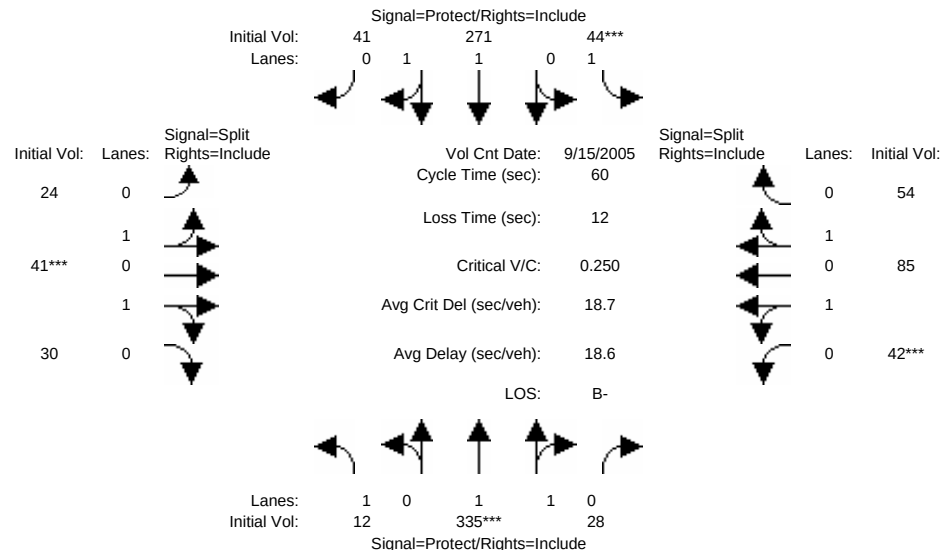


Street Name:	S. Main St			Curtis Ave		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Volume Module: >> Count Date: 15 Sep 2005 <<						
Base Vol:	12	181	28	44	231	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	181	28	44	231	41
Added Vol:	0	0	0	0	0	0
ATI:	0	27	0	0	37	0
Initial Fut:	12	208	28	44	268	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	208	28	44	268	41
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	12	208	28	44	268	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	208	28	44	268	41
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.76	0.24	1.00	1.73	0.27
Final Sat.:	1750	3261	439	1750	3209	491
Capacity Analysis Module:						
Vol/Sat:	0.01	0.06	0.06	0.03	0.08	0.08
Crit Moves:	****			****		
Green Time:	7.0	15.5	15.5	10.9	19.4	19.4
Volume/Cap:	0.06	0.25	0.25	0.14	0.26	0.26
Delay/Veh:	24.1	18.2	18.2	21.6	15.6	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.1	18.2	18.2	21.6	15.6	15.6
HCM2k95th:	1	4	4	2	5	5

Milpitas TASP

 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #13: S. Main St / Curtis Ave

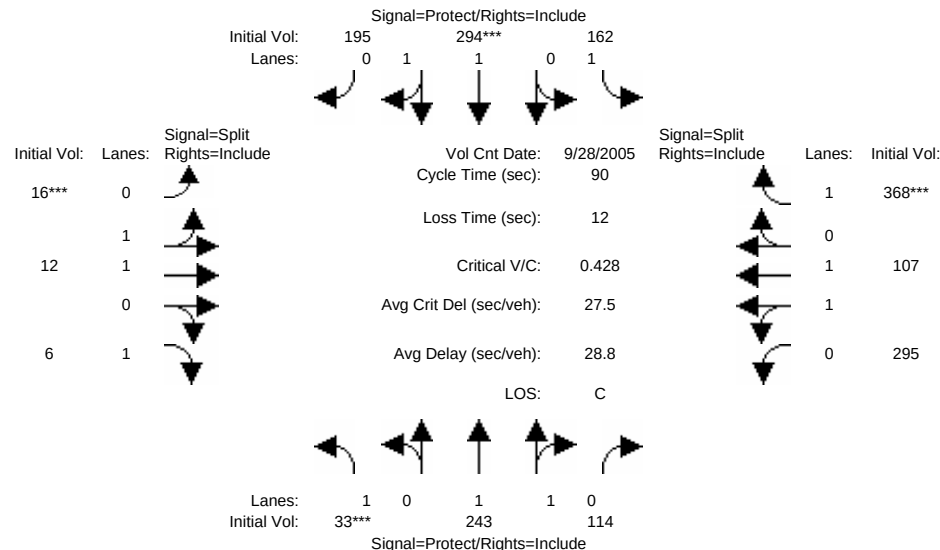


Street Name:	S. Main St						Curtis Ave								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10	10		
-----	-----			-----			-----			-----					
Volume Module: >> Count Date: 15 Sep 2005 <<															
Base Vol:	12	208	28	44	268	41	24	41	30	42	85	54			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	12	208	28	44	268	41	24	41	30	42	85	54			
Added Vol:	0	127	0	0	3	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	12	335	28	44	271	41	24	41	30	42	85	54			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	12	335	28	44	271	41	24	41	30	42	85	54			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	12	335	28	44	271	41	24	41	30	42	85	54			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	12	335	28	44	271	41	24	41	30	42	85	54			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Lanes:	1.00	1.84	0.16	1.00	1.73	0.27	0.51	0.86	0.63	0.46	0.94	0.60			
Final Sat.:	1750	3414	285	1750	3213	486	909	1554	1137	835	1691	1074			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.01	0.10	0.10	0.03	0.08	0.08	0.03	0.03	0.03	0.05	0.05	0.05			
Crit Moves:	****			****			****			****					
Green Time:	11.3	20.5	20.5	7.0	16.2	16.2	10.0	10.0	10.0	10.5	10.5	10.5			
Volume/Cap:	0.04	0.29	0.29	0.22	0.31	0.31	0.16	0.16	0.16	0.29	0.29	0.29			
Delay/Veh:	20.1	15.0	15.0	26.4	18.3	18.3	22.0	22.0	22.0	22.6	22.6	22.6			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	20.1	15.0	15.0	26.4	18.3	18.3	22.0	22.0	22.0	22.6	22.6	22.6			
HCM2k95th:	1	6	6	2	6	5	2	2	2	4	4	4			

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #14: Yosemite Dr / S. Milpitas Blvd

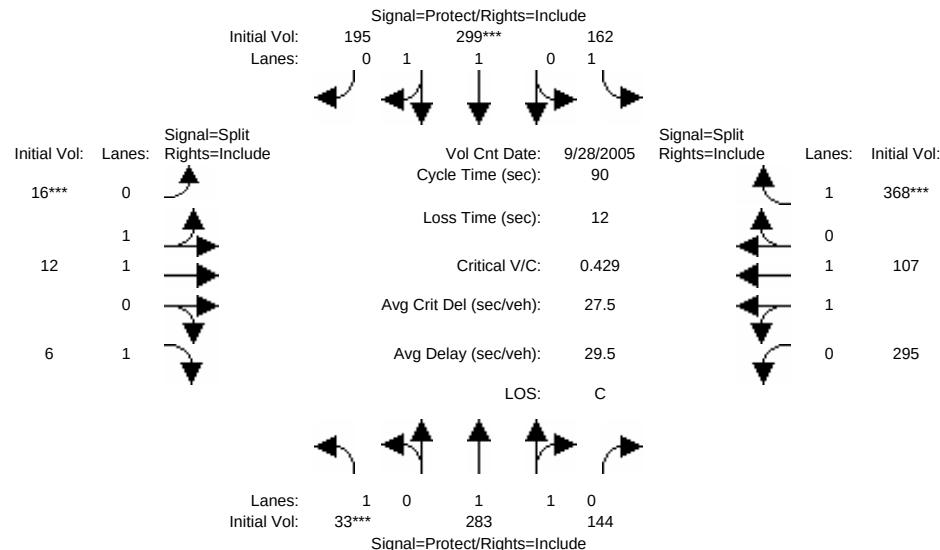


Street Name:	S. Milpitas Blvd						Yosemite Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 28 Sep 2005 <<												
Base Vol:	33	243	114	162	294	195	16	12	6	295	107	368
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	243	114	162	294	195	16	12	6	295	107	368
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	243	114	162	294	195	16	12	6	295	107	368
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	243	114	162	294	195	16	12	6	295	107	368
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	243	114	162	294	195	16	12	6	295	107	368
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	33	243	114	162	294	195	16	12	6	295	107	368
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.34	0.66	1.00	1.18	0.82	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	2518	1181	1750	2223	1475	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.09	0.13	0.13	0.01	0.01	0.00	0.17	0.06	0.21
Crit Moves:	****			****			****					****
Green Time:	7.0	16.7	16.7	13.9	23.5	23.5	10.0	10.0	10.0	37.5	37.5	37.5
Volume/Cap:	0.24	0.52	0.52	0.60	0.51	0.51	0.08	0.06	0.03	0.41	0.14	0.51
Delay/Veh:	43.2	35.9	35.9	45.0	30.2	30.2	36.4	36.0	36.0	19.7	16.4	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	35.9	35.9	45.0	30.2	30.2	36.4	36.0	36.0	19.7	16.4	21.9
HCM2k95th:	3	10	10	10	12	11	1	1	0	11	4	14

Milpitas TASP

 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #14: Yosemite Dr / S. Milpitas Blvd

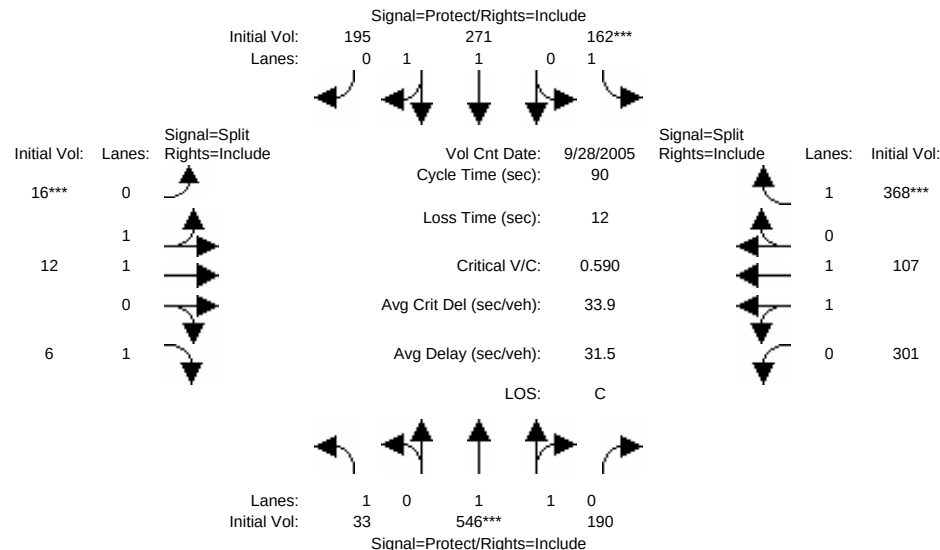


Street Name:	S. Milpitas Blvd			Yosemite Dr		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Volume Module: >> Count Date: 28 Sep 2005 <<						
Base Vol:	33	243	114	162	294	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	243	114	162	294	195
Added Vol:	0	0	0	0	0	0
ATI:	0	40	30	0	5	0
Initial Fut:	33	283	144	162	299	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	283	144	162	299	195
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	33	283	144	162	299	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	33	283	144	162	299	195
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.31	0.69	1.00	1.19	0.81
Final Sat.:	1750	2451	1247	1750	2238	1460
Capacity Analysis Module:						
Vol/Sat:	0.02	0.12	0.12	0.09	0.13	0.13
Crit Moves:	****			****		
Green Time:	7.0	17.0	17.0	13.7	23.7	23.7
Volume/Cap:	0.24	0.61	0.61	0.61	0.51	0.51
Delay/Veh:	43.2	37.4	37.4	45.7	30.1	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	37.4	37.4	45.7	30.1	30.1
HCM2k95th:	3	12	12	10	12	12

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #14: Yosemite Dr / S. Milpitas Blvd

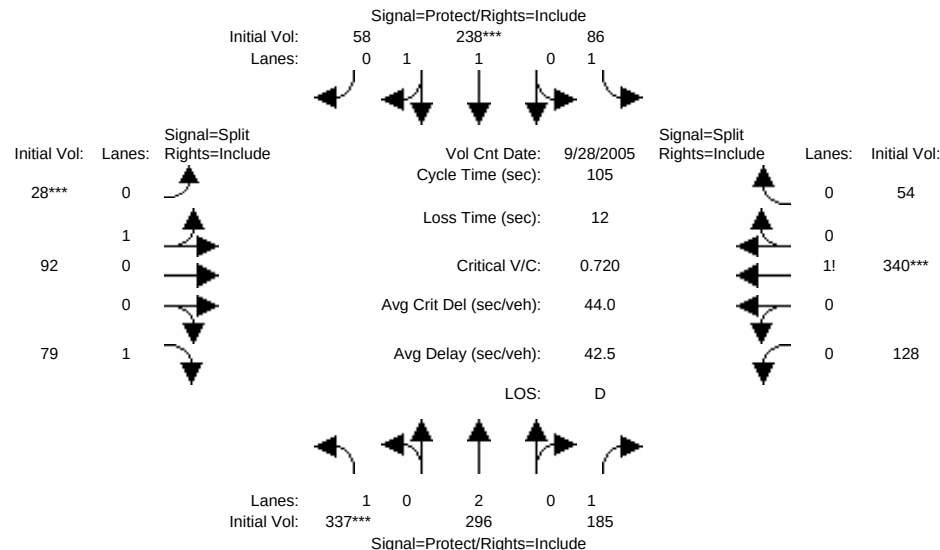


Street Name:	S. Milpitas Blvd			Yosemite Dr		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Volume Module: >> Count Date: 28 Sep 2005 <<						
Base Vol:	33	283	144	162	299	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	283	144	162	299	195
Added Vol:	0	263	46	0	-28	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	33	546	190	162	271	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	546	190	162	271	195
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	33	546	190	162	271	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	33	546	190	162	271	195
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.47	0.53	1.00	1.14	0.86
Final Sat.:	1750	2744	955	1750	2151	1547
Capacity Analysis Module:						
Vol/Sat:	0.02	0.20	0.20	0.09	0.13	0.13
Crit Moves:	****			****		
Green Time:	15.1	27.0	27.0	12.5	24.4	24.4
Volume/Cap:	0.11	0.66	0.66	0.66	0.46	0.46
Delay/Veh:	32.6	30.7	30.7	50.1	28.9	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	30.7	30.7	50.1	28.9	28.9
HCM2k95th:	2	17	17	11	11	11

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #15: Yosemite Dr / Park Victoria Dr

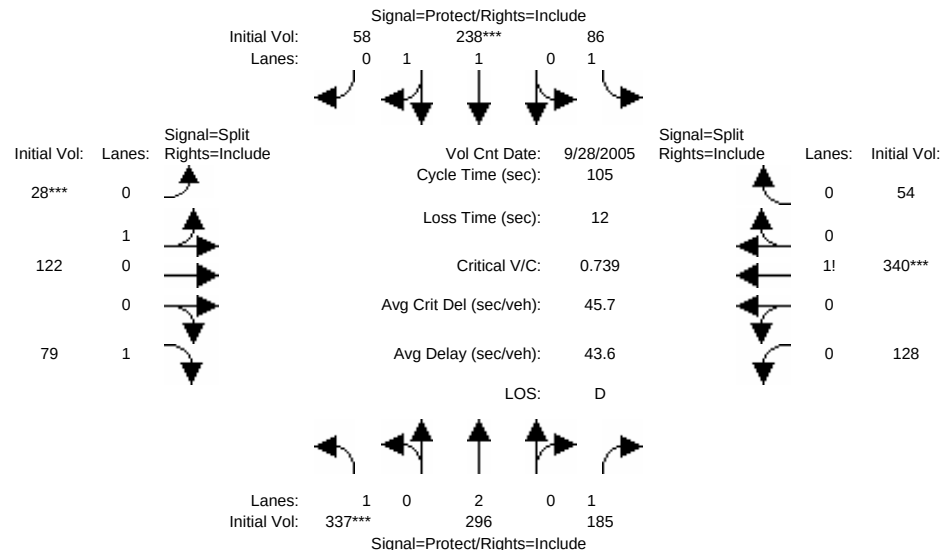


Street Name:	Park Victoria Dr						Yosemite Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 28 Sep 2005 <<												
Base Vol:	337	296	185	86	238	58	28	92	79	128	340	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	337	296	185	86	238	58	28	92	79	128	340	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	337	296	185	86	238	58	28	92	79	128	340	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	337	296	185	86	238	58	28	92	79	128	340	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	337	296	185	86	238	58	28	92	79	128	340	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	337	296	185	86	238	58	28	92	79	128	340	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.60	0.40	0.23	0.77	1.00	0.25	0.65	0.10
Final Sat.:	1750	3800	1750	1750	2974	725	420	1380	1750	429	1140	181
Capacity Analysis Module:												
Vol/Sat:	0.19	0.08	0.11	0.05	0.08	0.08	0.07	0.07	0.05	0.30	0.30	0.30
Crit Moves:	****			****			****			****		
Green Time:	28.0	24.3	24.3	15.3	11.6	11.6	10.0	10.0	10.0	43.4	43.4	43.4
Volume/Cap:	0.72	0.34	0.46	0.34	0.72	0.72	0.70	0.70	0.47	0.72	0.72	0.72
Delay/Veh:	44.3	34.7	38.4	43.8	55.7	55.7	67.2	67.2	54.4	31.9	31.9	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.3	34.7	38.4	43.8	55.7	55.7	67.2	67.2	54.4	31.9	31.9	31.9
HCM2k95th:	19	8	11	6	12	12	10	10	6	25	25	25

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #15: Yosemite Dr / Park Victoria Dr

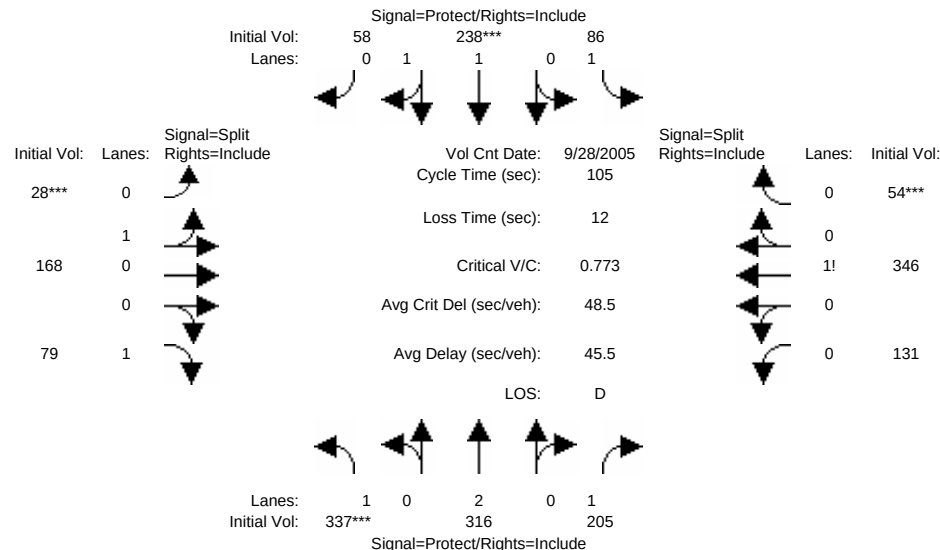


Street Name:	Park Victoria Dr						Yosemite Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 28 Sep 2005 <<												
Base Vol:	337	296	185	86	238	58	28	92	79	128	340	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	337	296	185	86	238	58	28	92	79	128	340	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	30	0	0	0	0
Initial Fut:	337	296	185	86	238	58	28	122	79	128	340	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	337	296	185	86	238	58	28	122	79	128	340	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	337	296	185	86	238	58	28	122	79	128	340	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	337	296	185	86	238	58	28	122	79	128	340	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.60	0.40	0.19	0.81	1.00	0.25	0.65	0.10
Final Sat.:	1750	3800	1750	1750	2974	725	336	1464	1750	429	1140	181
Capacity Analysis Module:												
Vol/Sat:	0.19	0.08	0.11	0.05	0.08	0.08	0.08	0.08	0.05	0.30	0.30	0.30
Crit Moves:	****			****			****			****		
Green Time:	27.4	23.8	23.8	15.0	11.4	11.4	11.8	11.8	11.8	42.4	42.4	42.4
Volume/Cap:	0.74	0.34	0.47	0.34	0.74	0.74	0.74	0.74	0.40	0.74	0.74	0.74
Delay/Veh:	45.8	35.2	39.1	44.3	56.9	56.9	66.3	66.3	49.2	33.4	33.4	33.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	35.2	39.1	44.3	56.9	56.9	66.3	66.3	49.2	33.4	33.4	33.4
HCM2k95th:	19	8	11	6	12	12	12	12	6	25	25	25

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #15: Yosemite Dr / Park Victoria Dr

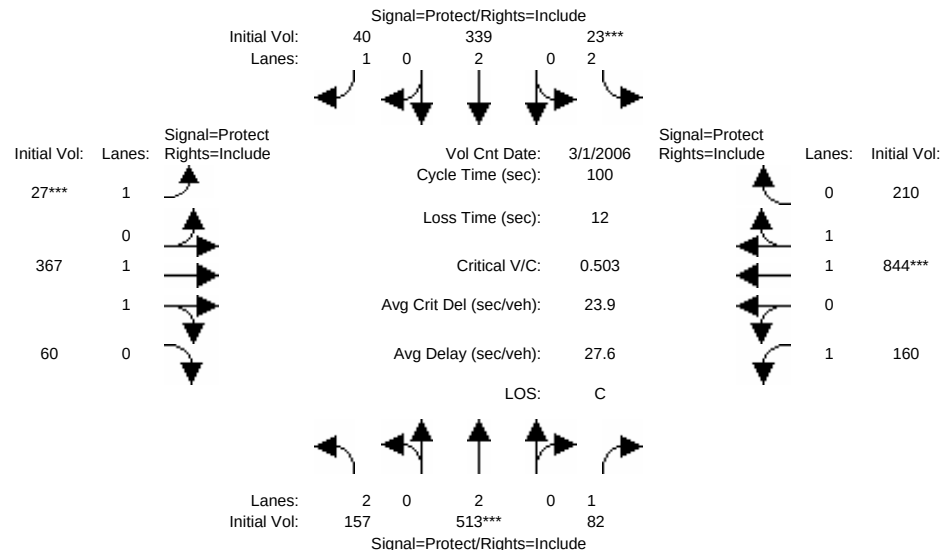


Street Name:	Park Victoria Dr						Yosemite Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 28 Sep 2005 <<												
Base Vol:	337	296	185	86	238	58	28	122	79	128	340	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	337	296	185	86	238	58	28	122	79	128	340	54
Added Vol:	0	20	20	0	0	0	0	46	0	3	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	337	316	205	86	238	58	28	168	79	131	346	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	337	316	205	86	238	58	28	168	79	131	346	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	337	316	205	86	238	58	28	168	79	131	346	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	337	316	205	86	238	58	28	168	79	131	346	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.60	0.40	0.14	0.86	1.00	0.25	0.65	0.10
Final Sat.:	1750	3800	1750	1750	2974	725	257	1543	1750	432	1140	178
Capacity Analysis Module:												
Vol/Sat:	0.19	0.08	0.12	0.05	0.08	0.08	0.11	0.11	0.05	0.30	0.30	0.30
Crit Moves:	****			****			****					****
Green Time:	26.1	23.6	23.6	13.4	10.9	10.9	14.8	14.8	14.8	41.2	41.2	41.2
Volume/Cap:	0.77	0.37	0.52	0.38	0.77	0.77	0.77	0.77	0.32	0.77	0.77	0.77
Delay/Veh:	49.2	35.7	40.6	46.9	60.0	60.0	63.7	63.7	44.0	36.1	36.1	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	35.7	40.6	46.9	60.0	60.0	63.7	63.7	44.0	36.1	36.1	36.1
HCM2k95th:	20	9	12	6	12	12	14	14	6	27	27	27

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #16: Tasman Dr / N. First St

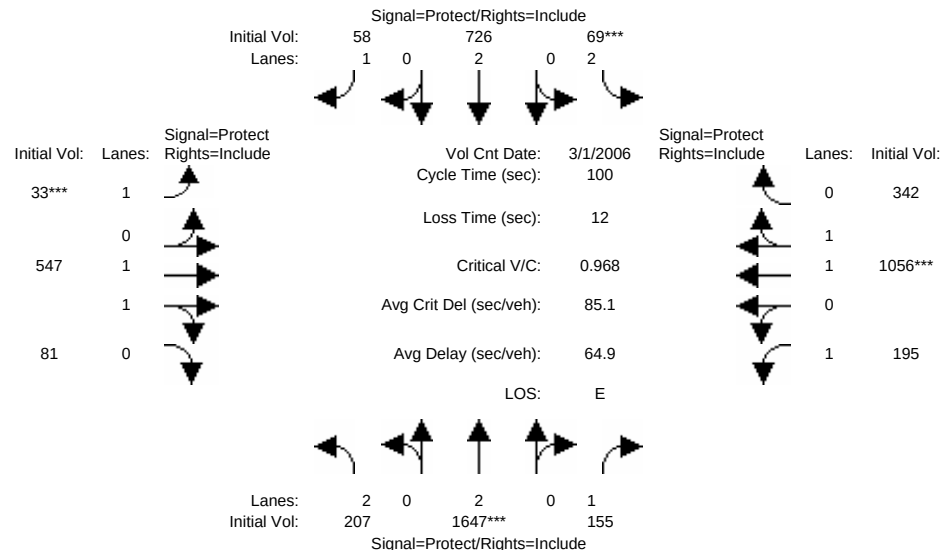


Street Name:	N. First St						Tasman Dr								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10
-----	-----			-----			-----			-----					
Volume Module: >> Count Date: 1 Mar 2006 << 8:00-9:00am															
Base Vol:	157	513	82	23	339	40	27	367	60	160	844	210			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	157	513	82	23	339	40	27	367	60	160	844	210			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	157	513	82	23	339	40	27	367	60	160	844	210			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	157	513	82	23	339	40	27	367	60	160	844	210			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	157	513	82	23	339	40	27	367	60	160	844	210			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Vol.:	157	513	82	23	339	40	27	367	60	160	844	210			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95			
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.71	0.29	1.00	1.59	0.41			
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3180	520	1750	2962	737			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.05	0.14	0.05	0.01	0.09	0.02	0.02	0.12	0.12	0.09	0.28	0.28			
Crit Moves:	****			****			****			****					
Green Time:	12.7	23.8	23.8	7.0	18.1	18.1	7.0	31.9	31.9	25.3	50.2	50.2			
Volume/Cap:	0.39	0.57	0.20	0.10	0.49	0.13	0.22	0.36	0.36	0.36	0.57	0.57			
Delay/Veh:	40.8	34.4	30.7	43.8	37.4	34.5	44.8	26.4	26.4	31.2	17.8	17.8			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	40.8	34.4	30.7	43.8	37.4	34.5	44.8	26.4	26.4	31.2	17.8	17.8			
HCM2k95th:	5	14	4	1	10	2	2	10	10	8	21	20			

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #16: Tasman Dr / N. First St

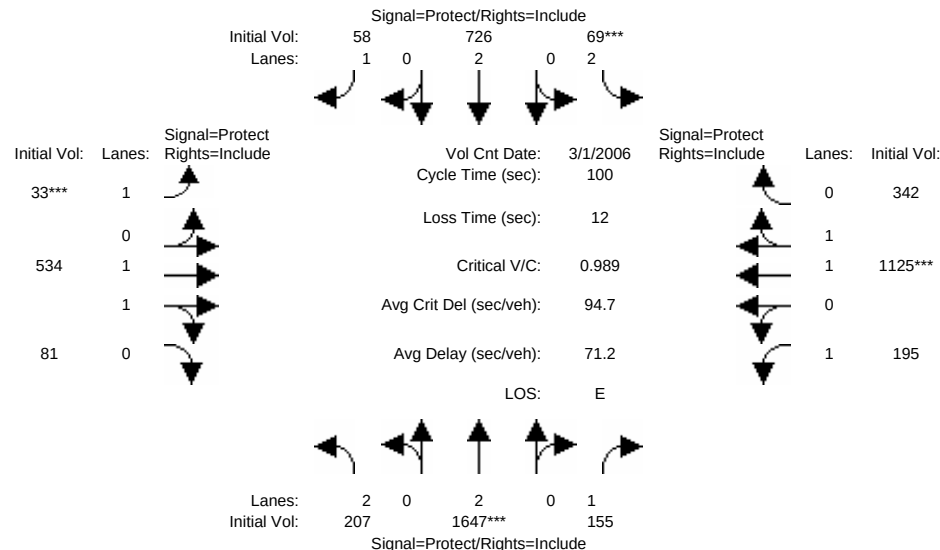


Street Name:	N. First St						Tasman Dr								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10
-----	-----			-----			-----			-----					
Volume Module: >> Count Date:	1 Mar 2006 << 8:00-9:00am														
Base Vol:	157	513	82	23	339	40	27	367	60	160	844	210			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	513	82	23	339	40	27	367	60	160	844	210			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	50	1134	73	46	387	18	6	180	21	35	212	132			
Initial Fut:	207	1647	155	69	726	58	33	547	81	195	1056	342			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	1647	155	69	726	58	33	547	81	195	1056	342			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	1647	155	69	726	58	33	547	81	195	1056	342			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	207	1647	155	69	726	58	33	547	81	195	1056	342			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.73	0.27	1.00	1.50	0.50	1.00	1.50	0.50
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3222	477	1750	2794	905	1750	2794	905
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.07	0.43	0.09	0.02	0.19	0.03	0.02	0.17	0.17	0.11	0.38	0.38	0.11	0.38	0.38
Crit Moves:	****			****			****			****			****		
Green Time:	12.5	39.5	39.5	7.0	34.1	34.1	7.0	25.0	25.0	16.4	34.5	34.5	16.4	34.5	34.5
Volume/Cap:	0.53	1.10	0.22	0.31	0.56	0.10	0.27	0.68	0.68	0.68	1.10	1.10	0.68	1.10	1.10
Delay/Veh:	42.3	84.5	20.2	45.0	27.4	22.6	45.3	35.9	35.9	45.7	88.6	88.6	45.7	88.6	88.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	84.5	20.2	45.0	27.4	22.6	45.3	35.9	35.9	45.7	88.6	88.6	45.7	88.6	88.6
HCM2k95th:	7	60	6	3	18	2	3	18	18	13	54	52	13	54	52

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #16: Tasman Dr / N. First St

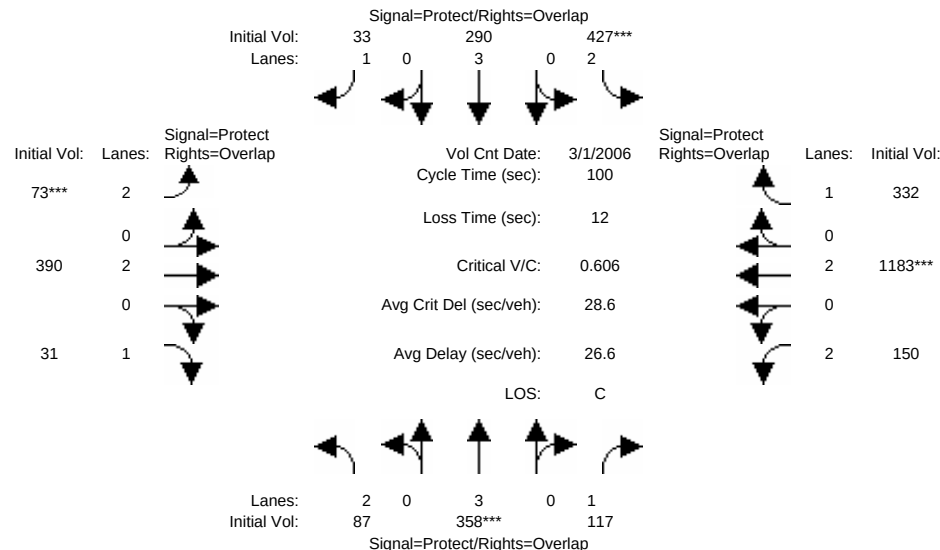


Street Name:	N. First St			Tasman Dr		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Volume Module: >> Count Date: 1 Mar 2006 << 8:00-9:00am						
Base Vol:	207	1647	155	69	726	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	1647	155	69	726	58
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	207	1647	155	69	726	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	1647	155	69	726	58
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	207	1647	155	69	726	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	207	1647	155	69	726	58
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:						
Vol/Sat:	0.07	0.43	0.09	0.02	0.19	0.03
Crit Moves:	***			***		
Green Time:	12.2	38.6	38.6	7.0	33.4	33.4
Volume/Cap:	0.54	1.12	0.23	0.31	0.57	0.10
Delay/Veh:	42.7	95.0	20.8	45.0	28.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	95.0	20.8	45.0	28.0	23.0
HCM2k95th:	7	63	6	3	18	3

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #17: Tasman Dr / Zanker Rd

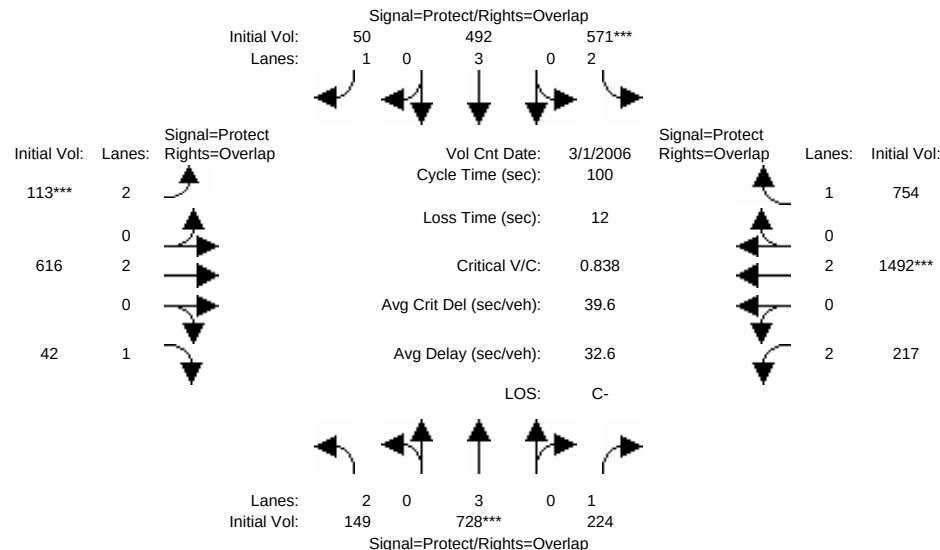


Street Name:	Zanker Rd						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 1 Mar 2006 << 8:00-9:00am												
Base Vol:	87	358	117	427	290	33	73	390	31	150	1183	332
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	358	117	427	290	33	73	390	31	150	1183	332
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	358	117	427	290	33	73	390	31	150	1183	332
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	358	117	427	290	33	73	390	31	150	1183	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	358	117	427	290	33	73	390	31	150	1183	332
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	87	358	117	427	290	33	73	390	31	150	1183	332
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.07	0.14	0.05	0.02	0.02	0.10	0.02	0.05	0.31	0.19
Crit Moves:	***			***			***			***		
Green Time:	13.0	10.0	32.9	21.5	18.6	25.6	7.0	33.6	46.6	22.9	49.5	71.0
Volume/Cap:	0.21	0.63	0.20	0.63	0.27	0.07	0.33	0.31	0.04	0.21	0.63	0.27
Delay/Veh:	39.2	45.5	24.3	37.5	35.1	28.3	45.2	24.7	14.6	31.4	19.2	5.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	45.5	24.3	37.5	35.1	28.3	45.2	24.7	14.6	31.4	19.2	5.3
HCM2k95th:	3	9	5	13	5	2	3	9	1	4	24	7

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #17: Tasman Dr / Zanker Rd

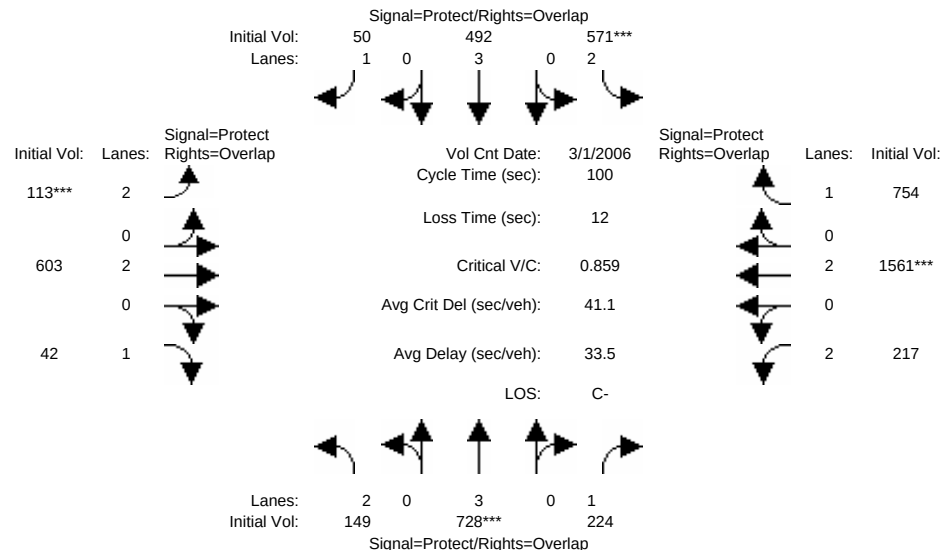


Street Name:				Zanker Rd				Tasman Dr											
Approach:				North Bound			South Bound			East Bound			West Bound						
Movement:				L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
-----				-----				-----				-----				-----			
Min. Green:				7		10		10	7		10		10	7		10		10	
-----				-----				-----				-----				-----			
Volume Module: >> Count Date:				1 Mar 2006 << 8:00-9:00am															
Base Vol:				87	358	117	427	290	33	73	390	31	150	1183	332				
Growth Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:				87	358	117	427	290	33	73	390	31	150	1183	332				
Added Vol:				0	0	0	0	0	0	0	0	0	0	0	0	0			
ATI:				62	370	107	144	202	17	40	226	11	67	309	422				
Initial Fut:				149	728	224	571	492	50	113	616	42	217	1492	754				
User Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:				149	728	224	571	492	50	113	616	42	217	1492	754				
Reduct Vol:				0	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:				149	728	224	571	492	50	113	616	42	217	1492	754				
PCE Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:				149	728	224	571	492	50	113	616	42	217	1492	754				
-----				-----				-----				-----				-----			
Saturation Flow Module:																			
Sat/Lane:				1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:				0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	
Lanes:				2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	
Final Sat.:				3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750	
-----				-----				-----				-----				-----			
Capacity Analysis Module:																			
Vol/Sat:				0.05	0.13	0.13	0.18	0.09	0.03	0.04	0.16	0.02	0.07	0.39	0.43				
Crit Moves:				****			****			****			****						
Green Time:				14.7	14.7	30.5	20.9	21.0	28.0	7.0	36.5	51.2	15.8	45.3	66.3				
Volume/Cap:				0.32	0.87	0.42	0.87	0.41	0.10	0.51	0.44	0.05	0.44	0.87	0.65				
Delay/Veh:				38.6	51.1	28.2	49.8	34.4	26.8	46.9	24.3	12.2	38.7	29.5	11.3				
User DelAdj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:				38.6	51.1	28.2	49.8	34.4	26.8	46.9	24.3	12.2	38.7	29.5	11.3				
HCM2k95th:				5	19	11	21	9	2	5	14	1	7	39	25				

Milpitas TASP

 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #17: Tasman Dr / Zanker Rd

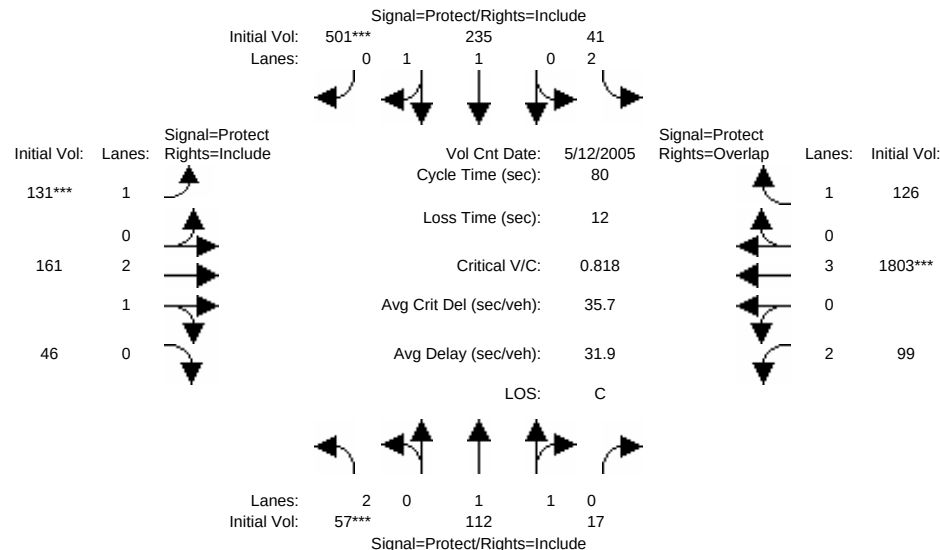


Street Name:	Zanker Rd						Tasman Dr								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10			
-----	-----			-----			-----			-----					
Volume Module: >> Count Date:	1 Mar 2006 << 8:00-9:00am														
Base Vol:	149	728	224	571	492	50	113	616	42	217	1492	754			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	149	728	224	571	492	50	113	616	42	217	1492	754			
Added Vol:	0	0	0	0	0	0	0	-13	0	0	69	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	149	728	224	571	492	50	113	603	42	217	1561	754			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	149	728	224	571	492	50	113	603	42	217	1561	754			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	149	728	224	571	492	50	113	603	42	217	1561	754			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	149	728	224	571	492	50	113	603	42	217	1561	754			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92			
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00			
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.05	0.13	0.13	0.18	0.09	0.03	0.04	0.16	0.02	0.07	0.41	0.43			
Crit Moves:	****			****			****			****					
Green Time:	14.3	14.4	30.7	20.4	20.5	27.5	7.0	36.9	51.3	16.3	46.2	66.6			
Volume/Cap:	0.33	0.89	0.42	0.89	0.42	0.10	0.51	0.43	0.05	0.42	0.89	0.65			
Delay/Veh:	39.0	53.7	28.1	53.0	34.9	27.2	46.9	23.8	12.2	38.2	30.5	11.1			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	39.0	53.7	28.1	53.0	34.9	27.2	46.9	23.8	12.2	38.2	30.5	11.1			
HCM2k95th:	5	19	11	21	9	2	5	13	1	7	42	25			

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #18: Tasman Dr / McCarthy Blvd

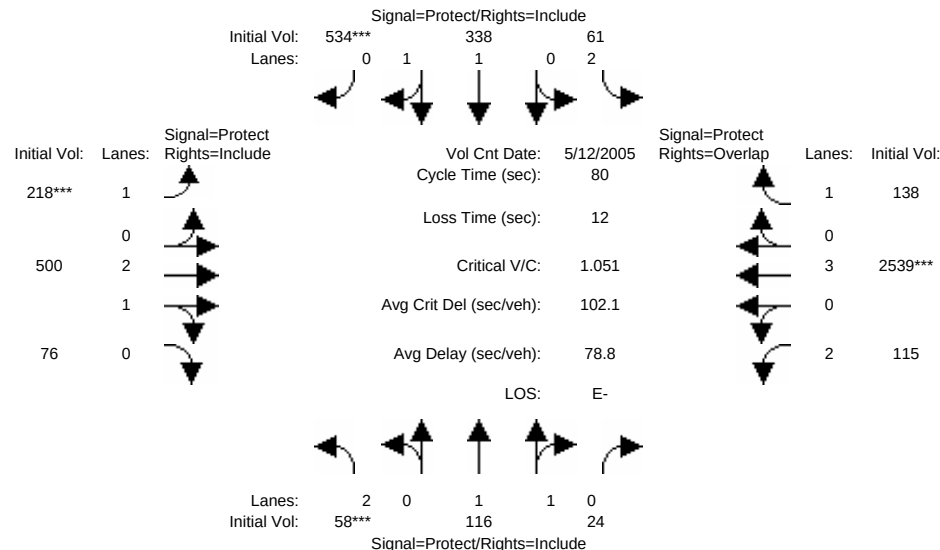


Street Name: McCarthy Blvd						Tasman Dr									
Approach: North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	7		10		10	7		10		10	7		10		10
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module: >> Count Date: 12 May 2005 <<															
Base Vol:	57		112		17	41		235		501	131		161		46
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	57		112		17	41		235		501	131		161		46
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	57		112		17	41		235		501	131		161		46
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	57		112		17	41		235		501	131		161		46
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	57		112		17	41		235		501	131		161		46
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:	57		112		17	41		235		501	131		161		46
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.83		0.98		0.95	0.83		1.00		0.92	0.92		0.99		0.95
Lanes:	2.00		1.73		0.27	2.00		1.00		1.00	1.00		2.31		0.69
Final Sat.:	3150		3212		488	3150		1900		1750	1750		4354		1244
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.02		0.03		0.03	0.01		0.12		0.29	0.07		0.04		0.04
Crit Moves:	****									****	****				****
Green Time:	7.0		19.2		19.2	13.4		25.7		25.7	7.0		20.8		20.8
Volume/Cap:	0.21		0.15		0.15	0.08		0.39		0.89	0.86		0.14		0.14
Delay/Veh:	35.6		24.3		24.3	28.3		21.7		39.9	78.2		23.0		23.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	35.6		24.3		24.3	28.3		21.7		39.9	78.2		23.0		23.0
HCM2k95th:	2		3		3	1		9		26	11		3		3
															4

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #18: Tasman Dr / McCarthy Blvd

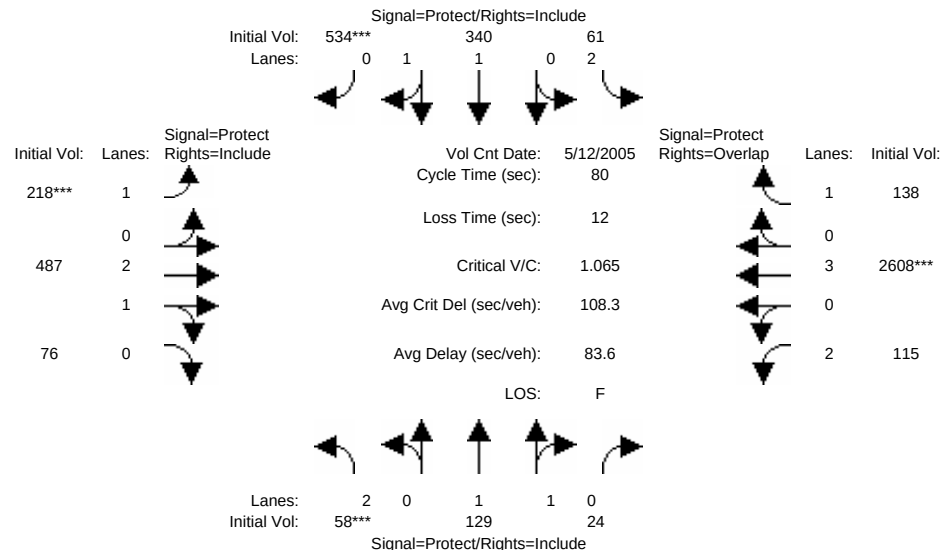


Street Name:	McCarthy Blvd						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 12 May 2005 <<												
Base Vol:	57	112	17	41	235	501	131	161	46	99	1803	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	112	17	41	235	501	131	161	46	99	1803	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	4	7	20	103	33	87	339	30	16	736	12
Initial Fut:	58	116	24	61	338	534	218	500	76	115	2539	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	116	24	61	338	534	218	500	76	115	2539	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	116	24	61	338	534	218	500	76	115	2539	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	58	116	24	61	338	534	218	500	76	115	2539	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	1.65	0.35	2.00	1.00	1.00	1.00	2.59	0.41	2.00	3.00	1.00
Final Sat.:	3150	3065	634	3150	1900	1750	1750	4860	739	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.02	0.18	0.31	0.12	0.10	0.10	0.04	0.45	0.08
Crit Moves:	****					****	****				****	
Green Time:	7.0	16.6	16.6	11.6	21.3	21.3	8.7	23.4	23.4	16.4	31.0	42.7
Volume/Cap:	0.21	0.18	0.18	0.13	0.67	1.15	1.15	0.35	0.35	0.18	1.15	0.15
Delay/Veh:	35.7	26.6	26.6	30.4	29.0	110.9	146.4	22.9	22.9	26.9	96.8	9.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	26.6	26.6	30.4	29.0	110.9	146.4	22.9	22.9	26.9	96.8	9.8
HCM2k95th:	2	4	3	2	15	41	20	8	8	3	61	4

Milpitas TASP

 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #18: Tasman Dr / McCarthy Blvd

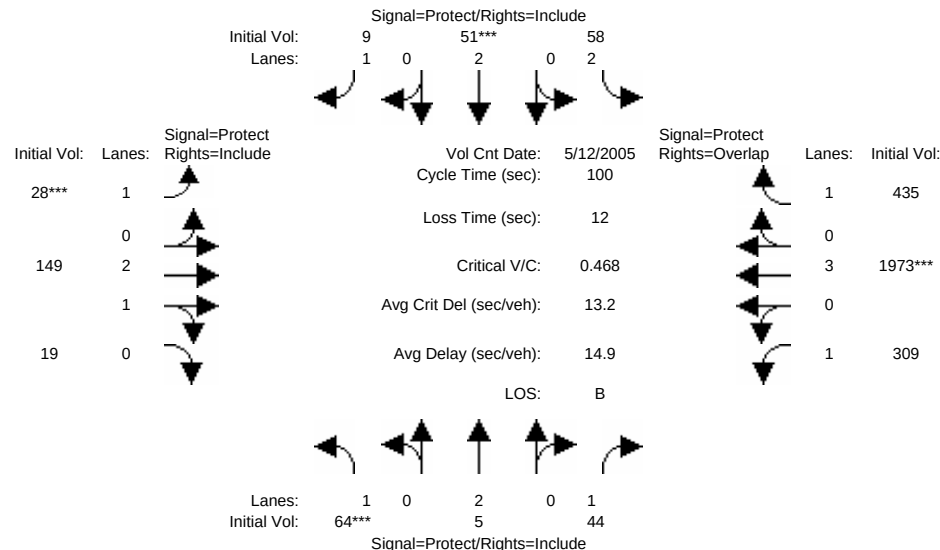


Street Name:	McCarthy Blvd						Tasman Dr								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10			
-----	-----			-----			-----			-----					
Volume Module: >> Count Date: 12 May 2005 <<															
Base Vol:	58	116	24	61	338	534	218	500	76	115	2539	138			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	58	116	24	61	338	534	218	500	76	115	2539	138			
Added Vol:	0	13	0	0	2	0	0	-13	0	0	69	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	58	129	24	61	340	534	218	487	76	115	2608	138			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	58	129	24	61	340	534	218	487	76	115	2608	138			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	58	129	24	61	340	534	218	487	76	115	2608	138			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	58	129	24	61	340	534	218	487	76	115	2608	138			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92			
Lanes:	2.00	1.68	0.32	2.00	1.00	1.00	1.00	2.58	0.42	2.00	3.00	1.00			
Final Sat.:	3150	3119	580	3150	1900	1750	1750	4843	756	3150	5700	1750			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.02	0.04	0.04	0.02	0.18	0.31	0.12	0.10	0.10	0.04	0.46	0.08			
Crit Moves:	****					****	****				****				
Green Time:	7.0	16.5	16.5	11.5	21.0	21.0	8.6	23.5	23.5	16.5	31.5	43.0			
Volume/Cap:	0.21	0.20	0.20	0.13	0.68	1.16	1.16	0.34	0.34	0.18	1.16	0.15			
Delay/Veh:	35.7	26.9	26.9	30.5	29.5	117.4	152.4	22.7	22.7	26.8	103	9.6			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	35.7	26.9	26.9	30.5	29.5	117.4	152.4	22.7	22.7	26.8	103	9.6			
HCM2k95th:	2	4	4	2	16	42	21	8	8	3	64	4			

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #19: Tasman Dr / Alder Dr

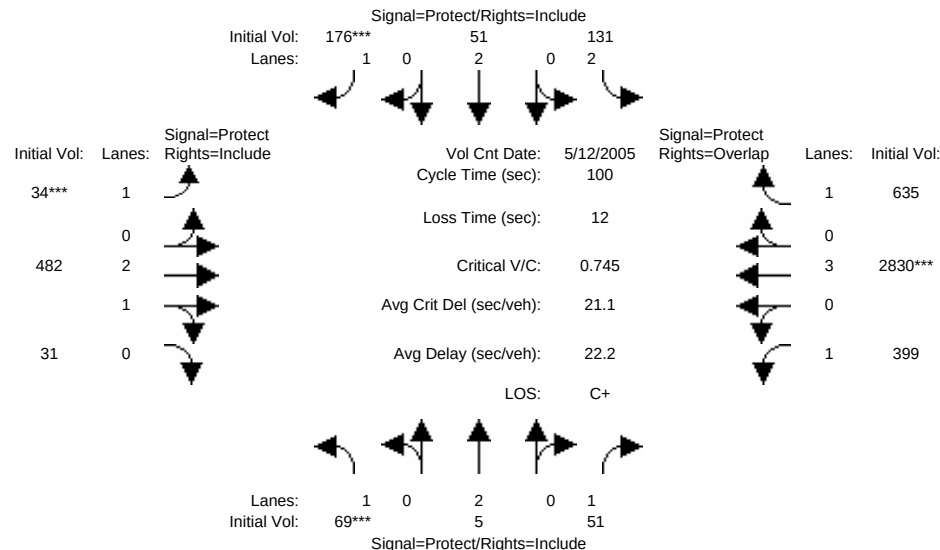


Street Name:	Alder Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 12 May 2005 <<												
Base Vol:	64	5	44	58	51	9	28	149	19	309	1973	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	5	44	58	51	9	28	149	19	309	1973	435
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	5	44	58	51	9	28	149	19	309	1973	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	5	44	58	51	9	28	149	19	309	1973	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	5	44	58	51	9	28	149	19	309	1973	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	64	5	44	58	51	9	28	149	19	309	1973	435
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.65	0.35	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	4966	633	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.03	0.02	0.01	0.01	0.02	0.03	0.03	0.18	0.35	0.25
Crit Moves:	****			****			****			****		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	7.0	25.7	25.7	45.3	64.0	71.0
Volume/Cap:	0.52	0.01	0.25	0.26	0.13	0.05	0.23	0.12	0.12	0.39	0.54	0.35
Delay/Veh:	59.9	40.6	45.0	46.9	41.8	41.3	48.2	28.6	28.6	19.6	10.5	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.9	40.6	45.0	46.9	41.8	41.3	48.2	28.6	28.6	19.6	10.5	6.4
HCM2k95th:	6	0	3	3	2	1	2	3	3	12	19	10

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #19: Tasman Dr / Alder Dr

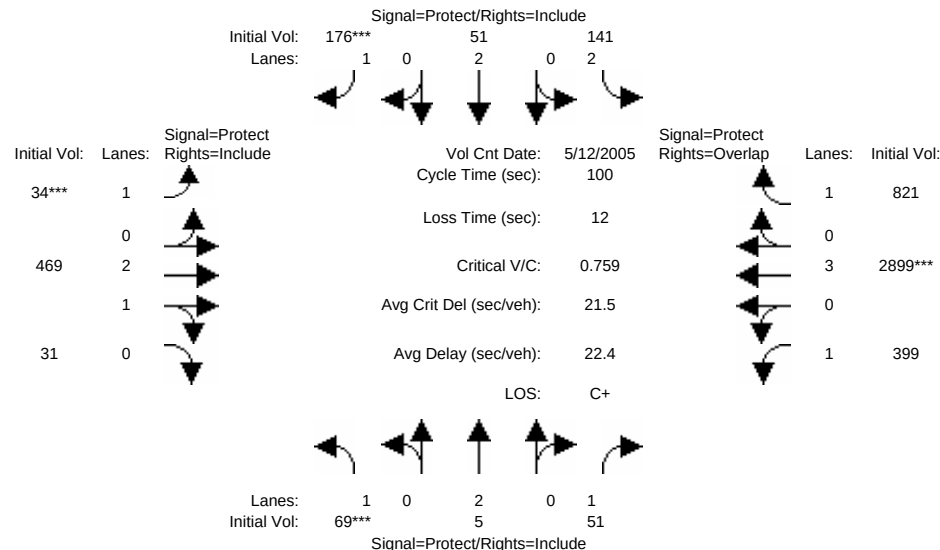


Street Name:	Alder Dr			Tasman Dr		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Volume Module: >> Count Date: 12 May 2005 <<						
Base Vol:	64	5	44	58	51	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	5	44	58	51	9
Added Vol:	0	0	0	0	0	0
ATI:	5	0	7	73	0	167
Initial Fut:	69	5	51	131	51	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	5	51	131	51	176
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	69	5	51	131	51	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	69	5	51	131	51	176
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:						
Vol/Sat:	0.04	0.00	0.03	0.04	0.01	0.10
Crit Moves:	***			***		***
Green Time:	7.0	11.4	11.4	8.0	12.5	12.5
Volume/Cap:	0.56	0.01	0.25	0.52	0.11	0.81
Delay/Veh:	62.4	39.3	43.4	51.6	39.3	69.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.4	39.3	43.4	51.6	39.3	69.0
HCM2k95th:	6	0	4	6	2	14

Milpitas TASP

 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #19: Tasman Dr / Alder Dr

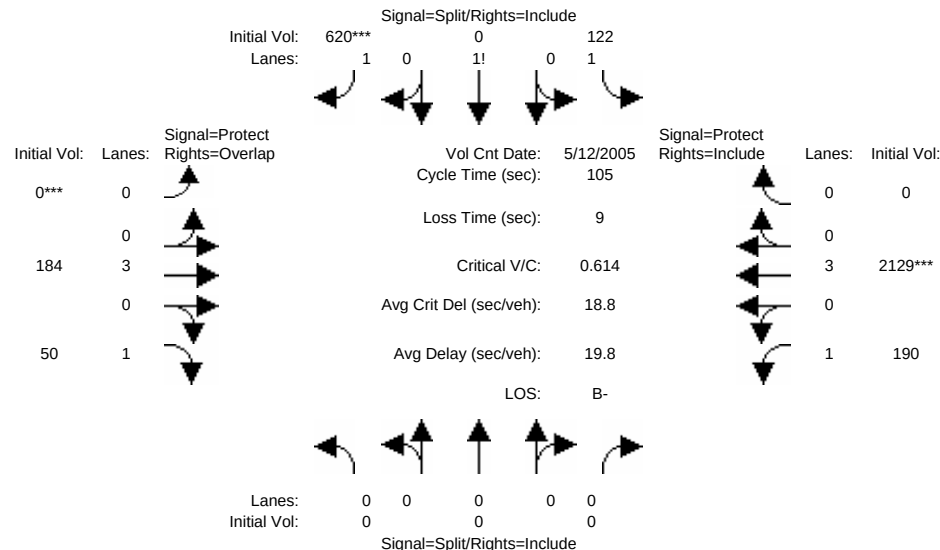


Street Name:	Alder Dr			Tasman Dr		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Volume Module: >> Count Date: 12 May 2005 <<						
Base Vol:	69	5	51	131	51	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	5	51	131	51	176
Added Vol:	0	0	0	10	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	69	5	51	141	51	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	5	51	141	51	176
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	69	5	51	141	51	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	69	5	51	141	51	176
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:						
Vol/Sat:	0.04	0.00	0.03	0.04	0.01	0.10
Crit Moves:	***			***		***
Green Time:	7.0	11.3	11.3	7.9	12.2	12.2
Volume/Cap:	0.56	0.01	0.26	0.57	0.11	0.82
Delay/Veh:	62.4	39.4	43.6	53.4	39.5	71.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.4	39.4	43.6	53.4	39.5	71.6
HCM2k95th:	6	0	4	6	2	14

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #20: Tasman Dr / I-880 SB

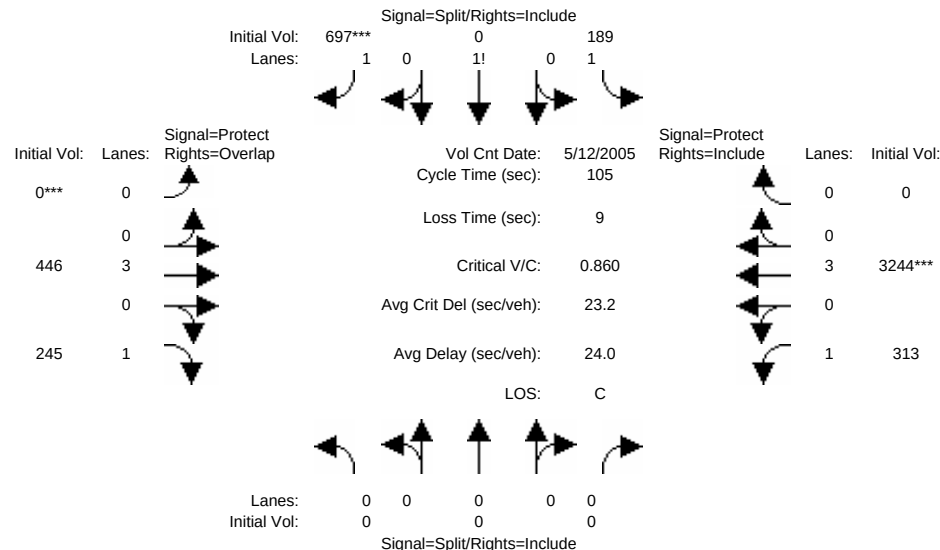


Street Name:	I-880 SB						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Volume Module: >> Count Date: 12 May 2005 <<												
Base Vol:	0	0	0	122	0	620	0	184	50	190	2129	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	122	0	620	0	184	50	190	2129	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	122	0	620	0	184	50	190	2129	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	122	0	620	0	184	50	190	2129	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	122	0	620	0	184	50	190	2129	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	122	0	620	0	184	50	190	2129	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.17	0.00	1.83	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	2045	0	3297	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.19	0.00	0.03	0.03	0.11	0.37	0.00
Crit Moves:												
Green Time:	0.0	0.0	0.0	32.1	0.0	32.1	0.0	29.8	29.8	34.0	63.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.61	0.00	0.11	0.10	0.34	0.61	0.00
Delay/Veh:	0.0	0.0	0.0	27.0	0.0	33.5	0.0	27.9	28.1	28.5	13.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.0	0.0	33.5	0.0	27.9	28.1	28.5	13.7	0.0
HCM2k95th:	0	0	0	5	0	17	0	3	3	9	24	0

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #20: Tasman Dr / I-880 SB

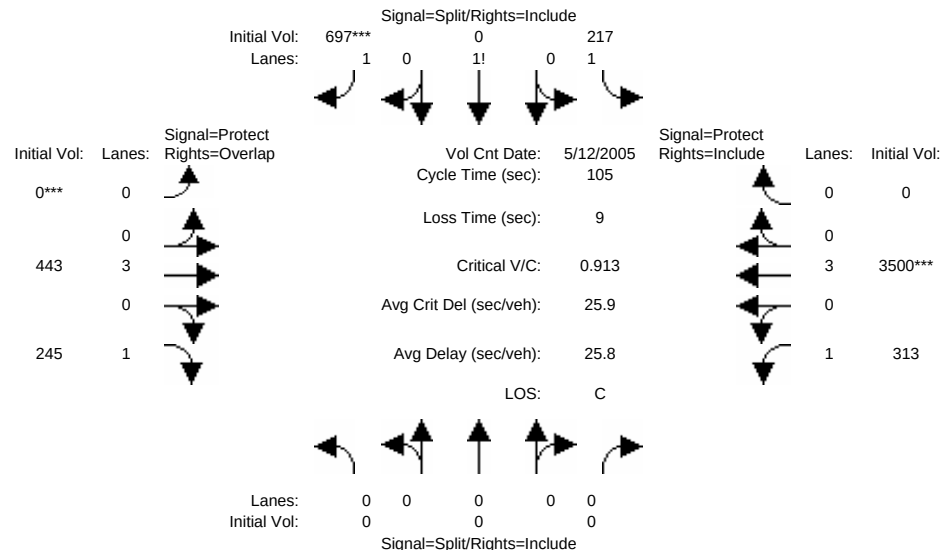


Street Name:	I-880 SB						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Volume Module: >> Count Date: 12 May 2005 <<												
Base Vol:	0	0	0	122	0	620	0	184	50	190	2129	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	122	0	620	0	184	50	190	2129	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	67	0	77	0	262	195	123	1115	0
Initial Fut:	0	0	0	189	0	697	0	446	245	313	3244	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	189	0	697	0	446	245	313	3244	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	189	0	697	0	446	245	313	3244	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	189	0	697	0	446	245	313	3244	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.22	0.00	1.78	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	2132	0	3207	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.22	0.00	0.08	0.14	0.18	0.57	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	26.5	0.0	26.5	0.0	30.5	30.5	39.0	69.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.35	0.00	0.86	0.00	0.27	0.48	0.48	0.86	0.00
Delay/Veh:	0.0	0.0	0.0	32.6	0.0	46.8	0.0	29.1	34.0	27.8	16.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.6	0.0	46.8	0.0	29.1	34.0	27.8	16.8	0.0
HCM2k95th:	0	0	0	9	0	25	0	8	13	14	48	0

Milpitas TASP

 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #20: Tasman Dr / I-880 SB

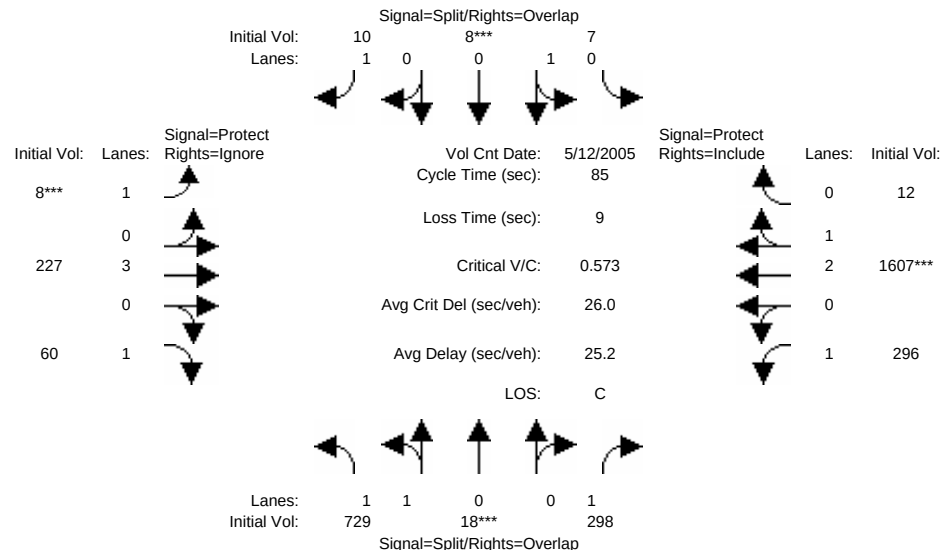


Street Name:	I-880 SB						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Volume Module: >> Count Date: 12 May 2005 <<												
Base Vol:	0	0	0	189	0	697	0	446	245	313	3244	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	189	0	697	0	446	245	313	3244	0
Added Vol:	0	0	0	28	0	0	0	-3	0	0	256	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	217	0	697	0	443	245	313	3500	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	217	0	697	0	443	245	313	3500	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	217	0	697	0	443	245	313	3500	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	217	0	697	0	443	245	313	3500	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.24	0.00	1.76	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	2174	0	3163	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.22	0.00	0.08	0.14	0.18	0.61	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	25.4	0.0	25.4	0.0	31.0	31.0	39.6	70.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.41	0.00	0.91	0.00	0.26	0.47	0.47	0.91	0.00
Delay/Veh:	0.0	0.0	0.0	34.1	0.0	52.6	0.0	28.6	33.4	27.2	19.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.1	0.0	52.6	0.0	28.6	33.4	27.2	19.0	0.0
HCM2k95th:	0	0	0	10	0	27	0	8	13	14	57	0

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #21: Great Mall Pkwy / I-880 NB

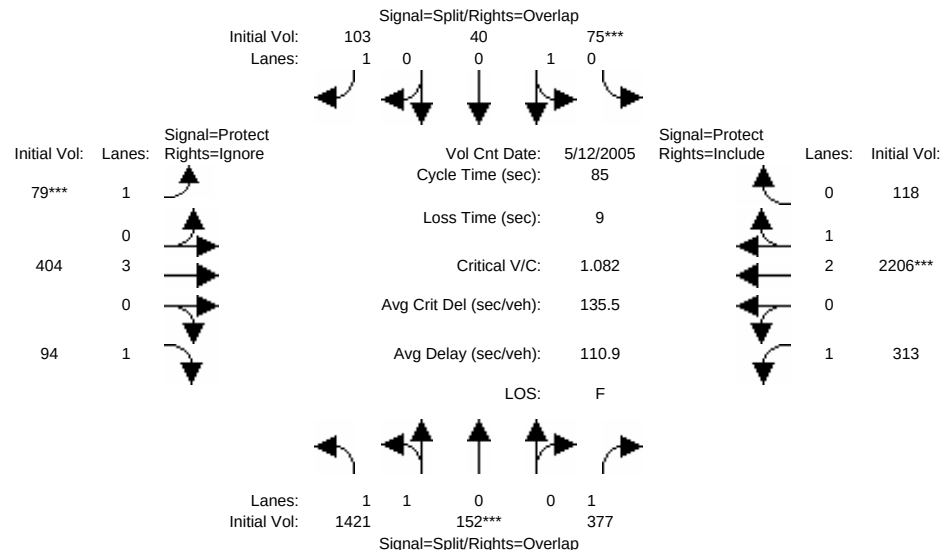


Street Name:	I-880 NB						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 12 May 2005 <<												
Base Vol:	729	18	298	7	8	10	8	227	60	296	1607	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	729	18	298	7	8	10	8	227	60	296	1607	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	729	18	298	7	8	10	8	227	60	296	1607	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	729	18	298	7	8	10	8	227	0	296	1607	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	729	18	298	7	8	10	8	227	0	296	1607	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	729	18	298	7	8	10	8	227	0	296	1607	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.95	0.05	1.00	0.47	0.53	1.00	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	3464	86	1750	840	960	1750	1750	5700	1750	1750	5558	42
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.17	0.01	0.01	0.01	0.00	0.04	0.00	0.17	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	24.9	24.9	49.1	10.0	10.0	17.0	7.0	16.9	0.0	24.3	34.1	34.1
Volume/Cap:	0.72	0.72	0.29	0.07	0.07	0.03	0.06	0.20	0.00	0.59	0.72	0.72
Delay/Veh:	31.3	31.3	9.9	34.0	34.0	27.5	36.7	28.8	0.0	31.2	23.4	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	31.3	9.9	34.0	34.0	27.5	36.7	28.8	0.0	31.2	23.4	23.4
HCM2k95th:	18	18	8	1	1	1	1	4	0	14	22	21

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #21: Great Mall Pkwy / I-880 NB

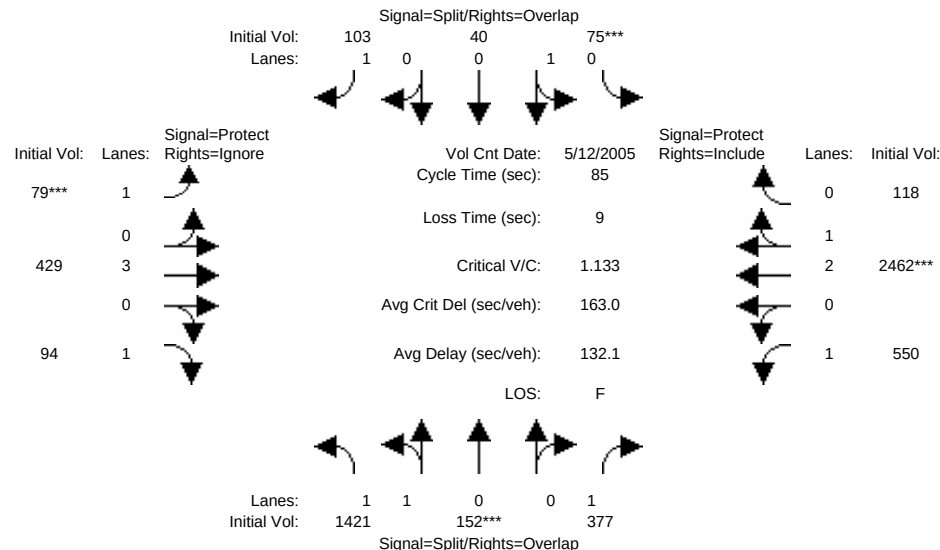


Street Name:	I-880 NB						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 12 May 2005 <<												
Base Vol:	729	18	298	7	8	10	8	227	60	296	1607	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	729	18	298	7	8	10	8	227	60	296	1607	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	692	134	79	68	32	93	71	177	34	17	599	106
Initial Fut:	1421	152	377	75	40	103	79	404	94	313	2206	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1421	152	377	75	40	103	79	404	0	313	2206	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1421	152	377	75	40	103	79	404	0	313	2206	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	1421	152	377	75	40	103	79	404	0	313	2206	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.81	0.19	1.00	0.65	0.35	1.00	1.00	3.00	1.00	1.00	2.84	0.16
Final Sat.:	3207	343	1750	1174	626	1750	1750	5700	1750	1750	5315	284
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.22	0.06	0.06	0.06	0.05	0.07	0.00	0.18	0.42	0.42
Crit Moves:	***			***			***			***		
Green Time:	30.5	30.5	51.9	10.0	10.0	17.0	7.0	14.1	0.0	21.4	28.5	28.5
Volume/Cap:	1.24	1.24	0.35	0.54	0.54	0.29	0.55	0.43	0.00	0.71	1.24	1.24
Delay/Veh:	140.5	141	9.1	45.0	45.0	31.0	51.6	33.2	0.0	38.2	139	139.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	140.5	141	9.1	45.0	45.0	31.0	51.6	33.2	0.0	38.2	139	139.4
HCM2k95th:	67	67	10	8	8	5	6	7	0	16	66	64

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #21: Great Mall Pkwy / I-880 NB

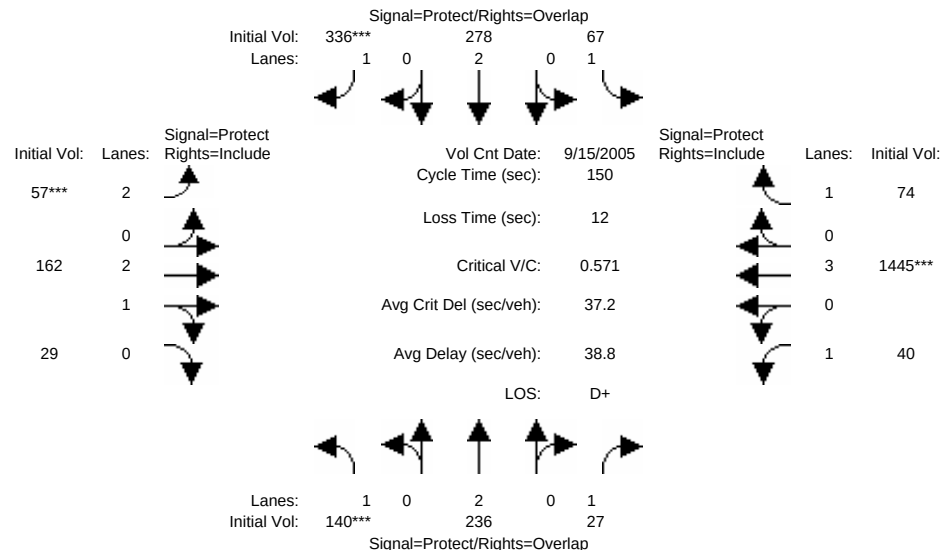


Street Name:	I-880 NB						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 12 May 2005 <<												
Base Vol:	1421	152	377	75	40	103	79	404	94	313	2206	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1421	152	377	75	40	103	79	404	94	313	2206	118
Added Vol:	0	0	0	0	0	0	0	25	0	237	256	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1421	152	377	75	40	103	79	429	94	550	2462	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1421	152	377	75	40	103	79	429	0	550	2462	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1421	152	377	75	40	103	79	429	0	550	2462	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	1421	152	377	75	40	103	79	429	0	550	2462	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.81	0.19	1.00	0.65	0.35	1.00	1.00	3.00	1.00	1.00	2.86	0.14
Final Sat.:	3207	343	1750	1174	626	1750	1750	5700	1750	1750	5344	256
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.22	0.06	0.06	0.06	0.05	0.08	0.00	0.31	0.46	0.46
Crit Moves:	***			***			***			***		
Green Time:	28.9	28.9	55.9	10.0	10.0	17.0	7.0	10.1	0.0	27.0	30.1	30.1
Volume/Cap:	1.30	1.30	0.33	0.54	0.54	0.29	0.55	0.63	0.00	0.99	1.30	1.30
Delay/Veh:	170.2	170	7.1	45.0	45.0	31.0	51.6	40.2	0.0	64.8	167	167.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	170.2	170	7.1	45.0	45.0	31.0	51.6	40.2	0.0	64.8	167	167.2
HCM2k95th:	72	73	9	8	8	5	6	9	0	34	79	76

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #22: Great Mall Pkwy / S. Abel St

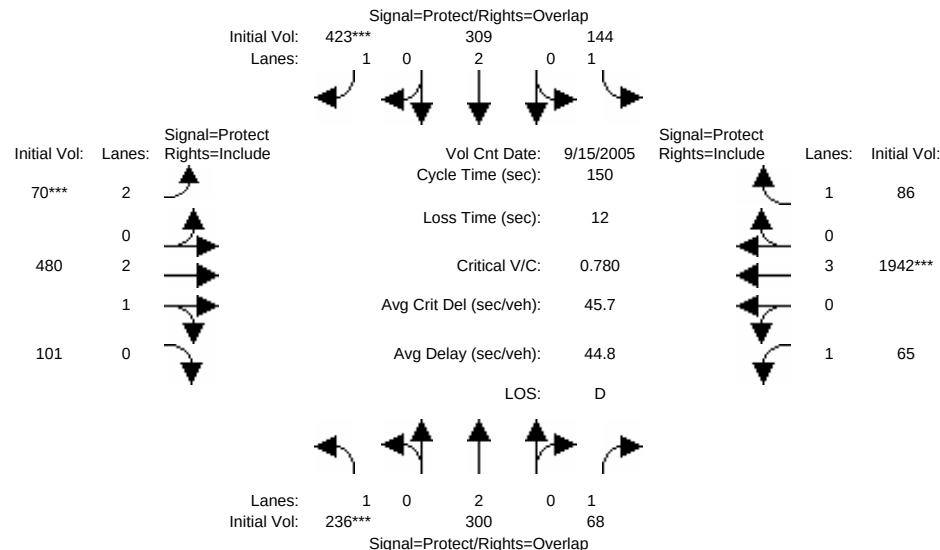


Street Name:	S. Abel St			Great Mall Pkwy		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Volume Module: >> Count Date: 15 Sep 2005 <<						
Base Vol:	140	236	27	67	278	336
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	236	27	67	278	336
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	140	236	27	67	278	336
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	236	27	67	278	336
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	140	236	27	67	278	336
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	140	236	27	67	278	336
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:						
Vol/Sat:	0.08	0.06	0.02	0.04	0.07	0.19
Crit Moves:	****			****		
Green Time:	21.9	36.3	67.7	25.4	39.8	46.8
Volume/Cap:	0.55	0.26	0.03	0.23	0.28	0.62
Delay/Veh:	67.7	46.7	23.0	55.6	44.4	49.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.7	46.7	23.0	55.6	44.4	49.1
HCM2k95th:	12	9	2	6	10	22

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #22: Great Mall Pkwy / S. Abel St

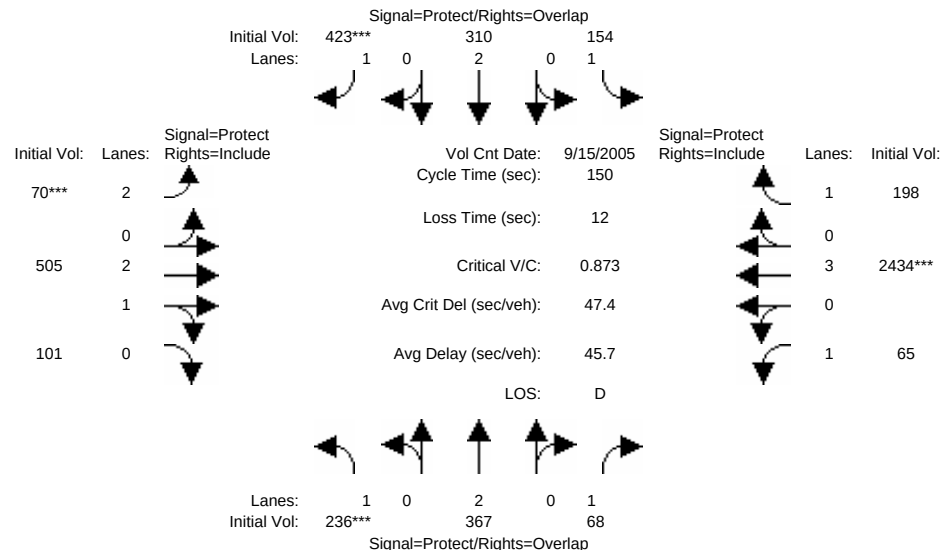


Street Name:	S. Abel St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	7		10		10		7		10		10	
Volume Module: >> Count Date: 15 Sep 2005 <<												
Base Vol:	140	236	27	67	278	336	57	162	29	40	1445	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	236	27	67	278	336	57	162	29	40	1445	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	96	64	41	77	31	87	13	318	72	25	497	12
Initial Fut:	236	300	68	144	309	423	70	480	101	65	1942	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	300	68	144	309	423	70	480	101	65	1942	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	300	68	144	309	423	70	480	101	65	1942	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	236	300	68	144	309	423	70	480	101	65	1942	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.46	0.54	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4625	973	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.08	0.04	0.08	0.08	0.24	0.02	0.10	0.10	0.04	0.34	0.05
Crit Moves:	****					****	****			****		
Green Time:	26.3	31.6	54.4	32.9	38.1	45.1	7.0	50.7	50.7	22.8	66.6	66.6
Volume/Cap:	0.77	0.38	0.11	0.38	0.32	0.80	0.48	0.31	0.31	0.24	0.77	0.11
Delay/Veh:	75.6	52.1	32.1	52.6	46.3	60.7	80.4	37.1	37.1	58.2	37.5	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.6	52.1	32.1	52.6	46.3	60.7	80.4	37.1	37.1	58.2	37.5	24.7
HCM2k95th:	20	11	5	11	11	32	5	12	12	6	41	5

Milpitas TASP

 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #22: Great Mall Pkwy / S. Abel St

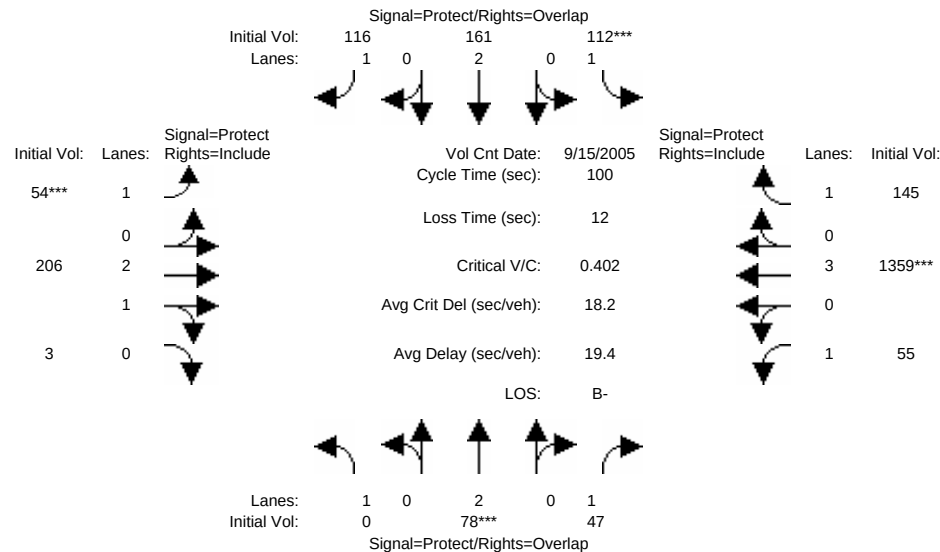


Street Name:	S. Abel St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	7		10		10		7		10		10	
Volume Module: >> Count Date: 15 Sep 2005 <<												
Base Vol:	236	300	68	144	309	423	70	480	101	65	1942	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	300	68	144	309	423	70	480	101	65	1942	86
Added Vol:	0	67	0	10	1	0	0	25	0	0	492	112
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	367	68	154	310	423	70	505	101	65	2434	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	367	68	154	310	423	70	505	101	65	2434	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	367	68	154	310	423	70	505	101	65	2434	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	236	367	68	154	310	423	70	505	101	65	2434	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.48	0.52	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4665	933	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.04	0.09	0.08	0.24	0.02	0.11	0.11	0.04	0.43	0.11
Crit Moves:	****					****	****			****		
Green Time:	23.3	29.9	54.2	27.2	33.8	40.8	7.0	56.5	56.5	24.4	73.9	73.9
Volume/Cap:	0.87	0.48	0.11	0.48	0.36	0.89	0.48	0.29	0.29	0.23	0.87	0.23
Delay/Veh:	90.8	55.5	32.1	60.3	50.2	73.8	80.4	33.0	33.0	56.5	37.6	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.8	55.5	32.1	60.3	50.2	73.8	80.4	33.0	33.0	56.5	37.6	22.4
HCM2k95th:	22	14	5	12	11	35	5	12	12	6	56	10

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #23: Great Mall Pkwy / S. Main St

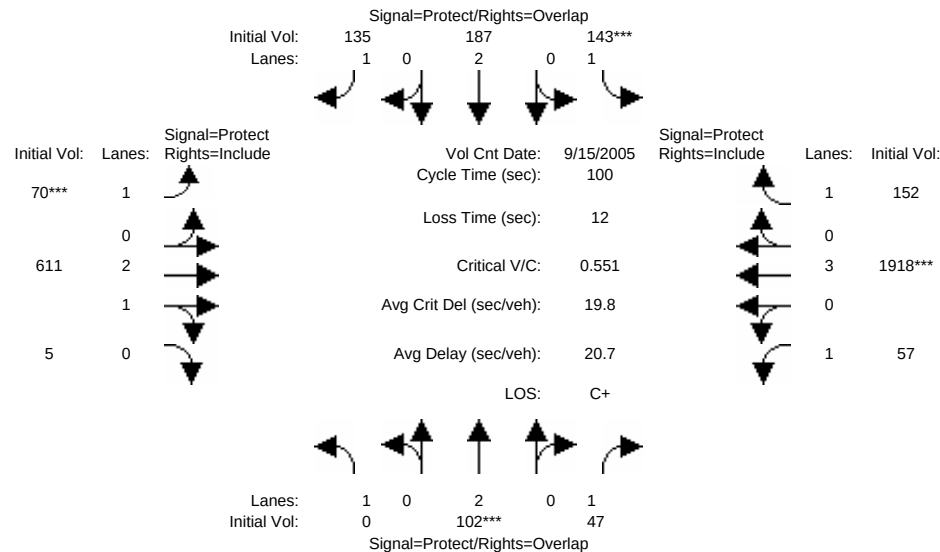


Street Name:	S. Main St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	7		10		10		7		10		10	
Volume Module: >> Count Date: 15 Sep 2005 <<												
Base Vol:	0	78	47	112	161	116	54	206	3	55	1359	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	78	47	112	161	116	54	206	3	55	1359	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	78	47	112	161	116	54	206	3	55	1359	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	78	47	112	161	116	54	206	3	55	1359	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	78	47	112	161	116	54	206	3	55	1359	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	78	47	112	161	116	54	206	3	55	1359	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5520	80	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.03	0.06	0.04	0.07	0.03	0.04	0.04	0.03	0.24	0.08
Crit Moves:	***			***			***			***		
Green Time:	0.0	10.0	36.0	15.0	25.0	32.2	7.2	37.1	37.1	26.0	55.8	55.8
Volume/Cap:	0.00	0.21	0.07	0.43	0.17	0.21	0.43	0.10	0.10	0.12	0.43	0.15
Delay/Veh:	0.0	42.6	21.3	43.6	29.8	25.4	54.6	20.7	20.7	28.9	13.2	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	42.6	21.3	43.6	29.8	25.4	54.6	20.7	20.7	28.9	13.2	11.0
HCM2k95th:	0	3	2	7	4	6	5	3	3	3	14	5

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #23: Great Mall Pkwy / S. Main St

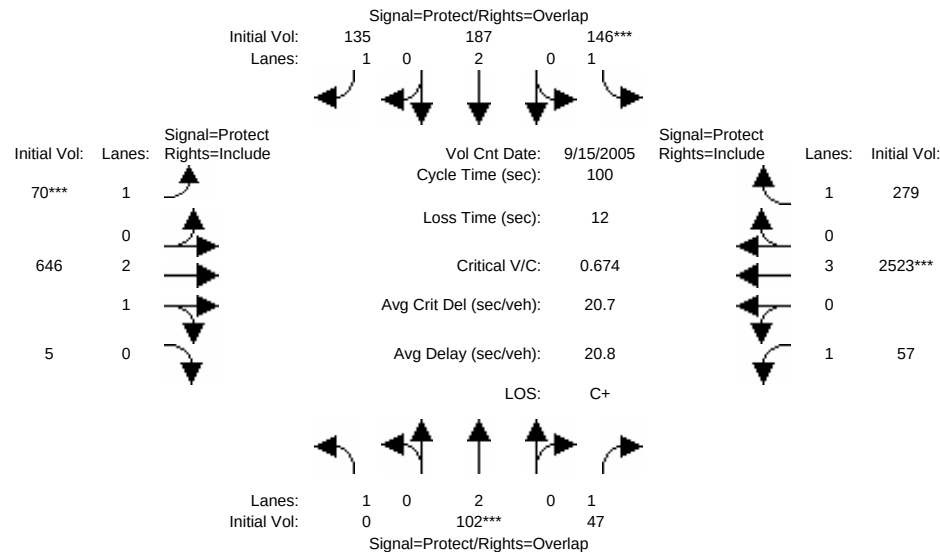


Street Name:	S. Main St			Great Mall Pkwy		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Volume Module: >> Count Date: 15 Sep 2005 <<						
Base Vol:	0	78	47	112	161	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	78	47	112	161	116
Added Vol:	0	0	0	0	0	0
ATI:	0	24	0	31	26	19
Initial Fut:	0	102	47	143	187	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	102	47	143	187	135
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	102	47	143	187	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	102	47	143	187	135
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:						
Vol/Sat:	0.00	0.03	0.03	0.08	0.05	0.08
Crit Moves:	****			****		
Green Time:	0.0	10.0	34.9	13.9	23.9	30.9
Volume/Cap:	0.00	0.27	0.08	0.59	0.21	0.25
Delay/Veh:	0.0	43.3	22.0	50.5	31.0	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	43.3	22.0	50.5	31.0	27.0
HCM2k95th:	0	4	2	10	5	7

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #23: Great Mall Pkwy / S. Main St

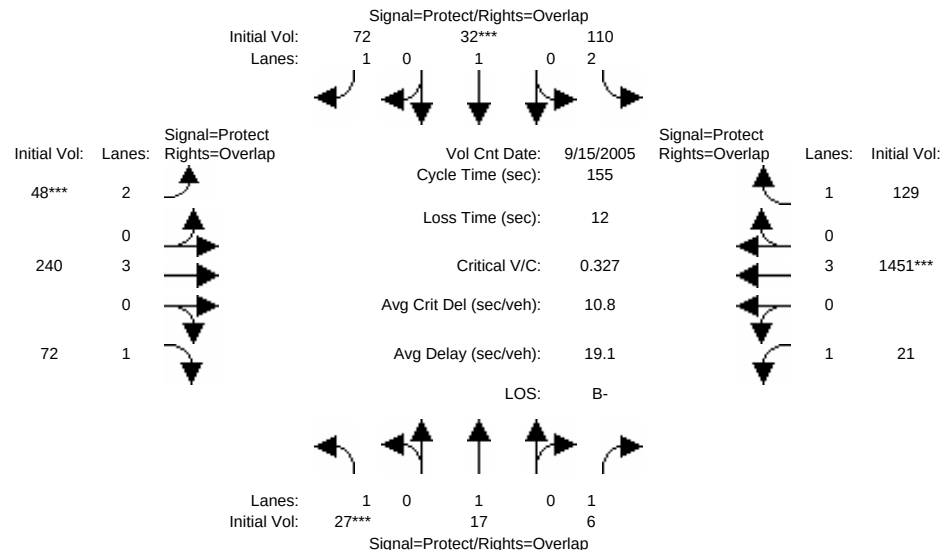


Street Name:	S. Main St						Great Mall Pkwy								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	7		10		10	7		10		10	7		10		10
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module: >> Count Date: 15 Sep 2005 <<															
Base Vol:	0		102		47	143		187		135	70		611		5
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		102		47	143		187		135	70		611		5
Added Vol:	0		0		0	3		0		0	0		35		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	0		102		47	146		187		135	70		646		5
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0		102		47	146		187		135	70		646		5
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		102		47	146		187		135	70		646		5
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:	0		102		47	146		187		135	70		646		5
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		1.00		0.92	0.92		1.00		0.92	0.92		0.98		0.95
Lanes:	1.00		2.00		1.00	1.00		2.00		1.00	1.00		2.98		0.02
Final Sat.:	1750		3800		1750	1750		3800		1750	1750		5557		43
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.00		0.03		0.03	0.08		0.05		0.08	0.04		0.12		0.12
Crit Moves:			****			****					****				****
Green Time:	0.0		10.0		35.1	11.3		21.3		28.3	7.0		41.7		41.7
Volume/Cap:	0.00		0.27		0.08	0.74		0.23		0.27	0.57		0.28		0.28
Delay/Veh:	0.0		43.3		21.9	64.9		33.3		29.2	63.0		19.6		19.6
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	0.0		43.3		21.9	64.9		33.3		29.2	63.0		19.6		19.6
HCM2k95th:	0		4		2	12		5		7	6		9		9
			</												

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #24: Great Mall Pkwy / McCandless Dr-Great Mall Dr

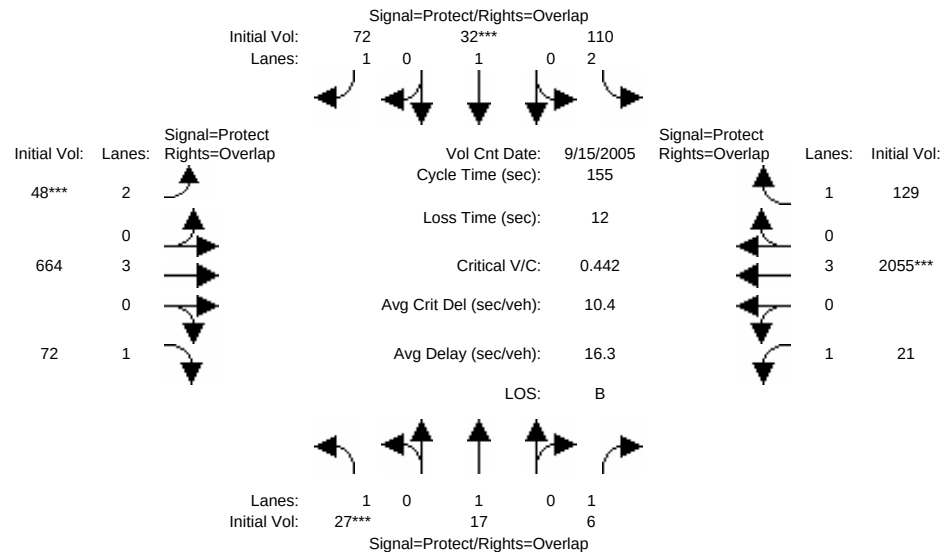


Street Name:	McCandless Dr-Great Mall Dr						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 15 Sep 2005 <<												
Base Vol:	27	17	6	110	32	72	48	240	72	21	1451	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	17	6	110	32	72	48	240	72	21	1451	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	17	6	110	32	72	48	240	72	21	1451	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	17	6	110	32	72	48	240	72	21	1451	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	17	6	110	32	72	48	240	72	21	1451	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	27	17	6	110	32	72	48	240	72	21	1451	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.00	0.03	0.02	0.04	0.02	0.04	0.04	0.01	0.25	0.07
Crit Moves:	****			****			****			****		
Green Time:	7.2	10.1	61.9	7.1	10.0	17.1	7.1	74.0	81.2	51.8	119	125.8
Volume/Cap:	0.33	0.14	0.01	0.76	0.26	0.37	0.33	0.09	0.08	0.04	0.33	0.09
Delay/Veh:	82.2	70.6	28.1	104.5	74.1	69.4	77.7	22.2	18.5	34.9	5.9	3.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.2	70.6	28.1	104.5	74.1	69.4	77.7	22.2	18.5	34.9	5.9	3.1
HCM2k95th:	4	2	0	8	4	7	3	4	4	2	13	3

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #24: Great Mall Pkwy / McCandless Dr-Great Mall Dr

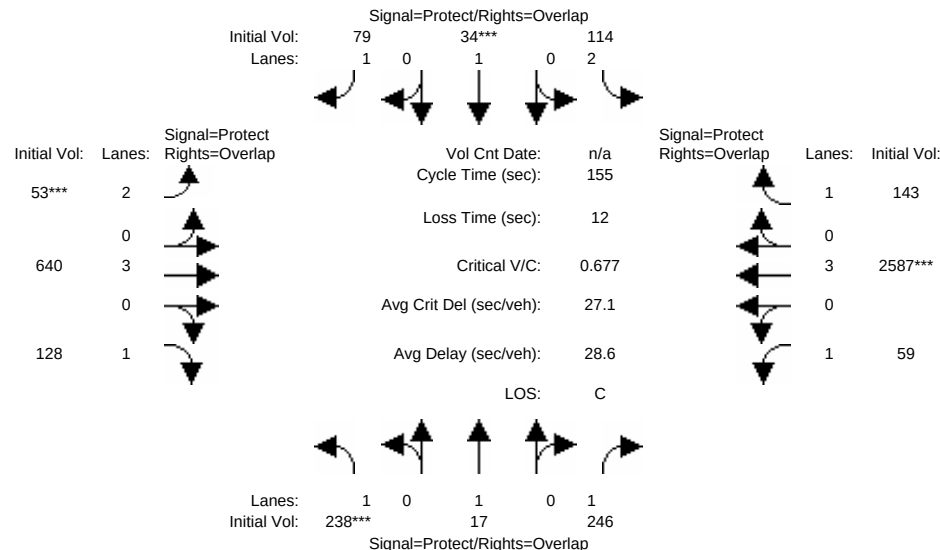


Street Name:	McCandless Dr-Great Mall Dr						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 15 Sep 2005 <<												
Base Vol:	27	17	6	110	32	72	48	240	72	21	1451	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	17	6	110	32	72	48	240	72	21	1451	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	424	0	0	604	0
Initial Fut:	27	17	6	110	32	72	48	664	72	21	2055	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	17	6	110	32	72	48	664	72	21	2055	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	17	6	110	32	72	48	664	72	21	2055	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	27	17	6	110	32	72	48	664	72	21	2055	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.00	0.03	0.02	0.04	0.02	0.12	0.04	0.01	0.36	0.07
Crit Moves:	****			****			****			****		
Green Time:	7.0	10.0	45.2	7.0	10.0	17.0	7.0	90.8	97.8	35.2	119	126.0
Volume/Cap:	0.34	0.14	0.01	0.77	0.26	0.38	0.34	0.20	0.07	0.05	0.47	0.09
Delay/Veh:	83.1	70.8	39.1	105.9	74.1	69.6	78.1	15.2	11.1	47.1	6.9	3.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.1	70.8	39.1	105.9	74.1	69.6	78.1	15.2	11.1	47.1	6.9	3.1
HCM2k95th:	4	2	1	8	4	7	3	9	3	2	20	3

Milpitas TASP

 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #24: Great Mall Pkwy / McCandless Dr-Great Mall Dr

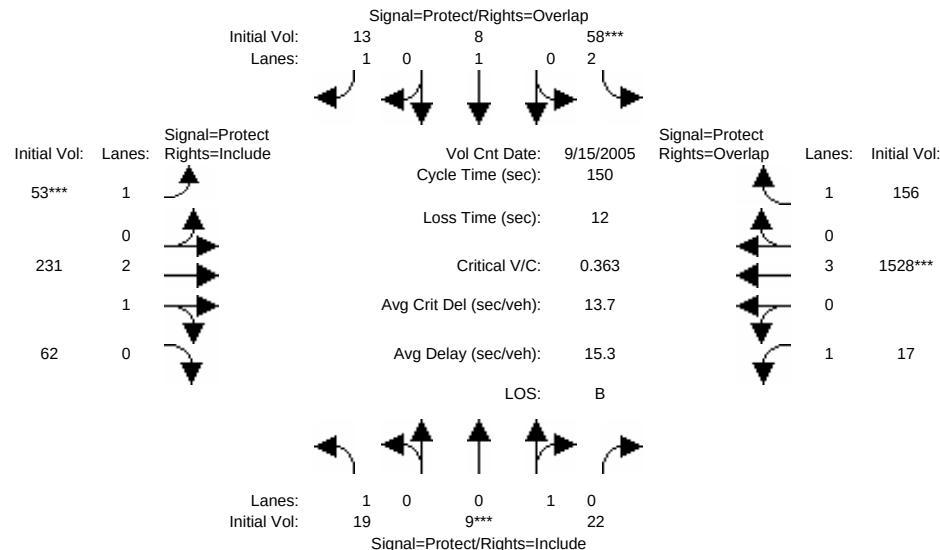


Street Name:	McCandless Dr-Great Mall Dr						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	27	17	6	110	32	72	48	664	72	21	2055	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	17	6	110	32	72	48	664	72	21	2055	129
Added Vol:	0	0	0	0	0	0	0	37	0	0	732	0
Manual Adj:	211	0	240	4	2	7	5	-61	56	38	-200	14
Initial Fut:	238	17	246	114	34	79	53	640	128	59	2587	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	17	246	114	34	79	53	640	128	59	2587	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	17	246	114	34	79	53	640	128	59	2587	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	238	17	246	114	34	79	53	640	128	59	2587	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.01	0.14	0.04	0.02	0.05	0.02	0.11	0.07	0.03	0.45	0.08
Crit Moves:	****			****			****			****		
Green Time:	29.1	27.4	57.3	11.6	10.0	17.0	7.0	74.1	103.2	29.8	96.9	108.6
Volume/Cap:	0.73	0.05	0.38	0.48	0.28	0.41	0.37	0.23	0.11	0.18	0.73	0.12
Delay/Veh:	72.3	53.2	37.6	75.8	74.6	70.7	79.2	24.0	9.5	53.4	21.2	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.3	53.2	37.6	75.8	74.6	70.7	79.2	24.0	9.5	53.4	21.2	7.8
HCM2k95th:	20	2	15	7	4	8	4	11	5	5	45	5

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #25: Great Mall Pkwy / Centre Pointe Dr-Mustang Dr

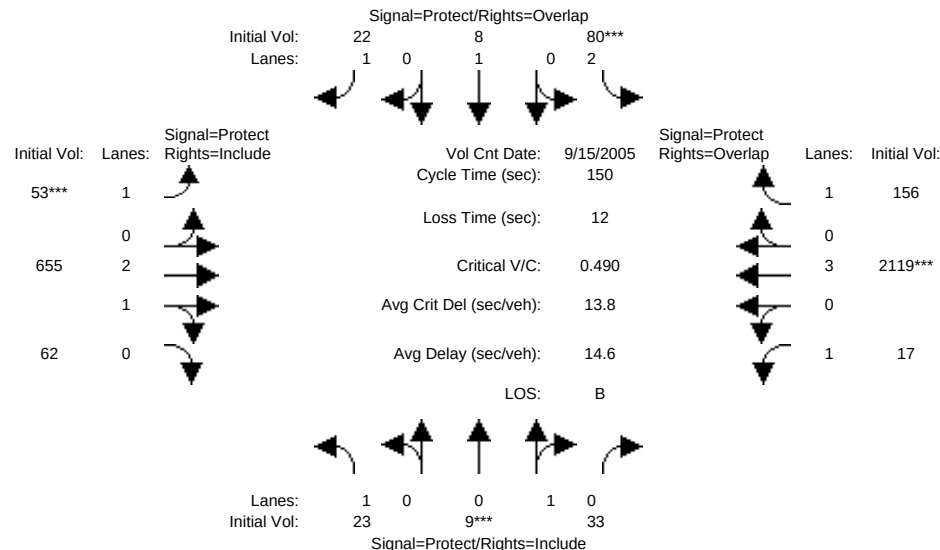


Street Name:	Great Mall Pkwy			Center Pointe Dr-Mustang Dr		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Volume Module: >> Count Date: 15 Sep 2005 <<						
Base Vol:	19	9	22	58	8	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	9	22	58	8	13
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	19	9	22	58	8	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	9	22	58	8	13
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	19	9	22	58	8	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	19	9	22	58	8	13
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.29	0.71	2.00	1.00	1.00
Final Sat.:	1750	523	1277	3150	1900	1750
Capacity Analysis Module:						
Vol/Sat:	0.01	0.02	0.02	0.02	0.00	0.01
Crit Moves:	****			****		
Green Time:	7.2	10.0	10.0	7.4	10.3	22.5
Volume/Cap:	0.23	0.26	0.26	0.37	0.06	0.05
Delay/Veh:	74.9	71.6	71.6	75.7	66.3	55.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.9	71.6	71.6	75.7	66.3	55.0
HCM2k95th:	3	4	4	4	1	1

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #25: Great Mall Pkwy / Centre Pointe Dr-Mustang Dr

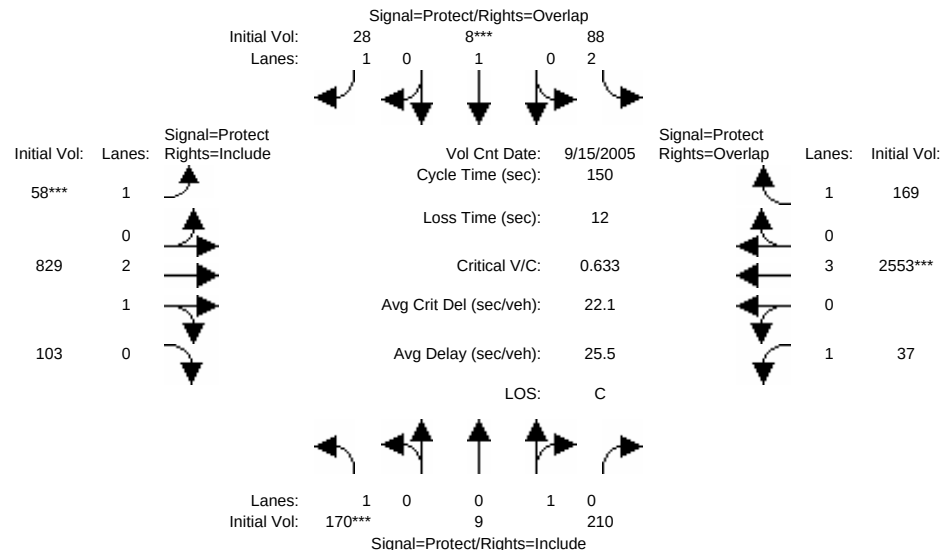


Street Name:	Great Mall Pkwy						Center Pointe Dr-Mustang Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 15 Sep 2005 <<												
Base Vol:	19	9	22	58	8	13	53	231	62	17	1528	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	9	22	58	8	13	53	231	62	17	1528	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	4	0	11	22	0	9	0	424	0	0	591	0
Initial Fut:	23	9	33	80	8	22	53	655	62	17	2119	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	9	33	80	8	22	53	655	62	17	2119	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	9	33	80	8	22	53	655	62	17	2119	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	23	9	33	80	8	22	53	655	62	17	2119	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.21	0.79	2.00	1.00	1.00	1.00	2.73	0.27	1.00	3.00	1.00
Final Sat.:	1750	386	1414	3150	1900	1750	1750	5115	484	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.03	0.00	0.01	0.03	0.13	0.13	0.01	0.37	0.09
Crit Moves:	****			****			****			****		
Green Time:	7.2	10.0	10.0	7.6	10.4	19.4	9.1	88.2	88.2	32.2	111	118.9
Volume/Cap:	0.27	0.35	0.35	0.50	0.06	0.10	0.50	0.22	0.22	0.05	0.50	0.11
Delay/Veh:	76.6	74.8	74.8	80.1	66.2	58.4	84.2	14.7	14.7	47.0	8.4	3.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.6	74.8	74.8	80.1	66.2	58.4	84.2	14.7	14.7	47.0	8.4	3.7
HCM2k95th:	3	5	5	5	1	2	6	10	10	2	22	4

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #25: Great Mall Pkwy / Centre Pointe Dr-Mustang Dr

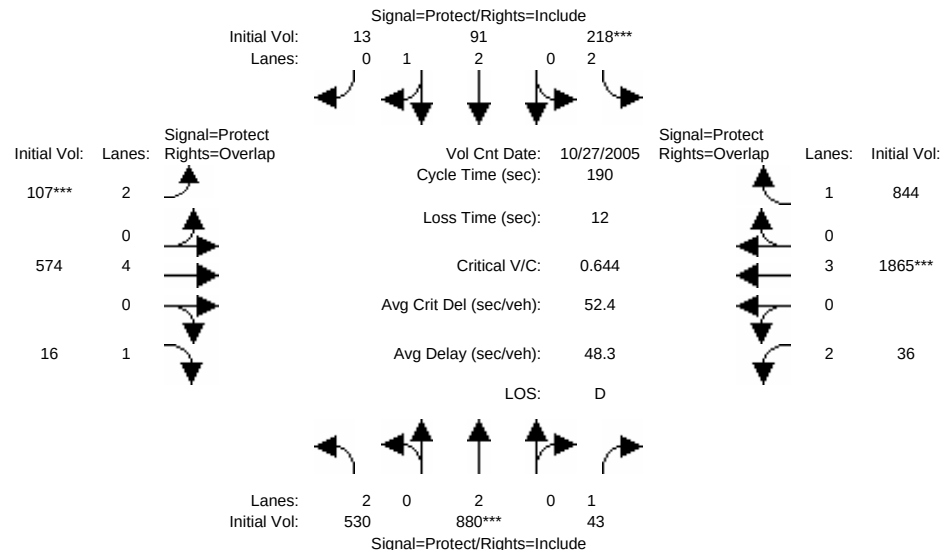


Street Name:	Great Mall Pkwy						Center Pointe Dr-Mustang Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 15 Sep 2005 <<												
Base Vol:	23	9	33	80	8	22	53	655	62	17	2119	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	9	33	80	8	22	53	655	62	17	2119	156
Added Vol:	644	0	0	0	0	0	0	-121	158	0	88	0
Manual Adj:	-497	0	177	8	0	6	5	295	-117	20	346	13
Initial Fut:	170	9	210	88	8	28	58	829	103	37	2553	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	9	210	88	8	28	58	829	103	37	2553	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	9	210	88	8	28	58	829	103	37	2553	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	170	9	210	88	8	28	58	829	103	37	2553	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.04	0.96	2.00	1.00	1.00	1.00	2.66	0.34	1.00	3.00	1.00
Final Sat.:	1750	74	1726	3150	1900	1750	1750	4980	619	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.12	0.03	0.00	0.02	0.03	0.17	0.17	0.02	0.45	0.10
Crit Moves:	****			****			****			****		
Green Time:	21.5	22.8	22.8	8.7	10.0	17.3	7.3	83.2	83.2	23.3	99.2	107.9
Volume/Cap:	0.68	0.80	0.80	0.48	0.06	0.14	0.68	0.30	0.30	0.14	0.68	0.13
Delay/Veh:	74.7	82.9	82.9	77.2	66.6	61.0	105.7	18.1	18.1	55.7	16.6	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.7	82.9	82.9	77.2	66.6	61.0	105.7	18.1	18.1	55.7	16.6	6.8
HCM2k95th:	15	20	20	6	1	3	8	13	13	3	38	5

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #26: Great Mall Pkwy-E. Capitol Ave / Montague Expwy

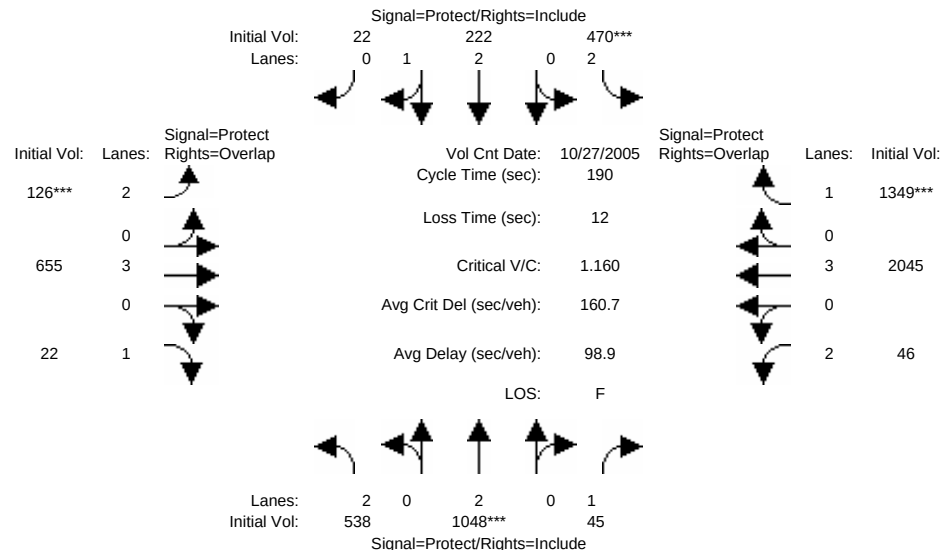


Street Name:	Great Mall Pkwy-E. Capitol Ave						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	95	10	14	95	10
Volume Module: >> Count Date: 27 Oct 2005 <<												
Base Vol:	530	880	43	218	91	13	107	574	16	36	1865	844
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	530	880	43	218	91	13	107	574	16	36	1865	844
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	530	880	43	218	91	13	107	574	16	36	1865	844
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	530	880	43	218	91	13	107	574	16	36	1529	844
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	880	43	218	91	13	107	574	16	36	1529	844
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	530	880	43	218	91	13	107	574	16	36	1529	844
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.61	0.39	2.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4899	700	3150	7600	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.23	0.02	0.07	0.02	0.02	0.03	0.08	0.01	0.01	0.27	0.48
Crit Moves:	****			****			****			****		
Green Time:	52.6	53.1	53.1	15.9	16.4	16.4	14.0	95.0	147.6	14.0	95.0	110.9
Volume/Cap:	0.61	0.83	0.09	0.83	0.21	0.21	0.46	0.15	0.01	0.16	0.54	0.83
Delay/Veh:	61.0	69.7	50.6	104.9	81.0	81.0	85.8	25.7	4.8	82.8	32.7	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.0	69.7	50.6	104.9	81.0	81.0	85.8	25.7	4.8	82.8	32.7	37.5
HCM2k95th:	26	43	4	16	4	4	7	8	0	2	33	62

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #26: Great Mall Pkwy-E. Capitol Ave / Montague Expwy

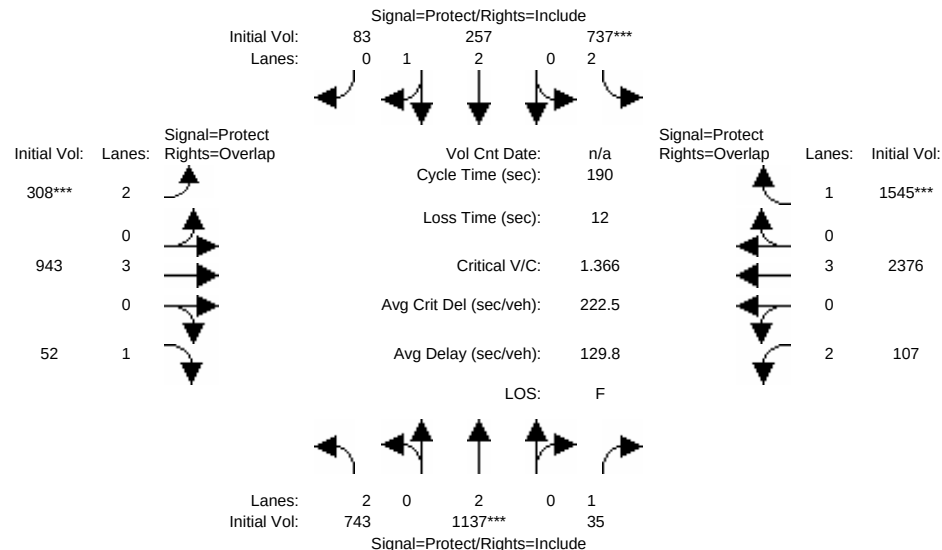


Street Name:	Great Mall Pkwy-E. Capitol Ave						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	95	10	14	95	10
Volume Module: >> Count Date: 27 Oct 2005 <<												
Base Vol:	530	880	43	218	91	13	107	574	16	36	1865	844
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	530	880	43	218	91	13	107	574	16	36	1865	844
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	8	168	2	252	131	9	19	81	6	10	180	505
Initial Fut:	538	1048	45	470	222	22	126	655	22	46	2045	1349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.82	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	538	1048	45	470	222	22	126	622	22	46	1677	1349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	538	1048	45	470	222	22	126	622	22	46	1677	1349
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	538	1048	45	470	222	22	126	622	22	46	1677	1349
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.72	0.28	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	5094	505	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.28	0.03	0.15	0.04	0.04	0.04	0.11	0.01	0.01	0.29	0.77
Crit Moves:	****			****			****			****		
Green Time:	50.9	43.2	43.2	23.4	15.7	15.7	14.0	97.1	148.0	14.3	97.4	120.8
Volume/Cap:	0.64	1.21	0.11	1.21	0.53	0.53	0.54	0.21	0.02	0.19	0.57	1.21
Delay/Veh:	63.0	180	58.3	200.6	84.7	84.7	87.5	25.5	4.7	82.8	32.2	138.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.0	180	58.3	200.6	84.7	84.7	87.5	25.5	4.7	82.8	32.2	138.7
HCM2k95th:	27	67	5	35	10	10	8	12	1	3	36	159

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #26: Great Mall Pkwy-E. Capitol Ave / Montague Expwy

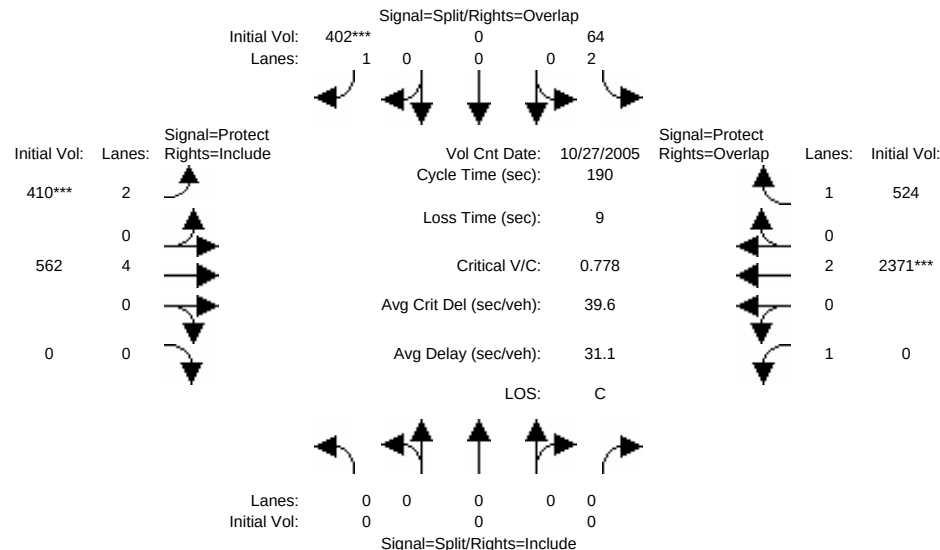


Street Name:	Great Mall Pkwy-E. Capitol Ave						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	95	10	14	95	10
Volume Module:												
Base Vol:	538	1048	23	470	222	204	126	655	22	23	2045	1349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	538	1048	23	470	222	204	126	655	22	23	2045	1349
Added Vol:	-26	0	0	0	0	-121	88	822	498	0	0	0
Manual Adj:	231	89	12	267	35	0	94	-534	-468	84	331	196
Initial Fut:	743	1137	35	737	257	83	308	943	52	107	2376	1545
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.82	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	743	1137	35	737	257	83	308	896	52	107	1948	1545
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	743	1137	35	737	257	83	308	896	52	107	1948	1545
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	743	1137	35	737	257	83	308	896	52	107	1948	1545
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.24	0.76	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4231	1366	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.30	0.02	0.23	0.06	0.06	0.10	0.16	0.03	0.03	0.34	0.88
Crit Moves:	***			***			***			***		
Green Time:	58.8	41.5	41.5	32.5	15.1	15.1	14.0	90.7	149.5	13.4	95.0	127.5
Volume/Cap:	0.76	1.37	0.09	1.37	0.76	0.76	1.33	0.33	0.04	0.48	0.68	1.32
Delay/Veh:	62.8	248	59.3	256.6	93.2	93.2	261.8	30.9	4.5	86.7	36.8	179.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.8	248	59.3	256.6	93.2	93.2	261.8	30.9	4.5	86.7	36.8	179.6
HCM2k95th:	37	80	4	55	15	15	27	19	1	7	46	198

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #27: Montague Expwy / S. Milpitas Blvd

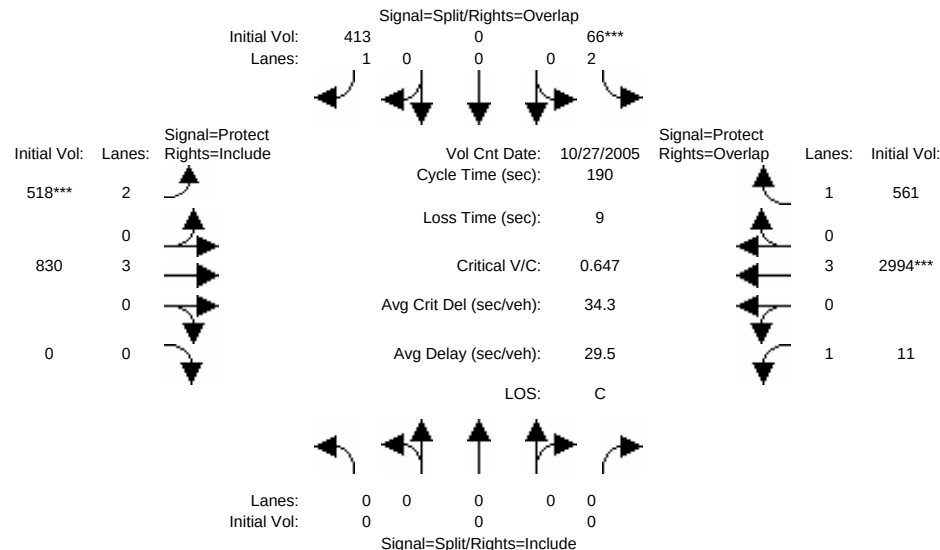


Street Name:				S. Milpitas Blvd						Montague Expwy											
Approach:				North Bound			South Bound			East Bound			West Bound								
Movement:				L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
----- ----- ----- ----- -----																					
Min. Green:				0		0		0	14		0		10	14	95		0	0	100		10
----- ----- ----- ----- -----																					
Volume Module: >> Count Date:				27 Oct 2005 <<																	
Base Vol:				0		0		0	64		0		402	410	562		0	0	2371		524
Growth Adj:				1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:				0		0		0	64		0		402	410	562		0	0	2371		524
Added Vol:				0		0		0	0		0		0	0	0		0	0		0	0
PasserByVol:				0		0		0	0		0		0	0	0		0	0		0	0
Initial Fut:				0		0		0	64		0		402	410	562		0	0	2371		524
User Adj:				1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.82		1.00	1.00
PHF Adj:				1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:				0		0		0	64		0		402	410	562		0	0	1944		524
Reduct Vol:				0		0		0	0		0		0	0	0		0	0		0	0
Reduced Vol:				0		0		0	64		0		402	410	562		0	0	1944		524
PCE Adj:				1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
MLF Adj:				1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Final Vol.:				0		0		0	64		0		402	410	562		0	0	1944		524
----- ----- ----- ----- -----																					
Saturation Flow Module:																					
Sat/Lane:				1900	1900		1900	1900	1900		1900	1900		1900	1900		1900	1900		1900	1900
Adjustment:				0.92	1.00		0.92	0.83	1.00		0.92	0.83	1.00		0.92	0.83	1.00		0.92	1.00	0.92
Lanes:				0.00	0.00		0.00	2.00	0.00		1.00	2.00	4.00		0.00	1.00	2.00		1.00	2.00	1.00
Final Sat.:				0		0		3150		0		1750	3150	7600		0	1750	3800		1750	1750
----- ----- ----- ----- -----																					
Capacity Analysis Module:																					
Vol/Sat:				0.00	0.00		0.00	0.02	0.00		0.23	0.13	0.07		0.00	0.00	0.51		0.30	0.30	
Crit Moves:														****	****					****	
Green Time:				0.0	0.0		0.0	24.3	0.0		56.1	31.8	157		0.0	0.0	125		149.2	149.2	
Volume/Cap:				0.00	0.00		0.00	0.16	0.00		0.78	0.78	0.09		0.00	0.00	0.78		0.38	0.38	
Delay/Veh:				0.0	0.0		0.0	73.9	0.0		68.7	83.0	7.5		0.0	0.0	24.4		6.4	6.4	
User DelAdj:				1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:				0.0	0.0		0.0	73.9	0.0		68.7	83.0	7.5		0.0	0.0	24.4		6.4	6.4	
HCM2k95th:				0		0		4		0		39	23	7		0	0	61		17	

Milpitas TASP

 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #27: Montague Expwy / S. Milpitas Blvd

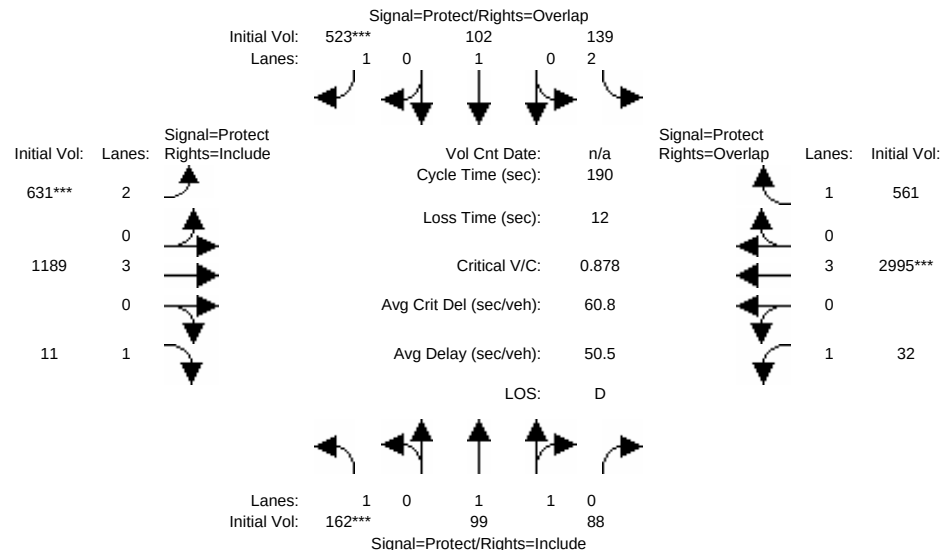


Street Name:				S. Milpitas Blvd						Montague Expwy									
Approach:		North Bound			South Bound			East Bound			West Bound								
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
-----		-----			-----			-----			-----			-----					
Min. Green:		0		0		0	14		0		10	14	95		0	0	100	10	
-----		-----			-----			-----			-----			-----					
Volume Module: >> Count Date: 27 Oct 2005 <<																			
Base Vol:		0		0		0	64		0		402	410	562		0	0	2371	524	
Growth Adj:		1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Initial Bse:		0		0		0	64		0		402	410	562		0	0	2371	524	
Added Vol:		0		0		0	0		0		0	0	0		0	0	0	0	
ATI:		0		0		0	2		0		11	108	268		0	11	623	37	
Initial Fut:		0		0		0	66		0		413	518	830		0	11	2994	561	
User Adj:		1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	0.95		1.00	1.00	0.82	1.00	
PHF Adj:		1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
PHF Volume:		0		0		0	66		0		413	518	789		0	11	2455	561	
Reduct Vol:		0		0		0	0		0		0	0	0		0	0	0	0	
Reduced Vol:		0		0		0	66		0		413	518	789		0	11	2455	561	
PCE Adj:		1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
MLF Adj:		1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Final Vol.:		0		0		0	66		0		413	518	789		0	11	2455	561	
-----		-----			-----			-----			-----			-----					
Saturation Flow Module:																			
Sat/Lane:		1900	1900		1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	1900	
Adjustment:		0.92	1.00		0.92		0.83	1.00	0.92		0.83	1.00	0.92		0.92	1.00	0.92	0.92	
Lanes:		0.00	0.00		0.00		2.00	0.00	1.00		2.00	3.00	0.00		1.00	3.00	1.00	1.00	
Final Sat.:		0		0		0	3150		0		1750	3150	5700		0	1750	5700	1750	
-----		-----			-----			-----			-----			-----					
Capacity Analysis Module:																			
Vol/Sat:		0.00	0.00		0.00		0.02	0.00	0.24		0.16	0.14	0.00		0.01	0.43	0.32	0.32	
Crit Moves:					****						****						****		
Green Time:		0.0	0.0		0.0		19.4	0.0	64.1		44.6	160	0.0		2.0	117	136.4	136.4	
Volume/Cap:		0.00	0.00		0.00		0.20	0.00	0.70		0.70	0.16	0.00		0.60	0.70	0.45	0.45	
Delay/Veh:		0.0	0.0		0.0		78.5	0.0	58.4		71.2	7.2	0.0		136.8	25.3	11.4	11.4	
User DelAdj:		1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
AdjDel/Veh:		0.0	0.0		0.0		78.5	0.0	58.4		71.2	7.2	0.0		136.8	25.3	11.4	11.4	
HCM2k95th:		0		0		0	4		0		39	26	13		0	3	50	23	

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #27: Montague Expwy / S. Milpitas Blvd

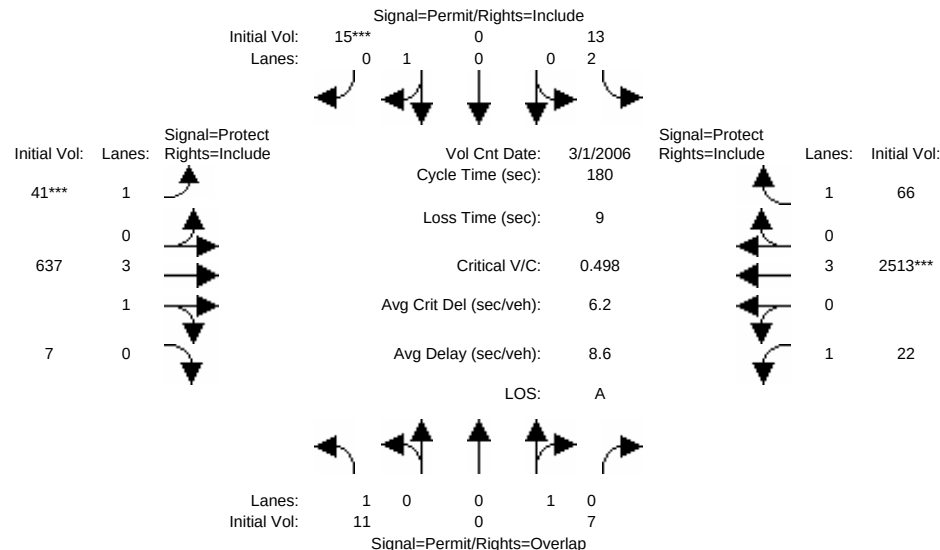


Street Name:	S. Milpitas Blvd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	14	10	10	14	95	10	7	100	10
Volume Module:												
Base Vol:	1	16	6	66	17	396	502	824	1	17	2988	561
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	16	6	66	17	396	502	824	1	17	2988	561
Added Vol:	0	0	0	0	0	-22	309	513	0	0	22	0
Manual Adj:	161	83	82	73	85	149	-180	-148	10	15	-15	0
Initial Fut:	162	99	88	139	102	523	631	1189	11	32	2995	561
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.82	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	99	88	139	102	523	631	1130	11	32	2456	561
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	99	88	139	102	523	631	1130	11	32	2456	561
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	162	99	88	139	102	523	631	1130	11	32	2456	561
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.03	0.97	2.00	1.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1958	1740	3150	1900	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.05	0.04	0.05	0.30	0.20	0.20	0.01	0.02	0.43	0.32
Crit Moves:	****					****	****			****		
Green Time:	18.4	15.9	15.9	22.2	19.6	59.6	39.9	130	130.3	9.6	100	122.2
Volume/Cap:	0.95	0.61	0.61	0.38	0.52	0.95	0.95	0.29	0.01	0.36	0.82	0.50
Delay/Veh:	140.6	87.5	87.5	78.2	83.2	91.0	99.1	18.8	15.2	89.8	39.3	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	140.6	87.5	87.5	78.2	83.2	91.0	99.1	18.8	15.2	89.8	39.3	18.1
HCM2k95th:	23	12	12	8	12	54	37	23	1	4	62	29

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #28: Montague Expwy / Pecten Ct

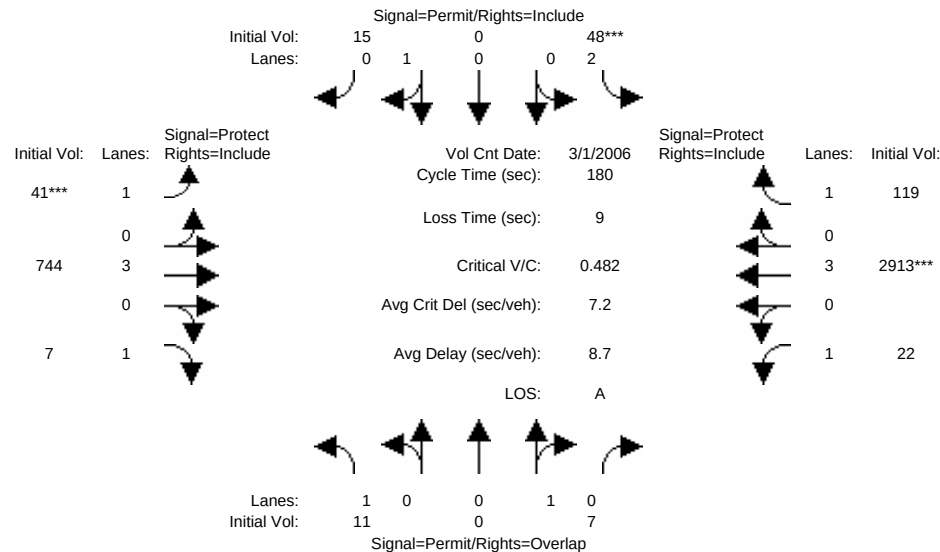


Street Name:	Pecten Ct						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 1 Mar 2006 << 7:15-8:15am												
Base Vol:	11	0	7	13	0	15	41	637	7	22	2513	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	0	7	13	0	15	41	637	7	22	2513	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	0	7	13	0	15	41	637	7	22	2513	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	0	7	13	0	15	41	637	7	22	2513	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	0	7	13	0	15	41	637	7	22	2513	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	11	0	7	13	0	15	41	637	7	22	2513	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	1.00	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	3.95	0.05	1.00	3.00	1.00
Final Sat.:	1750	0	1800	3150	0	1800	1750	7418	82	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.00	0.00	0.01	0.02	0.09	0.09	0.01	0.44	0.04
Crit Moves:												
Green Time:	10.0	0.0	60.2	10.0	0.0	10.0	8.1	111	110.8	50.2	153	152.9
Volume/Cap:	0.11	0.00	0.01	0.07	0.00	0.15	0.52	0.14	0.14	0.05	0.52	0.04
Delay/Veh:	83.1	0.0	40.1	81.4	0.0	84.1	106.3	14.6	14.6	47.6	4.1	2.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.1	0.0	40.1	81.4	0.0	84.1	106.3	14.6	14.6	47.6	4.1	2.2
HCM2k95th:	2	0	1	1	0	2	6	7	7	2	21	1

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #28: Montague Expwy / Pecten Ct

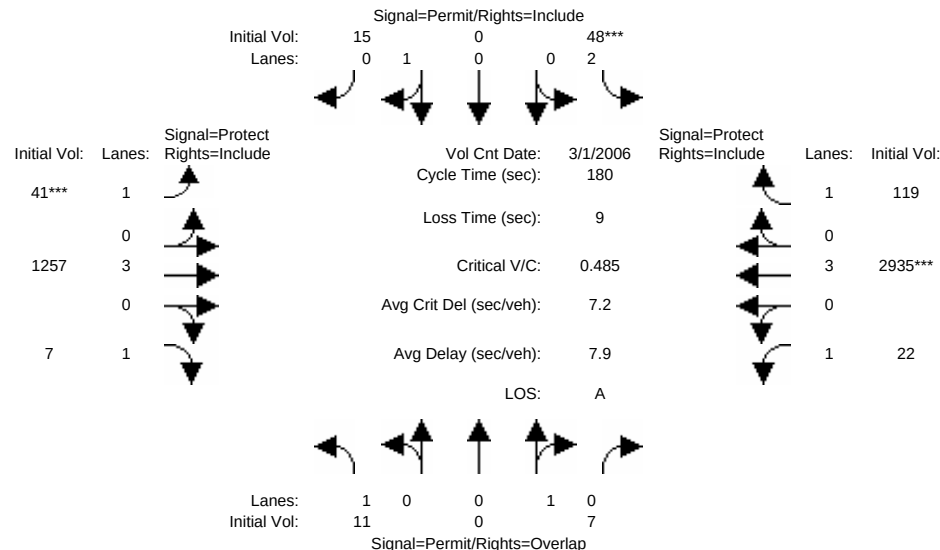


Street Name:	Pecten Ct						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 1 Mar 2006 << 7:15-8:15am												
Base Vol:	11	0	7	13	0	15	41	637	7	22	2513	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	0	7	13	0	15	41	637	7	22	2513	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	35	0	0	0	107	0	0	400	53
Initial Fut:	11	0	7	48	0	15	41	744	7	22	2913	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.82	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	0	7	48	0	15	41	707	7	22	2389	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	0	7	48	0	15	41	707	7	22	2389	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	11	0	7	48	0	15	41	707	7	22	2389	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	0	1800	3150	0	1800	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.02	0.00	0.01	0.02	0.12	0.00	0.01	0.42	0.07
Crit Moves:												
Green Time:	10.0	0.0	48.4	10.0	0.0	10.0	8.5	123	122.6	38.4	152	152.5
Volume/Cap:	0.11	0.00	0.01	0.27	0.00	0.15	0.49	0.18	0.01	0.06	0.49	0.08
Delay/Veh:	83.1	0.0	48.3	85.4	0.0	84.1	103.2	10.6	9.2	56.7	4.0	2.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.1	0.0	48.3	85.4	0.0	84.1	103.2	10.6	9.2	56.7	4.0	2.4
HCM2k95th:	2	0	1	4	0	2	6	9	0	2	19	3

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #28: Montague Expwy / Pecten Ct

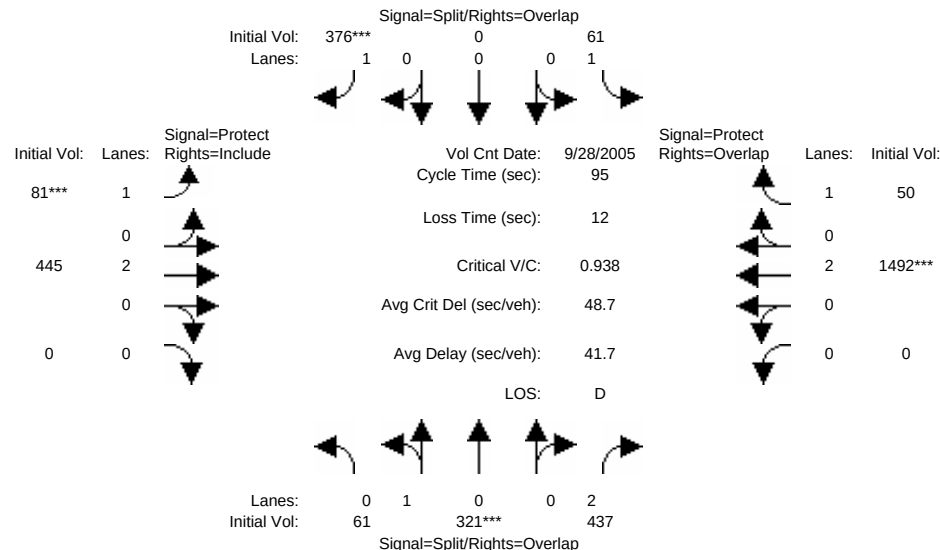


Street Name:	Pecten Ct					Montague Expwy				
Approach:	North Bound			South Bound			East Bound		West Bound	
Movement:	L	T	R	L	T	R	L	T	L	T
Min. Green:	10	10	10	10	10	10	7	10	7	10
Volume Module: >> Count Date: 1 Mar 2006 << 7:15-8:15am										
Base Vol:	11	0	7	48	0	15	41	744	7	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	0	7	48	0	15	41	744	7	22
Added Vol:	0	0	0	0	0	0	0	513	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	0	7	48	0	15	41	1257	7	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.82
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	0	7	48	0	15	41	1194	7	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	0	7	48	0	15	41	1194	7	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	11	0	7	48	0	15	41	1194	7	22
Saturation Flow Module:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	1.00	0.95	0.92	1.00	0.92	1.00
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	3.00	1.00	3.00
Final Sat.:	1750	0	1800	3150	0	1800	1750	5700	1750	5700
Capacity Analysis Module:										
Vol/Sat:	0.01	0.00	0.00	0.02	0.00	0.01	0.02	0.21	0.00	0.01
Crit Moves:										
Green Time:	10.0	0.0	35.2	10.0	0.0	10.0	8.5	136	135.8	25.2
Volume/Cap:	0.11	0.00	0.02	0.27	0.00	0.15	0.50	0.28	0.01	0.09
Delay/Veh:	83.1	0.0	58.6	85.4	0.0	84.1	103.7	7.0	5.5	68.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.1	0.0	58.6	85.4	0.0	84.1	103.7	7.0	5.5	68.1
HCM2k95th:	2	0	1	4	0	2	6	12	0	3

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #29: Landess Ave / I-680 NB-Dempsey Rd

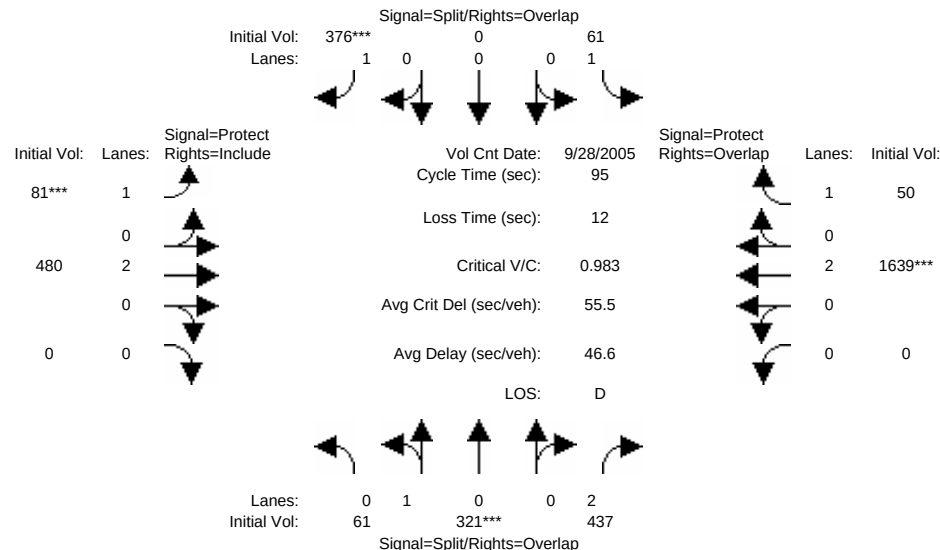


Street Name:	I-680 NB-Dempsey Rd						Landess Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	0	10	7	10	0	0	10	10
Volume Module: >> Count Date: 28 Sep 2005 <<												
Base Vol:	61	321	437	61	0	376	81	445	0	0	1492	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	321	437	61	0	376	81	445	0	0	1492	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	321	437	61	0	376	81	445	0	0	1492	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	321	437	61	0	376	81	445	0	0	1492	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	321	437	61	0	376	81	445	0	0	1492	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	61	321	437	61	0	376	81	445	0	0	1492	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.16	0.84	2.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	287	1513	3150	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.14	0.03	0.00	0.21	0.05	0.12	0.00	0.00	0.39	0.03
Crit Moves:	****			****			****			****		
Green Time:	21.6	21.6	21.6	14.4	0.0	21.4	7.0	47.0	0.0	0.0	40.0	54.4
Volume/Cap:	0.93	0.93	0.61	0.23	0.00	0.95	0.63	0.24	0.00	0.00	0.93	0.05
Delay/Veh:	66.3	66.3	36.7	37.5	0.0	71.6	63.7	14.0	0.0	0.0	37.5	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.3	66.3	36.7	37.5	0.0	71.6	63.7	14.0	0.0	0.0	37.5	9.0
HCM2k95th:	25	25	12	4	0	26	7	8	0	0	41	2

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #29: Landess Ave / I-680 NB-Dempsey Rd

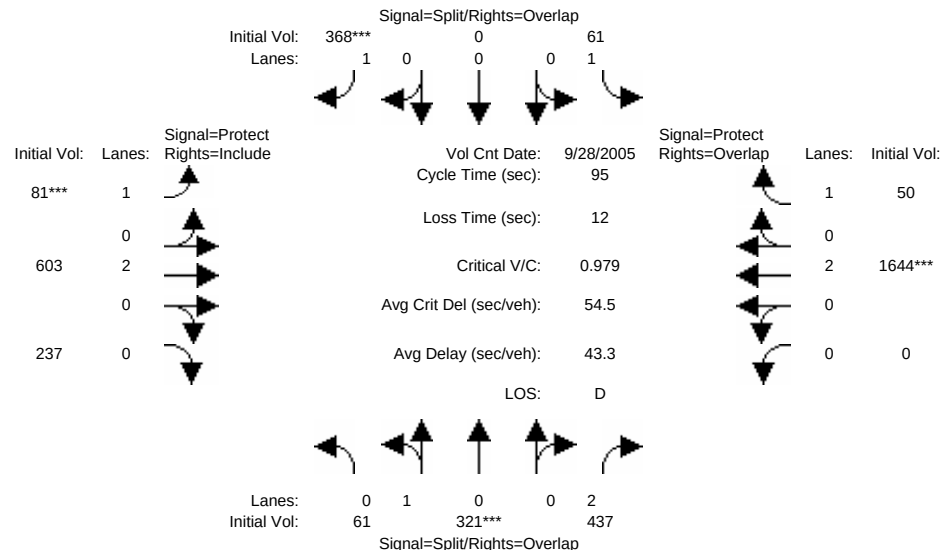


Street Name:	I-680 NB-Dempsey Rd						Landess Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	0	10	7	10	0	0	10	10
Volume Module: >> Count Date: 28 Sep 2005 <<												
Base Vol:	61	321	437	61	0	376	81	445	0	0	1492	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	321	437	61	0	376	81	445	0	0	1492	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	35	0	0	147	0
Initial Fut:	61	321	437	61	0	376	81	480	0	0	1639	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	321	437	61	0	376	81	480	0	0	1639	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	321	437	61	0	376	81	480	0	0	1639	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	61	321	437	61	0	376	81	480	0	0	1639	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.16	0.84	2.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	287	1513	3150	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.14	0.03	0.00	0.21	0.05	0.13	0.00	0.00	0.43	0.03
Crit Moves:	****			****			****			****		
Green Time:	20.6	20.6	20.6	13.7	0.0	20.7	7.0	48.8	0.0	0.0	41.8	55.4
Volume/Cap:	0.98	0.98	0.64	0.24	0.00	0.99	0.63	0.25	0.00	0.00	0.98	0.05
Delay/Veh:	78.1	78.1	38.5	38.3	0.0	80.1	63.7	13.2	0.0	0.0	44.1	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.1	78.1	38.5	38.3	0.0	80.1	63.7	13.2	0.0	0.0	44.1	8.6
HCM2k95th:	27	27	13	4	0	27	7	8	0	0	49	2

Milpitas TASP

 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #29: Landess Ave / I-680 NB-Dempsey Rd

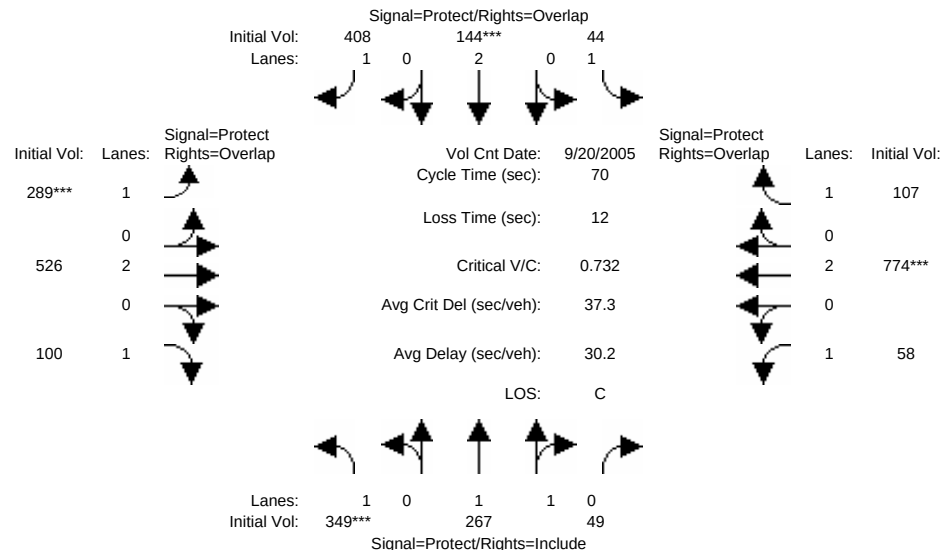


Street Name:	I-680 NB-Dempsey Rd						Landess Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	0	10	7	10	0	0	10	10
Volume Module: >> Count Date: 28 Sep 2005 <<												
Base Vol:	61	321	437	61	0	376	81	480	0	0	1639	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	321	437	61	0	376	81	480	0	0	1639	50
Added Vol:	0	0	0	0	0	-8	0	123	237	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	321	437	61	0	368	81	603	237	0	1644	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	321	437	61	0	368	81	603	237	0	1644	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	321	437	61	0	368	81	603	237	0	1644	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	61	321	437	61	0	368	81	603	237	0	1644	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.16	0.84	2.00	1.00	0.00	1.00	1.00	1.42	0.58	0.00	2.00	1.00
Final Sat.:	287	1513	3150	1750	0	1750	1750	2655	1044	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.14	0.03	0.00	0.21	0.05	0.23	0.23	0.00	0.43	0.03
Crit Moves:	***			***			***			***		
Green Time:	20.6	20.6	20.6	13.3	0.0	20.3	7.0	49.1	49.1	0.0	42.1	55.4
Volume/Cap:	0.98	0.98	0.64	0.25	0.00	0.98	0.63	0.44	0.44	0.00	0.98	0.05
Delay/Veh:	77.0	77.0	38.3	38.8	0.0	80.1	63.7	15.1	15.1	0.0	43.1	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.0	77.0	38.3	38.8	0.0	80.1	63.7	15.1	15.1	0.0	43.1	8.6
HCM2k95th:	27	27	13	4	0	26	7	14	14	0	49	2

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #30: Park Victoria Dr-Morrill Ave / Landess Ave

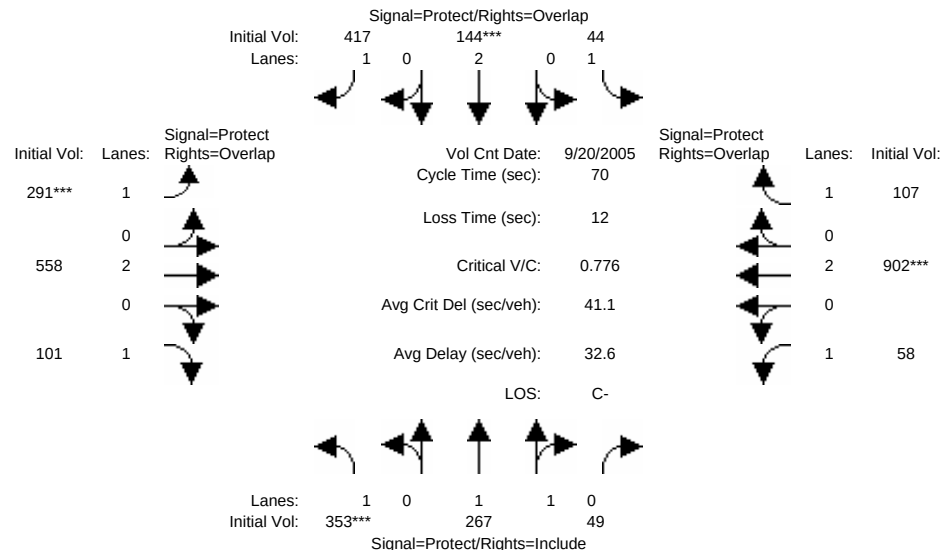


Street Name:	Park Victoria Dr-Morrill Ave						Landess Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 20 Sep 2005 <<												
Base Vol:	349	267	49	44	144	408	289	526	100	58	774	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	349	267	49	44	144	408	289	526	100	58	774	107
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	349	267	49	44	144	408	289	526	100	58	774	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	349	267	49	44	144	408	289	526	100	58	774	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	349	267	49	44	144	408	289	526	100	58	774	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	349	267	49	44	144	408	289	526	100	58	774	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.68	0.32	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3126	574	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.09	0.09	0.03	0.04	0.23	0.17	0.14	0.06	0.03	0.20	0.06
Crit Moves:	****				****		****				****	
Green Time:	16.8	15.8	15.8	11.1	10.0	23.9	13.9	18.3	35.2	12.8	17.2	28.3
Volume/Cap:	0.83	0.38	0.38	0.16	0.27	0.68	0.83	0.53	0.11	0.18	0.83	0.15
Delay/Veh:	42.2	24.3	24.3	26.7	27.9	25.9	46.7	24.1	9.5	25.4	33.4	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	24.3	24.3	26.7	27.9	25.9	46.7	24.1	9.5	25.4	33.4	13.7
HCM2k95th:	17	7	7	2	4	16	15	11	3	3	18	4

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #30: Park Victoria Dr-Morrill Ave / Landess Ave

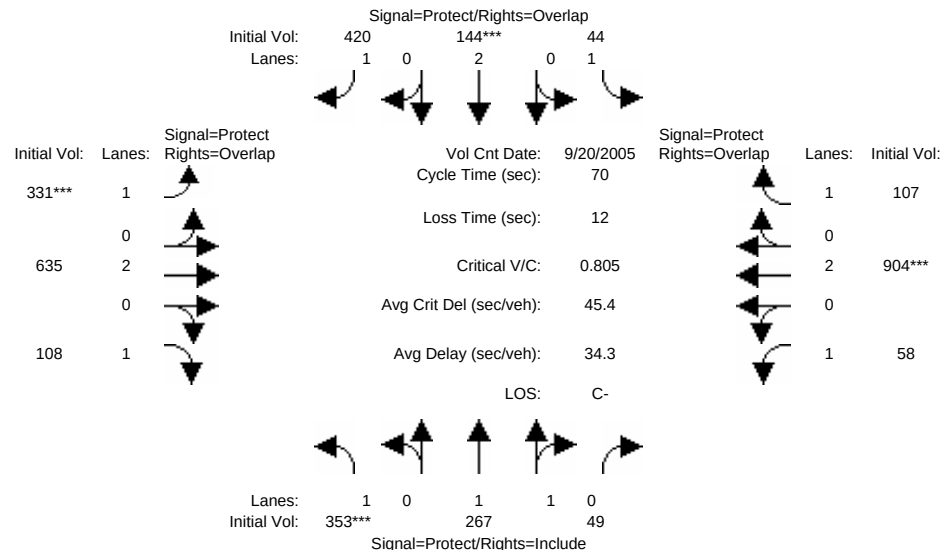


Street Name:	Park Victoria Dr-Morrill Ave						Landess Ave								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10			
-----	-----			-----			-----			-----					
Volume Module: >> Count Date: 20 Sep 2005 <<															
Base Vol:	349	267	49	44	144	408	289	526	100	58	774	107			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	349	267	49	44	144	408	289	526	100	58	774	107			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
ATI:	4	0	0	0	0	9	2	32	1	0	128	0			
Initial Fut:	353	267	49	44	144	417	291	558	101	58	902	107			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	353	267	49	44	144	417	291	558	101	58	902	107			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	353	267	49	44	144	417	291	558	101	58	902	107			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	353	267	49	44	144	417	291	558	101	58	902	107			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92			
Lanes:	1.00	1.68	0.32	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	1750	3126	574	1750	3800	1750	1750	3800	1750	1750	3800	1750			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.20	0.09	0.09	0.03	0.04	0.24	0.17	0.15	0.06	0.03	0.24	0.06			
Crit Moves:	****				****		****				****				
Green Time:	16.0	15.3	15.3	10.7	10.0	23.2	13.2	19.0	35.0	13.0	18.8	29.5			
Volume/Cap:	0.88	0.39	0.39	0.16	0.27	0.72	0.88	0.54	0.12	0.18	0.88	0.14			
Delay/Veh:	49.6	24.8	24.8	27.1	27.9	28.1	54.8	23.8	9.5	25.2	35.5	12.9			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	49.6	24.8	24.8	27.1	27.9	28.1	54.8	23.8	9.5	25.2	35.5	12.9			
HCM2k95th:	19	7	7	2	4	17	17	11	3	3	22	3			

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #30: Park Victoria Dr-Morrill Ave / Landess Ave

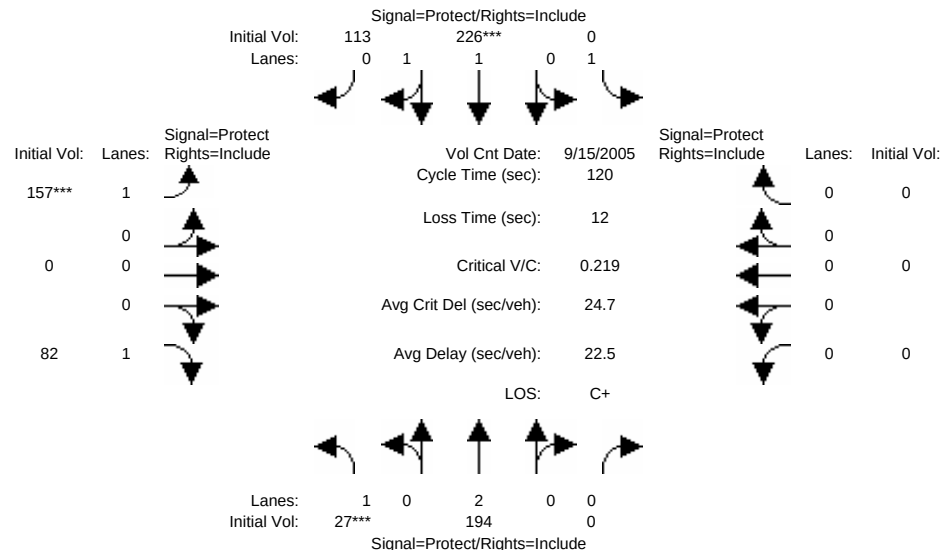


Street Name:	Park Victoria Dr-Morrill Ave						Landess Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 20 Sep 2005 <<												
Base Vol:	353	267	49	44	144	417	291	558	101	58	902	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	353	267	49	44	144	417	291	558	101	58	902	107
Added Vol:	0	0	0	0	0	3	40	77	7	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	267	49	44	144	420	331	635	108	58	904	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	353	267	49	44	144	420	331	635	108	58	904	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	267	49	44	144	420	331	635	108	58	904	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	353	267	49	44	144	420	331	635	108	58	904	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.68	0.32	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3126	574	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.09	0.09	0.03	0.04	0.24	0.19	0.17	0.06	0.03	0.24	0.06
Crit Moves:	****				****		****				****	
Green Time:	15.4	14.9	14.9	10.5	10.0	24.4	14.4	20.4	35.8	12.2	18.2	28.6
Volume/Cap:	0.92	0.40	0.40	0.17	0.27	0.69	0.92	0.57	0.12	0.19	0.92	0.15
Delay/Veh:	55.7	25.2	25.2	27.4	27.9	25.7	57.6	23.3	9.2	26.1	39.7	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.7	25.2	25.2	27.4	27.9	25.7	57.6	23.3	9.2	26.1	39.7	13.5
HCM2k95th:	20	7	7	2	4	16	19	12	3	3	23	3

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #31: S. Abel St / W. Capitol Ave

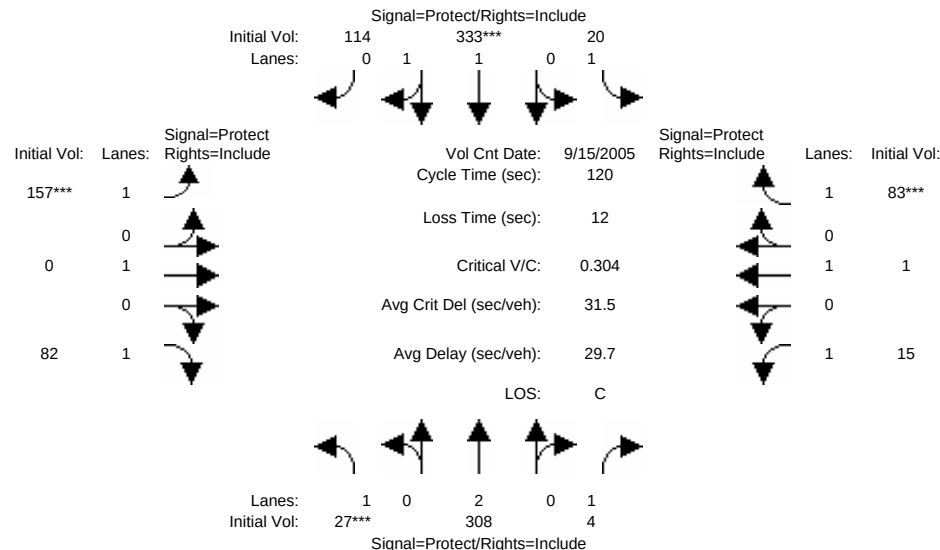


Street Name:	S. Abel St						W. Capitol Ave								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10			
-----	-----			-----			-----			-----					
Volume Module: >> Count Date: 15 Sep 2005 <<															
Base Vol:	27	194	0	0	226	113	157	0	82	0	0	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	27	194	0	0	226	113	157	0	82	0	0	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	27	194	0	0	226	113	157	0	82	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	27	194	0	0	226	113	157	0	82	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	27	194	0	0	226	113	157	0	82	0	0	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	27	194	0	0	226	113	157	0	82	0	0	0			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92			
Lanes:	1.00	2.00	0.00	1.00	1.32	0.68	1.00	0.00	1.00	0.00	0.00	0.00			
Final Sat.:	1750	3800	0	1750	2466	1233	1750	0	1750	0	0	0			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.02	0.05	0.00	0.00	0.09	0.09	0.09	0.00	0.05	0.00	0.00	0.00			
Crit Moves:	****			****			****								
Green Time:	8.5	58.8	0.0	0.0	50.3	50.3	49.2	0.0	49.2	0.0	0.0	0.0			
Volume/Cap:	0.22	0.10	0.00	0.00	0.22	0.22	0.22	0.00	0.11	0.00	0.00	0.00			
Delay/Veh:	56.7	16.6	0.0	0.0	22.6	22.6	23.6	0.0	22.2	0.0	0.0	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	56.7	16.6	0.0	0.0	22.6	22.6	23.6	0.0	22.2	0.0	0.0	0.0			
HCM2k95th:	3	4	0	0	8	8	8	0	4	0	0	0			

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #31: S. Abel St / W. Capitol Ave

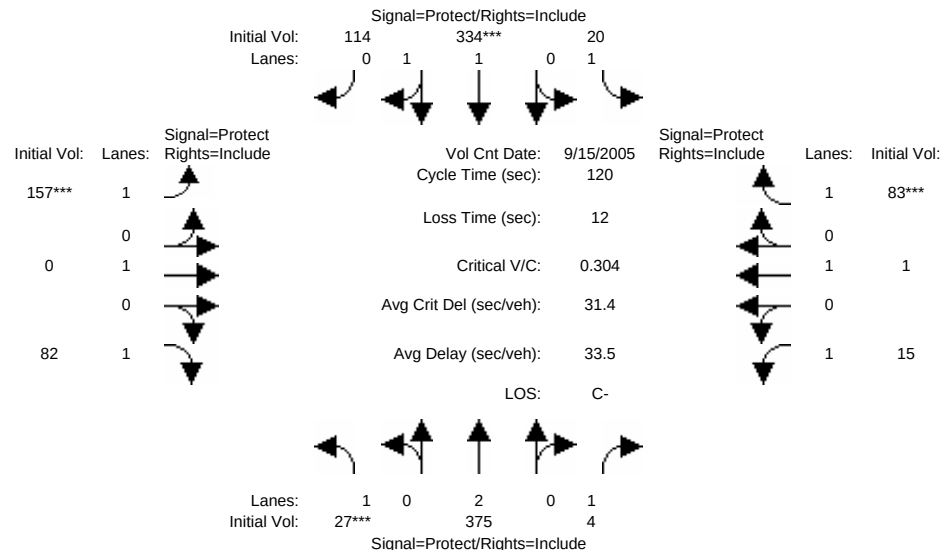


Street Name:	S. Abel St						W. Capitol Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 15 Sep 2005 <<												
Base Vol:	27	194	0	0	226	113	157	0	82	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	194	0	0	226	113	157	0	82	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	114	4	20	107	1	0	0	0	15	1	83
Initial Fut:	27	308	4	20	333	114	157	0	82	15	1	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	308	4	20	333	114	157	0	82	15	1	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	308	4	20	333	114	157	0	82	15	1	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	27	308	4	20	333	114	157	0	82	15	1	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.48	0.52	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	2756	943	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.00	0.01	0.12	0.12	0.09	0.00	0.05	0.01	0.00	0.05
Crit Moves:	****			****			****					****
Green Time:	7.0	47.8	47.8	6.5	47.3	47.3	35.1	0.0	45.4	8.3	18.6	18.6
Volume/Cap:	0.26	0.20	0.01	0.21	0.31	0.31	0.31	0.00	0.12	0.12	0.00	0.31
Delay/Veh:	60.3	24.0	21.8	59.2	25.6	25.6	34.5	0.0	24.7	54.5	42.9	47.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.3	24.0	21.8	59.2	25.6	25.6	34.5	0.0	24.7	54.5	42.9	47.9
HCM2k95th:	3	8	0	2	11	11	9	0	4	2	0	6

Milpitas TASP

 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #31: S. Abel St / W. Capitol Ave

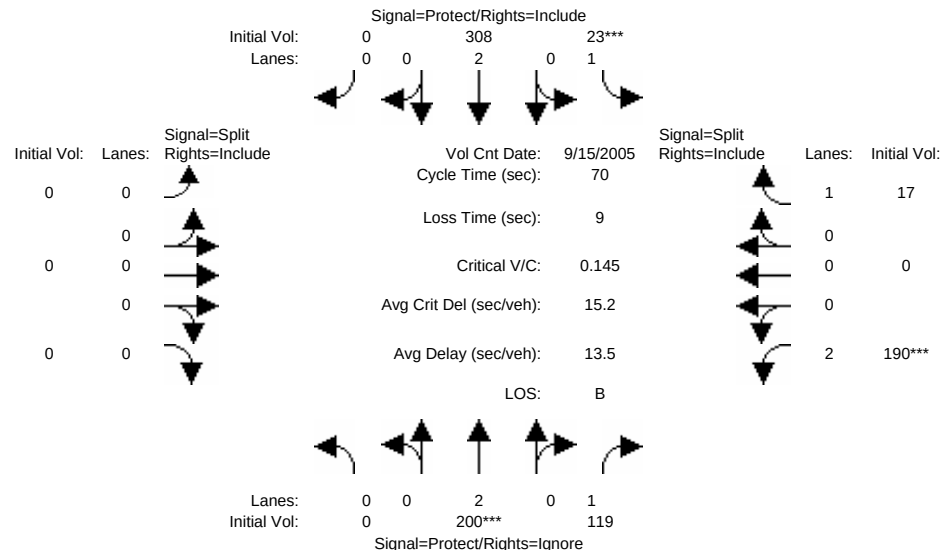


Street Name:	S. Abel St			W. Capitol Ave		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Volume Module: >> Count Date: 15 Sep 2005 <<						
Base Vol:	27	308	4	20	333	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	308	4	20	333	114
Added Vol:	0	67	0	0	1	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	27	375	4	20	334	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	375	4	20	334	114
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	27	375	4	20	334	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	27	375	4	20	334	114
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.48	0.52
Final Sat.:	1750	3800	1750	1750	2758	941
Capacity Analysis Module:						
Vol/Sat:	0.02	0.10	0.00	0.01	0.12	0.12
Crit Moves:	****			****		
Green Time:	7.0	34.2	34.2	20.2	47.4	47.4
Volume/Cap:	0.26	0.35	0.01	0.07	0.31	0.31
Delay/Veh:	60.3	34.9	30.8	42.4	25.6	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.3	34.9	30.8	42.4	25.6	25.6
HCM2k95th:	3	11	0	2	11	11

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #32: S. Abel St / S. Main St

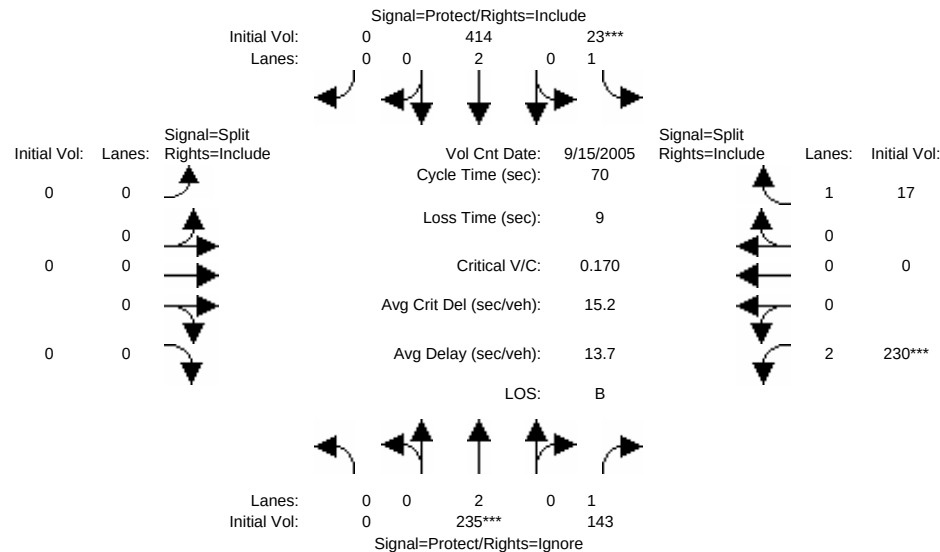


Street Name:				S. Abel St				S. Main St										
Approach:		North Bound		South Bound		East Bound		West Bound										
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R		
-----		-----				-----				-----								
Min. Green:		0		10		10	7		10		0	0		0	10		0	10
-----		-----				-----				-----								
Volume Module: >> Count Date: 15 Sep 2005 <<																		
Base Vol:		0		200		119	23		308		0	0		0	190		0	17
Growth Adj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:		0		200		119	23		308		0	0		0	190		0	17
Added Vol:		0		0		0	0		0		0	0		0	0		0	0
PasserByVol:		0		0		0	0		0		0	0		0	0		0	0
Initial Fut:		0		200		119	23		308		0	0		0	190		0	17
User Adj:		1.00		1.00		0.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:		1.00		1.00		0.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:		0		200		0	23		308		0	0		0	190		0	17
Reduct Vol:		0		0		0	0		0		0	0		0	0		0	0
Reduced Vol:		0		200		0	23		308		0	0		0	190		0	17
PCE Adj:		1.00		1.00		0.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
MLF Adj:		1.00		1.00		0.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
Final Vol.:		0		200		0	23		308		0	0		0	190		0	17
-----		-----				-----				-----								
Saturation Flow Module:																		
Sat/Lane:		1900		1900		1900	1900		1900		1900	1900		1900	1900		1900	1900
Adjustment:		0.92		1.00		0.92	0.92		1.00		0.92	0.92		1.00	0.83		1.00	0.92
Lanes:		0.00		2.00		1.00	1.00		2.00		0.00	0.00		0.00	2.00		0.00	1.00
Final Sat.:		0		3800		1750	1750		3800		0	0		0	3150		0	1750
-----		-----				-----				-----								
Capacity Analysis Module:																		
Vol/Sat:		0.00		0.05		0.00	0.01		0.08		0.00	0.00		0.00	0.06		0.00	0.01
Crit Moves:		****				****								****				
Green Time:		0.0		25.2		0.0	7.0		32.2		0.0	0.0		0.0	28.8		0.0	28.8
Volume/Cap:		0.00		0.15		0.00	0.13		0.18		0.00	0.00		0.00	0.15		0.00	0.02
Delay/Veh:		0.0		15.4		0.0	30.3		11.3		0.0	0.0		0.0	13.1		0.0	12.3
User DelAdj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:		0.0		15.4		0.0	30.3		11.3		0.0	0.0		0.0	13.1		0.0	12.3
HCM2k95th:		0		3		0	1		4		0	0		0	3		0	1

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #32: S. Abel St / S. Main St

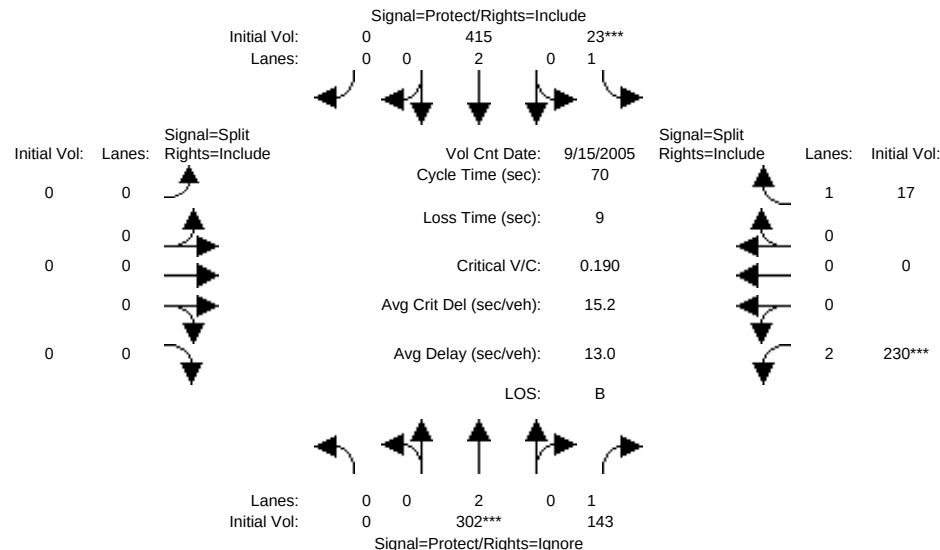


Street Name:	S. Abel St						S. Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Volume Module: >> Count Date: 15 Sep 2005 <<												
Base Vol:	0	200	119	23	308	0	0	0	0	190	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	200	119	23	308	0	0	0	0	190	0	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	35	24	0	106	0	0	0	0	40	0	0
Initial Fut:	0	235	143	23	414	0	0	0	0	230	0	17
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	235	0	23	414	0	0	0	0	230	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	235	0	23	414	0	0	0	0	230	0	17
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	235	0	23	414	0	0	0	0	230	0	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.00	0.01	0.11	0.00	0.00	0.00	0.00	0.07	0.00	0.01
Crit Moves:	***			***						***		
Green Time:	0.0	24.8	0.0	7.0	31.8	0.0	0.0	0.0	0.0	29.2	0.0	29.2
Volume/Cap:	0.00	0.17	0.00	0.13	0.24	0.00	0.00	0.00	0.00	0.17	0.00	0.02
Delay/Veh:	0.0	15.9	0.0	30.3	12.0	0.0	0.0	0.0	0.0	13.1	0.0	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.9	0.0	30.3	12.0	0.0	0.0	0.0	0.0	13.1	0.0	12.0
HCM2k95th:	0	4	0	1	6	0	0	0	0	4	0	1

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #32: S. Abel St / S. Main St

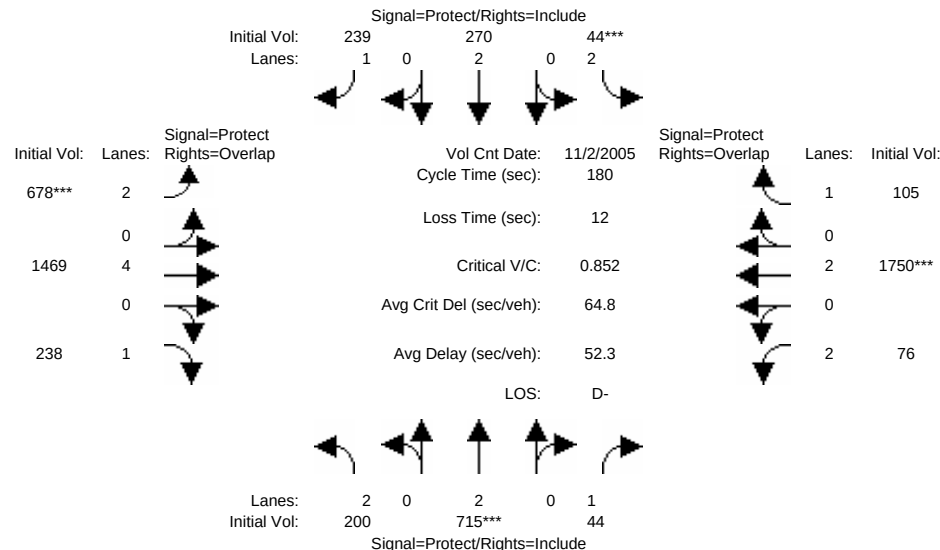


Street Name:				S. Abel St				S. Main St								
Approach:		North Bound			South Bound			East Bound			West Bound					
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----		-----			-----			-----			-----			-----		
Min. Green:		0	10	10	7	10	0	0	0	0	10	0	10			
-----		-----			-----			-----			-----			-----		
Volume Module: >> Count Date: 15 Sep 2005 <<																
Base Vol:		0	235	143	23	414	0	0	0	0	230	0	17			
Growth Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:		0	235	143	23	414	0	0	0	0	230	0	17			
Added Vol:		0	67	0	0	1	0	0	0	0	0	0	0			
PasserByVol:		0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:		0	302	143	23	415	0	0	0	0	230	0	17			
User Adj:		1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:		1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:		0	302	0	23	415	0	0	0	0	230	0	17			
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:		0	302	0	23	415	0	0	0	0	230	0	17			
PCE Adj:		1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:		1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:		0	302	0	23	415	0	0	0	0	230	0	17			
-----		-----			-----			-----			-----			-----		
Saturation Flow Module:																
Sat/Lane:		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:		0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92			
Lanes:		0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00			
Final Sat.:		0	3800	1750	1750	3800	0	0	0	0	3150	0	1750			
-----		-----			-----			-----			-----			-----		
Capacity Analysis Module:																
Vol/Sat:		0.00	0.08	0.00	0.01	0.11	0.00	0.00	0.00	0.00	0.07	0.00	0.01			
Crit Moves:		****			****						****					
Green Time:		0.0	28.1	0.0	7.0	35.1	0.0	0.0	0.0	0.0	25.9	0.0	25.9			
Volume/Cap:		0.00	0.20	0.00	0.13	0.22	0.00	0.00	0.00	0.00	0.20	0.00	0.03			
Delay/Veh:		0.0	13.9	0.0	30.3	10.0	0.0	0.0	0.0	0.0	15.4	0.0	14.1			
User DelAdj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:		0.0	13.9	0.0	30.3	10.0	0.0	0.0	0.0	0.0	15.4	0.0	14.1			
HCM2k95th:		0	5	0	1	6	0	0	0	0	4	0	1			

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #33: Montague Expwy / N. First St

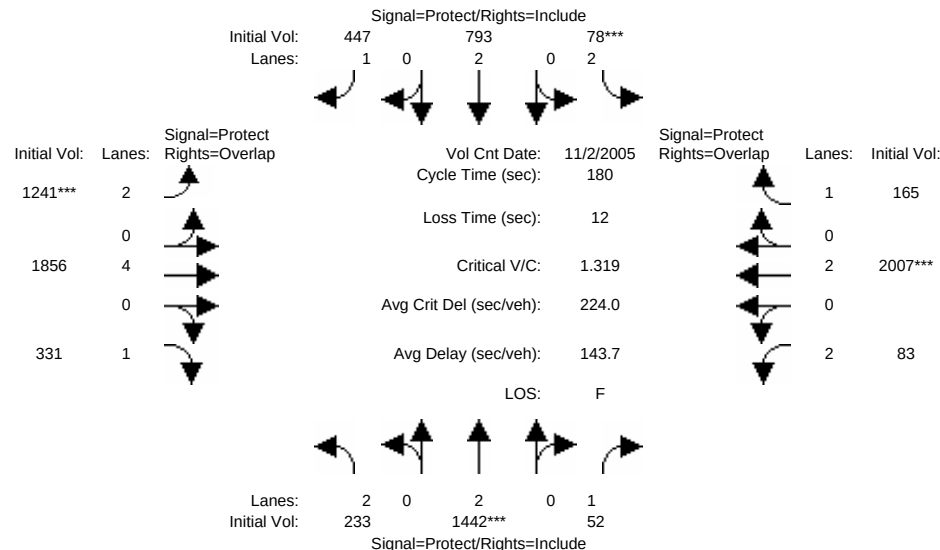


Street Name:	N. First St						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 2 Nov 2005 << 8:00-9:00am												
Base Vol:	200	715	44	44	270	239	678	1469	238	76	1750	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	715	44	44	270	239	678	1469	238	76	1750	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	715	44	44	270	239	678	1469	238	76	1750	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	715	44	44	270	239	678	1469	238	76	1435	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	715	44	44	270	239	678	1469	238	76	1435	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	200	715	44	44	270	239	678	1469	238	76	1435	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	7600	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.03	0.01	0.07	0.14	0.22	0.19	0.14	0.02	0.38	0.06
Crit Moves:	***			***			***			***		
Green Time:	14.5	38.8	38.8	7.0	31.3	31.3	44.4	102	116.3	20.5	77.8	84.8
Volume/Cap:	0.79	0.87	0.12	0.36	0.41	0.79	0.87	0.34	0.21	0.21	0.87	0.13
Delay/Veh:	96.1	78.5	57.0	86.1	66.6	83.9	75.8	21.1	13.1	72.7	52.1	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.1	78.5	57.0	86.1	66.6	83.9	75.8	21.1	13.1	72.7	52.1	26.8
HCM2k95th:	14	36	4	3	13	25	35	19	10	4	59	6

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #33: Montague Expwy / N. First St

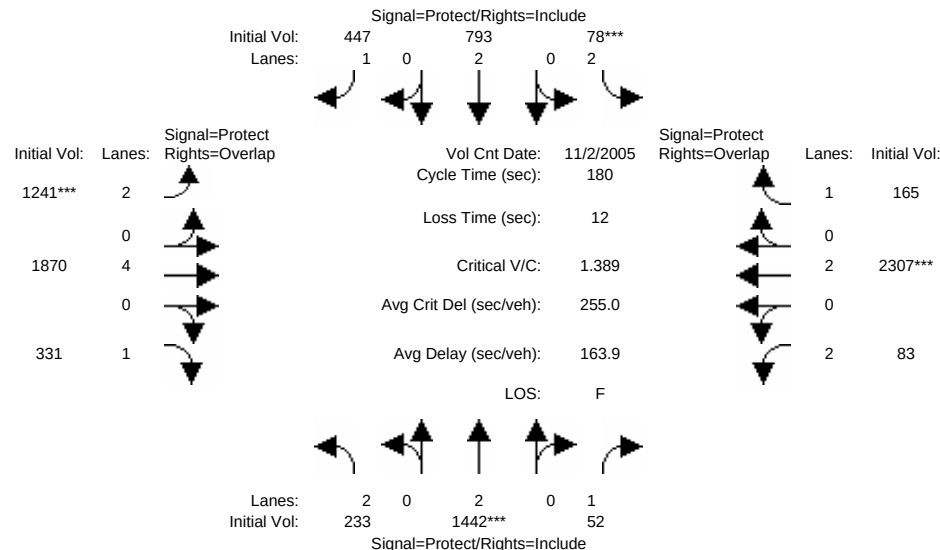


Street Name:	N. First St						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 2 Nov 2005 << 8:00-9:00am												
Base Vol:	200	715	44	44	270	239	678	1469	238	76	1750	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	715	44	44	270	239	678	1469	238	76	1750	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	33	727	8	34	523	208	563	387	93	7	257	60
Initial Fut:	233	1442	52	78	793	447	1241	1856	331	83	2007	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	1442	52	78	793	447	1241	1856	331	83	1646	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	1442	52	78	793	447	1241	1856	331	83	1646	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	233	1442	52	78	793	447	1241	1856	331	83	1646	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	7600	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.38	0.03	0.02	0.21	0.26	0.39	0.24	0.19	0.03	0.43	0.09
Crit Moves:	***			***			***			***		
Green Time:	12.9	50.6	50.6	7.0	44.7	44.7	52.6	95.2	108.1	15.2	57.8	64.8
Volume/Cap:	1.03	1.35	0.11	0.64	0.84	1.03	1.35	0.46	0.31	0.31	1.35	0.26
Delay/Veh:	151.0	228	48.0	95.9	71.1	118.4	228.0	26.5	17.9	78.2	224	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	151.0	228	48.0	95.9	71.1	118.4	228.0	26.5	17.9	78.2	224	40.9
HCM2k95th:	18	95	4	6	38	49	83	27	16	5	108	12

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #33: Montague Expwy / N. First St

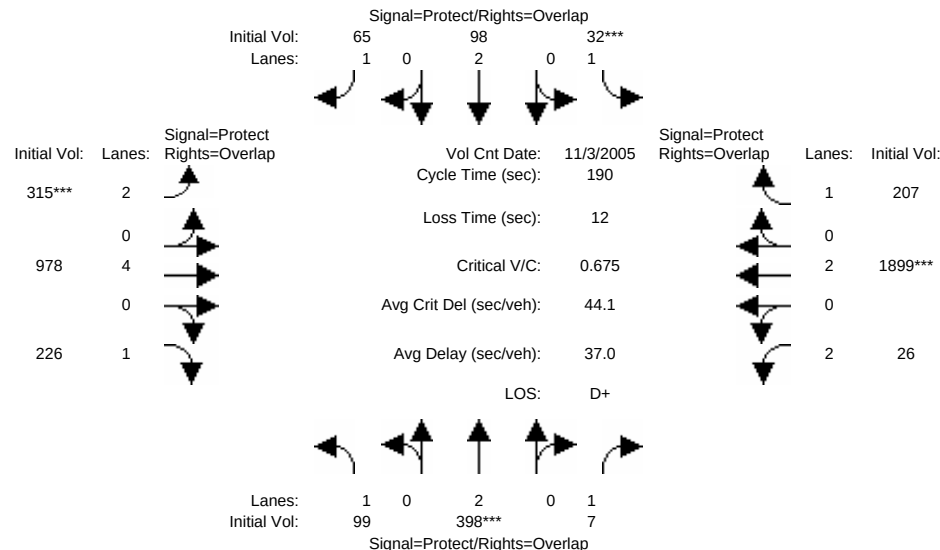


Street Name:	N. First St						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 2 Nov 2005 << 8:00-9:00am												
Base Vol:	233	1442	52	78	793	447	1241	1856	331	83	2007	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	1442	52	78	793	447	1241	1856	331	83	2007	165
Added Vol:	0	0	0	0	0	0	0	14	0	0	300	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	1442	52	78	793	447	1241	1870	331	83	2307	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	1442	52	78	793	447	1241	1870	331	83	1892	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	1442	52	78	793	447	1241	1870	331	83	1892	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	233	1442	52	78	793	447	1241	1870	331	83	1892	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	7600	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.38	0.03	0.02	0.21	0.26	0.39	0.25	0.19	0.03	0.50	0.09
Crit Moves:	****			****			****			****		
Green Time:	12.4	48.1	48.1	7.0	42.7	42.7	49.9	97.5	109.9	15.4	63.0	70.0
Volume/Cap:	1.08	1.42	0.11	0.64	0.88	1.08	1.42	0.45	0.31	0.31	1.42	0.24
Delay/Veh:	166.9	261	49.9	95.9	76.1	134.9	261.4	25.1	17.0	77.9	253	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	166.9	261	49.9	95.9	76.1	134.9	261.4	25.1	17.0	77.9	253	37.3
HCM2k95th:	19	100	4	6	39	51	87	26	16	5	129	11

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #34: Montague Expwy / Zanker Rd

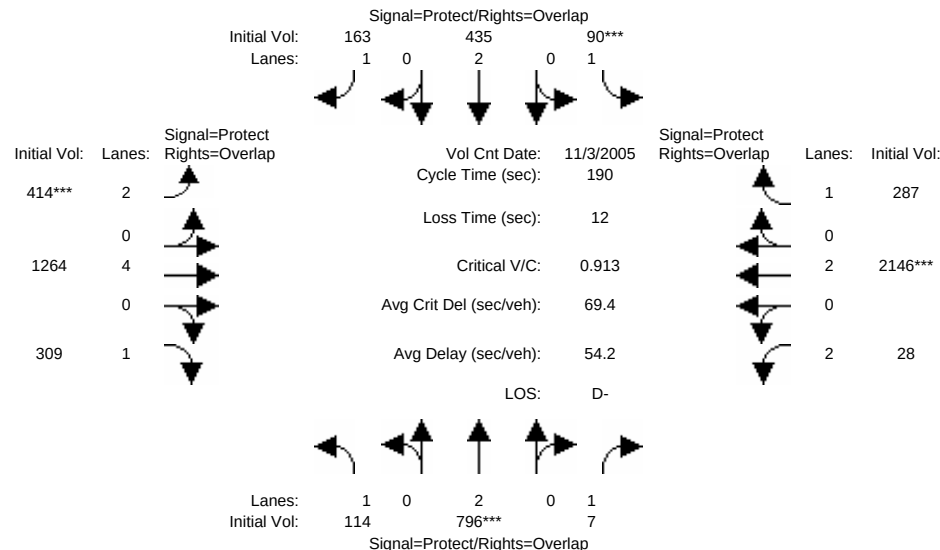


Street Name:				Zanker Rd				Monague Expwy								
Approach:		North Bound			South Bound			East Bound			West Bound					
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----		-----			-----			-----			-----					
Min. Green:		7		10		10	7		10		10	7		10		10
-----		-----			-----			-----			-----					
Volume Module: >> Count Date: 3 Nov 2005 << 8:00-9:00am																
Base Vol:		99		398		7	32		98		65	315		978		226
Growth Adj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:		99		398		7	32		98		65	315		978		226
Added Vol:		0		0		0	0		0		0	0		0		0
PasserByVol:		0		0		0	0		0		0	0		0		0
Initial Fut:		99		398		7	32		98		65	315		978		226
User Adj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	0.82	1.00
PHF Adj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
PHF Volume:		99		398		7	32		98		65	315		978		226
Reduct Vol:		0		0		0	0		0		0	0		0		0
Reduced Vol:		99		398		7	32		98		65	315		978		226
PCE Adj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
MLF Adj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Final Vol.:		99		398		7	32		98		65	315		978		226
-----		-----			-----			-----			-----					
Saturation Flow Module:																
Sat/Lane:		1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:		0.92		1.00		0.92	0.92		1.00		0.92	0.83		1.00		0.92
Lanes:		1.00		2.00		1.00	1.00		2.00		1.00	2.00		4.00		1.00
Final Sat.:		1750		3800		1750	1750		3800		1750	3150		7600		1750
-----		-----			-----			-----			-----					
Capacity Analysis Module:																
Vol/Sat:		0.06		0.10		0.00	0.02		0.03		0.04	0.10		0.13		0.13
Crit Moves:		****			****			****			****			****		
Green Time:		18.7		29.1		60.7	7.0		17.4		45.2	27.8		110		129.0
Volume/Cap:		0.57		0.68		0.01	0.50		0.28		0.16	0.68		0.22		0.19
Delay/Veh:		86.5		79.4		44.2	95.7		80.9		57.4	81.1		19.2		11.3
User DelAdj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:		86.5		79.4		44.2	95.7		80.9		57.4	81.1		19.2		11.3
HCM2k95th:		12		21		1	5		6		6	18		12		9

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #34: Montague Expwy / Zanker Rd

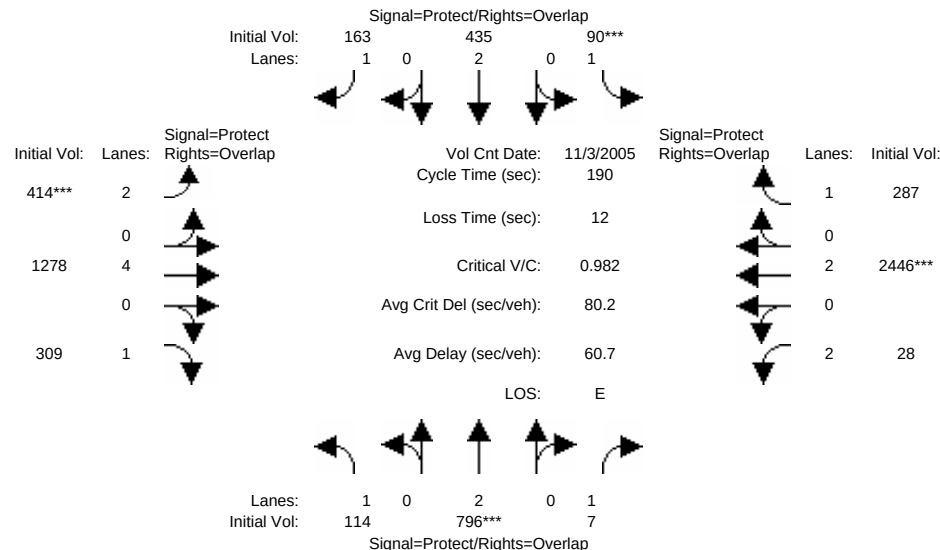


Street Name:	Zanker Rd						Monague Expwy								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	7		10		10	7		10		10	7		10		10
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module:	>>	Count	Date:	3	Nov	2005	<<	8:00-9:00am							
Base Vol:	99	398		7	32	98	65	315	978	226	26	1899	207		
Growth Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	99	398		7	32	98	65	315	978	226	26	1899	207		
Added Vol:	0	0		0	0	0	0	0	0	0	0	0	0		
ATI:	15	398		0	58	337	98	99	286	83	2	247	80		
Initial Fut:	114	796		7	90	435	163	414	1264	309	28	2146	287		
User Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	1.00		
PHF Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	114	796		7	90	435	163	414	1264	309	28	1760	287		
Reduct Vol:	0	0		0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	114	796		7	90	435	163	414	1264	309	28	1760	287		
PCE Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Vol.:	114	796		7	90	435	163	414	1264	309	28	1760	287		
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Sat/Lane:	1900	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	1.00		0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92		
Lanes:	1.00	2.00		1.00	1.00	2.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00		
Final Sat.:	1750	3800		1750	1750	3800	1750	3150	7600	1750	3150	3800	1750		
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.07	0.21		0.00	0.05	0.11	0.09	0.13	0.17	0.18	0.01	0.46	0.16		
Crit Moves:	****			****			****			****					
Green Time:	19.7	43.6		66.0	10.7	34.6	61.9	27.3	101	121.0	22.4	96.4	107.1		
Volume/Cap:	0.63	0.91		0.01	0.91	0.63	0.29	0.91	0.31	0.28	0.08	0.91	0.29		
Delay/Veh:	88.5	85.2		40.6	152.3	73.6	47.9	102.9	24.9	15.4	74.6	50.1	21.8		
User DelAdj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	88.5	85.2		40.6	152.3	73.6	47.9	102.9	24.9	15.4	74.6	50.1	21.8		
HCM2k95th:	14	42		1	14	22	13	26	18	14	2	76	16		

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #34: Montague Expwy / Zanker Rd

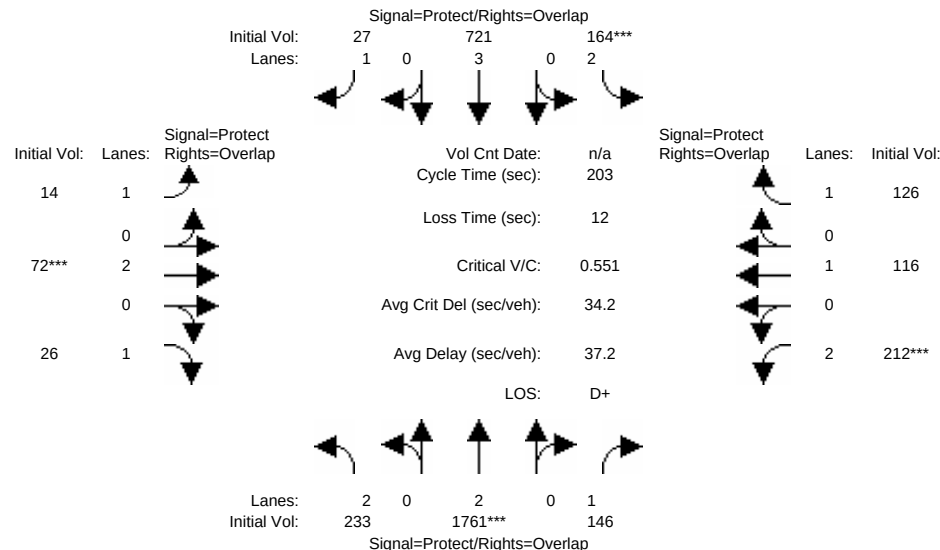


Street Name:	Zanker Rd						Monague Expwy								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7		10		10	7		10		10	7		10		10
-----	-----			-----			-----			-----					
Volume Module:	>> Count Date: 3 Nov 2005 << 8:00-9:00am														
Base Vol:	114		796		7	90		435		163	414		1264		309
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	114		796		7	90		435		163	414		1264		309
Added Vol:	0		0		0	0		0		0	0		14		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	114		796		7	90		435		163	414		1278		309
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	114		796		7	90		435		163	414		1278		309
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	114		796		7	90		435		163	414		1278		309
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:	114		796		7	90		435		163	414		1278		309
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		1.00		0.92	0.92		1.00		0.92	0.83		1.00		0.92
Lanes:	1.00		2.00		1.00	1.00		2.00		1.00	2.00		4.00		1.00
Final Sat.:	1750		3800		1750	1750		3800		1750	3150		7600		1750
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.07		0.21		0.00	0.05		0.11		0.09	0.13		0.17		0.18
Crit Moves:			****			****					****				****
Green Time:	18.3		40.5		63.4	9.9		32.2		57.6	25.4		105		122.9
Volume/Cap:	0.68		0.98		0.01	0.98		0.68		0.31	0.98		0.31		0.27
Delay/Veh:	93.4		102		42.3	177.9		76.9		51.2	121.1		23.1		14.5
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	93.4		102		42.3	177.9		76.9		51.2	121.1		23.1		14.5
HCM2k95th:	14		45		1	15		23		13	28		18		14
				</											

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #35: Montague Expwy / River Oaks Pkwy

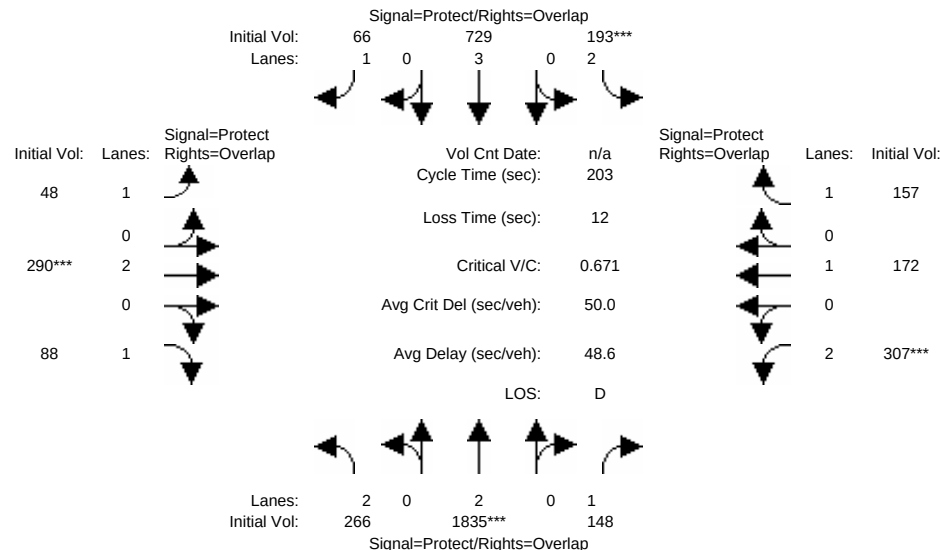


Street Name:	Montague Expwy						River Oaks Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: AM												
Base Vol:	233	1761	146	164	721	27	14	72	26	212	116	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	1761	146	164	721	27	14	72	26	212	116	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	1761	146	164	721	27	14	72	26	212	116	126
User Adj:	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	1444	146	164	721	27	14	72	26	212	116	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	1444	146	164	721	27	14	72	26	212	116	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	233	1444	146	164	721	27	14	72	26	212	116	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.38	0.08	0.05	0.13	0.02	0.01	0.02	0.01	0.07	0.06	0.07
Crit Moves:	***			***			***			***		
Green Time:	57.8	138	162.1	18.9	98.8	111.2	12.4	10.0	67.8	24.4	22.0	40.9
Volume/Cap:	0.26	0.56	0.10	0.56	0.26	0.03	0.13	0.38	0.04	0.56	0.56	0.36
Delay/Veh:	56.2	17.2	4.5	90.5	30.7	21.1	90.7	94.8	45.7	86.1	89.5	70.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.2	17.2	4.5	90.5	30.7	21.1	90.7	94.8	45.7	86.1	89.5	70.4
HCM2k95th:	11	37	4	11	16	2	2	5	2	13	14	13

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #35: Montague Expwy / River Oaks Pkwy

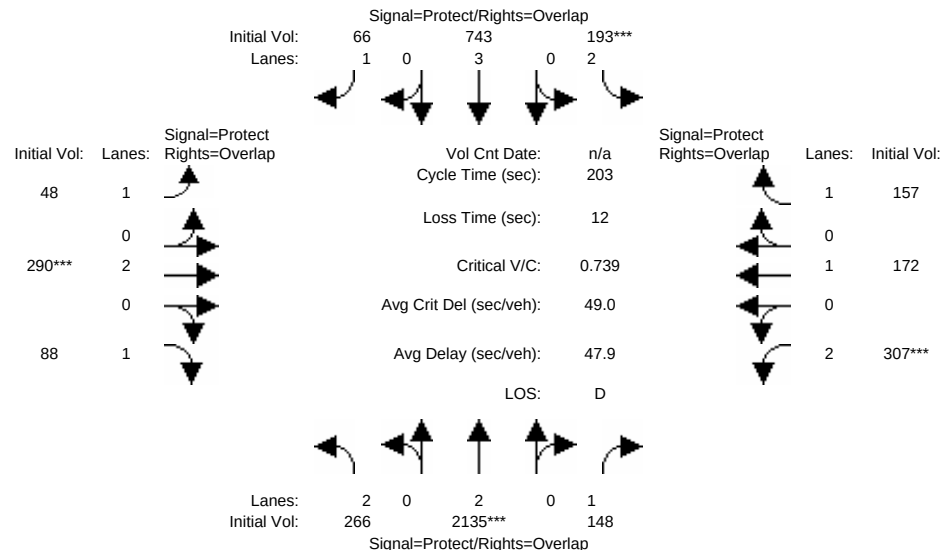


Street Name:	Montague Expwy						River Oaks Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: AM												
Base Vol:	233	1714	146	184	668	60	14	72	26	223	123	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	1714	146	184	668	60	14	72	26	223	123	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	33	121	2	9	61	6	34	218	62	84	49	31
Initial Fut:	266	1835	148	193	729	66	48	290	88	307	172	157
User Adj:	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	1505	148	193	729	66	48	290	88	307	172	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	1505	148	193	729	66	48	290	88	307	172	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	266	1505	148	193	729	66	48	290	88	307	172	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.40	0.08	0.06	0.13	0.04	0.03	0.08	0.05	0.10	0.09	0.09
Crit Moves:	****											
Green Time:	55.0	120	149.4	18.5	83.4	97.9	14.5	23.1	78.1	29.5	38.1	56.6
Volume/Cap:	0.31	0.67	0.11	0.67	0.31	0.08	0.38	0.67	0.13	0.67	0.48	0.32
Delay/Veh:	59.1	29.0	7.8	95.3	40.5	28.3	91.9	90.4	40.5	86.0	74.7	58.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.1	29.0	7.8	95.3	40.5	28.3	91.9	90.4	40.5	86.0	74.7	58.3
HCM2k95th:	12	49	5	13	18	4	6	18	7	18	18	14

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #35: Montague Expwy / River Oaks Pkwy

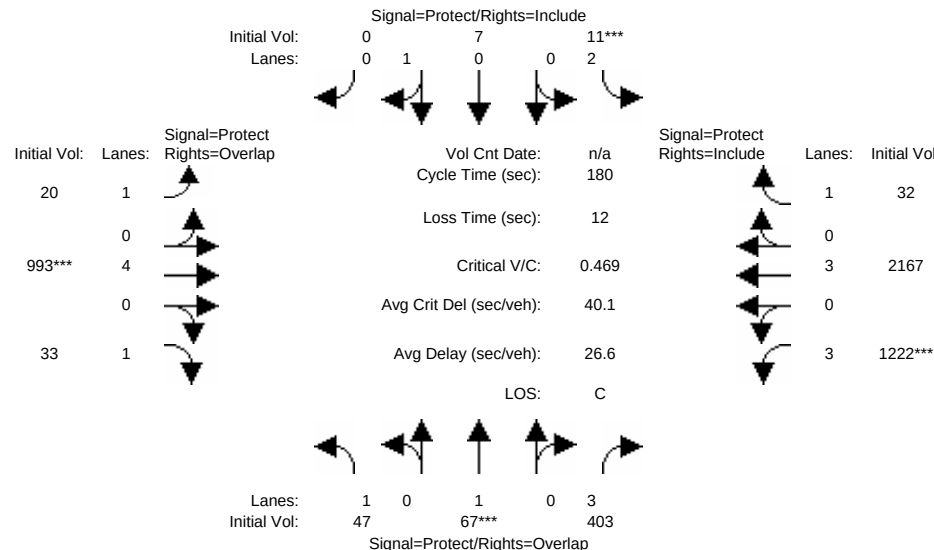


Street Name:	Montague Expwy						River Oaks Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: AM												
Base Vol:	266	1835	148	193	729	66	48	290	88	307	172	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	1835	148	193	729	66	48	290	88	307	172	157
Added Vol:	0	300	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	2135	148	193	743	66	48	290	88	307	172	157
User Adj:	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	1751	148	193	743	66	48	290	88	307	172	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	1751	148	193	743	66	48	290	88	307	172	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	266	1751	148	193	743	66	48	290	88	307	172	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.46	0.08	0.06	0.13	0.04	0.03	0.08	0.05	0.10	0.09	0.09
Crit Moves:	****											
Green Time:	56.3	126	153.2	16.8	87.0	100.1	13.2	21.0	77.3	26.8	34.5	51.4
Volume/Cap:	0.30	0.74	0.11	0.74	0.30	0.08	0.42	0.74	0.13	0.74	0.53	0.35
Delay/Veh:	58.1	28.0	6.7	101.6	38.2	27.1	93.8	95.7	41.1	91.7	78.6	62.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.1	28.0	6.7	101.6	38.2	27.1	93.8	95.7	41.1	91.7	78.6	62.7
HCM2k95th:	12	59	5	14	18	4	7	19	7	19	18	15

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #36: Montague Expwy / Trimble Rd

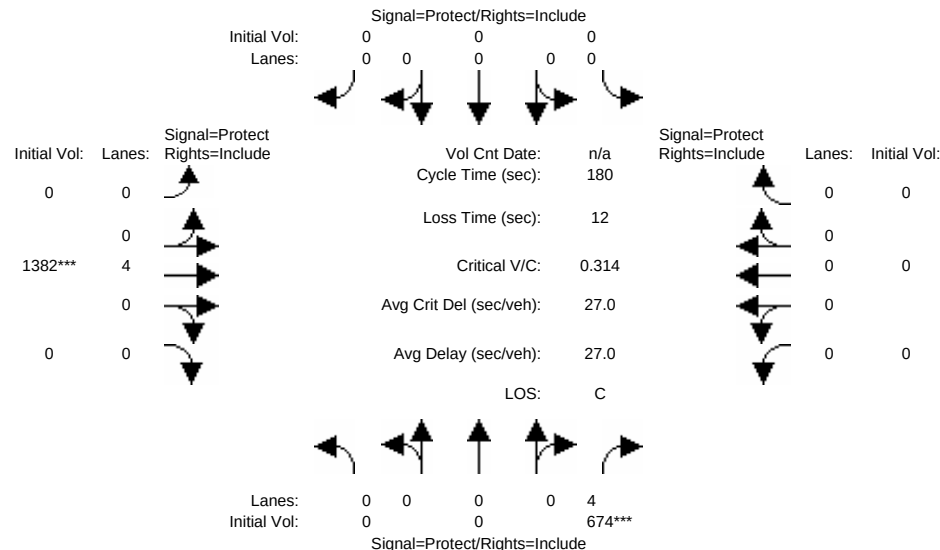


Street Name:	Trimble Rd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	7	10	10	7	10	10
Volume Module: am												
Base Vol:	47	67	403	11	7	0	20	993	33	1222	2167	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	67	403	11	7	0	20	993	33	1222	2167	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	67	403	11	7	0	20	993	33	1222	2167	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	67	403	11	7	0	20	993	33	1222	1777	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	67	403	11	7	0	20	993	33	1222	1777	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	47	67	403	11	7	0	20	993	33	1222	1777	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.80	0.83	0.95	0.92	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	3.00	2.00	1.00	0.00	1.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	4551	3150	1800	0	1750	7600	1750	4551	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.09	0.00	0.00	0.00	0.01	0.13	0.02	0.27	0.31	0.02
Crit Moves:												
Green Time:	8.3	13.1	112.6	7.0	11.8	0.0	16.4	48.4	56.7	99.5	132	131.5
Volume/Cap:	0.59	0.49	0.14	0.09	0.06	0.00	0.13	0.49	0.06	0.49	0.43	0.03
Delay/Veh:	94.8	82.9	13.9	83.7	79.1	0.0	75.6	55.5	43.1	24.8	9.6	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.8	82.9	13.9	83.7	79.1	0.0	75.6	55.5	43.1	24.8	9.6	6.7
HCM2k95th:	7	8	6	1	1	0	2	21	3	24	22	1

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #36: Montague Expwy / Trimble Rd

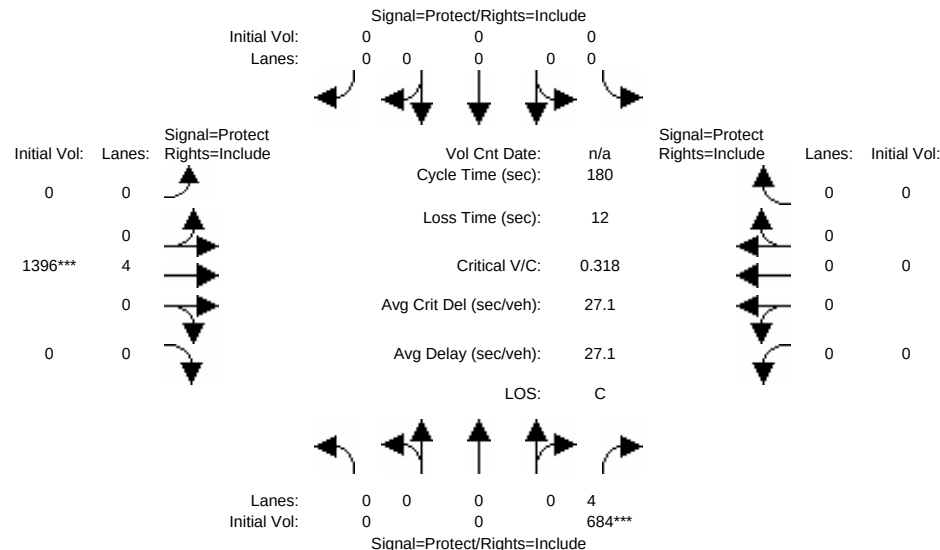


Street Name:	Trimble Rd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	7	10	10	7	10	10
Volume Module: am												
Base Vol:	0	0	403	0	0	0	0	1004	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	403	0	0	0	0	1004	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	271	0	0	0	0	378	0	0	0	0
Initial Fut:	0	0	674	0	0	0	0	1382	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	674	0	0	0	0	1382	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	674	0	0	0	0	1382	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	674	0	0	0	0	1382	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	4.00	0.00	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	6068	0	0	0	0	7600	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.00	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	63.7	0.0	0.0	0.0	0.0	104	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	42.3	0.0	0.0	0.0	0.0	19.5	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	42.3	0.0	0.0	0.0	0.0	19.5	0.0	0.0	0.0	0.0
HCM2k95th:	0	0	13	0	0	0	0	17	0	0	0	0

Milpitas TASP

 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #36: Montague Expwy / Trimble Rd



Street Name:				Trimble Rd				Montague Expwy								
Approach:		North Bound			South Bound			East Bound				West Bound				
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----		-----			-----			-----				-----				
Min. Green:		7		10		10	7		10		0	7		10		10
-----		-----			-----			-----				-----				
Volume Module: am																
Base Vol:		0		0		674	0		0		0	0	1382	0	0	0
Growth Adj:		1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:		0		0		674	0		0		0	0	1382	0	0	0
Added Vol:		0		0		10	0		0		0	0	14	0	119	300
PasserByVol:		0		0		0	0		0		0	0	0	0	-119	-300
Initial Fut:		0		0		684	0		0		0	0	1396	0	0	0
User Adj:		1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	0.82	1.00
PHF Adj:		1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:		0		0		684	0		0		0	0	1396	0	0	0
Reduct Vol:		0		0		0	0		0		0	0	0	0	0	0
Reduced Vol:		0		0		684	0		0		0	0	1396	0	0	0
PCE Adj:		1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:		1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:		0		0		684	0		0		0	0	1396	0	0	0
-----		-----			-----			-----				-----				
Saturation Flow Module:																
Sat/Lane:		1900	1900		1900	1900	1900	1900	1900		1900	1900	1900	1900	1900	1900
Adjustment:		0.92	1.00		0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.92
Lanes:		0.00	0.00		4.00	0.00	0.00	0.00	0.00	4.00	0.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:		0		0		6068	0		0		0	7600	0	0	1800	0
-----		-----			-----			-----				-----				
Capacity Analysis Module:																
Vol/Sat:		0.00	0.00		0.11	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****							****				
Green Time:		0.0	0.0		63.9	0.0	0.0	0.0	0.0	104	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:		0.00	0.00		0.32	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:		0.0	0.0		42.3	0.0	0.0	0.0	0.0	19.6	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:		0.0	0.0		42.3	0.0	0.0	0.0	0.0	19.6	0.0	0.0	0.0	0.0	0.0	0.0
HCM2k95th:		0		0		13	0		0		0	18	0	0	0	0

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

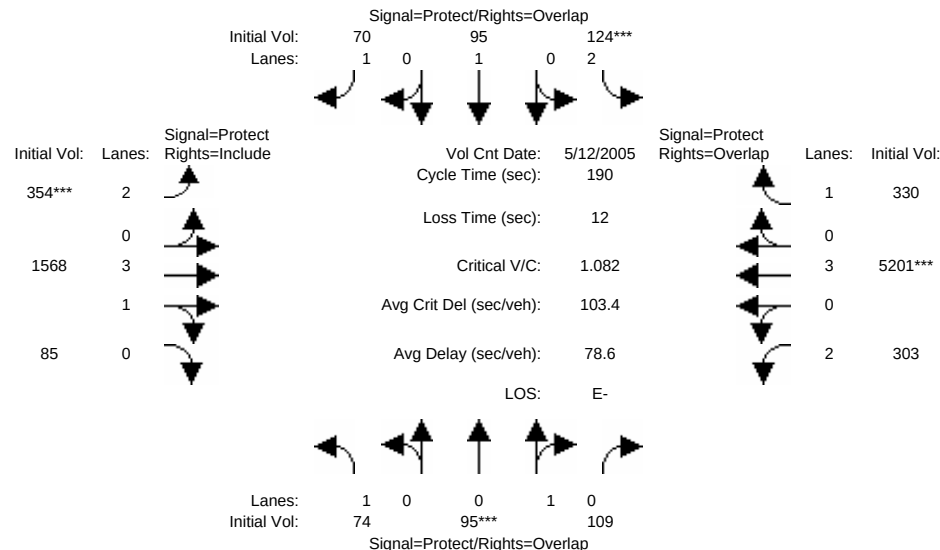
Initial State		Signal=Protect/Rights=Overlap		Signal=Protect/Rights=Overlap		Final State	
Lanes	Initial Vol	Lanes	Initial Vol	Lanes	Initial Vol	Lanes	Initial Vol
1	34	1	34	1	86	1	231
0	0	0	0	0	0	0	0
3	1068	3	1068	3	3762***	3	3762***
1	64	1	64	1	98	1	272
0	0	0	0	0	0	0	0
Signal=Protect Rights=Include		Signal=Protect/Rights=Overlap		Signal=Protect/Rights=Overlap		Signal=Protect Rights=Overlap	
Vol Cnt Date: 5/12/2005		Vol Cnt Date: 5/12/2005		Vol Cnt Date: 5/12/2005		Vol Cnt Date: 5/12/2005	
Cycle Time (sec): 190		Cycle Time (sec): 190		Cycle Time (sec): 190		Cycle Time (sec): 190	
Loss Time (sec): 12		Loss Time (sec): 12		Loss Time (sec): 12		Loss Time (sec): 12	
Critical V/C: 0.800		Critical V/C: 0.800		Critical V/C: 0.800		Critical V/C: 0.800	
Avg Crit Del (sec/veh): 38.2		Avg Crit Del (sec/veh): 38.2		Avg Crit Del (sec/veh): 38.2		Avg Crit Del (sec/veh): 38.2	
Avg Delay (sec/veh): 37.0		Avg Delay (sec/veh): 37.0		Avg Delay (sec/veh): 37.0		Avg Delay (sec/veh): 37.0	
LOS: D+		LOS: D+		LOS: D+		LOS: D+	

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #37: Montague Expwy / McCarthy Blvd-O'Toole Ave

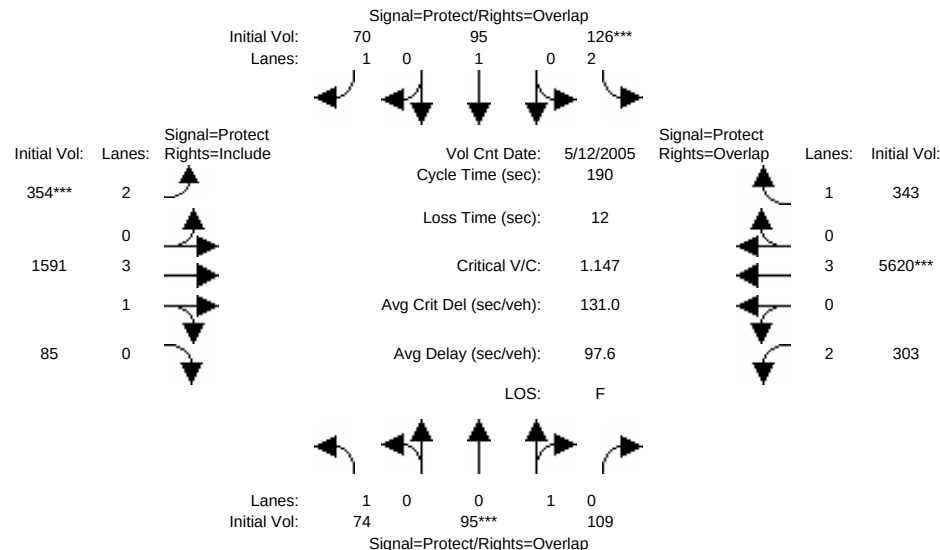


Street Name: McCarthy Blvd-O'Toole Ave						Montague Expwy						
Approach: North Bound			South Bound			East Bound			West Bound			
Movement: L - T - R			L - T - R			L - T - R			L - T - R			
----- -----			----- -----			----- -----			----- -----			
Min. Green:	14	10	10	14	10	10	14	95	10	14	95	10
----- -----			----- -----			----- -----			----- -----			
Volume Module: >> Count Date: 12 May 2005 <<												
Base Vol:	65	81	98	85	86	34	257	1068	64	272	3762	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	81	98	85	86	34	257	1068	64	272	3762	231
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	9	14	11	39	9	36	97	500	21	31	1439	99
Initial Fut:	74	95	109	124	95	70	354	1568	85	303	5201	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	95	109	124	95	70	354	1568	85	303	4265	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	95	109	124	95	70	354	1568	85	303	4265	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	74	95	109	124	95	70	354	1568	85	303	4265	330
----- -----			----- -----			----- -----			----- -----			
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.47	0.53	2.00	1.00	1.00	2.00	3.79	0.21	2.00	3.00	1.00
Final Sat.:	1750	838	962	3150	1900	1750	3150	7114	386	3150	5700	1750
----- -----			----- -----			----- -----			----- -----			
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.04	0.05	0.04	0.11	0.22	0.22	0.10	0.75	0.19
Crit Moves:	****			****			****			****		
Green Time:	19.3	19.1	42.5	14.0	13.8	32.7	18.9	122	121.5	23.4	126	140.0
Volume/Cap:	0.42	1.13	0.51	0.53	0.69	0.23	1.13	0.34	0.34	0.78	1.13	0.26
Delay/Veh:	81.6	191	65.7	87.3	99.8	68.2	175.6	23.5	23.5	90.7	93.7	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.6	191	65.7	87.3	99.8	68.2	175.6	23.5	23.5	90.7	93.7	8.2
HCM2k95th:	9	30	21	8	13	8	27	27	26	19	153	12

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #37: Montague Expwy / McCarthy Blvd-O'Toole Ave

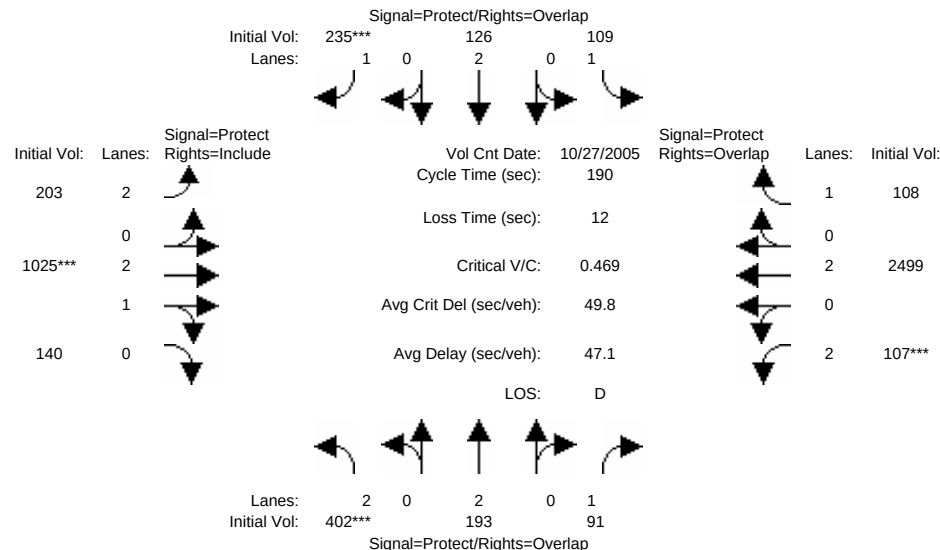


Street Name:	McCarthy Blvd-O'Toole Ave						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	95	10	14	95	10
Volume Module: >> Count Date: 12 May 2005 <<												
Base Vol:	74	95	109	124	95	70	354	1568	85	303	5201	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	95	109	124	95	70	354	1568	85	303	5201	330
Added Vol:	0	0	0	2	0	0	0	23	0	0	419	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	95	109	126	95	70	354	1591	85	303	5620	343
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	95	109	126	95	70	354	1591	85	303	4608	343
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	95	109	126	95	70	354	1591	85	303	4608	343
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	74	95	109	126	95	70	354	1591	85	303	4608	343
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.47	0.53	2.00	1.00	1.00	2.00	3.79	0.21	2.00	3.00	1.00
Final Sat.:	1750	838	962	3150	1900	1750	3150	7119	380	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.04	0.05	0.04	0.11	0.22	0.22	0.10	0.81	0.20
Crit Moves:	****			****			****			****		
Green Time:	18.7	18.0	41.5	14.0	13.3	31.1	17.8	122	122.5	23.6	128	142.2
Volume/Cap:	0.43	1.20	0.52	0.54	0.71	0.24	1.20	0.35	0.35	0.78	1.20	0.26
Delay/Veh:	82.4	218	66.6	87.5	103	69.6	203.3	23.1	23.1	90.1	123	7.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.4	218	66.6	87.5	103	69.6	203.3	23.1	23.1	90.1	123	7.6
HCM2k95th:	9	31	21	9	13	8	28	27	26	19	177	12

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #38: Montague Expwy / S. Main St-Oakland Rd

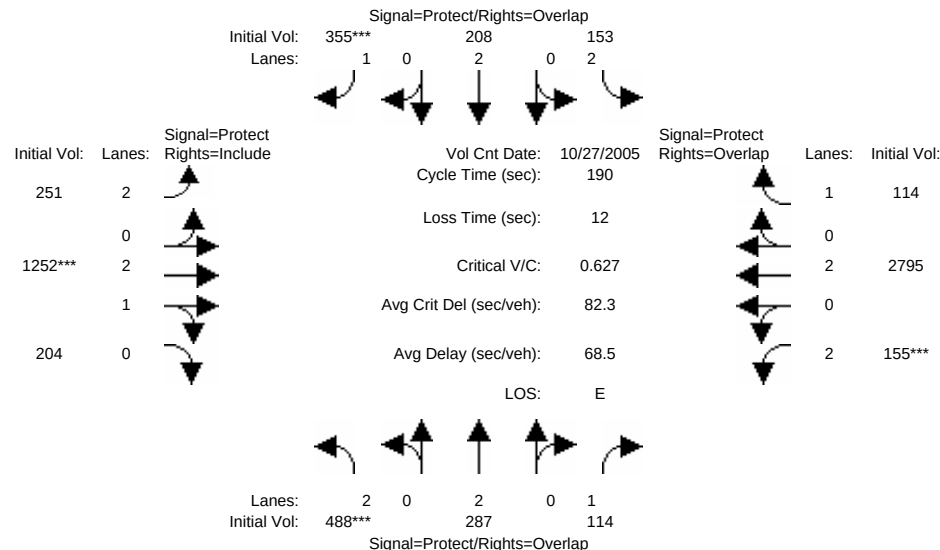


Street Name:	S. Main St-Oakland Rd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	120	10	14	10	10
Volume Module: >> Count Date: 27 Oct 2005 <<												
Base Vol:	402	193	91	109	126	235	203	1025	140	107	2499	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	402	193	91	109	126	235	203	1025	140	107	2499	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	402	193	91	109	126	235	203	1025	140	107	2499	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	402	193	91	109	126	235	203	1025	140	107	2049	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	402	193	91	109	126	235	203	1025	140	107	2049	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	402	193	91	109	126	235	203	1025	140	107	2049	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.63	0.37	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	4926	673	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.05	0.05	0.06	0.03	0.13	0.06	0.21	0.21	0.03	0.54	0.06
Crit Moves:	****					****	****			****		
Green Time:	29.8	18.3	32.3	25.7	14.2	30.3	16.1	120	120.0	14.0	118	143.6
Volume/Cap:	0.81	0.53	0.31	0.46	0.44	0.84	0.76	0.33	0.33	0.46	0.87	0.08
Delay/Veh:	87.3	83.1	69.6	77.2	85.3	97.7	97.1	23.9	23.9	85.8	33.5	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.3	83.1	69.6	77.2	85.3	97.7	97.1	23.9	23.9	85.8	33.5	6.1
HCM2k95th:	24	12	10	12	8	27	14	25	25	7	77	3

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #38: Montague Expwy / S. Main St-Oakland Rd

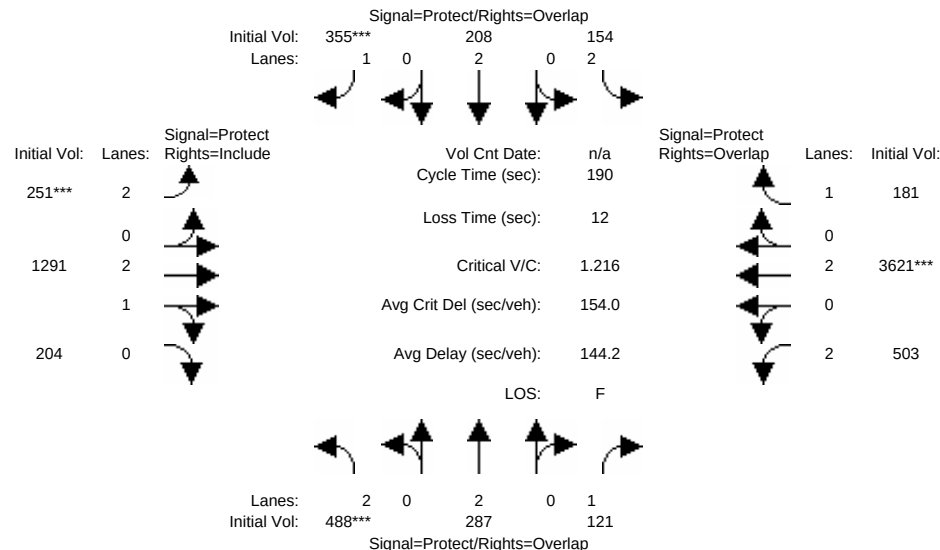


Street Name:	S. Main St-Oakland Rd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	120	10	14	10	10
Volume Module: >> Count Date: 27 Oct 2005 <<												
Base Vol:	402	193	91	109	126	235	203	1025	140	107	2499	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	402	193	91	109	126	235	203	1025	140	107	2499	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	86	94	23	44	82	120	48	227	64	48	296	6
Initial Fut:	488	287	114	153	208	355	251	1252	204	155	2795	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	488	287	114	153	208	355	251	1252	204	155	2292	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	488	287	114	153	208	355	251	1252	204	155	2292	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	488	287	114	153	208	355	251	1252	204	155	2292	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.56	0.44	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	4814	784	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.08	0.07	0.05	0.05	0.20	0.08	0.26	0.26	0.05	0.60	0.07
Crit Moves:	****					****	****			****		
Green Time:	24.5	22.3	36.3	21.7	19.5	35.1	15.6	120	120.0	14.0	118	140.1
Volume/Cap:	1.20	0.64	0.34	0.42	0.53	1.10	0.97	0.41	0.41	0.67	0.97	0.09
Delay/Veh:	194.5	83.3	67.1	79.1	82.4	156.1	133.8	25.5	25.5	93.0	46.0	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	194.5	83.3	67.1	79.1	82.4	156.1	133.8	25.5	25.5	93.0	46.0	7.0
HCM2k95th:	36	17	12	9	12	45	19	32	31	11	102	4

Milpitas TASP

 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #38: Montague Expwy / S. Main St-Oakland Rd

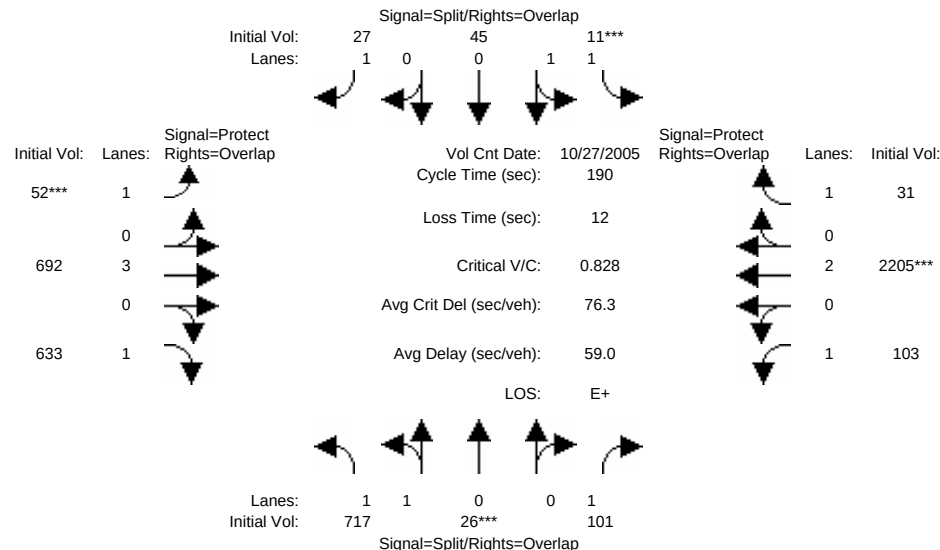


Street Name:	S. Main St-Oakland Rd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	120	10	14	10	10
Volume Module:												
Base Vol:	488	287	114	153	208	355	251	1252	204	155	2795	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	488	287	114	153	208	355	251	1252	204	155	2795	114
Added Vol:	0	0	7	1	0	0	0	39	0	348	826	67
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	488	287	121	154	208	355	251	1291	204	503	3621	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	488	287	121	154	208	355	251	1291	204	503	2969	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	488	287	121	154	208	355	251	1291	204	503	2969	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	488	287	121	154	208	355	251	1291	204	503	2969	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.58	0.42	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	4835	764	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.08	0.07	0.05	0.05	0.20	0.08	0.27	0.27	0.16	0.78	0.10
Crit Moves:	****					****	****			****		
Green Time:	24.0	21.8	36.7	21.3	19.1	33.1	14.0	120	120.0	15.0	121	142.2
Volume/Cap:	1.23	0.66	0.36	0.44	0.55	1.17	1.08	0.42	0.42	2.03	1.23	0.14
Delay/Veh:	205.7	84.2	67.1	79.7	83.0	182.7	170.4	25.8	25.8	564.5	141	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	205.7	84.2	67.1	79.7	83.0	182.7	170.4	25.8	25.8	564.5	141	6.8
HCM2k95th:	37	17	13	9	12	47	20	33	32	50	176	6

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #39: Montague Expwy / McCandless Dr-Trade Zone Blvd

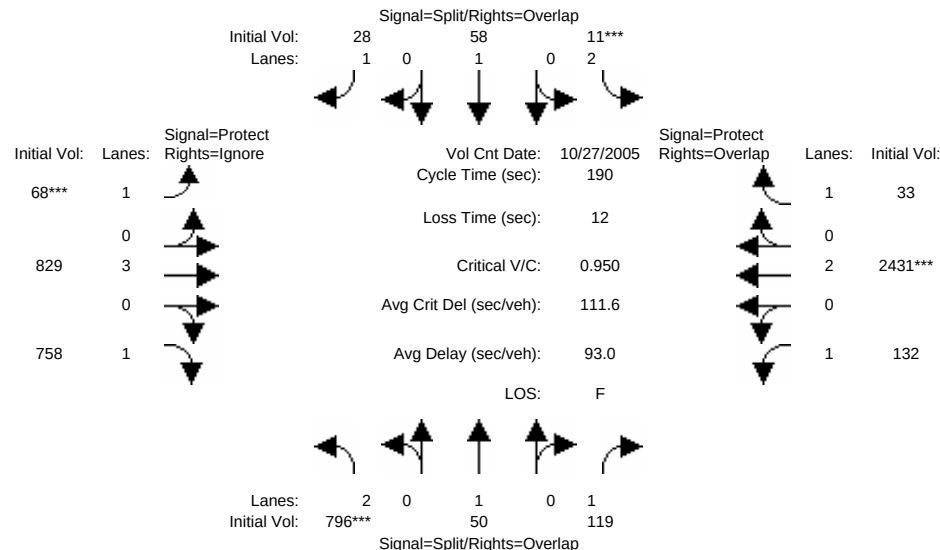


Street Name:	McCandless Dr-Trade Zone Blvd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	107	10
Volume Module: >> Count Date: 27 Oct 2005 <<												
Base Vol:	717	26	101	11	45	27	52	692	633	103	2205	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	717	26	101	11	45	27	52	692	633	103	2205	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	717	26	101	11	45	27	52	692	633	103	2205	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	717	26	101	11	45	27	52	692	633	103	1808	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	717	26	101	11	45	27	52	692	633	103	1808	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	717	26	101	11	45	27	52	692	633	103	1808	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.95	0.92	1.38	0.50	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.95	0.05	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	2693	98	1750	2625	950	1750	1750	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.06	0.00	0.05	0.02	0.03	0.12	0.36	0.06	0.48	0.02
Crit Moves:	****			****			****			****		
Green Time:	43.0	43.0	57.9	14.0	14.0	28.0	14.0	106	149.1	14.9	107	121.0
Volume/Cap:	1.18	1.18	0.19	0.06	0.64	0.10	0.40	0.22	0.46	0.75	0.84	0.03
Delay/Veh:	168.8	169	48.9	81.9	101	70.3	86.1	27.9	14.4	106.5	37.9	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	168.8	169	48.9	81.9	101	70.3	86.1	27.9	14.4	106.5	37.9	12.8
HCM2k95th:	49	61	10	1	7	3	7	16	37	14	69	1

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #39: Montague Expwy / McCandless Dr-Trade Zone Blvd

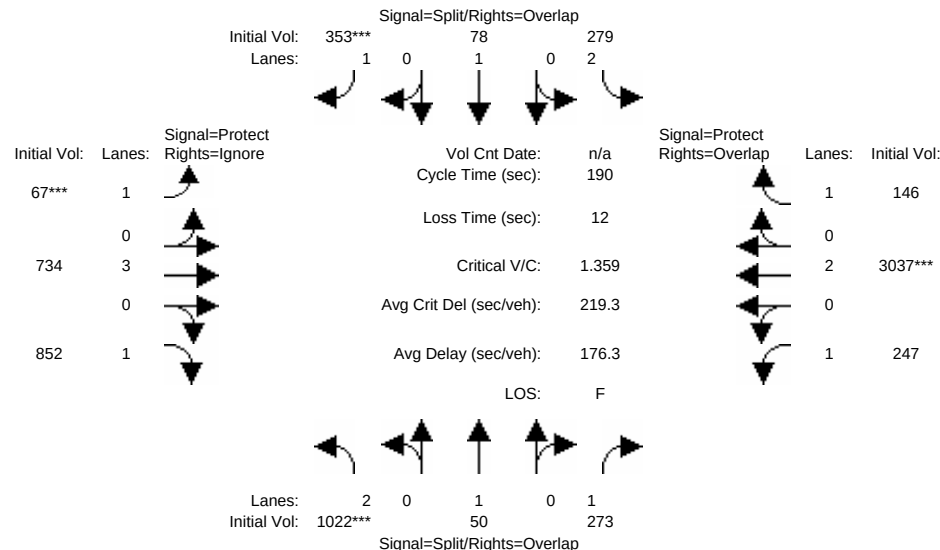


Street Name: McCandless Dr-Trade Zone Blvd						Montague Expwy						
Approach: North Bound			South Bound			East Bound			West Bound			
Movement: L - T - R			L - T - R			L - T - R			L - T - R			
----- -----			----- -----			----- -----			----- -----			
Min. Green:	14	10	10	14	10	10	14	100	10	14	107	10
----- -----			----- -----			----- -----			----- -----			
Volume Module: >> Count Date: 27 Oct 2005 <<												
Base Vol:	717	26	101	11	45	27	52	692	633	103	2205	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	717	26	101	11	45	27	52	692	633	103	2205	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	79	24	18	0	13	1	16	137	125	29	226	2
Initial Fut:	796	50	119	11	58	28	68	829	758	132	2431	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.82	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	796	50	119	11	58	28	68	829	0	132	1993	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	796	50	119	11	58	28	68	829	0	132	1993	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	796	50	119	11	58	28	68	829	0	132	1993	33
----- -----			----- -----			----- -----			----- -----			
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	1.00	0.92	1.24	0.50	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	2457	1900	1750	4725	950	1750	1750	5700	1750	1750	3800	1750
----- -----			----- -----			----- -----			----- -----			
Capacity Analysis Module:												
Vol/Sat:	0.32	0.03	0.07	0.00	0.06	0.02	0.04	0.15	0.00	0.08	0.52	0.02
Crit Moves:	****			****			****			****		
Green Time:	43.0	43.0	58.2	14.0	14.0	28.0	14.0	106	0.0	15.2	107	121.0
Volume/Cap:	1.43	0.12	0.22	0.03	0.83	0.11	0.53	0.26	0.00	0.94	0.93	0.03
Delay/Veh:	277.9	58.5	49.3	81.7	140	70.4	88.8	28.8	0.0	146.4	46.2	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	277.9	58.5	49.3	81.7	140	70.4	88.8	28.8	0.0	146.4	46.2	12.8
HCM2k95th:	61	5	12	1	10	3	9	19	0	19	85	1

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #39: Montague Expwy / McCandless Dr-Trade Zone Blvd

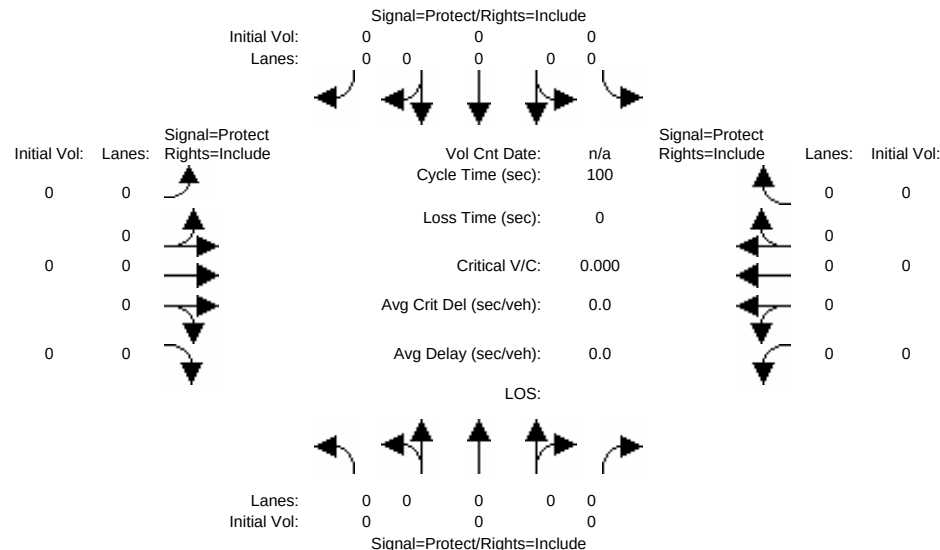


Street Name:	McCandless Dr-Trade Zone Blvd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	107	10
Volume Module:												
Base Vol:	796	50	119	11	58	28	68	829	758	132	2431	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	796	50	119	11	58	28	68	829	758	132	2431	33
Added Vol:	0	0	13	0	0	0	0	48	0	51	1240	0
Manual Adj:	226	0	141	268	20	325	-1	-143	94	64	-634	113
Initial Fut:	1022	50	273	279	78	353	67	734	852	247	3037	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.82	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1022	50	273	279	78	353	67	734	0	247	2490	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1022	50	273	279	78	353	67	734	0	247	2490	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	1022	50	273	279	78	353	67	734	0	247	2490	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	1.00	0.92	1.24	0.50	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	2457	1900	1750	4725	950	1750	1750	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.42	0.03	0.16	0.06	0.08	0.20	0.04	0.13	0.00	0.14	0.66	0.08
Crit Moves:	****					****	****				****	
Green Time:	43.6	43.6	64.6	13.4	13.4	27.4	14.0	100	0.0	21.0	107	120.4
Volume/Cap:	1.81	0.11	0.46	0.84	1.16	1.40	0.52	0.24	0.00	1.28	1.16	0.13
Delay/Veh:	446.2	58.1	49.6	103.8	249	282.6	88.5	31.2	0.0	242.9	121	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	446.2	58.1	49.6	103.8	249	282.6	88.5	31.2	0.0	242.9	121	14.0
HCM2k95th:	88	5	25	19	15	54	9	18	0	38	140	6

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #40: E. Capitol Ave / S. Milpitas Blvd

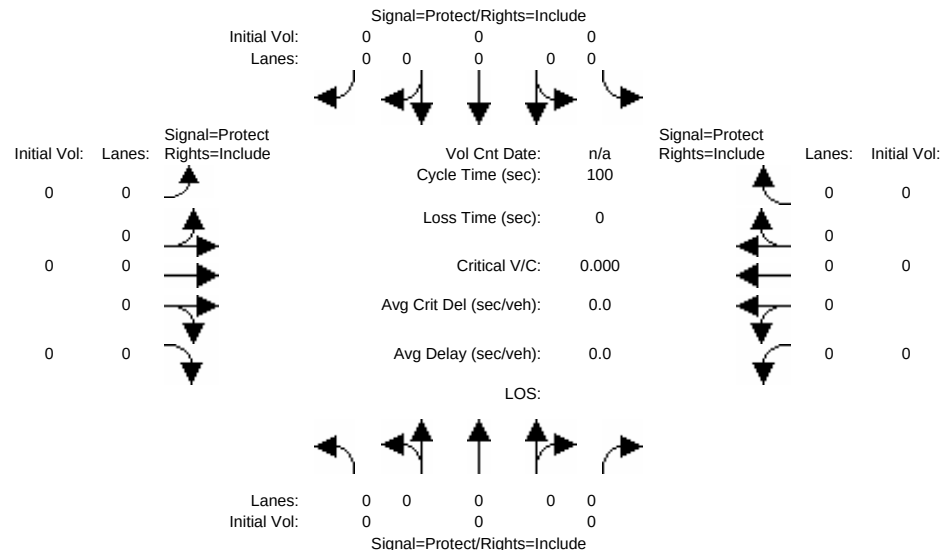


Street Name:	S. Milpitas Blvd						E. Capitol Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	0		0		0		0		0		0	
Volume Module:												
Base Vol:	0		0		0		0		0		0	
Growth Adj:	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00
Initial Bse:	0		0		0		0		0		0	
Added Vol:	0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	0		0		0		0		0		0	
User Adj:	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00
PHF Adj:	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00
PHF Volume:	0		0		0		0		0		0	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	0		0		0		0		0		0	
PCE Adj:	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00
MLF Adj:	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00
Final Vol.:	0		0		0		0		0		0	
Saturation Flow Module:												
Sat/Lane:	0		0		0		0		0		0	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00
Lanes:	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00
Final Sat.:	0		0		0		0		0		0	
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00
Crit Moves:												
Green Time:	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Volume/Cap:	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00
Delay/Veh:	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
HCM2k95th:	0		0		0		0		0		0	

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #40: E. Capitol Ave / S. Milpitas Blvd

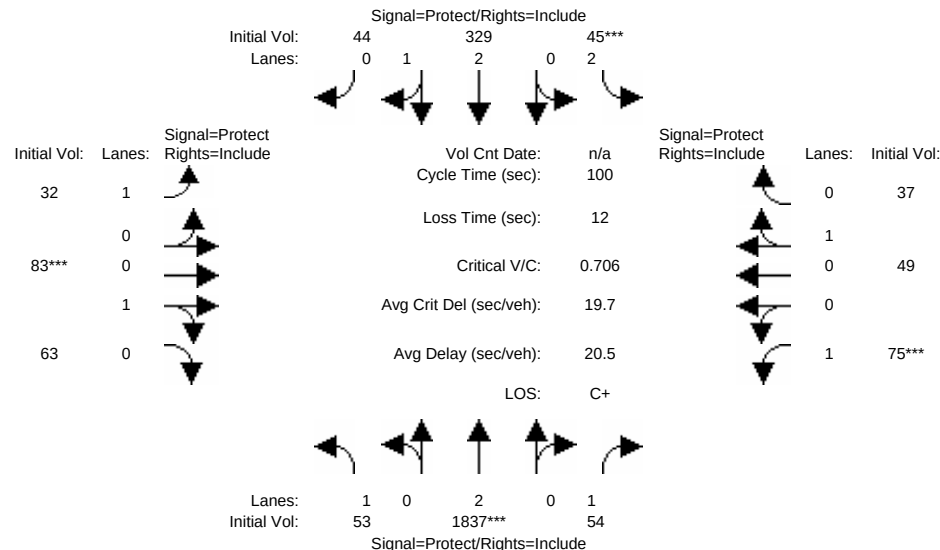


Street Name:	S. Milpitas Blvd						E. Capitol Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	0		0		0		0		0		0	
Volume Module:												
Base Vol:	0		0		0		0		0		0	
Growth Adj:	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00
Initial Bse:	0		0		0		0		0		0	
Added Vol:	0		0		0		0		0		0	
ATI:	0		0		0		0		0		0	
Initial Fut:	0		0		0		0		0		0	
User Adj:	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00
PHF Adj:	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00
PHF Volume:	0		0		0		0		0		0	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	0		0		0		0		0		0	
PCE Adj:	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00
MLF Adj:	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00
Final Vol.:	0		0		0		0		0		0	
Saturation Flow Module:												
Sat/Lane:	0		0		0		0		0		0	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00
Lanes:	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00
Final Sat.:	0		0		0		0		0		0	
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00
Crit Moves:												
Green Time:	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Volume/Cap:	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00
Delay/Veh:	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
HCM2k95th:	0		0		0		0		0		0	

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #40: E. Capitol Ave / S. Milpitas Blvd

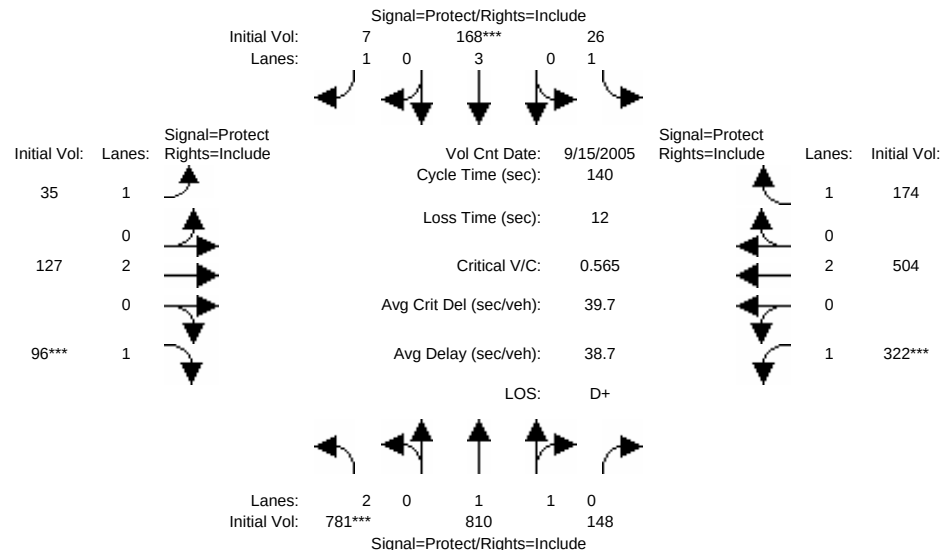


Street Name:	S. Milpitas Blvd						E. Capitol Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	1	1609	22	1	267	1	1	1	1	23	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1609	22	1	267	1	1	1	1	23	1	1
Added Vol:	0	-26	0	0	498	0	0	0	0	0	0	0
Manual Adj.:	52	254	32	44	-436	43	31	82	62	52	48	36
Initial Fut:	53	1837	54	45	329	44	32	83	63	75	49	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	1837	54	45	329	44	32	83	63	75	49	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1837	54	45	329	44	32	83	63	75	49	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	53	1837	54	45	329	44	32	83	63	75	49	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	2.00	2.63	0.37	1.00	0.57	0.43	1.00	0.57	0.43
Final Sat.:	1750	3800	1750	3150	4939	660	1750	1023	777	1750	1026	774
Capacity Analysis Module:												
Vol/Sat:	0.03	0.48	0.03	0.01	0.07	0.07	0.02	0.08	0.08	0.04	0.05	0.05
Crit Moves:	***			***			***			***		
Green Time:	29.0	63.4	63.4	7.0	41.4	41.4	7.3	10.6	10.6	7.0	10.4	10.4
Volume/Cap:	0.10	0.76	0.05	0.20	0.16	0.16	0.25	0.76	0.76	0.61	0.46	0.46
Delay/Veh:	26.1	14.5	6.9	44.3	18.4	18.4	44.9	59.9	59.9	54.0	44.0	44.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	14.5	6.9	44.3	18.4	18.4	44.9	59.9	59.9	54.0	44.0	44.0
HCM2k95th:	2	36	1	2	5	5	2	12	12	7	6	6

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #41: N. Capitol Ave / Trade Zone Blvd-Cropley Ave

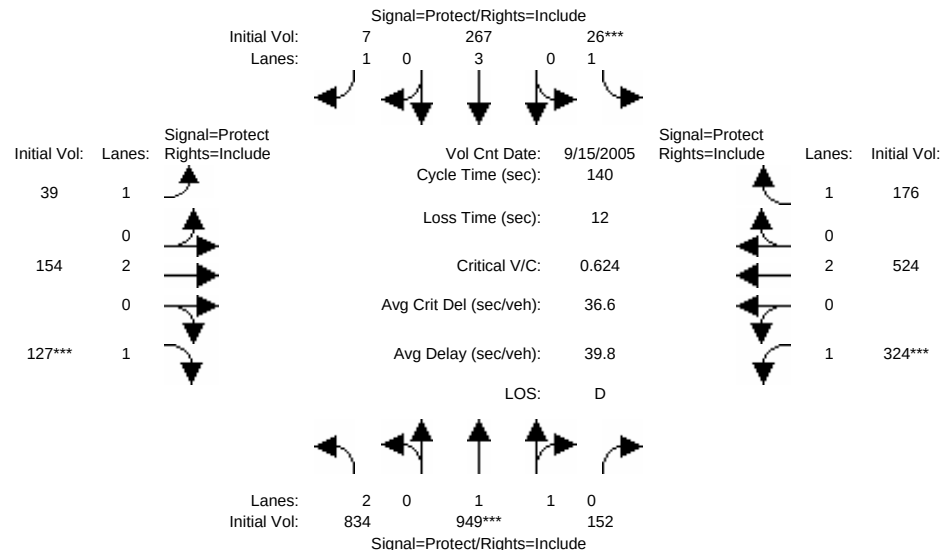


Street Name:	N. Capitol Ave						Trade Zone Blvd-Cropley Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 15 Sep 2005 <<												
Base Vol:	781	810	148	26	168	7	35	127	96	322	504	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	781	810	148	26	168	7	35	127	96	322	504	174
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	781	810	148	26	168	7	35	127	96	322	504	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	781	810	148	26	168	7	35	127	96	322	504	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	781	810	148	26	168	7	35	127	96	322	504	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	781	810	148	26	168	7	35	127	96	322	504	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.68	0.32	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3128	572	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.26	0.26	0.01	0.03	0.00	0.02	0.03	0.05	0.18	0.13	0.10
Crit Moves:	****			****			****			****		
Green Time:	60.1	58.8	58.8	11.3	10.0	10.0	15.9	13.3	13.3	44.6	42.0	42.0
Volume/Cap:	0.58	0.62	0.62	0.18	0.41	0.06	0.18	0.35	0.58	0.58	0.44	0.33
Delay/Veh:	30.9	32.6	32.6	60.6	62.9	60.8	56.6	59.9	65.6	41.3	39.8	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	32.6	32.6	60.6	62.9	60.8	56.6	59.9	65.6	41.3	39.8	38.4
HCM2k95th:	23	28	28	2	6	1	3	6	9	21	16	11

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #41: N. Capitol Ave / Trade Zone Blvd-Cropley Ave

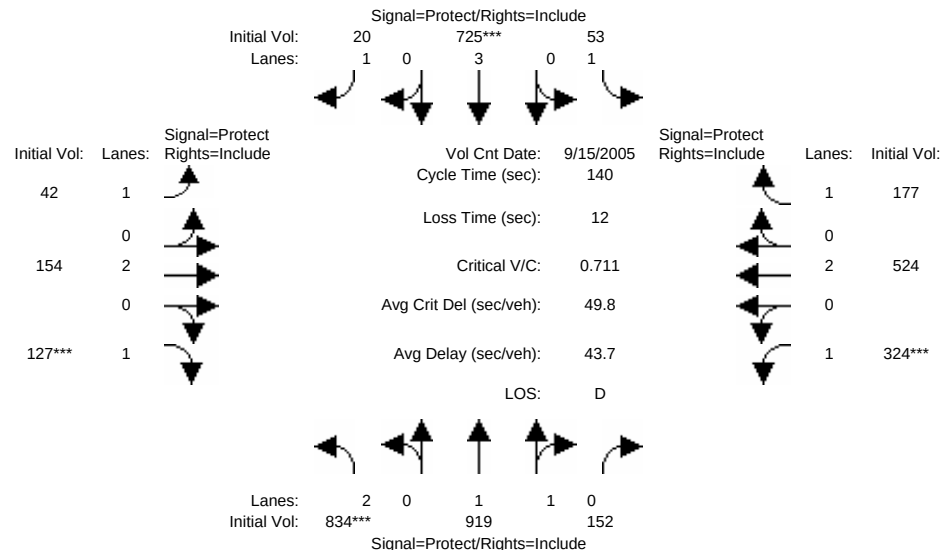


Street Name:	N. Capitol Ave						Trade Zone Blvd-Cropley Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 15 Sep 2005 <<												
Base Vol:	781	810	148	26	168	7	35	127	96	322	504	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	781	810	148	26	168	7	35	127	96	322	504	174
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	53	139	4	0	99	0	4	27	31	2	20	2
Initial Fut:	834	949	152	26	267	7	39	154	127	324	524	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	834	949	152	26	267	7	39	154	127	324	524	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	834	949	152	26	267	7	39	154	127	324	524	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	834	949	152	26	267	7	39	154	127	324	524	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.72	0.28	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3189	511	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.30	0.30	0.01	0.05	0.00	0.02	0.04	0.07	0.19	0.14	0.10
Crit Moves:	***			***			***			***		
Green Time:	56.6	64.8	64.8	7.0	15.3	15.3	14.9	15.8	15.8	40.3	41.2	41.2
Volume/Cap:	0.66	0.64	0.64	0.30	0.43	0.04	0.21	0.36	0.64	0.64	0.47	0.34
Delay/Veh:	35.0	29.6	29.6	66.0	58.8	55.9	57.7	57.9	66.4	46.4	40.7	39.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.0	29.6	29.6	66.0	58.8	55.9	57.7	57.9	66.4	46.4	40.7	39.2
HCM2k95th:	26	31	30	3	8	1	3	7	12	23	17	11

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #41: N. Capitol Ave / Trade Zone Blvd-Cropley Ave

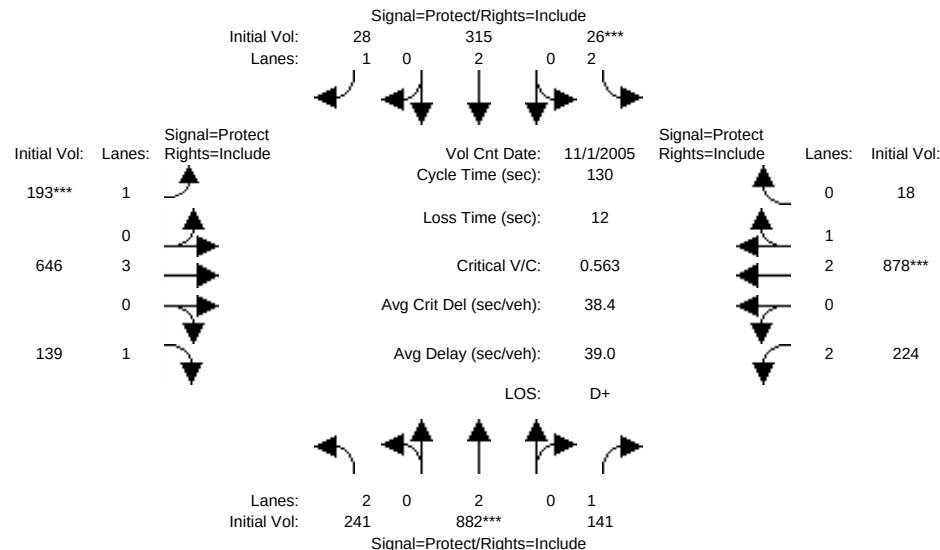


Street Name:	N. Capitol Ave						Trade Zone Blvd-Cropley Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 15 Sep 2005 <<												
Base Vol:	834	949	152	26	267	7	39	154	127	324	524	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	834	949	152	26	267	7	39	154	127	324	524	176
Added Vol:	0	-30	0	27	458	13	3	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	834	919	152	53	725	20	42	154	127	324	524	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	834	919	152	53	725	20	42	154	127	324	524	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	834	919	152	53	725	20	42	154	127	324	524	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	834	919	152	53	725	20	42	154	127	324	524	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.71	0.29	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3174	525	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.29	0.29	0.03	0.13	0.01	0.02	0.04	0.07	0.19	0.14	0.10
Crit Moves:	****				****				****	****		
Green Time:	52.2	65.9	65.9	11.4	25.1	25.1	13.5	14.3	14.3	36.5	37.3	37.3
Volume/Cap:	0.71	0.62	0.62	0.37	0.71	0.06	0.25	0.40	0.71	0.71	0.52	0.38
Delay/Veh:	39.5	28.3	28.3	62.6	56.4	47.8	59.3	59.5	73.4	52.1	44.2	42.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	28.3	28.3	62.6	56.4	47.8	59.3	59.5	73.4	52.1	44.2	42.5
HCM2k95th:	28	30	29	5	20	1	4	7	13	24	18	12

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #42: Trimble Rd / N. First St

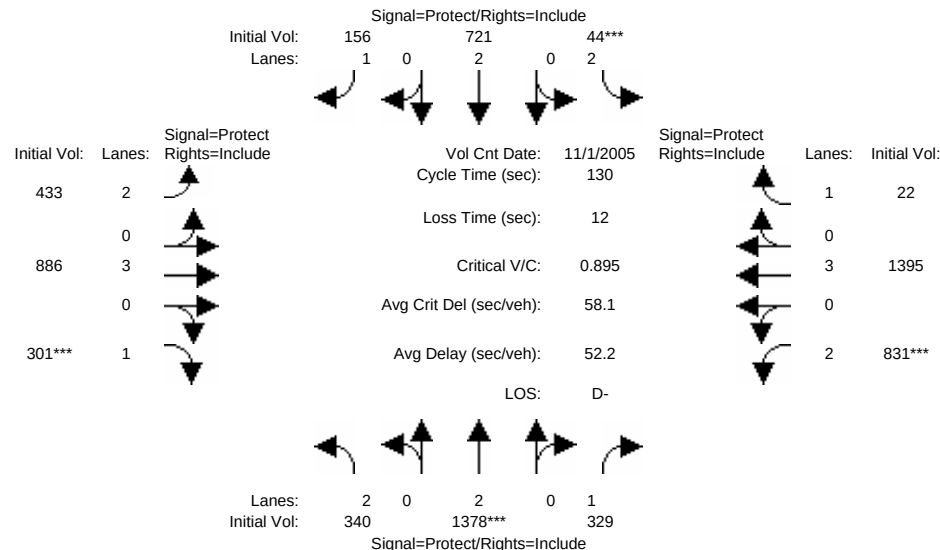


Street Name:	N. First St			Trimble Rd		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Volume Module: >> Count Date: 1 Nov 2005 << 8:00-9:00am						
Base Vol:	241	882	141	26	315	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	241	882	141	26	315	28
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	241	882	141	26	315	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	241	882	141	26	315	28
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	241	882	141	26	315	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	241	882	141	26	315	28
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:						
Vol/Sat:	0.08	0.23	0.08	0.01	0.08	0.02
Crit Moves:	****			****		
Green Time:	28.0	51.3	51.3	7.0	30.3	30.3
Volume/Cap:	0.36	0.59	0.20	0.15	0.36	0.07
Delay/Veh:	43.7	31.7	26.1	59.1	41.9	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	31.7	26.1	59.1	41.9	38.9
HCM2k95th:	8	25	7	1	10	2

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #42: Trimble Rd / N. First St

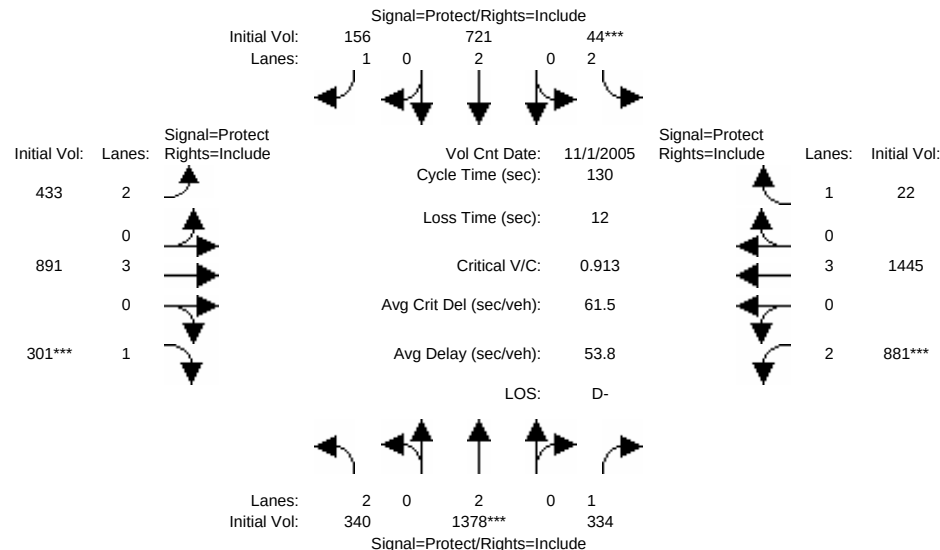


Street Name:	N. First St						Trimble Rd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10			
-----	-----			-----			-----			-----					
Volume Module: >> Count Date:	1 Nov 2005 << 8:00-9:00am														
Base Vol:	241	882	141	26	315	28	193	646	139	224	878	18			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	241	882	141	26	315	28	193	646	139	224	878	18			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
ATI:	99	496	188	18	406	128	240	240	162	607	517	4			
Initial Fut:	340	1378	329	44	721	156	433	886	301	831	1395	22			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	340	1378	329	44	721	156	433	886	301	831	1395	22			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	340	1378	329	44	721	156	433	886	301	831	1395	22			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	340	1378	329	44	721	156	433	886	301	831	1395	22			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92			
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00			
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.11	0.36	0.19	0.01	0.19	0.09	0.14	0.16	0.17	0.26	0.24	0.01			
Crit Moves:	****			****			****			****					
Green Time:	20.8	50.4	50.4	7.0	36.6	36.6	21.8	23.9	23.9	36.7	38.8	38.8			
Volume/Cap:	0.67	0.94	0.48	0.26	0.67	0.32	0.82	0.85	0.94	0.94	0.82	0.04			
Delay/Veh:	55.0	49.6	30.5	59.8	43.1	37.2	62.1	57.7	85.9	62.2	45.7	32.4			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	55.0	49.6	30.5	59.8	43.1	37.2	62.1	57.7	85.9	62.2	45.7	32.4			
HCM2k95th:	14	49	18	2	24	10	19	25	27	34	33	1			

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #42: Trimble Rd / N. First St

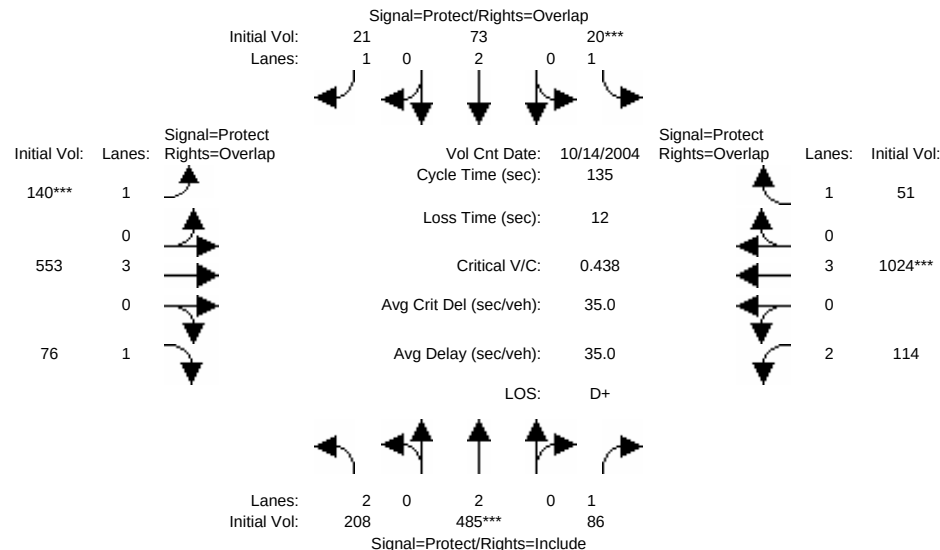


Street Name:	N. First St						Trimble Rd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10			
-----	-----			-----			-----			-----					
Volume Module: >> Count Date: 1 Nov 2005 << 8:00-9:00am															
Base Vol:	340	1378	329	44	721	156	433	886	301	831	1395	22			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	340	1378	329	44	721	156	433	886	301	831	1395	22			
Added Vol:	0	0	5	0	0	0	0	5	0	50	50	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	340	1378	334	44	721	156	433	891	301	881	1445	22			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	340	1378	334	44	721	156	433	891	301	881	1445	22			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	340	1378	334	44	721	156	433	891	301	881	1445	22			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	340	1378	334	44	721	156	433	891	301	881	1445	22			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92			
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00			
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.11	0.36	0.19	0.01	0.19	0.09	0.14	0.16	0.17	0.28	0.25	0.01			
Crit Moves:	****			****			****			****					
Green Time:	20.5	49.4	49.4	7.0	36.0	36.0	21.6	23.4	23.4	38.1	39.9	39.9			
Volume/Cap:	0.69	0.95	0.50	0.26	0.69	0.32	0.83	0.87	0.95	0.95	0.83	0.04			
Delay/Veh:	55.7	53.3	31.5	59.8	43.9	37.7	62.7	59.7	91.1	64.4	45.2	31.6			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	55.7	53.3	31.5	59.8	43.9	37.7	62.7	59.7	91.1	64.4	45.2	31.6			
HCM2k95th:	14	51	19	2	24	10	19	25	28	37	34	1			

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #43: Trimble Rd / Zanker Rd

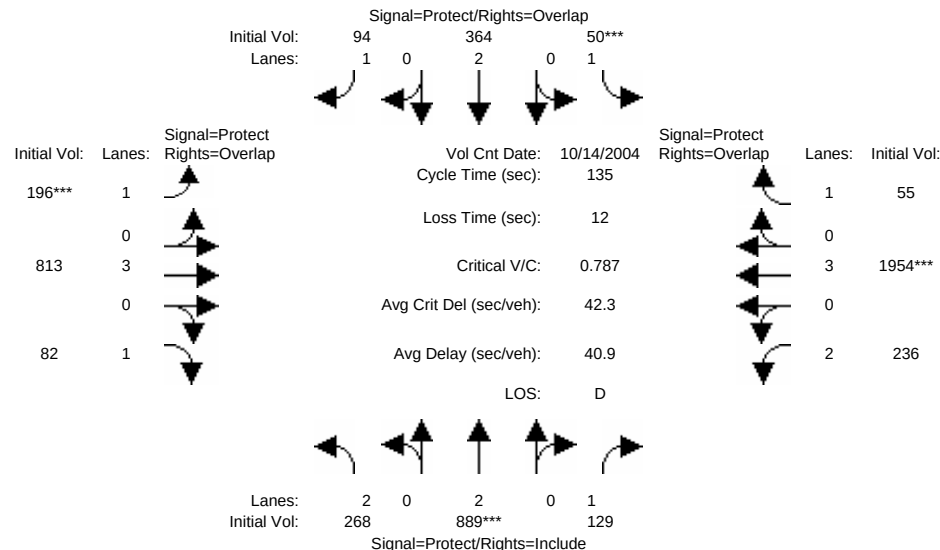


Street Name:	Zanker Rd						Trimble Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
-----	-----			-----			-----			-----		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
-----	-----			-----			-----			-----		
Volume Module: >> Count Date: 14 Oct 2004 << 8:00-9:00am												
Base Vol:	208	485	86	20	73	21	140	553	76	114	1024	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	485	86	20	73	21	140	553	76	114	1024	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	485	86	20	73	21	140	553	76	114	1024	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	485	86	20	73	21	140	553	76	114	1024	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	485	86	20	73	21	140	553	76	114	1024	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	208	485	86	20	73	21	140	553	76	114	1024	51
-----	-----			-----			-----			-----		
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750
-----	-----			-----			-----			-----		
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.05	0.01	0.02	0.01	0.08	0.10	0.04	0.04	0.18	0.03
Crit Moves:	****			****			****			****		
Green Time:	21.3	38.2	38.2	7.0	23.9	47.9	24.0	50.7	72.0	27.1	53.8	60.8
Volume/Cap:	0.42	0.45	0.17	0.22	0.11	0.03	0.45	0.26	0.08	0.18	0.45	0.06
Delay/Veh:	51.8	40.1	36.6	62.6	46.7	28.5	50.7	29.2	15.4	44.9	29.9	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.8	40.1	36.6	62.6	46.7	28.5	50.7	29.2	15.4	44.9	29.9	21.0
HCM2k95th:	8	16	5	2	3	1	11	10	3	4	19	2

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #43: Trimble Rd / Zanker Rd

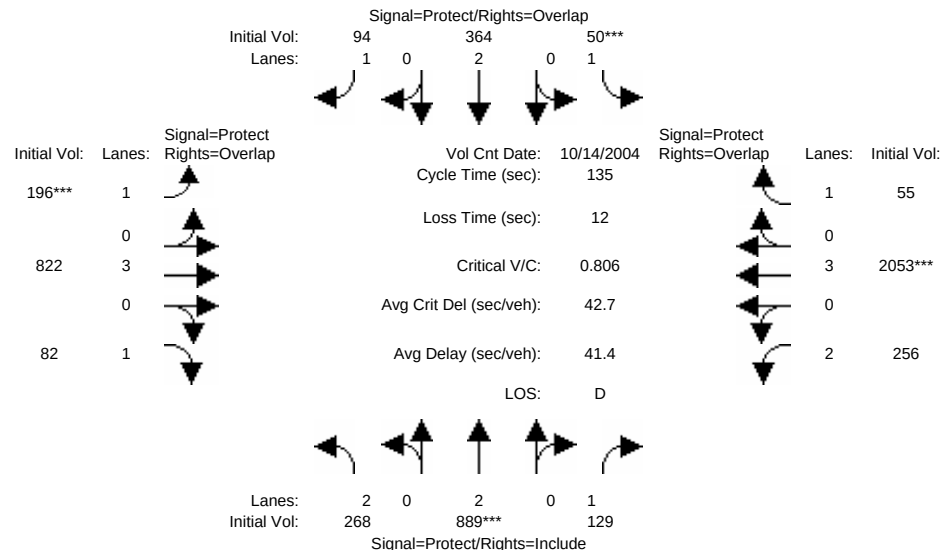


Street Name:	Zanker Rd						Trimble Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 14 Oct 2004 << 8:00-9:00am												
Base Vol:	208	485	86	20	73	21	140	553	76	114	1024	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	485	86	20	73	21	140	553	76	114	1024	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	60	404	43	30	291	73	56	260	6	122	930	4
Initial Fut:	268	889	129	50	364	94	196	813	82	236	1954	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	268	889	129	50	364	94	196	813	82	236	1954	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	889	129	50	364	94	196	813	82	236	1954	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	268	889	129	50	364	94	196	813	82	236	1954	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.07	0.03	0.10	0.05	0.11	0.14	0.05	0.07	0.34	0.03
Crit Moves:	****			****			****			****		
Green Time:	21.8	39.4	39.4	7.0	24.6	43.4	18.9	50.2	72.0	26.4	57.7	64.7
Volume/Cap:	0.53	0.80	0.25	0.55	0.53	0.17	0.80	0.38	0.09	0.38	0.80	0.07
Delay/Veh:	52.9	48.5	36.8	69.6	50.7	33.0	73.3	31.2	15.4	47.6	35.6	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	48.5	36.8	69.6	50.7	33.0	73.3	31.2	15.4	47.6	35.6	18.9
HCM2k95th:	11	32	8	6	14	5	18	15	3	9	41	2

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #43: Trimble Rd / Zanker Rd

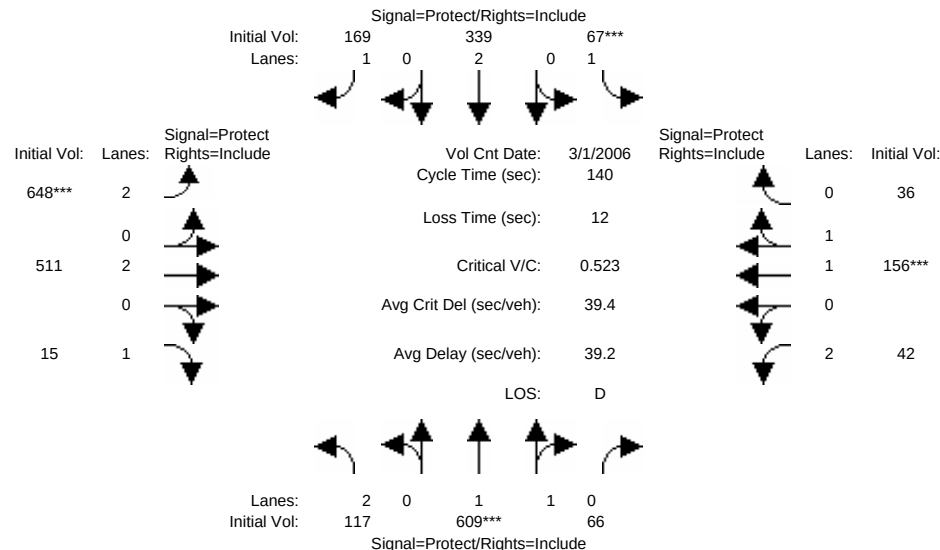


Street Name:				Zanker Rd				Trimble Rd							
Approach:				North Bound		South Bound		East Bound		West Bound					
Movement:				L	-	T	-	R	L	-	T	-	R		
-----				-----				-----				-----			
Min. Green:				7	10	10	7	10	10	7	10	10	7	10	10
-----				-----				-----				-----			
Volume Module: >> Count Date:				14 Oct 2004 << 8:00-9:00am											
Base Vol:				268	889	129	50	364	94	196	813	82	236	1954	55
Growth Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:				268	889	129	50	364	94	196	813	82	236	1954	55
Added Vol:				0	0	0	0	0	0	0	9	0	20	99	0
PasserByVol:				0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:				268	889	129	50	364	94	196	822	82	256	2053	55
User Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:				268	889	129	50	364	94	196	822	82	256	2053	55
Reduct Vol:				0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:				268	889	129	50	364	94	196	822	82	256	2053	55
PCE Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:				268	889	129	50	364	94	196	822	82	256	2053	55
-----				-----				-----				-----			
Saturation Flow Module:															
Sat/Lane:				1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:				0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:				2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:				3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750
-----				-----				-----				-----			
Capacity Analysis Module:															
Vol/Sat:				0.09	0.23	0.07	0.03	0.10	0.05	0.11	0.14	0.05	0.08	0.36	0.03
Crit Moves:				****			****			****			****		
Green Time:				21.4	38.4	38.4	7.0	24.1	42.5	18.4	49.6	71.0	28.0	59.2	66.2
Volume/Cap:				0.54	0.82	0.26	0.55	0.54	0.17	0.82	0.39	0.09	0.39	0.82	0.06
Delay/Veh:				53.4	50.2	37.6	69.6	51.3	33.7	76.6	31.7	16.0	46.6	35.6	18.1
User DelAdj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:				53.4	50.2	37.6	69.6	51.3	33.7	76.6	31.7	16.0	46.6	35.6	18.1
HCM2k95th:				11	33	8	6	14	6	19	15	3	9	43	2

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #44: Guadalupe Pkwy-Charcot Ave / N. First St

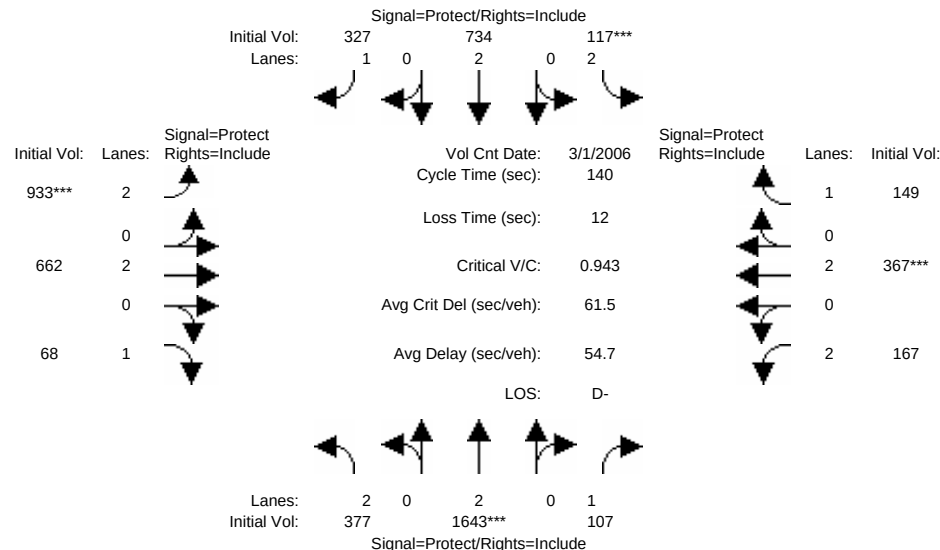


Street Name:	N. First St						Guadalupe Pkwy-Charcot Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 1 Mar 2006 << 8:00-9:00am												
Base Vol:	117	609	66	67	339	169	648	511	15	42	156	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	609	66	67	339	169	648	511	15	42	156	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	609	66	67	339	169	648	511	15	42	156	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	609	66	67	339	169	648	511	15	42	156	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	609	66	67	339	169	648	511	15	42	156	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	117	609	66	67	339	169	648	511	15	42	156	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	1.80	0.20	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.61	0.39
Final Sat.:	3150	3338	362	1750	3800	1750	3150	3800	1750	3150	3006	694
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.18	0.04	0.09	0.10	0.21	0.13	0.01	0.01	0.05	0.05
Crit Moves:	****			****			****			****		
Green Time:	20.1	48.8	48.8	10.2	38.9	38.9	55.0	50.3	50.3	18.7	13.9	13.9
Volume/Cap:	0.26	0.52	0.52	0.52	0.32	0.35	0.52	0.37	0.02	0.10	0.52	0.52
Delay/Veh:	53.6	36.7	36.7	66.4	40.2	40.8	32.9	33.4	29.0	53.4	61.3	61.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	36.7	36.7	66.4	40.2	40.8	32.9	33.4	29.0	53.4	61.3	61.3
HCM2k95th:	5	21	20	7	11	11	20	15	1	2	9	9

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #44: Guadalupe Pkwy-Charcot Ave / N. First St

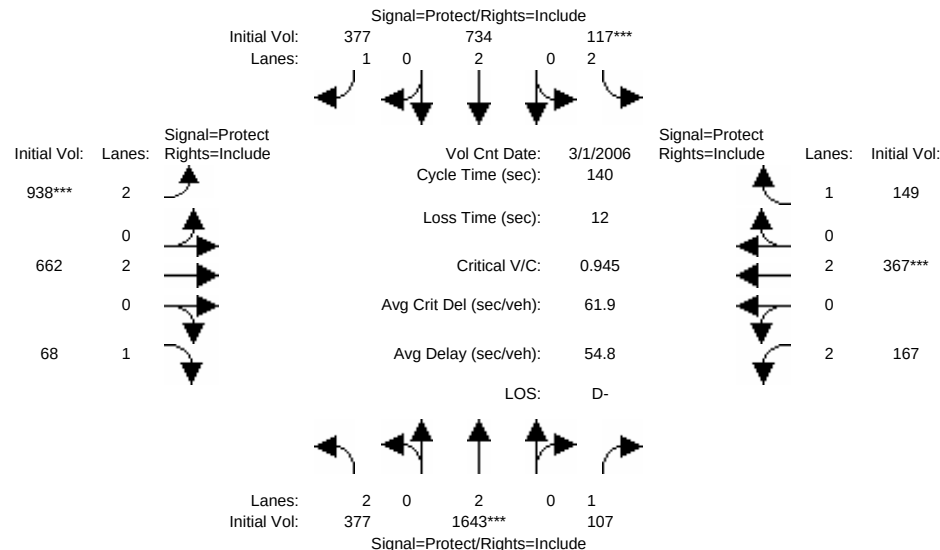


Street Name:	N. First St						Guadalupe Pkwy-Charcot Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 1 Mar 2006 << 8:00-9:00am												
Base Vol:	117	609	66	67	339	169	648	511	15	42	156	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	609	66	67	339	169	648	511	15	42	156	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	260	1034	41	50	395	158	285	151	53	125	211	113
Initial Fut:	377	1643	107	117	734	327	933	662	68	167	367	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	377	1643	107	117	734	327	933	662	68	167	367	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	1643	107	117	734	327	933	662	68	167	367	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	377	1643	107	117	734	327	933	662	68	167	367	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.43	0.06	0.04	0.19	0.19	0.30	0.17	0.04	0.05	0.10	0.09
Crit Moves:	****			****			****			****		
Green Time:	26.9	63.4	63.4	7.0	43.5	43.5	43.4	44.2	44.2	13.4	14.2	14.2
Volume/Cap:	0.62	0.95	0.14	0.74	0.62	0.60	0.95	0.55	0.12	0.55	0.95	0.84
Delay/Veh:	53.9	49.5	22.4	82.9	42.3	42.8	66.1	40.3	34.2	62.6	96.8	90.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.9	49.5	22.4	82.9	42.3	42.8	66.1	40.3	34.2	62.6	96.8	90.6
HCM2k95th:	15	61	5	8	24	22	40	21	4	8	21	16

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #44: Guadalupe Pkwy-Charcot Ave / N. First St

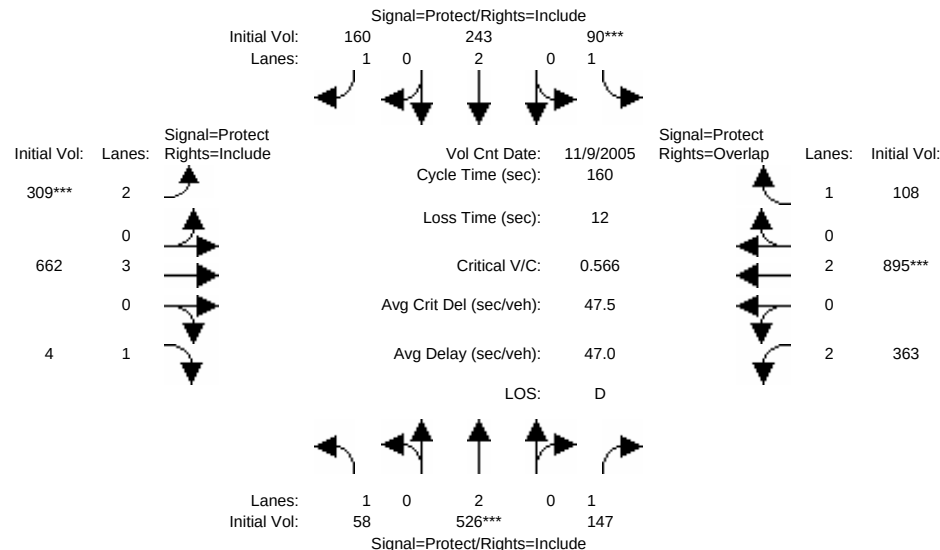


Street Name:	N. First St			Guadalupe Pkwy-Charcot Ave		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Volume Module: >> Count Date: 1 Mar 2006 << 8:00-9:00am						
Base Vol:	377	1643	107	117	734	327
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	377	1643	107	117	734	327
Added Vol:	0	0	0	0	0	50
PasserByVol:	0	0	0	0	0	0
Initial Fut:	377	1643	107	117	734	377
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	377	1643	107	117	734	377
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	377	1643	107	117	734	377
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	377	1643	107	117	734	377
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:						
Vol/Sat:	0.12	0.43	0.06	0.04	0.19	0.22
Crit Moves:	***			***		
Green Time:	25.1	63.3	63.3	7.0	45.2	45.2
Volume/Cap:	0.67	0.96	0.14	0.74	0.60	0.67
Delay/Veh:	56.6	50.0	22.5	82.9	40.6	44.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.6	50.0	22.5	82.9	40.6	44.0
HCM2k95th:	16	61	5	8	24	26

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #45: E. Brokaw Rd / N. First St

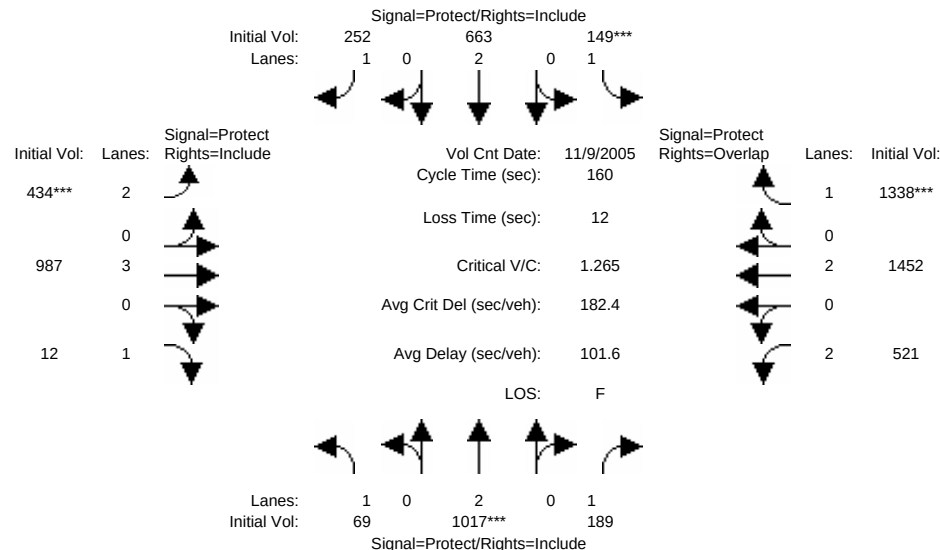


Street Name:	N. First St						E. Brokaw Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 9 Nov 2005 << 8:00-9:00am												
Base Vol:	58	526	147	90	243	160	309	662	4	363	895	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	526	147	90	243	160	309	662	4	363	895	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	526	147	90	243	160	309	662	4	363	895	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	526	147	90	243	160	309	662	4	363	895	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	526	147	90	243	160	309	662	4	363	895	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	58	526	147	90	243	160	309	662	4	363	895	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.08	0.05	0.06	0.09	0.10	0.12	0.00	0.12	0.24	0.06
Crit Moves:	****			****			****			****		
Green Time:	17.4	39.1	39.1	14.5	36.3	36.3	27.7	47.3	47.3	47.0	66.6	81.1
Volume/Cap:	0.31	0.57	0.34	0.57	0.28	0.40	0.57	0.39	0.01	0.39	0.57	0.12
Delay/Veh:	66.7	53.8	50.3	74.4	51.3	53.3	62.0	45.0	39.8	45.4	36.1	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.7	53.8	50.3	74.4	51.3	53.3	62.0	45.0	39.8	45.4	36.1	20.8
HCM2k95th:	6	21	11	10	9	13	14	16	0	13	29	5

Milpitas TASP

 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #45: E. Brokaw Rd / N. First St

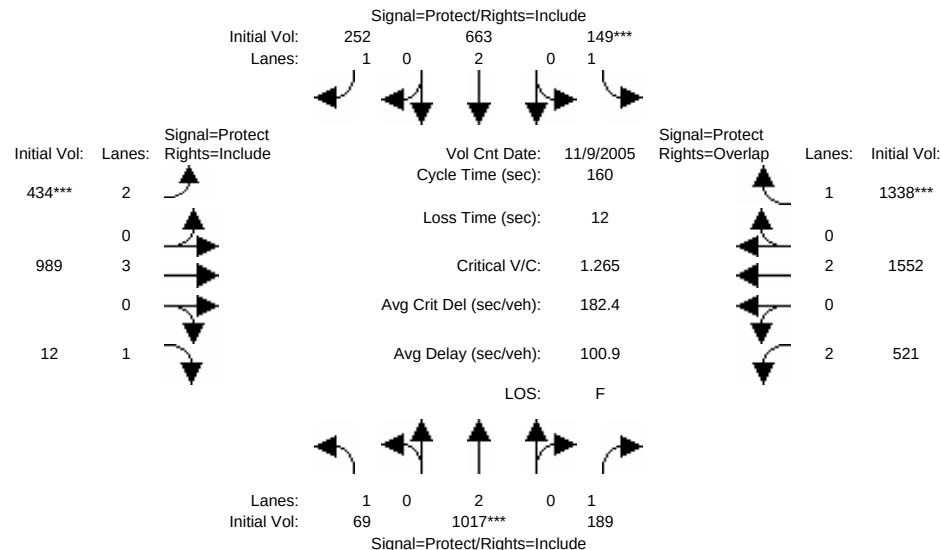


Street Name:	N. First St						E. Brokaw Rd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10			
-----	-----			-----			-----			-----					
Volume Module:	>> Count Date: 9 Nov 2005 << 8:00-9:00am														
Base Vol:	58	526	147	90	243	160	309	662	4	363	895	108			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	58	526	147	90	243	160	309	662	4	363	895	108			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
ATI:	11	491	42	59	420	92	125	325	8	158	557	1230			
Initial Fut:	69	1017	189	149	663	252	434	987	12	521	1452	1338			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	69	1017	189	149	663	252	434	987	12	521	1452	1338			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	69	1017	189	149	663	252	434	987	12	521	1452	1338			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	69	1017	189	149	663	252	434	987	12	521	1452	1338			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92			
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00			
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	3800	1750			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.04	0.27	0.11	0.09	0.17	0.14	0.14	0.17	0.01	0.17	0.38	0.76			
Crit Moves:	****			****			****			****					
Green Time:	8.9	33.9	33.9	10.8	35.7	35.7	17.4	52.9	52.9	50.5	85.9	96.7			
Volume/Cap:	0.71	1.26	0.51	1.26	0.78	0.65	1.26	0.52	0.02	0.52	0.71	1.26			
Delay/Veh:	95.0	192	56.9	244.9	63.3	60.1	211.7	43.6	36.1	45.4	28.9	158.5			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	95.0	192	56.9	244.9	63.3	60.1	211.7	43.6	36.1	45.4	28.9	158.5			
HCM2k95th:	9	62	16	24	29	21	32	23	1	19	43	148			

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #45: E. Brokaw Rd / N. First St

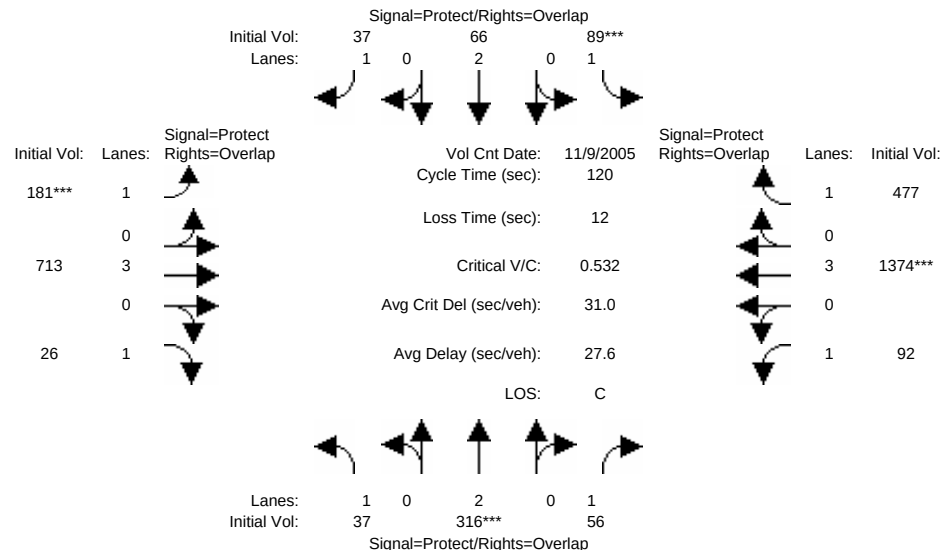


Street Name:	N. First St						E. Brokaw Rd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10			
-----	-----			-----			-----			-----					
Volume Module:	>> Count Date: 9 Nov 2005 << 8:00-9:00am														
Base Vol:	69	1017	189	149	663	252	434	987	12	521	1452	1338			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	69	1017	189	149	663	252	434	987	12	521	1452	1338			
Added Vol:	0	0	0	0	0	0	0	2	0	0	100	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	69	1017	189	149	663	252	434	989	12	521	1552	1338			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	69	1017	189	149	663	252	434	989	12	521	1552	1338			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	69	1017	189	149	663	252	434	989	12	521	1552	1338			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	69	1017	189	149	663	252	434	989	12	521	1552	1338			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92			
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00			
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	3800	1750			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.04	0.27	0.11	0.09	0.17	0.14	0.14	0.17	0.01	0.17	0.41	0.76			
Crit Moves:	****			****			****			****					
Green Time:	8.9	33.9	33.9	10.8	35.7	35.7	17.4	52.9	52.9	50.5	85.9	96.7			
Volume/Cap:	0.71	1.26	0.51	1.26	0.78	0.65	1.26	0.52	0.02	0.52	0.76	1.26			
Delay/Veh:	95.0	192	56.9	244.9	63.3	60.1	211.7	43.6	36.1	45.5	30.7	158.5			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	95.0	192	56.9	244.9	63.3	60.1	211.7	43.6	36.1	45.5	30.7	158.5			
HCM2k95th:	9	62	16	24	29	21	32	23	1	19	48	148			

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #46: E. Brokaw Rd / Zanker Rd

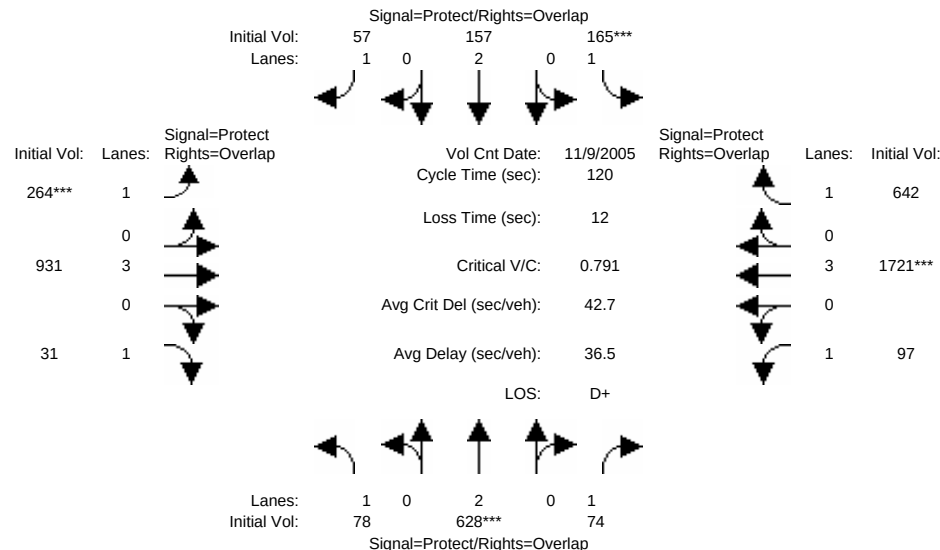


Street Name:	Zanker Rd						E. Brokaw Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 9 Nov 2005 << 8:00-9:00am												
Base Vol:	37	316	56	89	66	37	181	713	26	92	1374	477
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	316	56	89	66	37	181	713	26	92	1374	477
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	316	56	89	66	37	181	713	26	92	1374	477
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	316	56	89	66	37	181	713	26	92	1374	477
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	316	56	89	66	37	181	713	26	92	1374	477
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	37	316	56	89	66	37	181	713	26	92	1374	477
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.03	0.05	0.02	0.02	0.10	0.13	0.01	0.05	0.24	0.27
Crit Moves:	****			****			****			****		
Green Time:	12.5	18.8	43.5	11.5	17.8	41.1	23.3	53.0	65.5	24.7	54.4	65.9
Volume/Cap:	0.20	0.53	0.09	0.53	0.12	0.06	0.53	0.28	0.03	0.26	0.53	0.50
Delay/Veh:	49.8	47.5	25.3	55.0	44.4	26.5	45.0	21.4	12.6	40.3	23.8	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	47.5	25.3	55.0	44.4	26.5	45.0	21.4	12.6	40.3	23.8	17.2
HCM2k95th:	3	11	3	8	2	2	12	11	1	6	22	20

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #46: E. Brokaw Rd / Zanker Rd

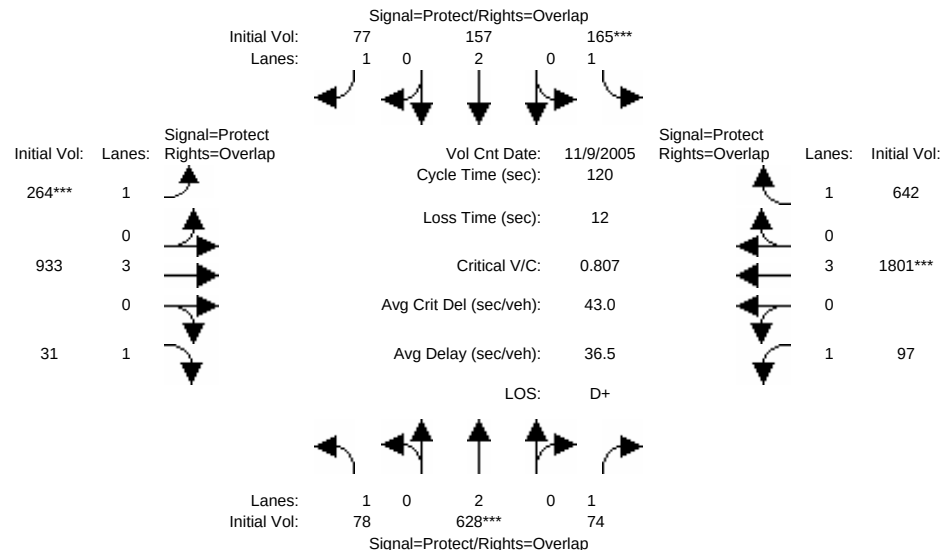


Street Name: Zanker Rd											
Approach: North Bound				Approach: South Bound				Approach: East Bound			
Movement: L - T - R				Movement: L - T - R				Movement: L - T - R			
Min. Green:	7	10	10	7	10	10		7	10	10	
Volume Module: >> Count Date: 9 Nov 2005 << 8:00-9:00am											
Base Vol:	37	316	56	89	66	37	181	713	26	92	1374
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	316	56	89	66	37	181	713	26	92	1374
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
ATI:	41	312	18	76	91	20	83	218	5	5	347
Initial Fut:	78	628	74	165	157	57	264	931	31	97	1721
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	628	74	165	157	57	264	931	31	97	1721
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	628	74	165	157	57	264	931	31	97	1721
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	78	628	74	165	157	57	264	931	31	97	1721
Saturation Flow Module:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700
Capacity Analysis Module:											
Vol/Sat:	0.04	0.17	0.04	0.09	0.04	0.03	0.15	0.16	0.02	0.06	0.30
Crit Moves:											
Green Time:	16.2	25.1	43.1	14.3	23.1	46.0	22.9	50.6	66.8	18.1	45.8
Volume/Cap:	0.33	0.79	0.12	0.79	0.21	0.08	0.79	0.39	0.03	0.37	0.79
Delay/Veh:	47.8	50.4	25.8	69.7	40.9	23.6	58.4	24.1	12.0	46.7	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	50.4	25.8	69.7	40.9	23.6	58.4	24.1	12.0	46.7	34.9
HCM2k95th:	6	23	4	15	5	3	20	15	1	7	34

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #46: E. Brokaw Rd / Zanker Rd

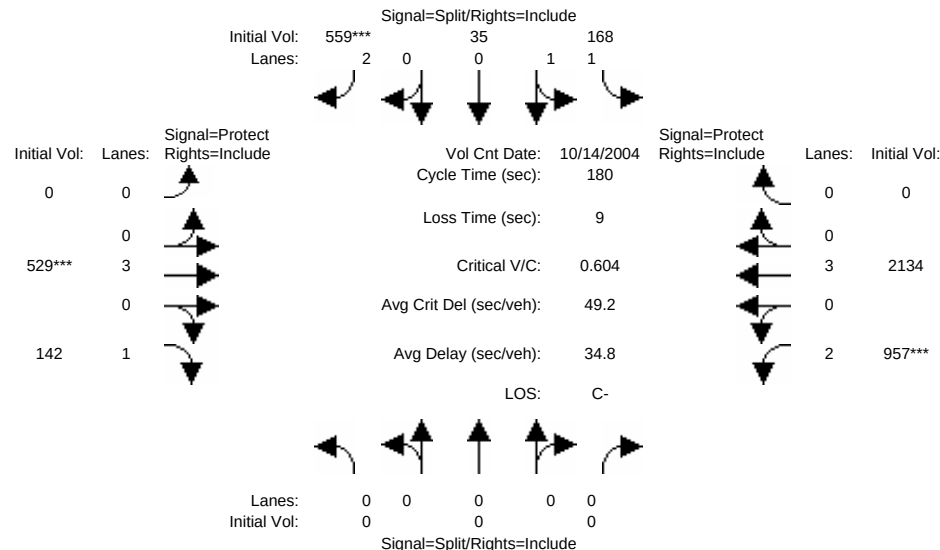


Street Name:	Zanker Rd						E. Brokaw Rd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10			
-----	-----			-----			-----			-----					
Volume Module: >> Count Date:	9 Nov 2005 << 8:00-9:00am														
Base Vol:	78	628	74	165	157	57	264	931	31	97	1721	642			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	78	628	74	165	157	57	264	931	31	97	1721	642			
Added Vol:	0	0	0	0	0	20	0	2	0	0	80	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	78	628	74	165	157	77	264	933	31	97	1801	642			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	78	628	74	165	157	77	264	933	31	97	1801	642			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	78	628	74	165	157	77	264	933	31	97	1801	642			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	78	628	74	165	157	77	264	933	31	97	1801	642			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92			
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00			
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.04	0.17	0.04	0.09	0.04	0.04	0.15	0.16	0.02	0.06	0.32	0.37			
Crit Moves:	****			****			****			****					
Green Time:	15.9	24.6	42.8	14.0	22.7	45.1	22.4	51.2	67.1	18.2	47.0	61.0			
Volume/Cap:	0.34	0.81	0.12	0.81	0.22	0.12	0.81	0.38	0.03	0.36	0.81	0.72			
Delay/Veh:	48.1	51.7	26.0	72.3	41.3	24.5	60.5	23.7	11.9	46.5	34.8	25.8			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	48.1	51.7	26.0	72.3	41.3	24.5	60.5	23.7	11.9	46.5	34.8	25.8			
HCM2k95th:	6	23	4	15	5	4	21	15	1	7	36	33			

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #47: E. Brokaw Rd / I-880 SB

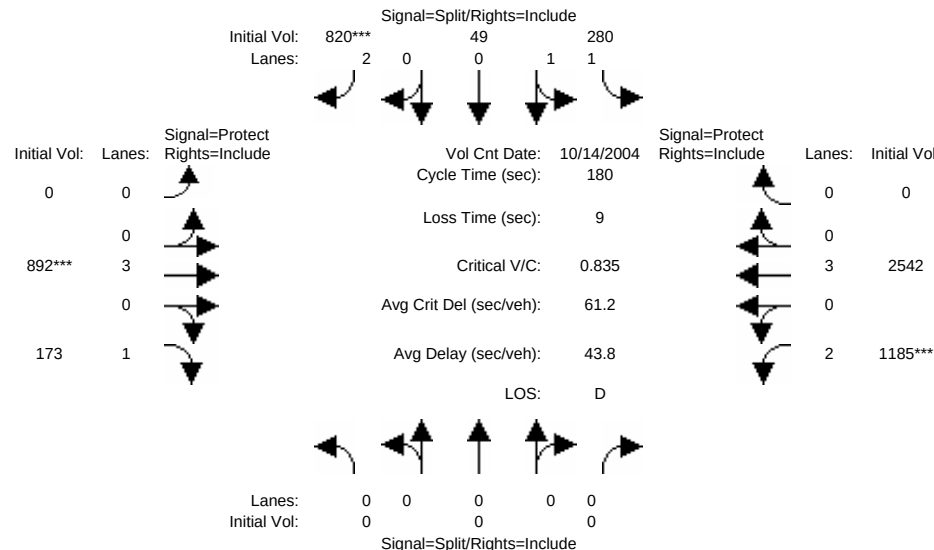


Street Name:	I-880- SB						E. Brokaw Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: >> Count Date:	14 Oct 2004 << 7:30-8:30am											
Base Vol:	0	0	0	168	35	559	0	529	142	957	2134	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	168	35	559	0	529	142	957	2134	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	168	35	559	0	529	142	957	2134	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	168	35	559	0	529	142	957	2134	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	168	35	559	0	529	142	957	2134	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	168	35	559	0	529	142	957	2134	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.83	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.66	0.34	2.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	2938	612	3150	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.18	0.00	0.09	0.08	0.30	0.37	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	52.9	52.9	52.9	0.0	27.6	27.6	90.5	118	0.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.19	0.60	0.00	0.60	0.53	0.60	0.57	0.00
Delay/Veh:	0.0	0.0	0.0	47.7	47.7	55.7	0.0	72.3	72.1	32.6	17.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.7	47.7	55.7	0.0	72.3	72.1	32.6	17.2	0.0
HCM2k95th:	0	0	0	8	8	24	0	18	14	32	35	0

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #47: E. Brokaw Rd / I-880 SB

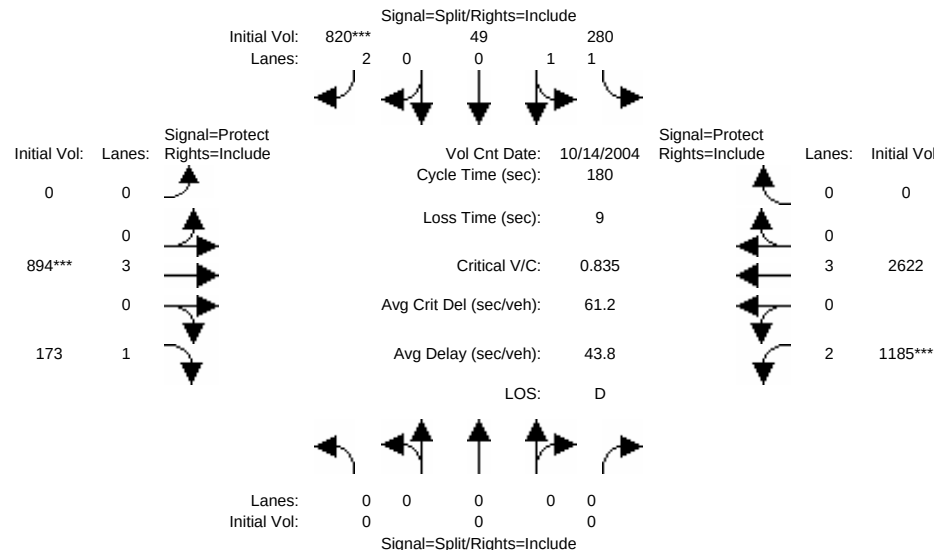


Street Name:	I-880- SB						E. Brokaw Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: >> Count Date:	14 Oct 2004 << 7:30-8:30am											
Base Vol:	0	0	0	168	35	559	0	529	142	957	2134	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	168	35	559	0	529	142	957	2134	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	112	14	261	0	363	31	228	408	0
Initial Fut:	0	0	0	280	49	820	0	892	173	1185	2542	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	280	49	820	0	892	173	1185	2542	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	280	49	820	0	892	173	1185	2542	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	280	49	820	0	892	173	1185	2542	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.83	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.71	0.29	2.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	3021	529	3150	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.26	0.00	0.16	0.10	0.38	0.45	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	56.1	56.1	56.1	0.0	33.7	33.7	81.1	115	0.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.30	0.83	0.00	0.83	0.53	0.83	0.70	0.00
Delay/Veh:	0.0	0.0	0.0	47.1	47.1	63.9	0.0	76.2	67.5	48.0	21.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.1	47.1	63.9	0.0	76.2	67.5	48.0	21.9	0.0
HCM2k95th:	0	0	0	13	13	38	0	31	17	48	48	0

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #47: E. Brokaw Rd / I-880 SB

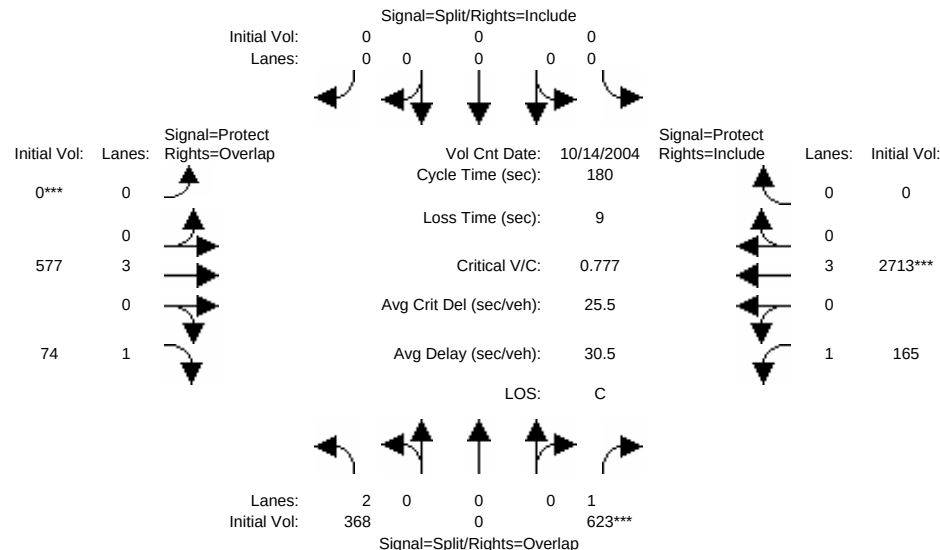


Street Name:	I-880- SB						E. Brokaw Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: >> Count Date:	14 Oct 2004 << 7:30-8:30am											
Base Vol:	0	0	0	280	49	820	0	892	173	1185	2542	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	280	49	820	0	892	173	1185	2542	0
Added Vol:	0	0	0	0	0	0	0	2	0	0	80	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	280	49	820	0	894	173	1185	2622	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	280	49	820	0	894	173	1185	2622	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	280	49	820	0	894	173	1185	2622	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	280	49	820	0	894	173	1185	2622	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.83	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.71	0.29	2.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	3021	529	3150	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.26	0.00	0.16	0.10	0.38	0.46	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	56.1	56.1	56.1	0.0	33.8	33.8	81.1	115	0.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.30	0.84	0.00	0.84	0.53	0.84	0.72	0.00
Delay/Veh:	0.0	0.0	0.0	47.1	47.1	63.9	0.0	76.2	67.5	48.0	22.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.1	47.1	63.9	0.0	76.2	67.5	48.0	22.5	0.0
HCM2k95th:	0	0	0	13	13	38	0	31	17	49	51	0

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #48: E. Brokaw Rd / I-880 NB

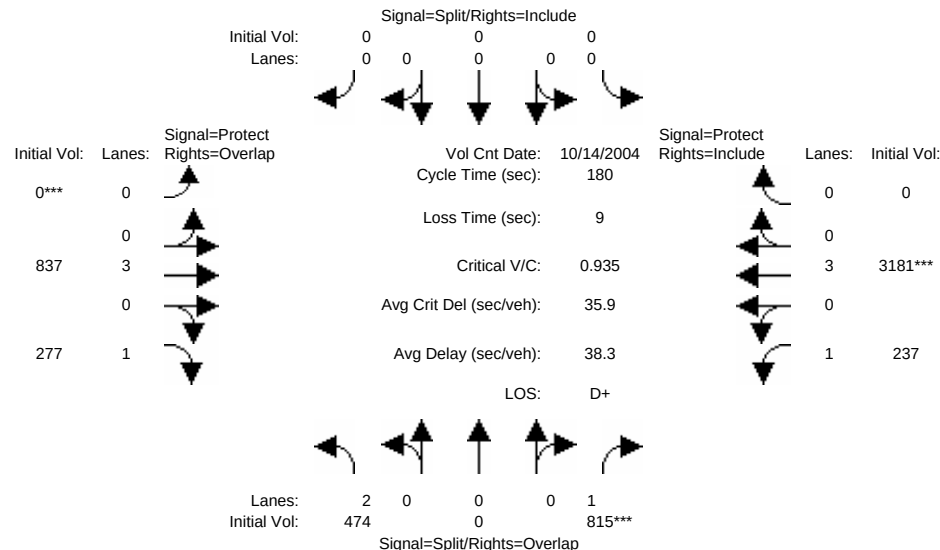


Street Name:			I-880 NB						E. Brokaw Rd													
Approach:			North Bound			South Bound			East Bound			West Bound										
Movement:			L	-	T	-	R	L	-	T	-	R	L	-	T	-	R					
-----			-----			-----			-----			-----										
Min. Green:			10		0		10		0		0		10		10		7	10		0		
-----			-----			-----			-----			-----										
Volume Module: >> Count Date:			14 Oct 2004 << 7:45-8:45am																			
Base Vol:			368		0		623		0		0		0		577		74		165	2713		0
Growth Adj:			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00		1.00
Initial Bse:			368		0		623		0		0		0		577		74		165	2713		0
Added Vol:			0		0		0		0		0		0		0		0		0	0		0
PasserByVol:			0		0		0		0		0		0		0		0		0	0		0
Initial Fut:			368		0		623		0		0		0		577		74		165	2713		0
User Adj:			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00		1.00
PHF Adj:			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00		1.00
PHF Volume:			368		0		623		0		0		0		577		74		165	2713		0
Reduct Vol:			0		0		0		0		0		0		0		0		0	0		0
Reduced Vol:			368		0		623		0		0		0		577		74		165	2713		0
PCE Adj:			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00		1.00
MLF Adj:			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00		1.00
Final Vol.:			368		0		623		0		0		0		577		74		165	2713		0
-----			-----			-----			-----			-----										
Saturation Flow Module:																						
Sat/Lane:			1900		1900		1900		1900		1900		1900		1900		1900		1900	1900		1900
Adjustment:			0.83		1.00		0.92		0.92		1.00		0.92		0.92		1.00		0.92	1.00		0.92
Lanes:			2.00		0.00		1.00		0.00		0.00		0.00		0.00		3.00		1.00	3.00		0.00
Final Sat.:			3150		0		1750		0		0		0		5700		1750		1750	5700		0
-----			-----			-----			-----			-----										
Capacity Analysis Module:																						
Vol/Sat:			0.12		0.00		0.36		0.00		0.00		0.00		0.10		0.04		0.09	0.48		0.00
Crit Moves:			****																			
Green Time:			60.7		0.0		113.9		0.0		0.0		0.0		57.1		117.8		53.2	110		0.0
Volume/Cap:			0.35		0.00		0.56		0.00		0.00		0.00		0.32		0.06		0.32	0.78		0.00
Delay/Veh:			45.0		0.0		19.5		0.0		0.0		0.0		46.8		11.2		49.7	26.9		0.0
User DelAdj:			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00		1.00
AdjDel/Veh:			45.0		0.0		19.5		0.0		0.0		0.0		46.8		11.2		49.7	26.9		0.0
HCM2k95th:			14		0		33		0		0		0		15		3		13	58		0

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #48: E. Brokaw Rd / I-880 NB

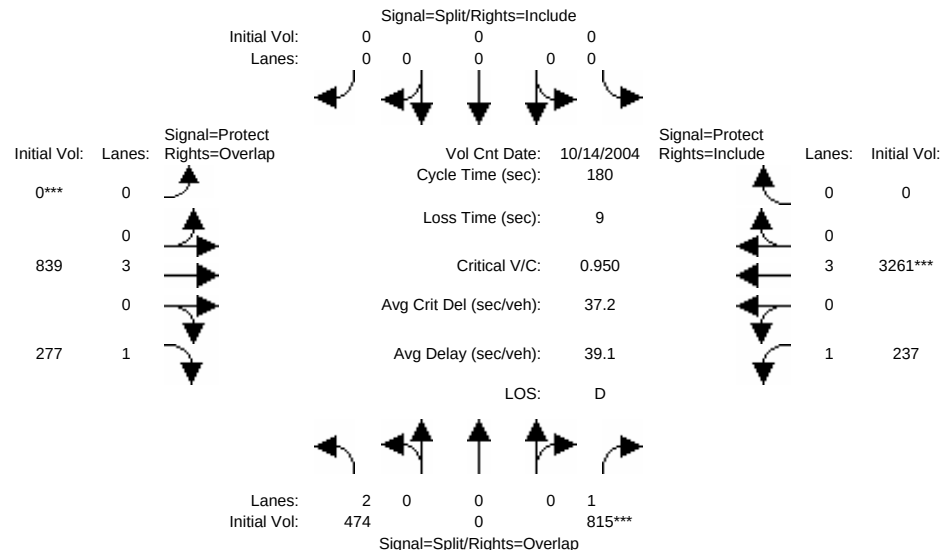


Street Name:	I-880 NB						E. Brokaw Rd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- -----															
Min. Green:	10		0		10		0		0		0		10		10
----- ----- ----- ----- ----- -----															
Volume Module: >> Count Date:	14	Oct	2004	<<	7:45-8:45am										
Base Vol:	368		0		623		0		0		0		577		74
Growth Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	368		0		623		0		0		0		577		74
Added Vol:	0		0		0		0		0		0		0		0
ATI:	106		0		192		0		0		0		260		203
Initial Fut:	474		0		815		0		0		0		837		277
User Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	474		0		815		0		0		0		837		277
Reduct Vol:	0		0		0		0		0		0		0		0
Reduced Vol:	474		0		815		0		0		0		837		277
PCE Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	474		0		815		0		0		0		837		277
----- ----- ----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900	1900		1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83	1.00		0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00
Lanes:	2.00	0.00		1.00		0.00	0.00	0.00		0.00	3.00	1.00		1.00	3.00
Final Sat.:	3150		0	1750		0	0	0		0	5700	1750		1750	5700
----- ----- ----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.15	0.00		0.47		0.00	0.00	0.00		0.00	0.15	0.16		0.14	0.56
Crit Moves:	*****														
Green Time:	63.6	0.0		115.1		0.0	0.0	0.0		0.0	55.9	119.5		51.5	107
Volume/Cap:	0.43	0.00		0.73		0.00	0.00	0.00		0.00	0.47	0.24		0.47	0.94
Delay/Veh:	44.6	0.0		24.3		0.0	0.0	0.0		0.0	50.4	12.2		53.7	38.8
User DelAdj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	44.6	0.0		24.3		0.0	0.0	0.0		0.0	50.4	12.2		53.7	38.8
HCM2k95th:	18	0		48		0	0	0		0	22	11		20	86

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #48: E. Brokaw Rd / I-880 NB

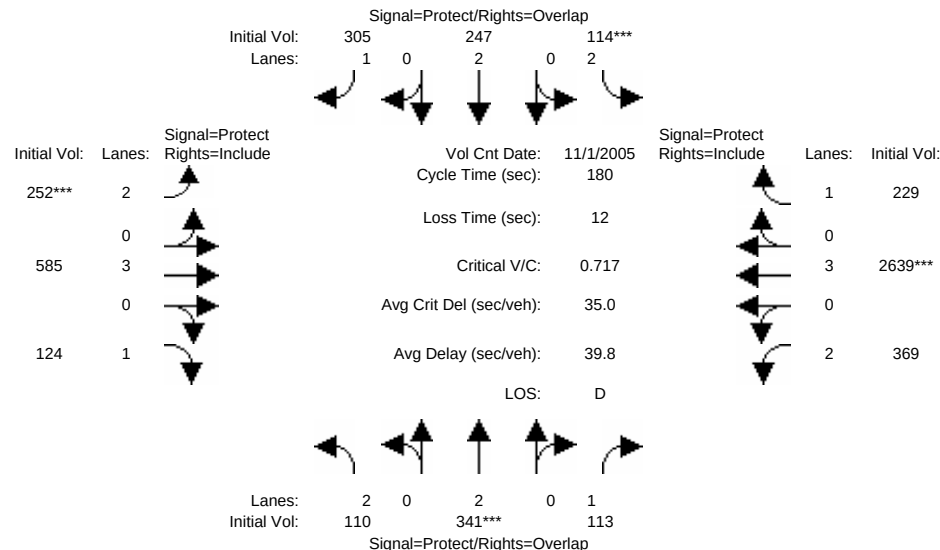


Street Name:			I-880 NB						E. Brokaw Rd															
Approach:			North Bound			South Bound			East Bound			West Bound												
Movement:			L	-	T	-	R	L	-	T	-	R	L	-	T	-	R							
			-----			-----			-----			-----												
Min. Green:			10		0		10		0		0		10		10		7	10		0				
			-----			-----			-----			-----												
Volume Module: >> Count Date:			14 Oct 2004 << 7:45-8:45am																					
Base Vol:			474		0		815		0		0		0		837		277		237	3181		0		
Growth Adj:			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00		1.00		
Initial Bse:			474		0		815		0		0		0		837		277		237	3181		0		
Added Vol:			0		0		0		0		0		0		2		0		0	80		0		
PasserByVol:			0		0		0		0		0		0		0		0		0	0		0		
Initial Fut:			474		0		815		0		0		0		839		277		237	3261		0		
User Adj:			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00		1.00		
PHF Adj:			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00		1.00		
PHF Volume:			474		0		815		0		0		0		839		277		237	3261		0		
Reduct Vol:			0		0		0		0		0		0		0		0		0	0		0		
Reduced Vol:			474		0		815		0		0		0		839		277		237	3261		0		
PCE Adj:			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00		1.00		
MLF Adj:			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00		1.00		
Final Vol.:			474		0		815		0		0		0		839		277		237	3261		0		
			-----			-----			-----			-----												
Saturation Flow Module:																								
Sat/Lane:			1900		1900		1900		1900		1900		1900		1900		1900		1900	1900		1900		
Adjustment:			0.83		1.00		0.92		0.92		1.00		0.92		0.92		1.00		0.92	1.00		0.92		
Lanes:			2.00		0.00		1.00		0.00		0.00		0.00		3.00		1.00		1.00	3.00		0.00		
Final Sat.:			3150		0		1750		0		0		0		5700		1750		1750	5700		0		
			-----			-----			-----			-----												
Capacity Analysis Module:																								
Vol/Sat:			0.15		0.00		0.47		0.00		0.00		0.00		0.15		0.16		0.14	0.57		0.00		
Crit Moves:						****						****						****						
Green Time:			62.6		0.0		114.5		0.0		0.0		0.0		0.0		56.5		119.1		51.9	108		0.0
Volume/Cap:			0.43		0.00		0.73		0.00		0.00		0.00		0.47		0.24		0.47	0.95		0.00		
Delay/Veh:			45.4		0.0		24.8		0.0		0.0		0.0		49.9		12.4		53.4	40.2		0.0		
User DelAdj:			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00		1.00		
AdjDel/Veh:			45.4		0.0		24.8		0.0		0.0		0.0		49.9		12.4		53.4	40.2		0.0		
HCM2k95th:			18		0		49		0		0		0		22		11		19	90		0		

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #49: E. Brokaw Rd-Murphy Ave / Oakland Rd

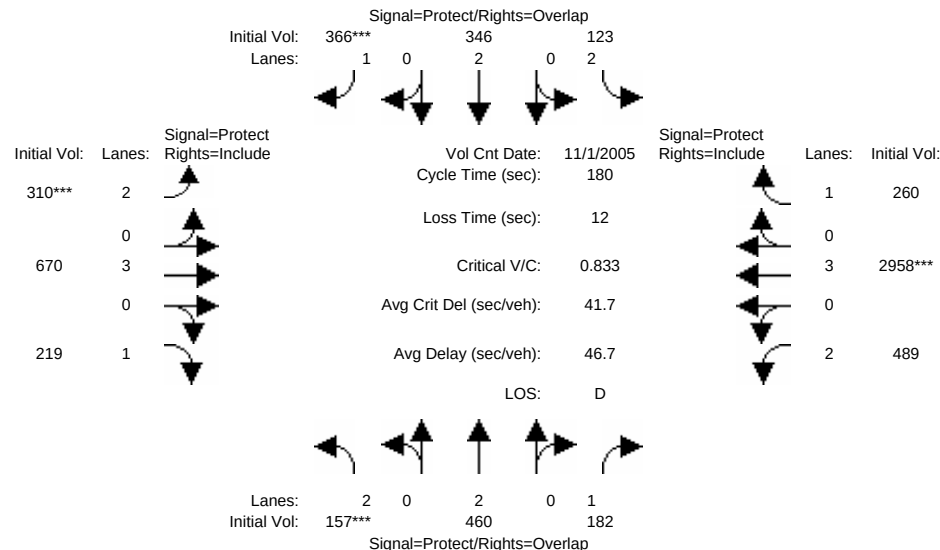


Street Name:	Oakland Rd						E. Brokaw Rd-Murphy Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 1 Nov 2005 << 7:45-8:45am												
Base Vol:	110	341	113	114	247	305	252	585	124	369	2639	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	341	113	114	247	305	252	585	124	369	2639	229
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	341	113	114	247	305	252	585	124	369	2639	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	341	113	114	247	305	252	585	124	369	2639	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	341	113	114	247	305	252	585	124	369	2639	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	110	341	113	114	247	305	252	585	124	369	2639	229
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.06	0.04	0.07	0.17	0.08	0.10	0.07	0.12	0.46	0.13
Crit Moves:	***			***			***			***		
Green Time:	9.2	22.5	95.2	9.1	22.4	42.5	20.1	63.7	63.7	72.7	116	116.3
Volume/Cap:	0.68	0.72	0.12	0.72	0.52	0.74	0.72	0.29	0.20	0.29	0.72	0.20
Delay/Veh:	95.1	80.8	21.4	98.7	74.9	70.5	84.1	42.0	40.6	36.4	21.7	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.1	80.8	21.4	98.7	74.9	70.5	84.1	42.0	40.6	36.4	21.7	13.1
HCM2k95th:	8	19	6	9	13	29	15	14	9	13	50	10

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #49: E. Brokaw Rd-Murphy Ave / Oakland Rd

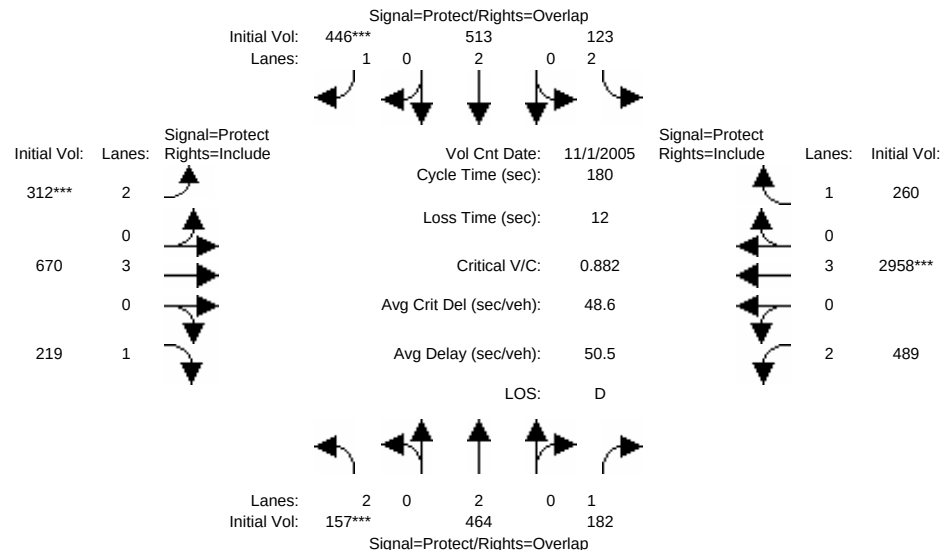


Street Name:	Oakland Rd						E. Brokaw Rd-Murphy Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 1 Nov 2005 << 7:45-8:45am												
Base Vol:	110	341	113	114	247	305	252	585	124	369	2639	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	341	113	114	247	305	252	585	124	369	2639	229
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	47	119	69	9	99	61	58	85	95	120	319	31
Initial Fut:	157	460	182	123	346	366	310	670	219	489	2958	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	460	182	123	346	366	310	670	219	489	2958	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	460	182	123	346	366	310	670	219	489	2958	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	157	460	182	123	346	366	310	670	219	489	2958	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.10	0.04	0.09	0.21	0.10	0.12	0.13	0.16	0.52	0.15
Crit Moves:	****					****	****			****		
Green Time:	10.8	26.2	100.0	8.5	23.9	45.2	21.3	59.5	59.5	73.8	112	112.1
Volume/Cap:	0.83	0.83	0.19	0.83	0.69	0.83	0.83	0.36	0.38	0.38	0.83	0.24
Delay/Veh:	109.8	85.0	19.9	116.1	78.4	76.7	92.5	45.8	46.5	37.3	28.5	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.8	85.0	19.9	116.1	78.4	76.7	92.5	45.8	46.5	37.3	28.5	15.2
HCM2k95th:	12	25	9	10	19	35	19	17	17	17	67	12

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #49: E. Brokaw Rd-Murphy Ave / Oakland Rd

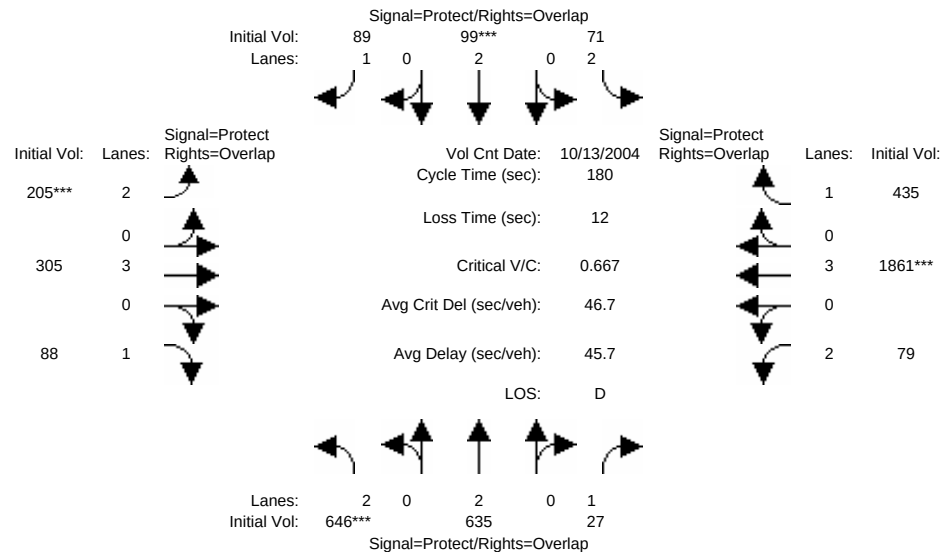


Street Name:	Oakland Rd						E. Brokaw Rd-Murphy Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 1 Nov 2005 << 7:45-8:45am												
Base Vol:	157	460	182	123	346	366	310	670	219	489	2958	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	460	182	123	346	366	310	670	219	489	2958	260
Added Vol:	0	4	0	0	167	80	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	464	182	123	513	446	312	670	219	489	2958	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	464	182	123	513	446	312	670	219	489	2958	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	464	182	123	513	446	312	670	219	489	2958	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	157	464	182	123	513	446	312	670	219	489	2958	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.10	0.04	0.14	0.25	0.10	0.12	0.13	0.16	0.52	0.15
Crit Moves:	****					****	****				****	
Green Time:	10.2	31.8	101.6	10.2	31.8	52.0	20.2	56.3	56.3	69.8	106	105.9
Volume/Cap:	0.88	0.69	0.18	0.69	0.76	0.88	0.88	0.38	0.40	0.40	0.88	0.25
Delay/Veh:	120.8	72.6	19.2	94.4	75.8	77.6	100.7	48.3	49.1	40.2	34.8	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	120.8	72.6	19.2	94.4	75.8	77.6	100.7	48.3	49.1	40.2	34.8	18.1
HCM2k95th:	12	23	9	9	26	43	20	17	17	18	74	13

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #50: Murphy Ave-Hostetter Rd / Lundy Ave

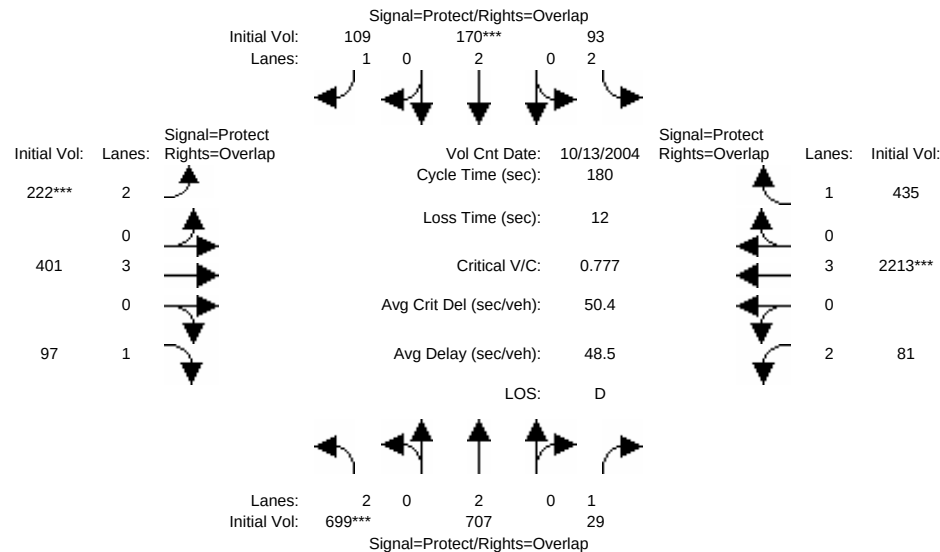


Street Name:	Lundy Ave						Murphy Ave-Hostetter Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 13 Oct 2004 << 7:30-8:30am												
Base Vol:	646	635	27	71	99	89	205	305	88	79	1861	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	646	635	27	71	99	89	205	305	88	79	1861	435
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	646	635	27	71	99	89	205	305	88	79	1861	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	646	635	27	71	99	89	205	305	88	79	1861	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	646	635	27	71	99	89	205	305	88	79	1861	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	646	635	27	71	99	89	205	305	88	79	1861	435
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.17	0.02	0.02	0.03	0.05	0.07	0.05	0.05	0.03	0.33	0.25
Crit Moves:	****				****		****				****	
Green Time:	54.3	52.2	94.9	12.1	10.0	27.2	17.2	61.0	115.3	42.7	86.5	98.6
Volume/Cap:	0.68	0.58	0.03	0.33	0.47	0.34	0.68	0.16	0.08	0.11	0.68	0.45
Delay/Veh:	57.2	55.3	20.5	81.0	84.1	69.1	84.9	41.6	12.3	53.8	36.8	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.2	55.3	20.5	81.0	84.1	69.1	84.9	41.6	12.3	53.8	36.8	24.8
HCM2k95th:	28	26	1	4	6	9	13	7	4	3	43	25

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #50: Murphy Ave-Hostetter Rd / Lundy Ave

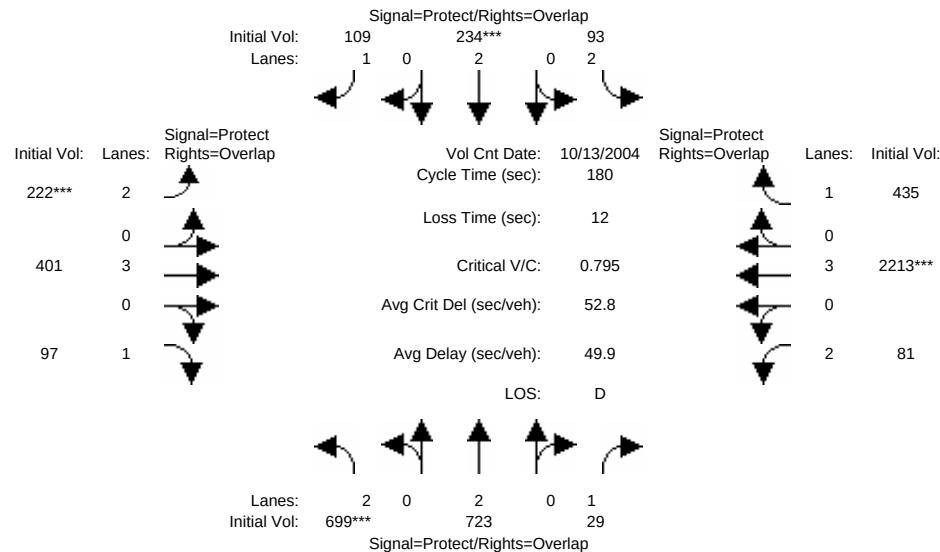


Street Name:	Lundy Ave						Murphy Ave-Hostetter Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 13 Oct 2004 << 7:30-8:30am												
Base Vol:	646	635	27	71	99	89	205	305	88	79	1861	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	646	635	27	71	99	89	205	305	88	79	1861	435
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	53	72	2	22	71	20	17	96	9	2	352	0
Initial Fut:	699	707	29	93	170	109	222	401	97	81	2213	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	699	707	29	93	170	109	222	401	97	81	2213	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	699	707	29	93	170	109	222	401	97	81	2213	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	699	707	29	93	170	109	222	401	97	81	2213	435
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.19	0.02	0.03	0.04	0.06	0.07	0.07	0.06	0.03	0.39	0.25
Crit Moves:	****			****			****			****		
Green Time:	51.4	51.1	88.9	10.7	10.4	26.7	16.3	68.4	119.8	37.8	89.9	100.6
Volume/Cap:	0.78	0.66	0.03	0.50	0.78	0.42	0.78	0.19	0.08	0.12	0.78	0.44
Delay/Veh:	63.4	58.2	23.5	84.1	99.7	70.7	92.7	37.2	10.7	57.7	38.3	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.4	58.2	23.5	84.1	99.7	70.7	92.7	37.2	10.7	57.7	38.3	23.6
HCM2k95th:	32	30	2	6	12	11	14	9	4	4	53	24

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #50: Murphy Ave-Hostetter Rd / Lundy Ave

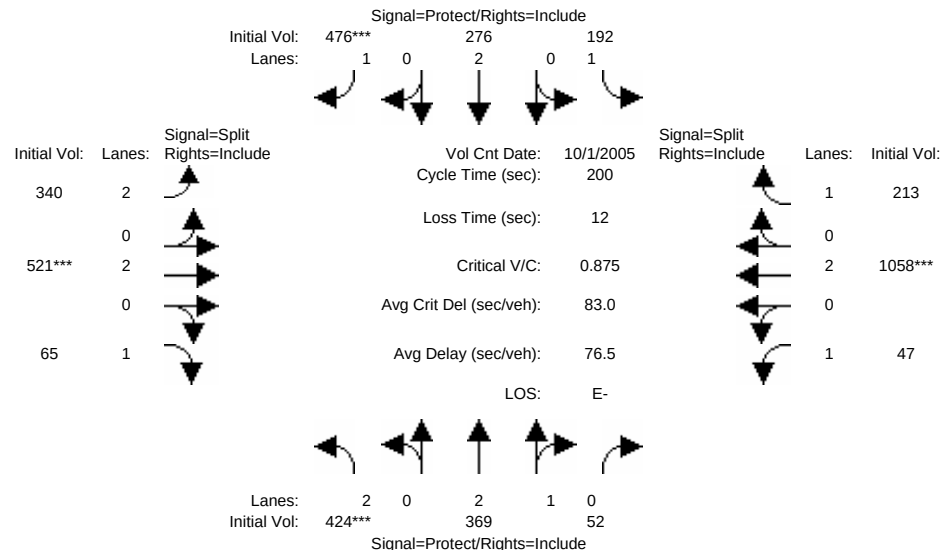


Street Name:	Lundy Ave						Murphy Ave-Hostetter Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 13 Oct 2004 << 7:30-8:30am												
Base Vol:	699	707	29	93	170	109	222	401	97	81	2213	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	699	707	29	93	170	109	222	401	97	81	2213	435
Added Vol:	0	16	0	0	64	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	699	723	29	93	234	109	222	401	97	81	2213	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	699	723	29	93	234	109	222	401	97	81	2213	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	699	723	29	93	234	109	222	401	97	81	2213	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	699	723	29	93	234	109	222	401	97	81	2213	435
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.19	0.02	0.03	0.06	0.06	0.07	0.07	0.06	0.03	0.39	0.25
Crit Moves:	****			****			****			****		
Green Time:	50.2	53.3	90.2	10.9	13.9	29.9	16.0	66.9	117.1	37.0	87.9	98.8
Volume/Cap:	0.80	0.64	0.03	0.49	0.80	0.38	0.80	0.19	0.09	0.13	0.80	0.45
Delay/Veh:	65.2	56.4	22.8	83.8	95.5	67.6	95.0	38.3	11.7	58.4	40.2	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.2	56.4	22.8	83.8	95.5	67.6	95.0	38.3	11.7	58.4	40.2	24.7
HCM2k95th:	33	30	2	6	15	11	15	9	4	4	54	25

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #51: Hostetter Rd / N. Capitol Ave

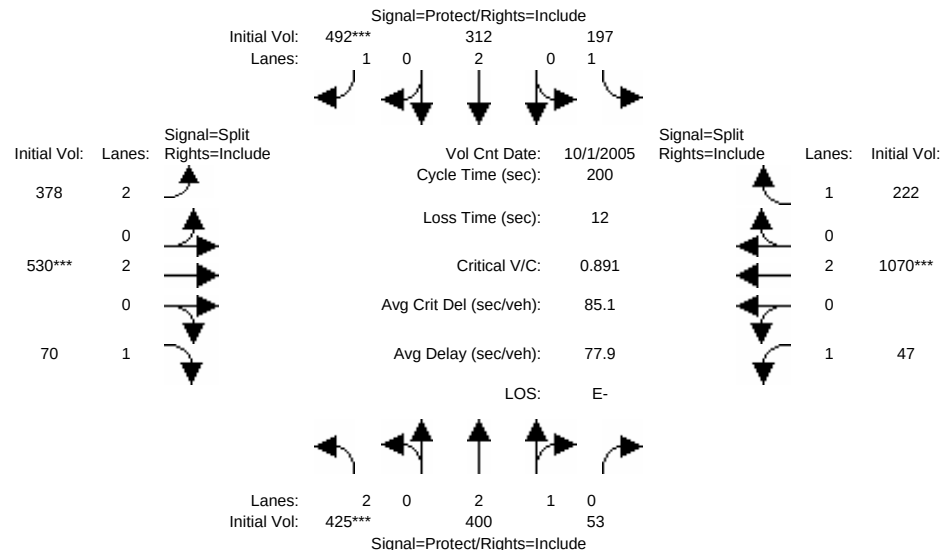


Street Name:	N. Capitol Ave						Hostetter Rd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10	10	10	10
-----	-----			-----			-----			-----					
Volume Module:	>> Count Date: 1 Oct 2005 << 7:30-8:30am														
Base Vol:	424	369	52	192	276	476	340	521	65	47	1058	213			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	424	369	52	192	276	476	340	521	65	47	1058	213			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	424	369	52	192	276	476	340	521	65	47	1058	213			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	424	369	52	192	276	476	340	521	65	47	1058	213			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	424	369	52	192	276	476	340	521	65	47	1058	213			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	424	369	52	192	276	476	340	521	65	47	1058	213			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	1.00	0.92	0.92	0.92
Lanes:	2.00	2.62	0.38	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00
Final Sat.:	3150	4907	692	1750	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.13	0.08	0.08	0.11	0.07	0.27	0.11	0.14	0.04	0.03	0.28	0.12			
Crit Moves:	****				****			****			****				
Green Time:	30.8	37.8	37.8	55.2	62.2	62.2	31.4	31.4	31.4	63.7	63.7	63.7			
Volume/Cap:	0.87	0.40	0.40	0.40	0.23	0.87	0.69	0.87	0.24	0.08	0.87	0.38			
Delay/Veh:	98.8	71.4	71.4	59.4	51.3	79.9	83.8	96.0	74.3	47.8	71.7	53.3			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.8	71.4	71.4	59.4	51.3	79.9	83.8	96.0	74.3	47.8	71.7	53.3			
HCM2k95th:	27	14	14	17	12	48	20	31	7	4	52	18			

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #51: Hostetter Rd / N. Capitol Ave

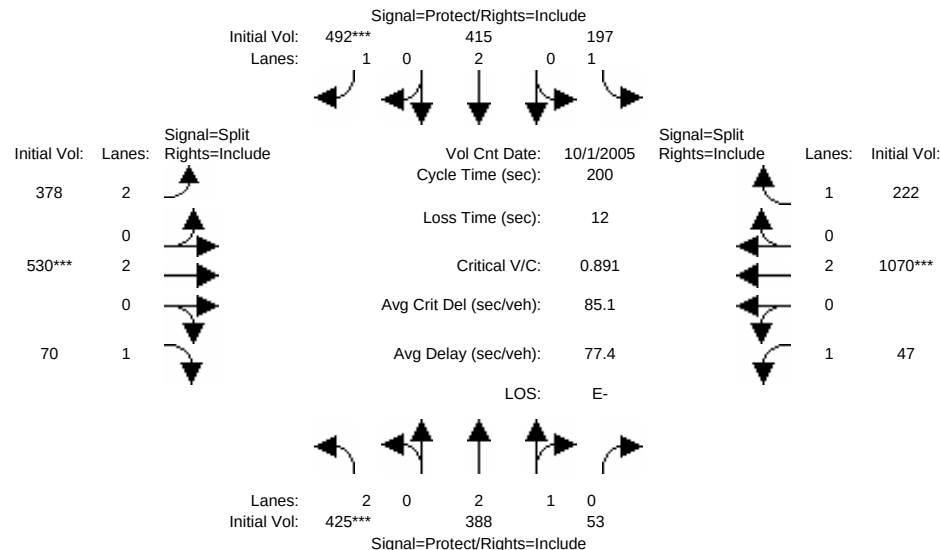


Street Name:	N. Capitol Ave						Hostetter Rd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10	10		
-----	-----			-----			-----			-----					
Volume Module: >> Count Date:	1 Oct 2005 << 7:30-8:30am														
Base Vol:	424	369	52	192	276	476	340	521	65	47	1058	213			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	424	369	52	192	276	476	340	521	65	47	1058	213			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
ATI:	1	31	1	5	36	16	38	9	5	0	12	9			
Initial Fut:	425	400	53	197	312	492	378	530	70	47	1070	222			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	425	400	53	197	312	492	378	530	70	47	1070	222			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	425	400	53	197	312	492	378	530	70	47	1070	222			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	425	400	53	197	312	492	378	530	70	47	1070	222			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92			
Lanes:	2.00	2.64	0.36	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	3150	4944	655	1750	3800	1750	3150	3800	1750	1750	3800	1750			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.13	0.08	0.08	0.11	0.08	0.28	0.12	0.14	0.04	0.03	0.28	0.13			
Crit Moves:	****					****	****			****					
Green Time:	30.3	39.1	39.1	54.4	63.1	63.1	31.3	31.3	31.3	63.2	63.2	63.2			
Volume/Cap:	0.89	0.41	0.41	0.41	0.26	0.89	0.77	0.89	0.26	0.08	0.89	0.40			
Delay/Veh:	101.6	70.7	70.7	60.3	51.1	81.5	87.9	98.1	74.6	48.1	73.7	54.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	101.6	70.7	70.7	60.3	51.1	81.5	87.9	98.1	74.6	48.1	73.7	54.0			
HCM2k95th:	27	15	15	18	13	50	23	32	7	4	53	19			

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #51: Hostetter Rd / N. Capitol Ave

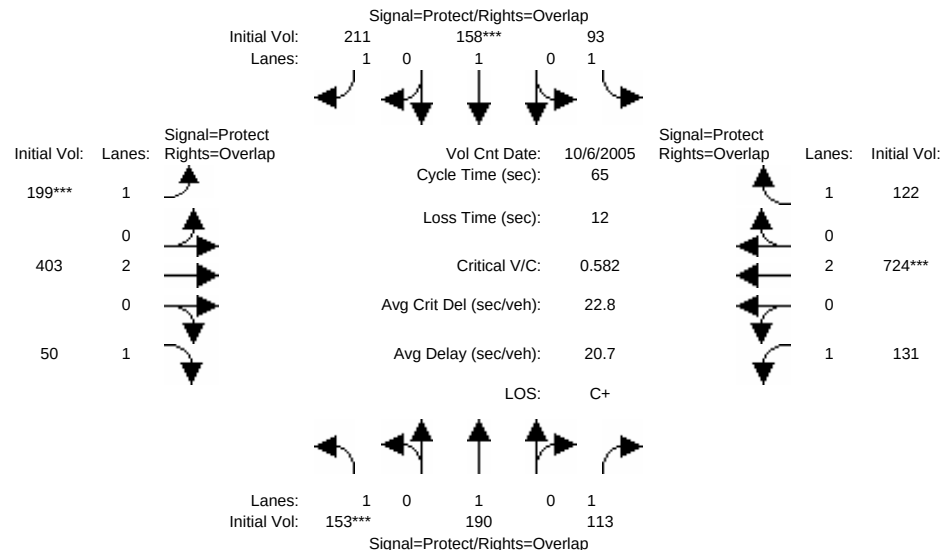


Street Name:	N. Capitol Ave						Hostetter Rd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10	10		
-----	-----			-----			-----			-----					
Volume Module: >> Count Date:	1 Oct 2005 << 7:30-8:30am														
Base Vol:	425	400	53	197	312	492	378	530	70	47	1070	222			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	425	400	53	197	312	492	378	530	70	47	1070	222			
Added Vol:	0	-12	0	0	103	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	425	388	53	197	415	492	378	530	70	47	1070	222			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	425	388	53	197	415	492	378	530	70	47	1070	222			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	425	388	53	197	415	492	378	530	70	47	1070	222			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Vol.:	425	388	53	197	415	492	378	530	70	47	1070	222			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	1.00		
Lanes:	2.00	2.63	0.37	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00		
Final Sat.:	3150	4926	673	1750	3800	1750	3150	3800	1750	1750	3800	1750	1750		
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.13	0.08	0.08	0.11	0.11	0.28	0.12	0.14	0.04	0.03	0.28	0.13			
Crit Moves:	****					****	****			****					
Green Time:	30.3	38.5	38.5	55.0	63.1	63.1	31.3	31.3	31.3	63.2	63.2	63.2			
Volume/Cap:	0.89	0.41	0.41	0.41	0.35	0.89	0.77	0.89	0.26	0.08	0.89	0.40			
Delay/Veh:	101.6	71.1	71.1	59.8	52.7	81.5	87.9	98.1	74.6	48.1	73.7	54.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	101.6	71.1	71.1	59.8	52.7	81.5	87.9	98.1	74.6	48.1	73.7	54.0			
HCM2k95th:	27	15	14	18	17	50	23	32	7	4	53	19			

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #52: Hostetter Rd / Morrill Ave

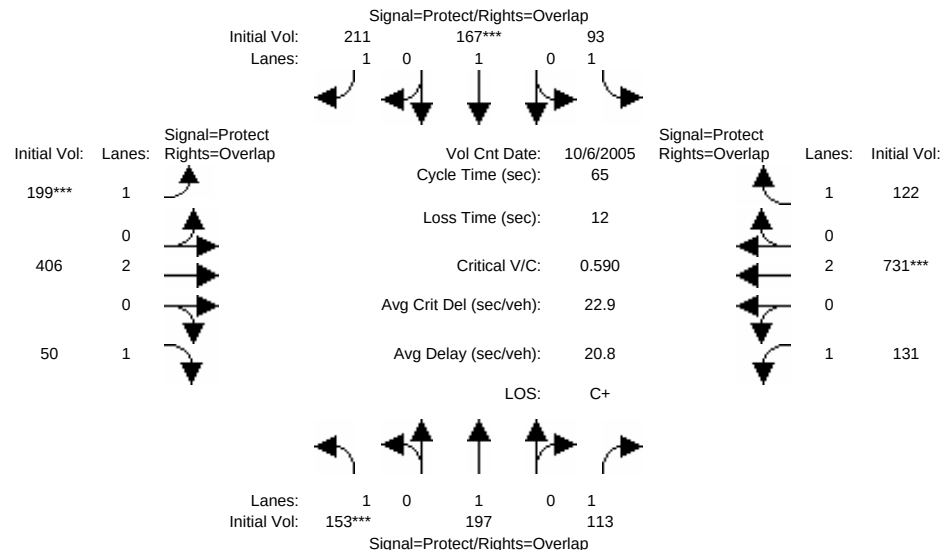


Street Name:				Morrill Ave				Hostetter Rd								
Approach:		North Bound			South Bound			East Bound			West Bound					
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----		-----			-----			-----			-----					
Min. Green:		7		10		10	7		10		10	7		10		10
-----		-----			-----			-----			-----					
Volume Module: >> Count Date:		6 Oct 2005 << 7:15-8:15 AM														
Base Vol:		153		190		113	93		158		211	199		403		50
Growth Adj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:		153		190		113	93		158		211	199		403		50
Added Vol:		0		0		0	0		0		0	0		0		0
PasserByVol:		0		0		0	0		0		0	0		0		0
Initial Fut:		153		190		113	93		158		211	199		403		50
User Adj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:		153		190		113	93		158		211	199		403		50
Reduct Vol:		0		0		0	0		0		0	0		0		0
Reduced Vol:		153		190		113	93		158		211	199		403		50
PCE Adj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:		153		190		113	93		158		211	199		403		50
-----		-----			-----			-----			-----					
Saturation Flow Module:																
Sat/Lane:		1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:		0.92		1.00		0.92	0.92		1.00		0.92	0.92		1.00		0.92
Lanes:		1.00		1.00		1.00	1.00		1.00		1.00	2.00		1.00		2.00
Final Sat.:		1750		1900		1750	1750		1900		1750	1750		3800		1750
-----		-----			-----			-----			-----					
Capacity Analysis Module:																
Vol/Sat:		0.09		0.10		0.06	0.05		0.08		0.12	0.11		0.11		0.03
Crit Moves:		****					****					****				
Green Time:		9.6		11.5		25.3	8.1		10.0		22.5	12.5		19.6		29.2
Volume/Cap:		0.59		0.56		0.17	0.43		0.54		0.35	0.59		0.35		0.06
Delay/Veh:		29.5		26.6		13.1	27.7		27.4		16.2	26.7		17.9		10.2
User DelAdj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:		29.5		26.6		13.1	27.7		27.4		16.2	26.7		17.9		10.2
HCM2k95th:		8		9		3	5		7		7	9		7		1

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #52: Hostetter Rd / Morrill Ave

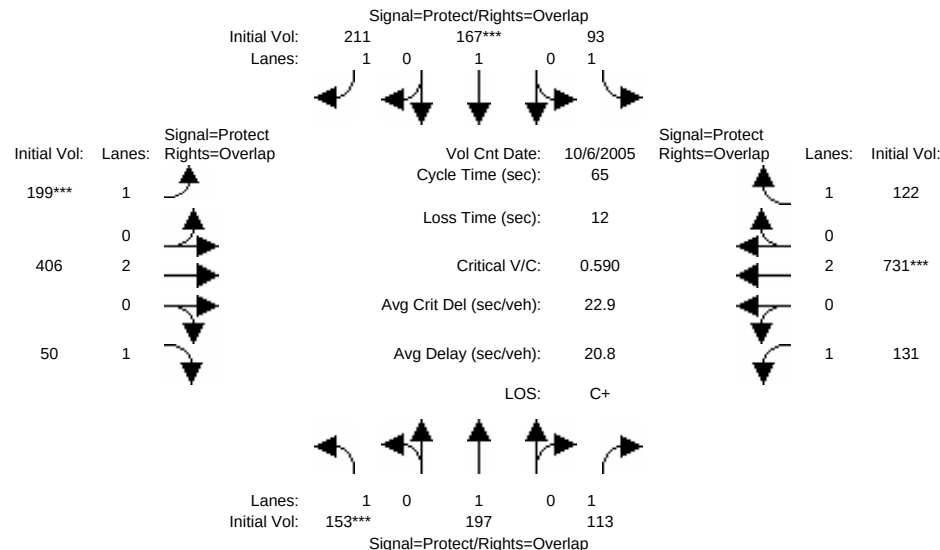


Street Name:	Morrill Ave						Hostetter Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date:	6 Oct 2005 << 7:15-8:15 AM											
Base Vol:	153	190	113	93	158	211	199	403	50	131	724	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	190	113	93	158	211	199	403	50	131	724	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	7	0	0	9	0	0	3	0	0	7	0
Initial Fut:	153	197	113	93	167	211	199	406	50	131	731	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	197	113	93	167	211	199	406	50	131	731	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	197	113	93	167	211	199	406	50	131	731	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	153	197	113	93	167	211	199	406	50	131	731	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.06	0.05	0.09	0.12	0.11	0.11	0.03	0.07	0.19	0.07
Crit Moves:	****				****		****				****	
Green Time:	9.6	11.5	25.3	8.1	10.0	22.4	12.4	19.7	29.2	13.8	21.0	29.1
Volume/Cap:	0.59	0.59	0.17	0.43	0.57	0.35	0.59	0.35	0.06	0.35	0.59	0.16
Delay/Veh:	29.7	27.2	13.1	27.7	28.2	16.2	26.9	17.9	10.2	22.4	19.2	10.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	27.2	13.1	27.7	28.2	16.2	26.9	17.9	10.2	22.4	19.2	10.8
HCM2k95th:	8	9	3	5	8	7	9	7	1	5	13	3

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #52: Hostetter Rd / Morrill Ave



Street Name:	Morrill Ave						Hostetter Rd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10			
-----	-----			-----			-----			-----					
Volume Module: >> Count Date:	6 Oct 2005 << 7:15-8:15 AM														
Base Vol:	153	197	113	93	167	211	199	406	50	131	731	122			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	153	197	113	93	167	211	199	406	50	131	731	122			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	153	197	113	93	167	211	199	406	50	131	731	122			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	153	197	113	93	167	211	199	406	50	131	731	122			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	153	197	113	93	167	211	199	406	50	131	731	122			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	153	197	113	93	167	211	199	406	50	131	731	122			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92			
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.09	0.10	0.06	0.05	0.09	0.12	0.11	0.11	0.03	0.07	0.19	0.07			
Crit Moves:	****				****		****				****				
Green Time:	9.6	11.5	25.3	8.1	10.0	22.4	12.4	19.7	29.2	13.8	21.0	29.1			
Volume/Cap:	0.59	0.59	0.17	0.43	0.57	0.35	0.59	0.35	0.06	0.35	0.59	0.16			
Delay/Veh:	29.7	27.2	13.1	27.7	28.2	16.2	26.9	17.9	10.2	22.4	19.2	10.8			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	29.7	27.2	13.1	27.7	28.2	16.2	26.9	17.9	10.2	22.4	19.2	10.8			
HCM2k95th:	8	9	3	5	8	7	9	7	1	5	13	3			

Milpitas TASP

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Existing PM				Background PM				Project PM						???			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	W. Calaveras Blvd / I-880 NB	C-	33.4	0.912	39.3	D	50.3	1.052	66.7	E+	57.2	1.082	+ 0.030	77.3	+ 10.6	?	xx.x	x.xxx	xx.x
#2	W. Calaveras Blvd / Abbott Ave	C	31.1	0.750	49.3	C-	32.0	0.814	51.0	C-	32.2	0.821	+ 0.007	51.2	+ 0.2	?	xx.x	x.xxx	xx.x
#3	W. Calaveras Blvd / Serra Wy	C	26.6	0.689	28.3	C	29.9	0.837	31.9	C	30.9	0.853	+ 0.015	33.2	+ 1.4	?	xx.x	x.xxx	xx.x
#4	W. Calaveras Blvd / Abel St	D+	38.2	0.742	36.4	D	49.1	0.941	50.5	D	50.6	0.952	+ 0.010	52.0	+ 1.5	?	xx.x	x.xxx	xx.x
#5	E. Calaveras Blvd / S. Milpitas Blvd	D	40.0	0.733	50.6	D	44.4	0.892	60.6	D	50.9	0.929	+ 0.037	66.7	+ 6.0	?	xx.x	x.xxx	xx.x
#6	E. Calaveras Blvd / Hillview Dr	C-	34.3	0.732	34.3	D+	36.3	0.869	38.3	D+	36.2	0.873	+ 0.004	38.4	+ 0.2	?	xx.x	x.xxx	xx.x
#7	E. Calaveras Blvd / Park Victoria Dr	D	43.8	0.722	42.4	D	47.2	0.808	49.2	D	48.2	0.826	+ 0.018	51.1	+ 1.9	?	xx.x	x.xxx	xx.x
#8	S. Abel St / Serra Wy	C	23.4	0.478	22.4	C	25.2	0.564	24.3	C	27.7	0.634	+ 0.070	27.3	+ 3.1	?	xx.x	x.xxx	xx.x
#9	S. Main St / Serra Wy	A	10.0	0.452	9.4	A	10.0	0.506	9.4	B+	10.6	0.527	+ 0.022	10.5	+ 1.1	?	xx.x	x.xxx	xx.x
#10	McCarthy Blvd / Bellew Dr	D	46.8	0.791	51.0	E+	56.7	0.957	68.1	E+	59.9	0.975	+ 0.017	71.3	+ 3.2	?	xx.x	x.xxx	xx.x
#11	McCarthy Blvd / Alder Dr	B-	19.8	0.537	25.2	D	39.4	0.897	54.7	E-	76.0	1.038	+ 0.141	107.5	+ 52.8	?	xx.x	x.xxx	xx.x
#12	S. Abel St / Curtis Ave	A	9.3	0.347	11.0	A	8.9	0.457	10.7	A	8.5	0.474	+ 0.017	10.9	+ 0.1	?	xx.x	x.xxx	xx.x
#13	S. Main St / Curtis Ave	B-	20.0	0.341	20.7	B-	19.9	0.370	20.4	C+	20.2	0.382	+ 0.011	20.3	- 0.1	?	xx.x	x.xxx	xx.x
#14	Yosemite Dr / S. Milpitas Blvd	C-	32.8	0.585	35.0	C-	33.6	0.621	36.1	C-	32.8	0.675	+ 0.054	38.0	+ 1.9	?	xx.x	x.xxx	xx.x
#15	Yosemite Dr / Park Victoria Dr	D	40.3	0.490	40.9	D	40.9	0.515	41.5	D	43.0	0.580	+ 0.066	43.3	+ 1.8	?	xx.x	x.xxx	xx.x
#16	Tasman Dr / N. First St	D	42.7	0.597	42.2	E	69.6	1.025	83.6	E-	75.2	1.052	+ 0.027	92.6	+ 9.0	?	xx.x	x.xxx	xx.x
#17	Tasman Dr / Zanker Rd	C	23.9	0.587	24.9	D	39.0	0.954	50.5	D	42.4	0.982	+ 0.028	56.1	+ 5.7	?	xx.x	x.xxx	xx.x
#18	Tasman Dr / McCarthy Blvd	C	24.6	0.611	26.8	D-	53.8	0.811	63.9	E	62.4	0.837	+ 0.025	77.0	+ 13.1	?	xx.x	x.xxx	xx.x
#19	Tasman Dr / Alder Dr	D	43.6	0.816	46.0	F	139.8	1.234	163.2	F	176.1	1.330	+ 0.096	207.4	+ 44.2	?	xx.x	x.xxx	xx.x
#20	Tasman Dr / I-880 SB	B	13.9	0.655	26.2	E	63.1	1.255	150.0	E-	76.6	1.340	+ 0.085	190.1	+ 40.1	?	xx.x	x.xxx	xx.x
#21	Great Mall Pkwy / I-880 NB	C	23.7	0.515	23.7	C	30.0	0.811	31.9	C-	34.2	0.925	+ 0.114	37.6	+ 5.7	?	xx.x	x.xxx	xx.x
#22	Great Mall Pkwy / S. Abel St	D	39.3	0.490	34.3	D	43.2	0.703	39.3	D	50.0	0.903	+ 0.200	50.6	+ 11.3	?	xx.x	x.xxx	xx.x
#23	Great Mall Pkwy / S. Main St	D	41.7	0.442	37.0	D	39.4	0.617	34.8	D	45.2	0.851	+ 0.233	44.8	+ 10.1	?	xx.x	x.xxx	xx.x
#24	Great Mall Pkwy / McCandless Dr-Great Mall Dr	C+	22.9	0.366	21.7	C+	21.1	0.516	20.5	C	31.2	0.813	+ 0.297	35.3	+ 14.8	?	xx.x	x.xxx	xx.x
#25	Great Mall Pkwy / Centre Pointe Dr-Mustang Dr	C-	33.8	0.425	31.6	C	30.1	0.564	27.9	D	49.9	0.952	+ 0.388	60.6	+ 32.8	?	xx.x	x.xxx	xx.x
#26	Great Mall Pkwy-E. Capitol Ave / Montague Expwy	E	62.5	0.764	77.8	F	121.4	1.004	174.8	F	165.7	1.055	+ 0.051	308.0	+ 133.2	?	xx.x	x.xxx	xx.x

Milpitas TASP

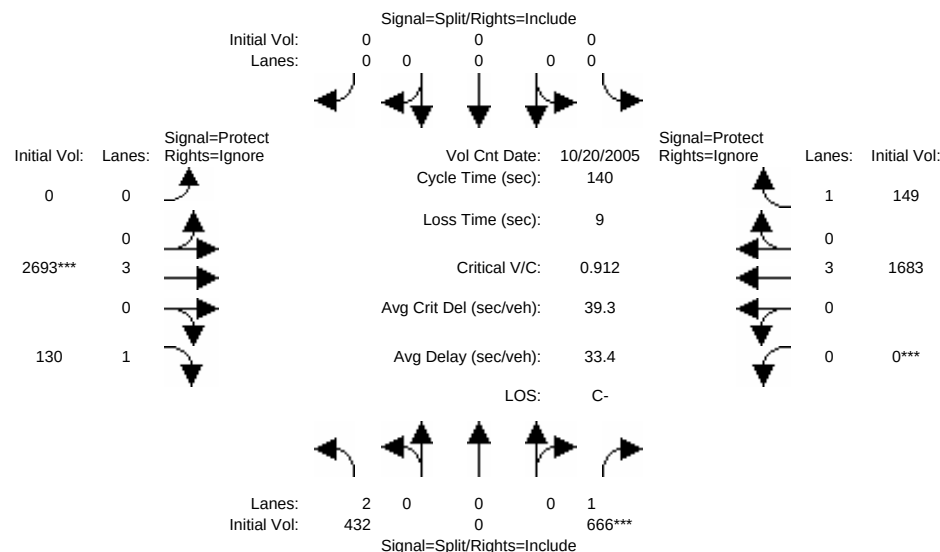
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

		Existing PM				Background PM				Project PM						???			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#27	Montague Expwy / S. Milpitas Blvd	D+	35.1	0.526	42.7	D	39.7	0.631	47.3	F	90.4	0.934	+ 0.303	119.8	+ 72.5	?	xx.x	x.xxx	xx.x
#28	Montague Expwy / Pecten Ct	B	12.9	0.436	10.0	B	12.0	0.475	9.6	B+	11.5	0.492	+ 0.018	9.5	- 0.1	?	xx.x	x.xxx	xx.x
#29	Landess Ave / I-680 NB-Dempsey Rd	C	28.6	0.693	36.7	C	28.5	0.725	26.2	C-	33.8	0.842	+ 0.117	32.2	+ 6.0	?	xx.x	x.xxx	xx.x
#30	Park Victoria Dr-Morrill Ave / Landess Ave	D+	38.8	0.714	43.8	D	39.1	0.752	44.2	D	40.0	0.763	+ 0.011	44.7	+ 0.5	?	xx.x	x.xxx	xx.x
#31	S. Abel St / W. Capitol Ave	B+	11.6	0.288	11.9	B	16.2	0.331	12.6	B-	19.5	0.440	+ 0.109	19.9	+ 7.2	?	xx.x	x.xxx	xx.x
#32	S. Abel St / S. Main St	A	8.8	0.177	11.5	B+	10.0	0.241	12.7	A	9.7	0.246	+ 0.005	12.6	- 0.1	?	xx.x	x.xxx	xx.x
#33	Montague Expwy / N. First St	F	82.6	0.952	101.8	F	187.0	1.464	301.1	F	202.2	1.479	+ 0.016	307.8	+ 6.7	?	xx.x	x.xxx	xx.x
#34	Montague Expwy / Zanker Rd	D	44.6	0.638	46.1	F	84.9	0.871	94.2	F	83.1	0.929	+ 0.058	90.5	- 3.7	?	xx.x	x.xxx	xx.x
#35	Montague Expwy / River Oaks Pkwy	C	30.1	0.638	29.8	D	46.1	0.818	51.5	D	48.1	0.906	+ 0.088	56.0	+ 4.5	?	xx.x	x.xxx	xx.x
#36	Montague Expwy / Trimble Rd	D	41.6	0.576	39.1	D	40.8	0.712	40.8	D	43.3	0.780	+ 0.068	43.3	+ 2.5	?	xx.x	x.xxx	xx.x
#37	Montague Expwy / McCarthy Blvd-O'Toole Ave	F	85.2	1.037	140.8	F	141.2	1.394	228.1	F	166.7	1.481	+ 0.087	265.8	+ 37.6	?	xx.x	x.xxx	xx.x
#38	Montague Expwy / S. Main St-Oakland Rd	E	68.4	0.775	74.1	F	83.9	1.032	93.8	F	170.2	1.411	+ 0.379	242.2	+ 148.4	?	xx.x	x.xxx	xx.x
#39	Montague Expwy / McCandless Dr-Trade Zone Blvd	F	88.7	1.086	135.7	F	133.9	1.249	185.2	F	304.7	1.636	+ 0.387	344.5	+ 159.2	?	xx.x	x.xxx	xx.x
#40	E. Capitol Ave / S. Milpitas Blvd		0.0	0.000	0.0		0.0	0.000	0.0	C	24.8	0.703	+ 0.703	25.9	+ 25.9	?	xx.x	x.xxx	xx.x
#41	N. Capitol Ave / Trade Zone Blvd-Cropley Ave	E+	59.4	0.904	69.9	E	69.1	0.980	85.2	F	90.9	1.154	+ 0.174	137.6	+ 52.4	?	xx.x	x.xxx	xx.x
#42	Trimble Rd / N. First St	C-	34.4	0.553	35.1	D	47.2	0.950	57.7	D-	51.3	0.960	+ 0.009	67.9	+ 10.2	?	xx.x	x.xxx	xx.x
#43	Trimble Rd / Zanker Rd	C-	35.0	0.426	34.7	D	39.7	0.802	43.3	D	40.1	0.826	+ 0.024	44.2	+ 0.9	?	xx.x	x.xxx	xx.x
#44	Guadalupe Pkwy-Charcot Ave / N. First St	D+	38.1	0.505	43.0	D	44.7	0.869	50.0	D	46.4	0.889	+ 0.020	53.0	+ 2.9	?	xx.x	x.xxx	xx.x
#45	E. Brokaw Rd / N. First St	D	43.8	0.672	43.1	F	149.9	1.354	219.8	F	153.6	1.362	+ 0.008	223.4	+ 3.6	?	xx.x	x.xxx	xx.x
#46	E. Brokaw Rd / Zanker Rd	D+	35.8	0.529	38.3	D	40.7	0.778	47.2	D	41.6	0.797	+ 0.019	47.8	+ 0.6	?	xx.x	x.xxx	xx.x
#47	E. Brokaw Rd / I-880 SB	D	39.5	0.737	48.8	E	61.5	1.012	79.4	E	64.6	1.030	+ 0.018	84.0	+ 4.6	?	xx.x	x.xxx	xx.x
#48	E. Brokaw Rd / I-880 NB	C	23.3	0.581	30.7	C	25.3	0.740	36.3	C	25.3	0.758	+ 0.018	36.4	+ 0.1	?	xx.x	x.xxx	xx.x
#49	E. Brokaw Rd-Murphy Ave / Oakland Rd	D	45.3	0.696	42.8	D-	52.8	0.864	53.9	D-	55.0	0.872	+ 0.008	57.0	+ 3.0	?	xx.x	x.xxx	xx.x
#50	Murphy Ave-Hostetter Rd / Lundy Ave	D	40.9	0.643	39.6	D	43.4	0.741	42.4	D	44.8	0.761	+ 0.020	44.7	+ 2.4	?	xx.x	x.xxx	xx.x
#51	Hostetter Rd / N. Capitol Ave	D-	52.7	0.694	57.8	D-	54.0	0.734	59.8	D-	54.7	0.734	+ 0.000	59.8	+ 0.0	?	xx.x	x.xxx	xx.x
#52	Hostetter Rd / Morrill Ave	C	30.9	0.719	33.9	C	31.1	0.725	34.1	C	31.1	0.725	+ 0.000	34.1	+ 0.0	?	xx.x	x.xxx	xx.x

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #1: W. Calaveras Blvd / I-880 NB

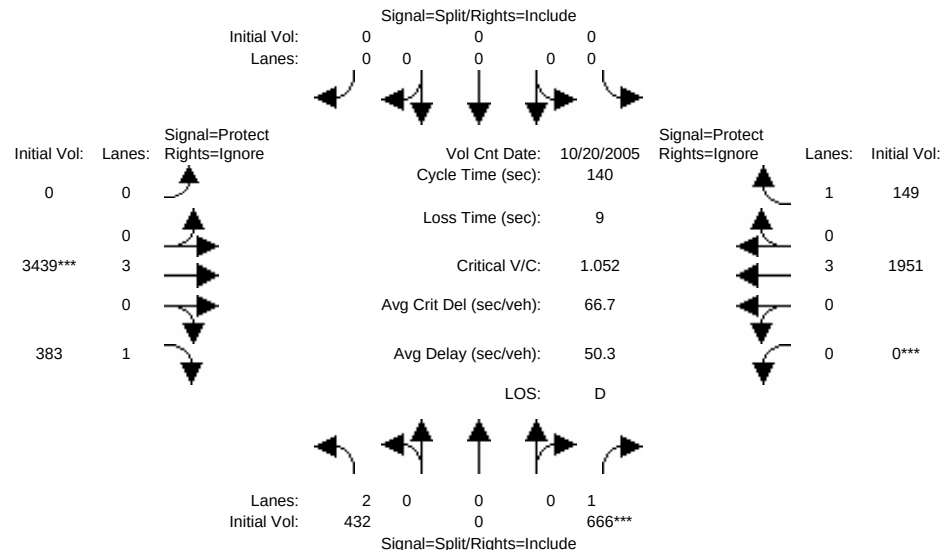


Street Name:	I-880 NB						W. Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Volume Module: >> Count Date: 20 Oct 2005 <<												
Base Vol:	432	0	666	0	0	0	0	2693	130	0	1683	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	432	0	666	0	0	0	0	2693	130	0	1683	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	432	0	666	0	0	0	0	2693	130	0	1683	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	432	0	666	0	0	0	0	2693	0	0	1683	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	432	0	666	0	0	0	0	2693	0	0	1683	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	432	0	666	0	0	0	0	2693	0	0	1683	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.38	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.30	0.00
Crit Moves:	****											
Green Time:	58.4	0.0	58.4	0.0	0.0	0.0	0.0	72.6	0.0	0.0	72.6	0.0
Volume/Cap:	0.33	0.00	0.91	0.00	0.00	0.00	0.00	0.91	0.00	0.00	0.57	0.00
Delay/Veh:	27.7	0.0	54.0	0.0	0.0	0.0	0.0	35.6	0.0	0.0	23.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.7	0.0	54.0	0.0	0.0	0.0	0.0	35.6	0.0	0.0	23.3	0.0
HCM2k95th:	12	0	49	0	0	0	0	60	0	0	28	0

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #1: W. Calaveras Blvd / I-880 NB

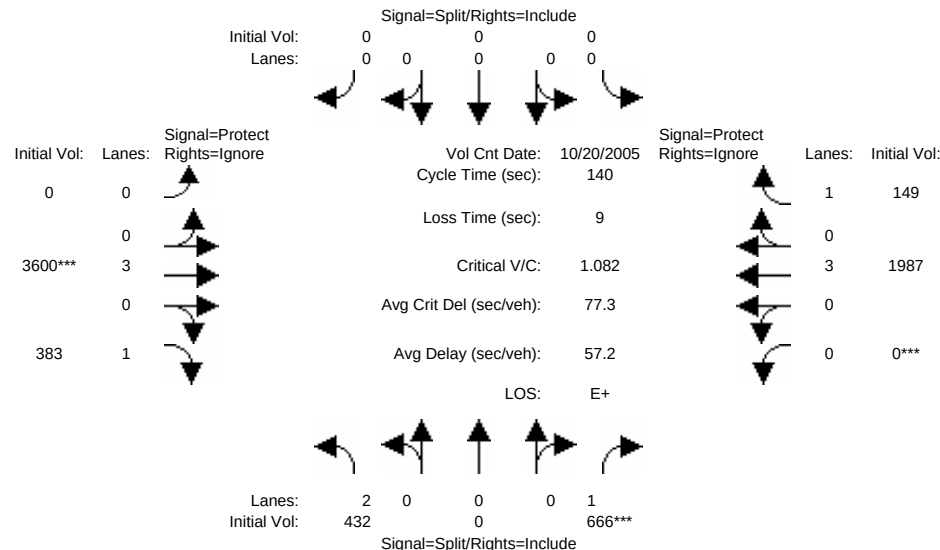


Street Name:	I-880 NB						W. Calaveras Blvd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	10		0		10	0		0		0	0		10		0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module:	>> Count Date: 20 Oct 2005 <<														
Base Vol:	432		0		666	0		0		0	0	2693		130	0
Growth Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	432		0		666	0		0		0	0	2693		130	0
Added Vol:	0		0		0	0		0		0	0	0		0	0
ATI:	0		0		0	0		0		0	746		253	0	268
Initial Fut:	432		0		666	0		0		0	3439		383	0	1951
User Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00
PHF Volume:	432		0		666	0		0		0	3439		0	0	1951
Reduct Vol:	0		0		0	0		0		0	0		0	0	0
Reduced Vol:	432		0		666	0		0		0	3439		0	0	1951
PCE Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00
Final Vol.:	432		0		666	0		0		0	3439		0	0	1951
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Sat/Lane:	1900	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00		0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	1.00	0.92
Lanes:	2.00	0.00		1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00	0.00	1.00
Final Sat.:	3150		0	1750	0	0	0	0	5700	1750		0	5700	1750	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.14	0.00		0.38	0.00	0.00	0.00	0.00	0.60	0.00	0.00	0.34	0.00	0.00	0.00
Crit Moves:				****					****			****			
Green Time:	50.7	0.0		50.7	0.0	0.0	0.0	0.0	80.3	0.0	0.0	80.3	0.0	0.0	0.0
Volume/Cap:	0.38	0.00		1.05	0.00	0.00	0.00	0.00	1.05	0.00	0.00	0.60	0.00	0.00	0.00
Delay/Veh:	33.2	0.0		94.7	0.0	0.0	0.0	0.0	61.3	0.0	0.0	19.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	0.0		94.7	0.0	0.0	0.0	0.0	61.3	0.0	0.0	19.6	0.0	0.0	0.0
HCM2k95th:	13	0		59	0	0	0	0	92	0	0	31	0	0	0

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #1: W. Calaveras Blvd / I-880 NB

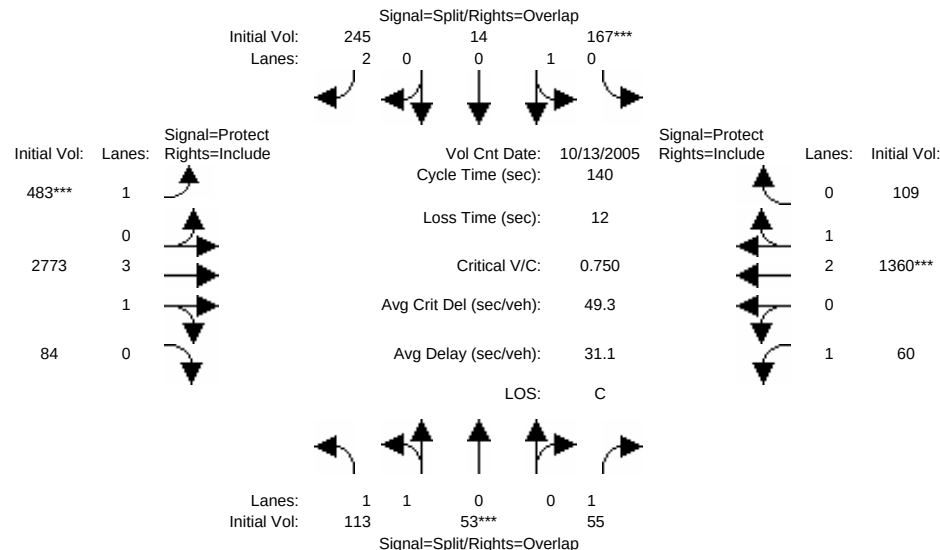


Street Name:	I-880 NB						W. Calaveras Blvd												
Approach:	North Bound			South Bound			East Bound			West Bound									
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R				
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----				
Min. Green:	10		0		10		0		0		0		10		0				
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----				
Volume Module:	>> Count Date: 20 Oct 2005 <<																		
Base Vol:	432		0		666		0		0		0	3439		383		0	1951		149
Growth Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Initial Bse:	432		0		666		0		0		0	3439		383		0	1951		149
Added Vol:	0		0		0		0		0		0	161		0		0	36		0
Approved:	0		0		0		0		0		0	0		0		0	0		0
Initial Fut:	432		0		666		0		0		0	3600		383		0	1987		149
User Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00		0.00	1.00	0.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00		0.00	1.00	0.00
PHF Volume:	432		0		666		0		0		0	3600		0		0	1987		0
Reduct Vol:	0		0		0		0		0		0	0		0		0	0		0
Reduced Vol:	432		0		666		0		0		0	3600		0		0	1987		0
PCE Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00		0.00	1.00	0.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00		0.00	1.00	0.00
Final Vol.:	432		0		666		0		0		0	3600		0		0	1987		0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:																			
Sat/Lane:	1900	1900		1900		1900	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900
Adjustment:	0.83	1.00		0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00		0.92	1.00	0.92
Lanes:	2.00	0.00		1.00		0.00	0.00	0.00		0.00	3.00	1.00		0.00	3.00		1.00	3.00	1.00
Final Sat.:	3150		0	1750		0	0	0		0	5700	1750		0	5700		1750	1750	1750
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:																			
Vol/Sat:	0.14	0.00		0.38		0.00	0.00	0.00		0.00	0.63	0.00		0.00	0.35		0.00	0.00	0.00
Crit Moves:				****							****				****				
Green Time:	49.3	0.0		49.3		0.0	0.0	0.0		0.0	81.7	0.0		0.0	81.7		0.0	81.7	0.0
Volume/Cap:	0.39	0.00		1.08		0.00	0.00	0.00		0.00	1.08	0.00		0.00	0.60		0.00	0.60	0.00
Delay/Veh:	34.3	0.0		105.7		0.0	0.0	0.0		0.0	72.0	0.0		0.0	18.9		0.0	18.9	0.0
User DelAdj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
AdjDel/Veh:	34.3	0.0		105.7		0.0	0.0	0.0		0.0	72.0	0.0		0.0	18.9		0.0	18.9	0.0
HCM2k95th:	13	0		61		0	0	0		0	100	0		0	31		0	31	0

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #2: W. Calaveras Blvd / Abbott Ave

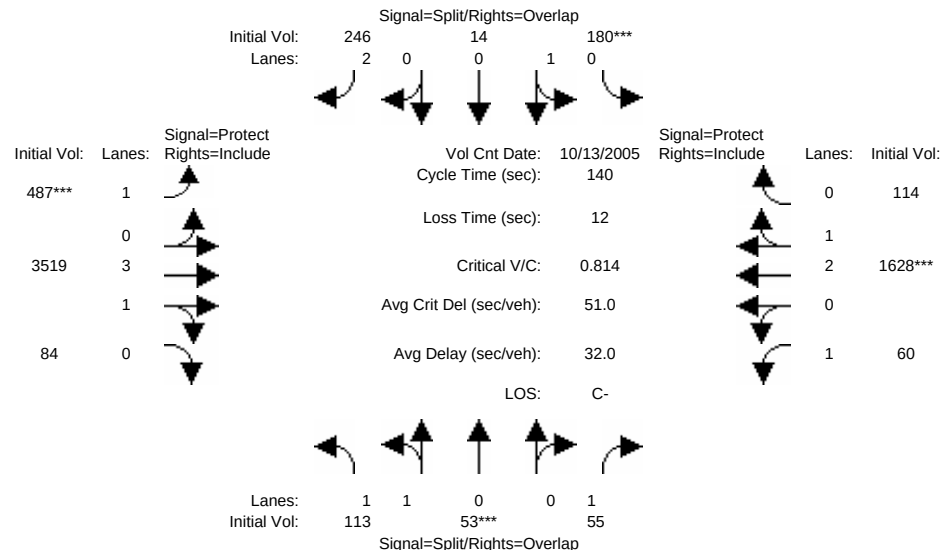


Street Name:	Abbott Ave			W. Calaveras Blvd		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10
Volume Module: >> Count Date: 13 Oct 2005 <<						
Base Vol:	113	53	55	167	14	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	53	55	167	14	245
Added Vol:	0	0	0	0	0	0
Approved:	0	0	0	0	0	0
Initial Fut:	113	53	55	167	14	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	53	55	167	14	245
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	113	53	55	167	14	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	113	53	55	167	14	245
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.83
Lanes:	1.37	0.63	1.00	0.92	0.08	2.00
Final Sat.:	2416	1133	1750	1661	139	3150
Capacity Analysis Module:						
Vol/Sat:	0.05	0.05	0.03	0.10	0.10	0.08
Crit Moves:	***			***		
Green Time:	10.0	10.0	21.5	18.6	18.6	69.5
Volume/Cap:	0.65	0.65	0.20	0.76	0.76	0.16
Delay/Veh:	75.8	75.8	53.5	78.5	78.5	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.8	75.8	53.5	78.5	78.5	19.4
HCM2k95th:	9	9	5	16	16	6

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #2: W. Calaveras Blvd / Abbott Ave

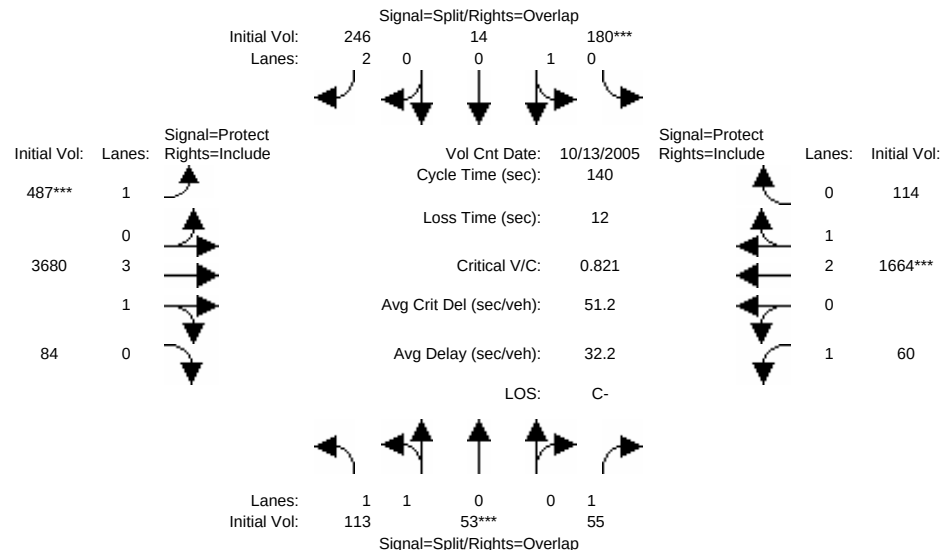


Street Name:	Abbott Ave						W. Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 13 Oct 2005 <<												
Base Vol:	113	53	55	167	14	245	483	2773	84	60	1360	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	53	55	167	14	245	483	2773	84	60	1360	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	13	0	1	4	746	0	0	268	5
Initial Fut:	113	53	55	180	14	246	487	3519	84	60	1628	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	53	55	180	14	246	487	3519	84	60	1628	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	53	55	180	14	246	487	3519	84	60	1628	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	113	53	55	180	14	246	487	3519	84	60	1628	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.83	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.37	0.63	1.00	0.93	0.07	2.00	1.00	3.90	0.10	1.00	2.80	0.20
Final Sat.:	2416	1133	1750	1670	130	3150	1750	7325	175	1750	5233	366
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.03	0.11	0.11	0.08	0.28	0.48	0.48	0.03	0.31	0.31
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	19.4	18.2	18.2	65.3	47.1	90.4	90.4	9.4	52.7	52.7
Volume/Cap:	0.65	0.65	0.23	0.83	0.83	0.17	0.83	0.74	0.74	0.51	0.83	0.83
Delay/Veh:	75.8	75.8	55.8	86.5	86.5	21.8	55.3	18.0	18.0	78.0	43.4	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.8	75.8	55.8	86.5	86.5	21.8	55.3	18.0	18.0	78.0	43.4	43.4
HCM2k95th:	9	9	5	18	18	6	34	43	41	7	39	38

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #2: W. Calaveras Blvd / Abbott Ave

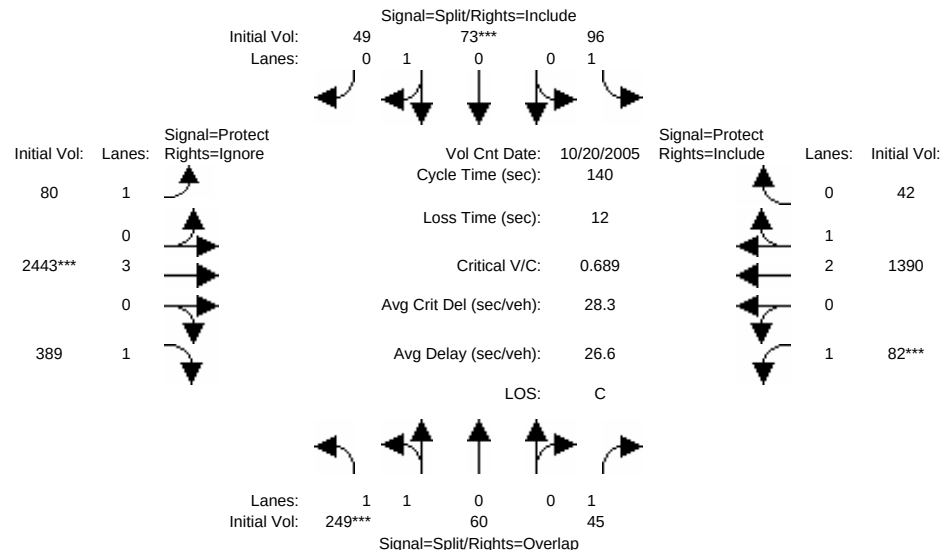


Street Name:	Abbott Ave						W. Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 13 Oct 2005 <<												
Base Vol:	113	53	55	180	14	246	487	3519	84	60	1628	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	53	55	180	14	246	487	3519	84	60	1628	114
Added Vol:	0	0	0	0	0	0	0	161	0	0	36	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	53	55	180	14	246	487	3680	84	60	1664	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	53	55	180	14	246	487	3680	84	60	1664	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	53	55	180	14	246	487	3680	84	60	1664	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	113	53	55	180	14	246	487	3680	84	60	1664	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.83	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.37	0.63	1.00	0.93	0.07	2.00	1.00	3.91	0.09	1.00	2.80	0.20
Final Sat.:	2416	1133	1750	1670	130	3150	1750	7332	167	1750	5240	359
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.03	0.11	0.11	0.08	0.28	0.50	0.50	0.03	0.32	0.32
Crit Moves:	***			***			***			***		
Green Time:	10.0	10.0	19.1	18.1	18.1	64.7	46.7	90.9	90.9	9.1	53.3	53.3
Volume/Cap:	0.65	0.65	0.23	0.83	0.83	0.17	0.83	0.77	0.77	0.53	0.83	0.83
Delay/Veh:	75.8	75.8	56.2	87.8	87.8	22.2	56.3	18.6	18.6	80.1	43.4	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.8	75.8	56.2	87.8	87.8	22.2	56.3	18.6	18.6	80.1	43.4	43.4
HCM2k95th:	9	9	5	18	18	6	34	46	45	7	40	39

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #3: W. Calaveras Blvd / Serra Wy

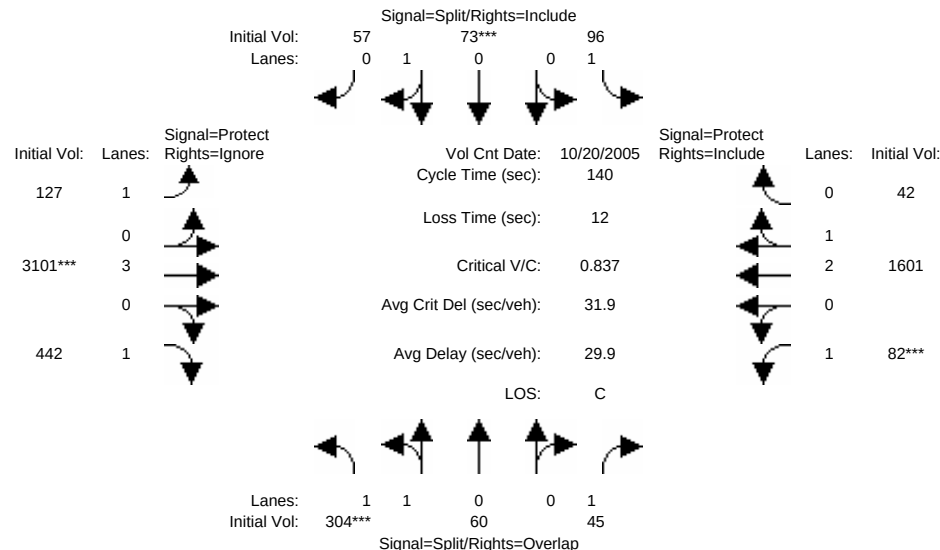


Street Name:	W. Calaveras Blvd						Serra Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 20 Oct 2005 <<												
Base Vol:	249	60	45	96	73	49	80	2443	389	82	1390	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	249	60	45	96	73	49	80	2443	389	82	1390	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	249	60	45	96	73	49	80	2443	389	82	1390	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	249	60	45	96	73	49	80	2443	0	82	1390	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	60	45	96	73	49	80	2443	0	82	1390	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	249	60	45	96	73	49	80	2443	0	82	1390	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.62	0.38	1.00	1.00	0.60	0.40	1.00	3.00	1.00	1.00	2.91	0.09
Final Sat.:	2861	689	1750	1750	1077	723	1750	5700	1750	1750	5436	164
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.03	0.05	0.07	0.07	0.05	0.43	0.00	0.05	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	17.7	17.7	27.2	13.8	13.8	13.8	15.8	87.0	0.0	9.5	80.8	80.8
Volume/Cap:	0.69	0.69	0.13	0.56	0.69	0.69	0.41	0.69	0.00	0.69	0.44	0.44
Delay/Veh:	66.9	66.9	47.5	72.6	80.8	80.8	63.8	18.6	0.0	91.8	17.3	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.9	66.9	47.5	72.6	80.8	80.8	63.8	18.6	0.0	91.8	17.3	17.3
HCM2k95th:	14	14	4	9	12	12	7	37	0	9	19	19

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3: W. Calaveras Blvd / Serra Wy

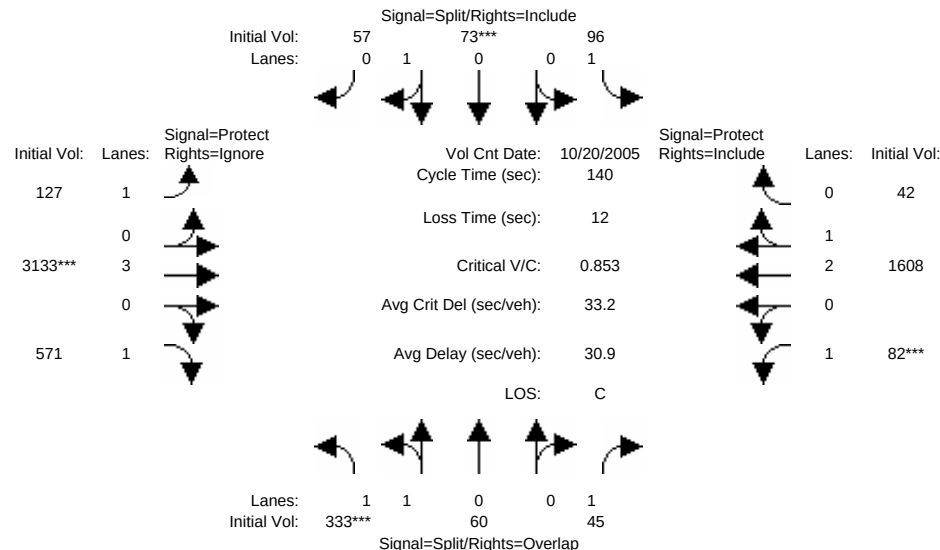


Street Name:	W. Calaveras Blvd						Serra Wy								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	10		10		10	10		10		10	7		10		10
-----	-----			-----			-----			-----					
Volume Module: >> Count Date: 20 Oct 2005 <<															
Base Vol:	249		60		45	96		73		49	80	2443		389	82 1390 42
Growth Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00 1.00
Initial Bse:	249		60		45	96		73		49	80	2443		389	82 1390 42
Added Vol:	0		0		0	0		0		0	0	0		0	0 0 0
ATI:	55		0		0	0		0		8	47	658		53	0 211 0
Initial Fut:	304		60		45	96		73		57	127	3101		442	82 1601 42
User Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00 1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00 1.00
PHF Volume:	304		60		45	96		73		57	127	3101		0	82 1601 42
Reduct Vol:	0		0		0	0		0		0	0	0		0	0 0 0
Reduced Vol:	304		60		45	96		73		57	127	3101		0	82 1601 42
PCE Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00 1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00 1.00
Final Vol.:	304		60		45	96		73		57	127	3101		0	82 1601 42
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900		1900	1900	1900	1900	1900		1900	1900	1900		1900	1900 1900
Adjustment:	0.93	0.95		0.92	0.95	0.95	0.92	1.00		0.92	0.92	0.98		0.95	0.95
Lanes:	1.67	0.33		1.00	1.00	0.56	0.44	1.00	3.00		1.00	1.00	2.92		0.08
Final Sat.:	2965	585		1750	1750	1011	789	1750	5700		1750	1750	5457		143
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.10	0.10		0.03	0.05	0.07	0.07	0.07	0.54		0.00	0.05	0.29		0.29
Crit Moves:	****					****			****			****			
Green Time:	17.1	17.1		25.0	12.1	12.1	12.1	19.6	91.0		0.0	7.8	79.2		79.2
Volume/Cap:	0.84	0.84		0.14	0.64	0.84	0.84	0.52	0.84		0.00	0.84	0.52		0.52
Delay/Veh:	77.3	77.3		49.5	80.5	102	102.0	63.5	21.3		0.0	119.8	19.3		19.3
User DelAdj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	77.3	77.3		49.5	80.5	102	102.0	63.5	21.3		0.0	119.8	19.3		19.3
HCM2k95th:	17	17		4	10	14	14	11	56		0	11	23		23

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #3: W. Calaveras Blvd / Serra Wy

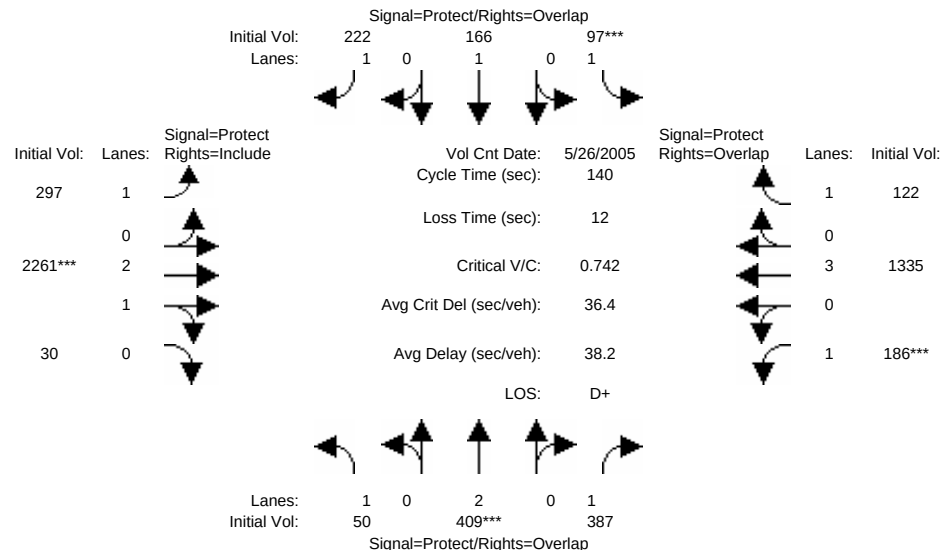


Street Name:	W. Calaveras Blvd						Serra Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 20 Oct 2005 <<												
Base Vol:	304	60	45	96	73	57	127	3101	442	82	1601	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	60	45	96	73	57	127	3101	442	82	1601	42
Added Vol:	29	0	0	0	0	0	0	32	129	0	7	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	333	60	45	96	73	57	127	3133	571	82	1608	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	333	60	45	96	73	57	127	3133	0	82	1608	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	333	60	45	96	73	57	127	3133	0	82	1608	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	333	60	45	96	73	57	127	3133	0	82	1608	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.70	0.30	1.00	1.00	0.56	0.44	1.00	3.00	1.00	1.00	2.92	0.08
Final Sat.:	3008	542	1750	1750	1011	789	1750	5700	1750	1750	5457	143
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.03	0.05	0.07	0.07	0.07	0.55	0.00	0.05	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	18.2	18.2	25.9	11.9	11.9	11.9	19.4	90.3	0.0	7.7	78.6	78.6
Volume/Cap:	0.85	0.85	0.14	0.65	0.85	0.85	0.52	0.85	0.00	0.85	0.52	0.52
Delay/Veh:	77.4	77.4	48.6	81.9	105	105.1	64.0	22.3	0.0	123.4	19.7	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.4	77.4	48.6	81.9	105	105.1	64.0	22.3	0.0	123.4	19.7	19.7
HCM2k95th:	18	19	4	10	14	14	11	59	0	11	24	23

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #4: W. Calaveras Blvd / Abel St

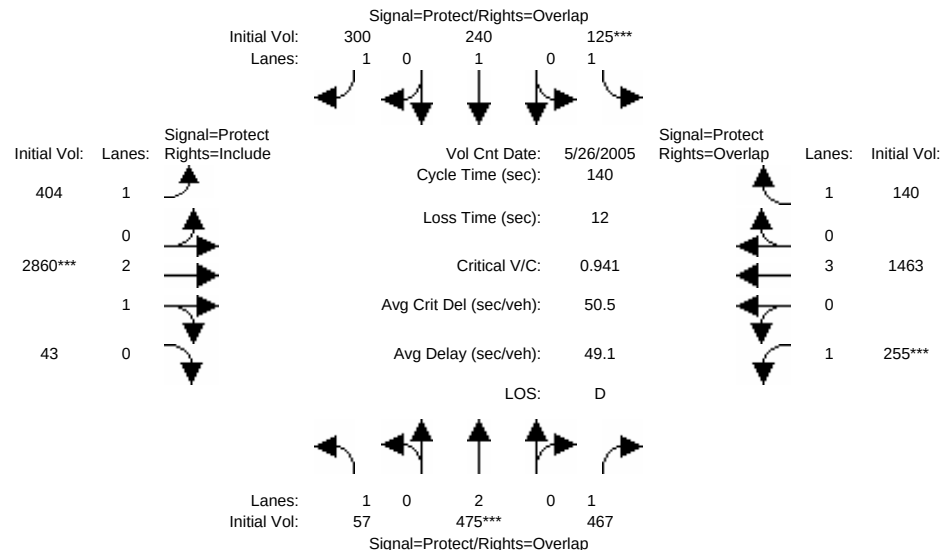


Street Name:	Abel St						W. Calaveras Blvd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7		10		10	7		10		10	7		10		10
-----	-----			-----			-----			-----					
Volume Module:	>>	Count	Date:	26 May 2005	<<										
Base Vol:	50	409	387	97	166	222	297	2261	30	186	1335	122			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	50	409	387	97	166	222	297	2261	30	186	1335	122			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approved:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	50	409	387	97	166	222	297	2261	30	186	1335	122			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	50	409	387	97	166	222	297	2261	30	186	1335	122			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	50	409	387	97	166	222	297	2261	30	186	1335	122			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Vol.:	50	409	387	97	166	222	297	2261	30	186	1335	122			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92			
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.96	0.04	1.00	3.00	1.00			
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5527	73	1750	5700	1750			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.03	0.11	0.22	0.06	0.09	0.13	0.17	0.41	0.41	0.11	0.23	0.07			
Crit Moves:	****			****			****			****					
Green Time:	11.2	20.3	40.4	10.5	19.6	60.4	40.9	77.2	77.2	20.1	56.4	66.8			
Volume/Cap:	0.36	0.74	0.77	0.74	0.63	0.29	0.58	0.74	0.74	0.74	0.58	0.15			
Delay/Veh:	68.0	66.1	56.2	94.7	67.4	26.9	47.1	25.5	25.5	75.4	33.7	20.9			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	68.0	66.1	56.2	94.7	67.4	26.9	47.1	25.5	25.5	75.4	33.7	20.9			
HCM2k95th:	5	17	27	11	14	11	19	41	39	16	25	6			

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #4: W. Calaveras Blvd / Abel St

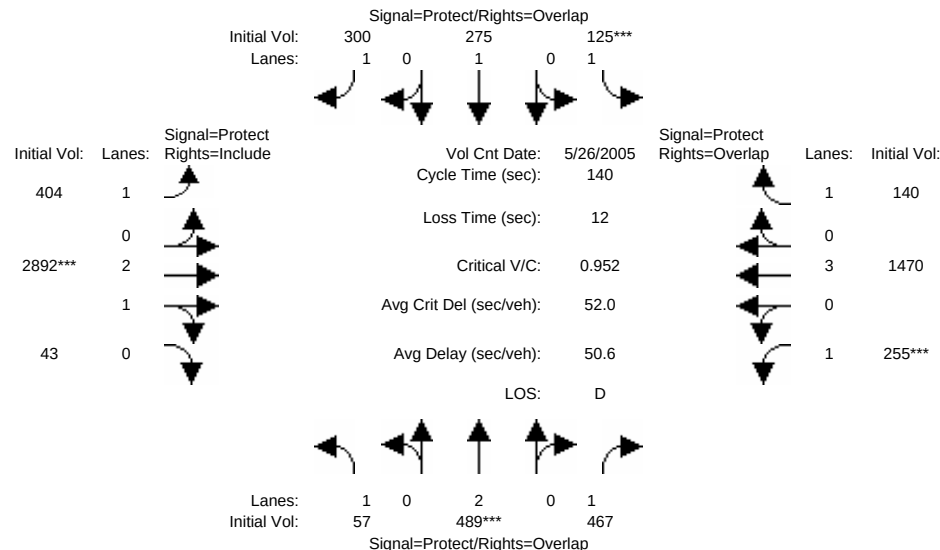


Street Name:			Abel St			W. Calaveras Blvd																
Approach:			North Bound			South Bound			East Bound			West Bound										
Movement:			L	-	T	-	R	L	-	T	-	R	L	-	T	-	R					
-----			-----			-----			-----			-----			-----							
Min. Green:			7		10		10	7		10		10	7		10		10					
-----			-----			-----			-----			-----			-----							
Volume Module: >> Count Date: 26 May 2005 <<																						
Base Vol:			50		409		387	97		166		222	297		2261		30	186		1335		122
Growth Adj:			1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:			50		409		387	97		166		222	297		2261		30	186		1335		122
Added Vol:			0		0		0	0		0		0	0		0		0	0		0		0
ATI:			7		66		80	28		74		78	107		599		13	69		128		18
Initial Fut:			57		475		467	125		240		300	404		2860		43	255		1463		140
User Adj:			1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:			1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:			57		475		467	125		240		300	404		2860		43	255		1463		140
Reduct Vol:			0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:			57		475		467	125		240		300	404		2860		43	255		1463		140
PCE Adj:			1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:			1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:			57		475		467	125		240		300	404		2860		43	255		1463		140
-----			-----			-----			-----			-----			-----			-----				
Saturation Flow Module:																						
Sat/Lane:			1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:			0.92		1.00		0.92	0.92		1.00		0.92	0.92		0.98		0.95	0.92		1.00		0.92
Lanes:			1.00		2.00		1.00	1.00		1.00		1.00	1.00		2.95		0.05	1.00		3.00		1.00
Final Sat.:			1750		3800		1750	1750		1900		1750	1750		5517		83	1750		5700		1750
-----			-----			-----			-----			-----			-----			-----				
Capacity Analysis Module:																						
Vol/Sat:			0.03		0.13		0.27	0.07		0.13		0.17	0.23		0.52		0.52	0.15		0.26		0.08
Crit Moves:			****			****			****			****			****			****				
Green Time:			8.3		18.6		40.3	10.6		20.9		67.7	46.8		77.1		77.1	21.7		52.0		62.6
Volume/Cap:			0.55		0.94		0.93	0.94		0.84		0.35	0.69		0.94		0.94	0.94		0.69		0.18
Delay/Veh:			83.5		88.0		74.1	128.1		83.3		23.7	46.9		36.7		36.7	100.0		39.1		23.7
User DelAdj:			1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:			83.5		88.0		74.1	128.1		83.3		23.7	46.9		36.7		36.7	100.0		39.1		23.7
HCM2k95th:			7		23		38	15		21		14	26		69		67	24		29		7

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #4: W. Calaveras Blvd / Abel St

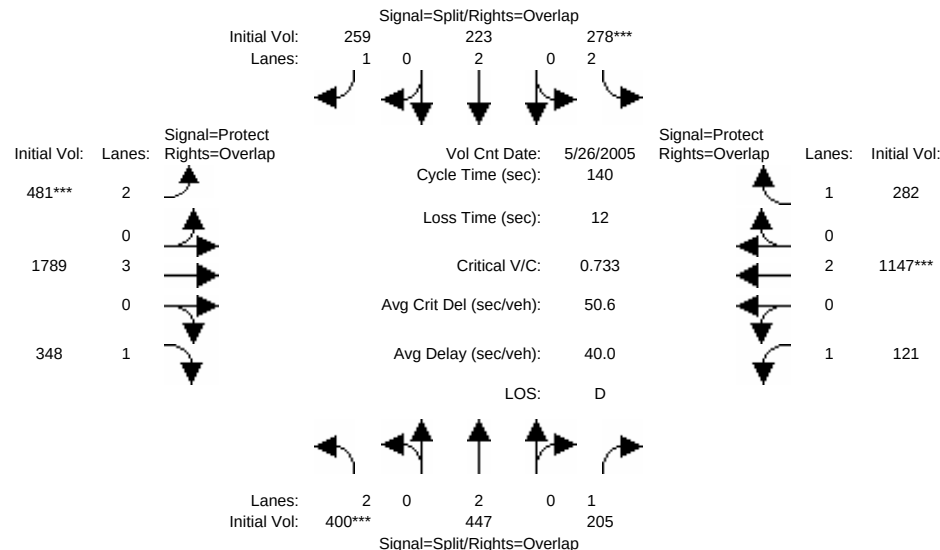


Street Name:	Abel St						W. Calaveras Blvd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- -----															
Min. Green:	7		10		10	7		10		10	7		10		10
----- ----- ----- ----- ----- -----															
Volume Module:	>>	Count	Date:	26 May 2005	<<										
Base Vol:	57	475	467	125	240	300	404	2860	43	255	1463	140			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	57	475	467	125	240	300	404	2860	43	255	1463	140			
Added Vol:	0	14	0	0	35	0	0	32	0	0	7	0			
Approved:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	57	489	467	125	275	300	404	2892	43	255	1470	140			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	57	489	467	125	275	300	404	2892	43	255	1470	140			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	57	489	467	125	275	300	404	2892	43	255	1470	140			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	57	489	467	125	275	300	404	2892	43	255	1470	140			
----- ----- ----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92			
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.95	0.05	1.00	3.00	1.00			
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5518	82	1750	5700	1750			
----- ----- ----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.03	0.13	0.27	0.07	0.14	0.17	0.23	0.52	0.52	0.15	0.26	0.08			
Crit Moves:	****			****			****			****					
Green Time:	7.6	18.9	40.4	10.5	21.9	68.4	46.6	77.1	77.1	21.4	52.0	62.5			
Volume/Cap:	0.60	0.95	0.93	0.95	0.93	0.35	0.69	0.95	0.95	0.95	0.69	0.18			
Delay/Veh:	90.1	89.4	73.6	130.9	94.5	23.2	47.2	38.0	38.0	102.6	39.2	23.8			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	90.1	89.4	73.6	130.9	94.5	23.2	47.2	38.0	38.0	102.6	39.2	23.8			
HCM2k95th:	7	24	37	15	25	14	26	71	69	24	30	7			

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #5: E. Calaveras Blvd / S. Milpitas Blvd

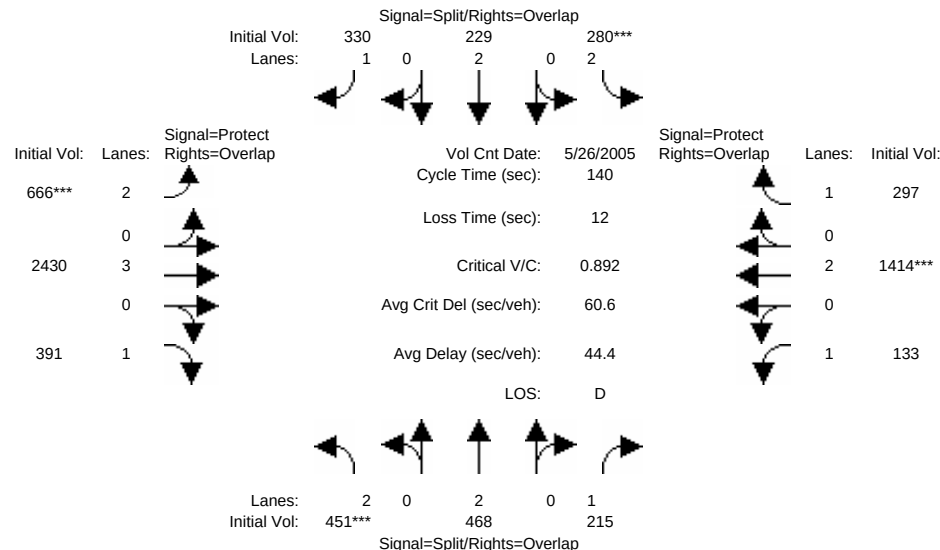


Street Name:	S. Milpitas Blvd						E. Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 26 May 2005 <<												
Base Vol:	400	447	205	278	223	259	481	1789	348	121	1147	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	447	205	278	223	259	481	1789	348	121	1147	282
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	447	205	278	223	259	481	1789	348	121	1147	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	447	205	278	223	259	481	1789	348	121	1147	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	447	205	278	223	259	481	1789	348	121	1147	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	400	447	205	278	223	259	481	1789	348	121	1147	282
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.12	0.12	0.09	0.06	0.15	0.15	0.31	0.20	0.07	0.30	0.16
Crit Moves:	****			****			****			****		
Green Time:	24.3	24.3	39.9	16.9	16.9	46.0	29.2	71.2	95.5	15.7	57.7	74.6
Volume/Cap:	0.73	0.68	0.41	0.73	0.49	0.45	0.73	0.62	0.29	0.62	0.73	0.30
Delay/Veh:	63.2	59.8	43.0	71.2	61.2	39.5	58.9	25.6	9.5	73.0	37.7	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.2	59.8	43.0	71.2	61.2	39.5	58.9	25.6	9.5	73.0	37.7	19.1
HCM2k95th:	17	17	13	13	10	15	19	30	11	11	34	12

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #5: E. Calaveras Blvd / S. Milpitas Blvd

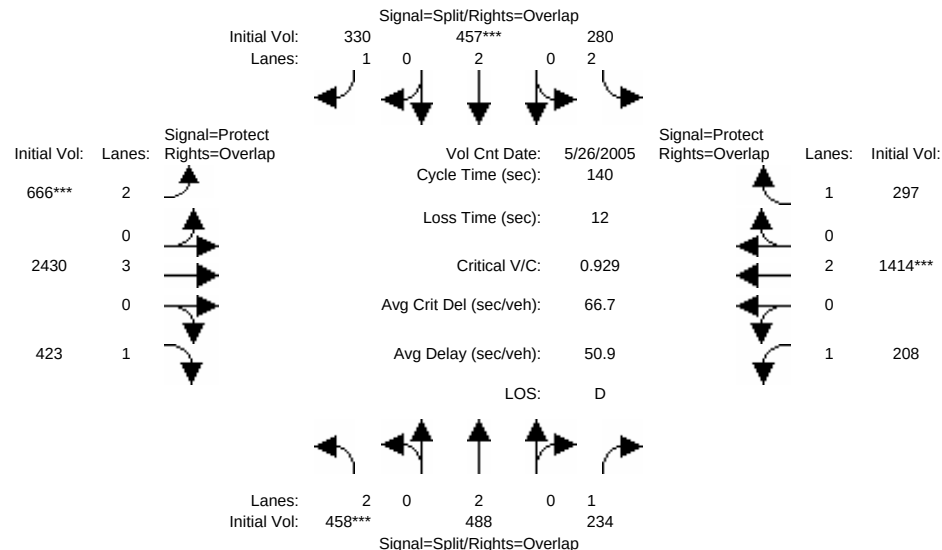


Street Name:	S. Milpitas Blvd						E. Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 26 May 2005 <<												
Base Vol:	400	447	205	278	223	259	481	1789	348	121	1147	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	447	205	278	223	259	481	1789	348	121	1147	282
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	51	21	10	2	6	71	185	641	43	12	267	15
Initial Fut:	451	468	215	280	229	330	666	2430	391	133	1414	297
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	451	468	215	280	229	330	666	2430	391	133	1414	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	451	468	215	280	229	330	666	2430	391	133	1414	297
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	451	468	215	280	229	330	666	2430	391	133	1414	297
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.12	0.12	0.09	0.06	0.19	0.21	0.43	0.22	0.08	0.37	0.17
Crit Moves:	****			****			****			****		
Green Time:	22.5	22.5	36.3	14.0	14.0	47.1	33.2	77.7	100.2	13.9	58.4	72.3
Volume/Cap:	0.89	0.77	0.47	0.89	0.60	0.56	0.89	0.77	0.31	0.77	0.89	0.33
Delay/Veh:	78.2	65.2	47.3	91.8	67.4	41.8	66.9	26.0	7.9	88.8	45.9	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.2	65.2	47.3	91.8	67.4	41.8	66.9	26.0	7.9	88.8	45.9	20.7
HCM2k95th:	21	19	14	15	11	20	28	44	11	13	50	13

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #5: E. Calaveras Blvd / S. Milpitas Blvd

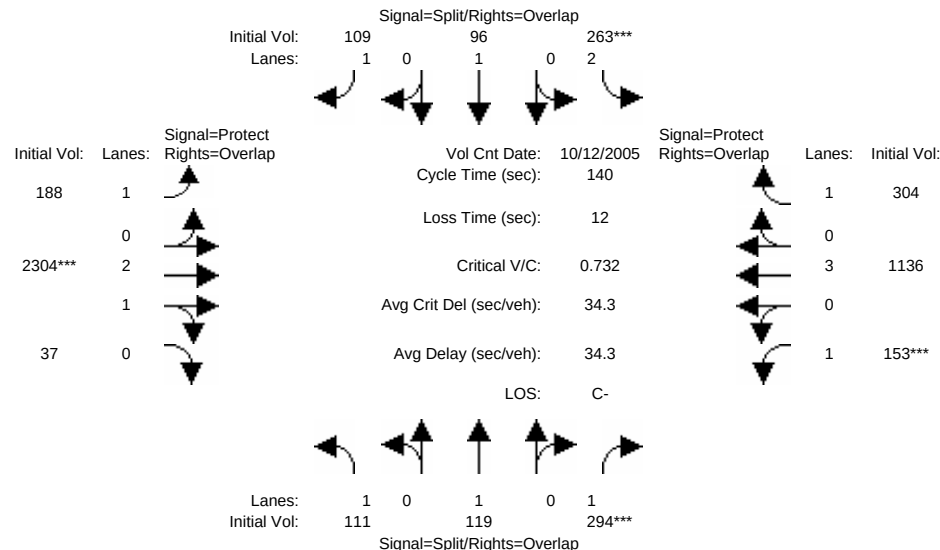


Street Name:	S. Milpitas Blvd						E. Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 26 May 2005 <<												
Base Vol:	451	468	215	280	229	330	666	2430	391	133	1414	297
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	451	468	215	280	229	330	666	2430	391	133	1414	297
Added Vol:	7	20	19	0	228	0	0	0	32	75	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	458	488	234	280	457	330	666	2430	423	208	1414	297
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	458	488	234	280	457	330	666	2430	423	208	1414	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	458	488	234	280	457	330	666	2430	423	208	1414	297
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	458	488	234	280	457	330	666	2430	423	208	1414	297
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.13	0.13	0.09	0.12	0.19	0.21	0.43	0.24	0.12	0.37	0.17
Crit Moves:	****			****			****			****		
Green Time:	21.9	21.9	41.1	18.1	18.1	50.0	31.9	68.8	90.7	19.2	56.1	74.2
Volume/Cap:	0.93	0.82	0.46	0.69	0.93	0.53	0.93	0.87	0.37	0.87	0.93	0.32
Delay/Veh:	84.5	69.2	43.2	67.3	86.5	38.8	73.1	35.5	12.4	91.2	51.4	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.5	69.2	43.2	67.3	86.5	38.8	73.1	35.5	12.4	91.2	51.4	19.5
HCM2k95th:	22	21	15	13	22	19	29	53	15	19	53	13

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #6: E. Calaveras Blvd / Hillview Dr

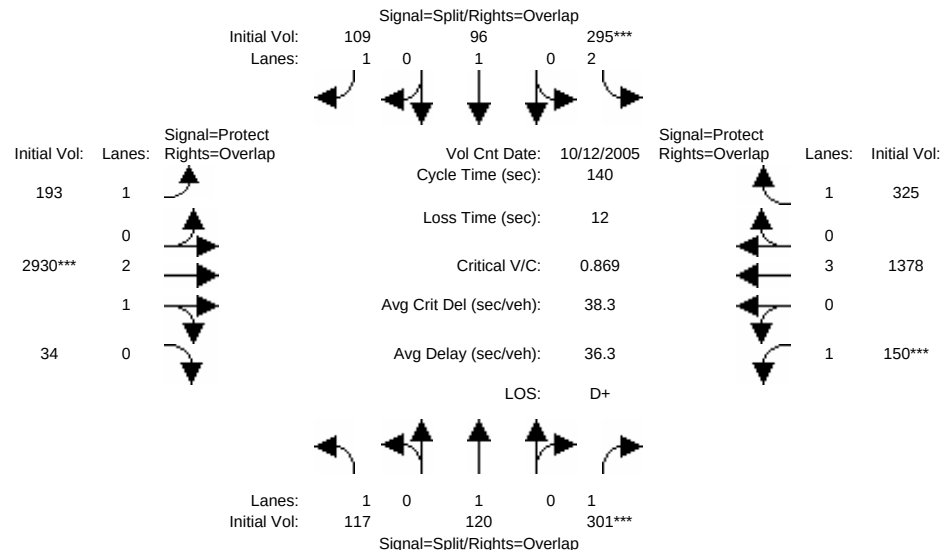


Street Name:	Hillview Dr						E. Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 12 Oct 2005 <<												
Base Vol:	111	119	294	263	96	109	188	2304	37	153	1136	304
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	119	294	263	96	109	188	2304	37	153	1136	304
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	119	294	263	96	109	188	2304	37	153	1136	304
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	119	294	263	96	109	188	2304	37	153	1136	304
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	119	294	263	96	109	188	2304	37	153	1136	304
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	111	119	294	263	96	109	188	2304	37	153	1136	304
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5511	89	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.17	0.08	0.05	0.06	0.11	0.42	0.42	0.09	0.20	0.17
Crit Moves:	****											
Green Time:	15.4	15.4	32.1	16.0	16.0	49.8	33.8	79.9	95.3	16.7	62.8	78.8
Volume/Cap:	0.58	0.57	0.73	0.73	0.44	0.18	0.44	0.73	0.61	0.73	0.44	0.31
Delay/Veh:	71.2	69.9	61.2	72.4	64.3	31.6	48.4	23.7	13.0	79.7	27.2	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.2	69.9	61.2	72.4	64.3	31.6	48.4	23.7	13.0	79.7	27.2	17.0
HCM2k95th:	10	11	22	13	9	7	13	40	29	14	19	12

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #6: E. Calaveras Blvd / Hillview Dr

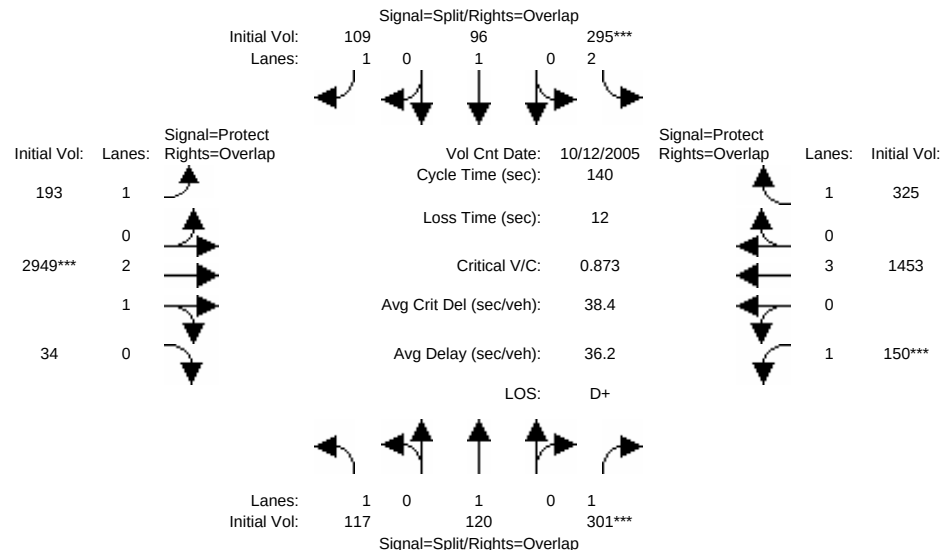


Street Name:	Hillview Dr						E. Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 12 Oct 2005 <<												
Base Vol:	111	119	294	263	96	109	188	2304	37	153	1136	304
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	119	294	263	96	109	188	2304	37	153	1136	304
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	6	1	7	32	0	0	5	626	-3	-3	242	21
Initial Fut:	117	120	301	295	96	109	193	2930	34	150	1378	325
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	120	301	295	96	109	193	2930	34	150	1378	325
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	120	301	295	96	109	193	2930	34	150	1378	325
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	117	120	301	295	96	109	193	2930	34	150	1378	325
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5536	64	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.17	0.09	0.05	0.06	0.11	0.53	0.53	0.09	0.24	0.19
Crit Moves:	****											
Green Time:	13.9	13.9	27.7	15.1	15.1	46.1	31.0	85.2	99.1	13.8	68.0	83.1
Volume/Cap:	0.67	0.64	0.87	0.87	0.47	0.19	0.50	0.87	0.75	0.87	0.50	0.31
Delay/Veh:	79.8	75.9	78.9	86.3	66.2	34.3	52.2	26.1	14.0	103.2	25.1	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.8	75.9	78.9	86.3	66.2	34.3	52.2	26.1	14.0	103.2	25.1	15.0
HCM2k95th:	12	11	25	16	9	7	14	59	41	16	22	13

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #6: E. Calaveras Blvd / Hillview Dr

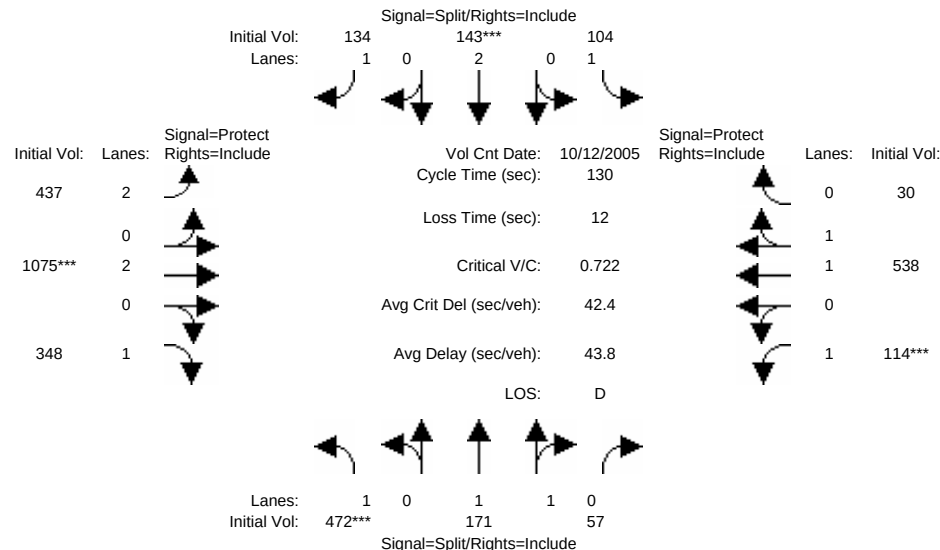


Street Name:	Hillview Dr						E. Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 12 Oct 2005 <<												
Base Vol:	117	120	301	295	96	109	193	2930	34	150	1378	325
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	120	301	295	96	109	193	2930	34	150	1378	325
Added Vol:	0	0	0	0	0	0	0	19	0	0	75	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	120	301	295	96	109	193	2949	34	150	1453	325
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	120	301	295	96	109	193	2949	34	150	1453	325
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	120	301	295	96	109	193	2949	34	150	1453	325
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	117	120	301	295	96	109	193	2949	34	150	1453	325
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5536	64	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.17	0.09	0.05	0.06	0.11	0.53	0.53	0.09	0.25	0.19
Crit Moves:	****											
Green Time:	13.8	13.8	27.6	15.0	15.0	45.0	29.9	85.4	99.2	13.7	69.2	84.2
Volume/Cap:	0.68	0.64	0.87	0.87	0.47	0.19	0.52	0.87	0.75	0.87	0.52	0.31
Delay/Veh:	80.2	76.2	79.5	86.9	66.4	35.2	53.6	26.2	14.1	104.0	24.7	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.2	76.2	79.5	86.9	66.4	35.2	53.6	26.2	14.1	104.0	24.7	14.4
HCM2k95th:	12	11	25	16	9	7	14	60	42	16	23	12

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #7: E. Calaveras Blvd / Park Victoria Dr

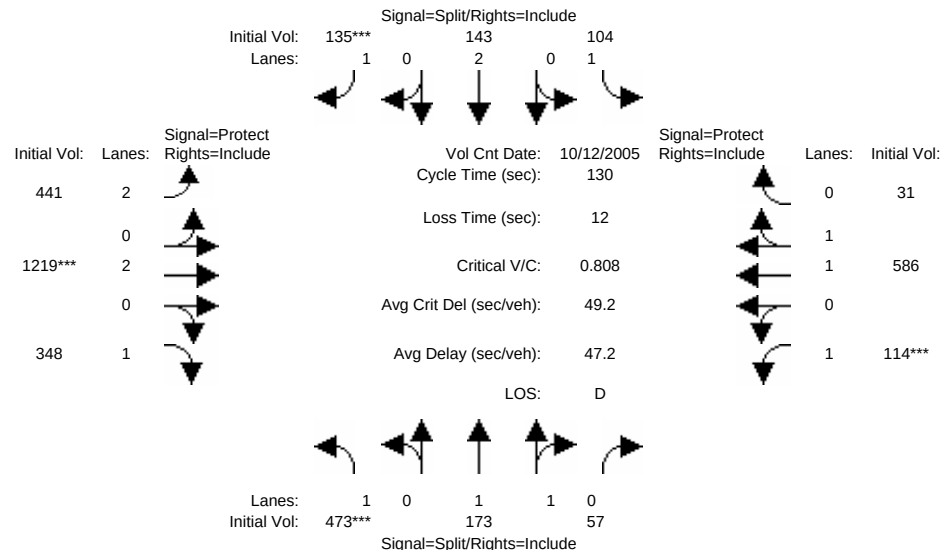


Street Name:	Park Victoria Dr						E. Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 12 Oct 2005 <<												
Base Vol:	472	171	57	104	143	134	437	1075	348	114	538	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	472	171	57	104	143	134	437	1075	348	114	538	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	472	171	57	104	143	134	437	1075	348	114	538	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	472	171	57	104	143	134	437	1075	348	114	538	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	472	171	57	104	143	134	437	1075	348	114	538	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	472	171	57	104	143	134	437	1075	348	114	538	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.49	0.51	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	1750	2774	925	1750	3800	1750	3150	3800	1750	1750	3504	195
Capacity Analysis Module:												
Vol/Sat:	0.27	0.06	0.06	0.06	0.04	0.08	0.14	0.28	0.20	0.07	0.15	0.15
Crit Moves:	****				****		****			****		
Green Time:	48.6	48.6	48.6	13.8	13.8	13.8	29.7	50.9	50.9	11.7	32.9	32.9
Volume/Cap:	0.72	0.17	0.17	0.56	0.35	0.72	0.61	0.72	0.51	0.72	0.61	0.61
Delay/Veh:	41.7	27.4	27.4	66.9	56.4	77.8	48.6	36.6	32.7	82.3	45.7	45.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	27.4	27.4	66.9	56.4	77.8	48.6	36.6	32.7	82.3	45.7	45.7
HCM2k95th:	28	6	6	9	6	12	15	31	18	11	18	18

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #7: E. Calaveras Blvd / Park Victoria Dr

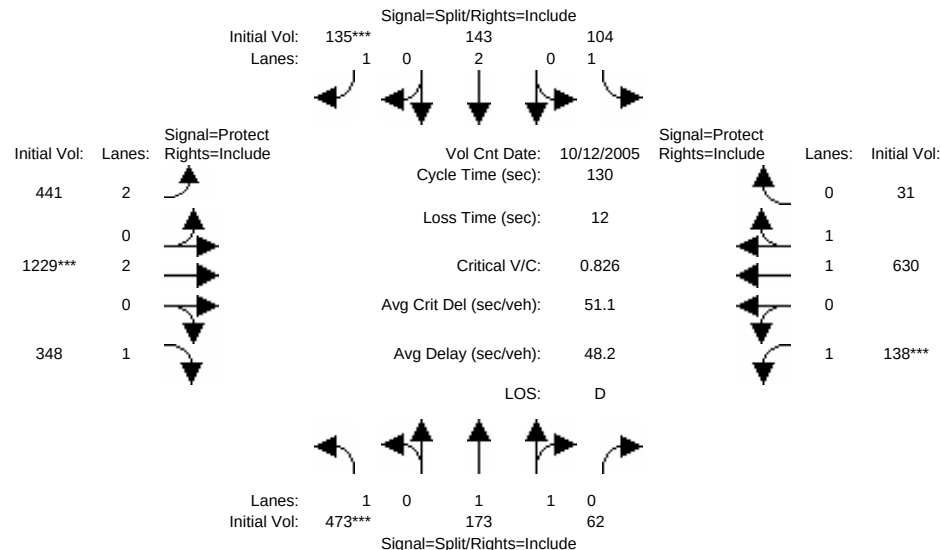


Street Name:	Park Victoria Dr						E. Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 12 Oct 2005 <<												
Base Vol:	472	171	57	104	143	134	437	1075	348	114	538	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	472	171	57	104	143	134	437	1075	348	114	538	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	2	0	0	0	1	4	144	0	0	48	1
Initial Fut:	473	173	57	104	143	135	441	1219	348	114	586	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	473	173	57	104	143	135	441	1219	348	114	586	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	473	173	57	104	143	135	441	1219	348	114	586	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	473	173	57	104	143	135	441	1219	348	114	586	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.49	0.51	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.90	0.10
Final Sat.:	1750	2782	917	1750	3800	1750	3150	3800	1750	1750	3514	186
Capacity Analysis Module:												
Vol/Sat:	0.27	0.06	0.06	0.06	0.04	0.08	0.14	0.32	0.20	0.07	0.17	0.17
Crit Moves:	****					****	****			****		
Green Time:	43.5	43.5	43.5	12.4	12.4	12.4	28.3	51.6	51.6	10.5	33.8	33.8
Volume/Cap:	0.81	0.19	0.19	0.62	0.39	0.81	0.64	0.81	0.50	0.81	0.64	0.64
Delay/Veh:	50.9	31.0	31.0	72.8	58.4	90.5	50.8	39.5	32.1	96.2	46.1	46.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	31.0	31.0	72.8	58.4	90.5	50.8	39.5	32.1	96.2	46.1	46.1
HCM2k95th:	31	7	7	10	7	13	16	37	18	12	20	19

Milpitas TASP

 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #7: E. Calaveras Blvd / Park Victoria Dr

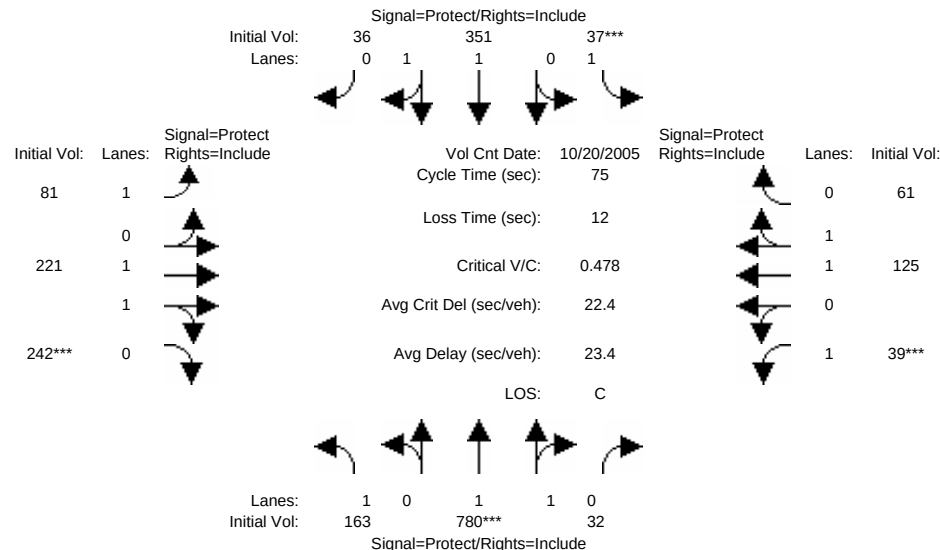


Street Name:	Park Victoria Dr						E. Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 12 Oct 2005 <<												
Base Vol:	473	173	57	104	143	135	441	1219	348	114	586	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	473	173	57	104	143	135	441	1219	348	114	586	31
Added Vol:	0	0	5	0	0	0	0	10	0	24	44	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	473	173	62	104	143	135	441	1229	348	138	630	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	473	173	62	104	143	135	441	1229	348	138	630	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	473	173	62	104	143	135	441	1229	348	138	630	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	473	173	62	104	143	135	441	1229	348	138	630	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.46	0.54	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.90	0.10
Final Sat.:	1750	2723	976	1750	3800	1750	3150	3800	1750	1750	3526	174
Capacity Analysis Module:												
Vol/Sat:	0.27	0.06	0.06	0.06	0.04	0.08	0.14	0.32	0.20	0.08	0.18	0.18
Crit Moves:	****					****	****			****		
Green Time:	42.5	42.5	42.5	12.1	12.1	12.1	27.8	50.9	50.9	12.4	35.5	35.5
Volume/Cap:	0.83	0.19	0.19	0.64	0.40	0.83	0.65	0.83	0.51	0.83	0.65	0.65
Delay/Veh:	53.1	31.8	31.8	74.2	58.9	93.7	51.6	40.9	32.7	93.0	45.1	45.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.1	31.8	31.8	74.2	58.9	93.7	51.6	40.9	32.7	93.0	45.1	45.1
HCM2k95th:	31	7	7	10	7	14	16	38	18	14	21	20

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #8: S. Abel St / Serra Wy

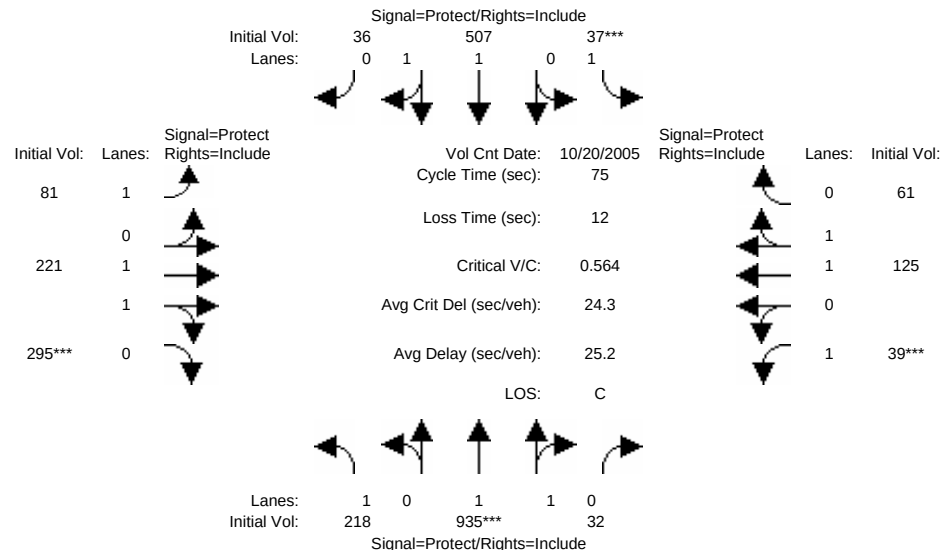


Street Name:	S. Abel St						Serra Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 20 Oct 2005 <<												
Base Vol:	163	780	32	37	351	36	81	221	242	39	125	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	780	32	37	351	36	81	221	242	39	125	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	780	32	37	351	36	81	221	242	39	125	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	780	32	37	351	36	81	221	242	39	125	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	780	32	37	351	36	81	221	242	39	125	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	163	780	32	37	351	36	81	221	242	39	125	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.92	0.08	1.00	1.81	0.19	1.00	1.00	1.00	1.00	1.33	0.67
Final Sat.:	1750	3554	146	1750	3356	344	1750	1900	1750	1750	2486	1213
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.22	0.02	0.10	0.10	0.05	0.12	0.14	0.02	0.05	0.05
Crit Moves:	****			****			****			****		
Green Time:	15.3	30.1	30.1	7.0	21.8	21.8	10.7	18.9	18.9	7.0	15.3	15.3
Volume/Cap:	0.46	0.55	0.55	0.23	0.36	0.36	0.32	0.46	0.55	0.24	0.25	0.25
Delay/Veh:	30.4	18.7	18.7	34.7	22.0	22.0	32.4	25.2	26.9	35.0	25.8	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.4	18.7	18.7	34.7	22.0	22.0	32.4	25.2	26.9	35.0	25.8	25.8
HCM2k95th:	8	14	14	2	8	8	5	9	11	3	4	4

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #8: S. Abel St / Serra Wy

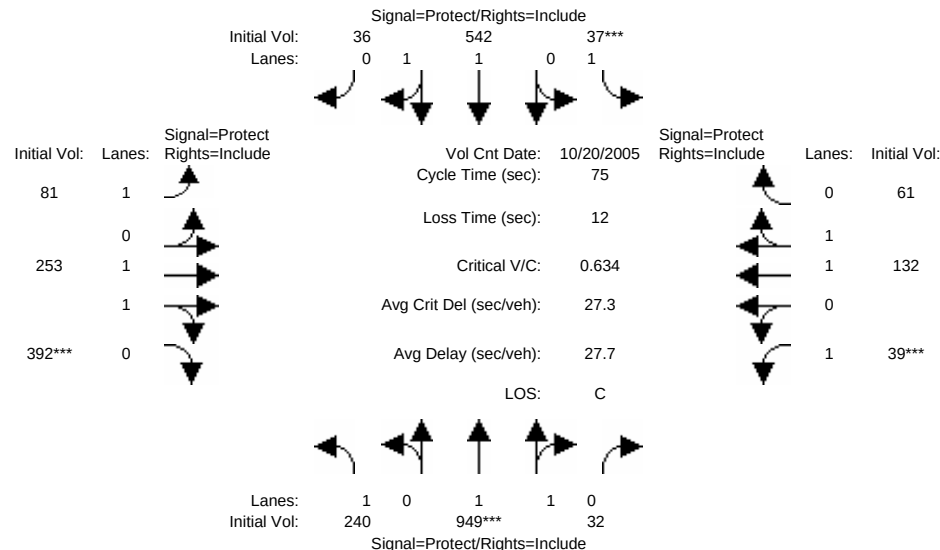


Street Name:	S. Abel St						Serra Wy								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10			
-----	-----			-----			-----			-----					
Volume Module: >> Count Date: 20 Oct 2005 <<															
Base Vol:	163	780	32	37	351	36	81	221	242	39	125	61			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	163	780	32	37	351	36	81	221	242	39	125	61			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
ATI:	55	155	0	0	156	0	0	0	53	0	0	0			
Initial Fut:	218	935	32	37	507	36	81	221	295	39	125	61			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	218	935	32	37	507	36	81	221	295	39	125	61			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	218	935	32	37	507	36	81	221	295	39	125	61			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	218	935	32	37	507	36	81	221	295	39	125	61			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95			
Lanes:	1.00	1.93	0.07	1.00	1.86	0.14	1.00	1.00	1.00	1.00	1.33	0.67			
Final Sat.:	1750	3577	122	1750	3455	245	1750	1900	1750	1750	2486	1213			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.12	0.26	0.26	0.02	0.15	0.15	0.05	0.12	0.17	0.02	0.05	0.05			
Crit Moves:	****			****			****			****					
Green Time:	16.9	29.8	29.8	7.0	19.9	19.9	10.8	19.2	19.2	7.0	15.4	15.4			
Volume/Cap:	0.55	0.66	0.66	0.23	0.55	0.55	0.32	0.45	0.66	0.24	0.24	0.24			
Delay/Veh:	31.2	20.8	20.8	34.7	26.0	26.0	32.2	24.8	29.3	35.0	25.7	25.7			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	31.2	20.8	20.8	34.7	26.0	26.0	32.2	24.8	29.3	35.0	25.7	25.7			
HCM2k95th:	10	17	17	2	12	11	4	9	13	3	4	4			

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #8: S. Abel St / Serra Wy

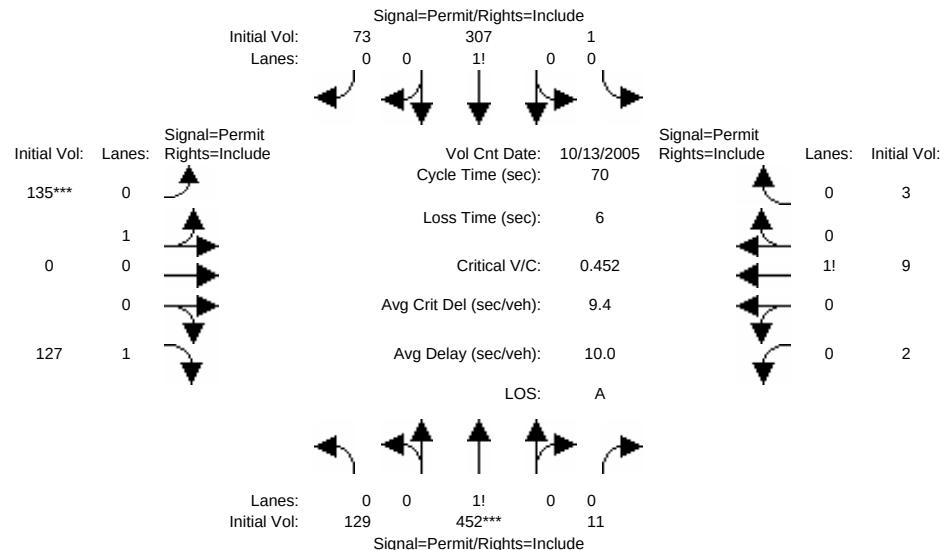


Street Name:	S. Abel St						Serra Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 20 Oct 2005 <<												
Base Vol:	218	935	32	37	507	36	81	221	295	39	125	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	218	935	32	37	507	36	81	221	295	39	125	61
Added Vol:	22	14	0	0	35	0	0	32	97	0	7	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	949	32	37	542	36	81	253	392	39	132	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	949	32	37	542	36	81	253	392	39	132	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	949	32	37	542	36	81	253	392	39	132	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	240	949	32	37	542	36	81	253	392	39	132	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.93	0.07	1.00	1.87	0.13	1.00	1.00	1.00	1.00	1.35	0.65
Final Sat.:	1750	3579	121	1750	3469	230	1750	1900	1750	1750	2530	1169
Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.27	0.02	0.16	0.16	0.05	0.13	0.22	0.02	0.05	0.05
Crit Moves:	***			***			***			***		
Green Time:	15.7	26.6	26.6	7.0	17.9	17.9	12.1	22.4	22.4	7.0	17.3	17.3
Volume/Cap:	0.66	0.75	0.75	0.23	0.66	0.66	0.29	0.45	0.75	0.24	0.23	0.23
Delay/Veh:	36.0	25.2	25.2	34.7	29.6	29.6	30.2	22.2	29.6	35.0	24.0	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	25.2	25.2	34.7	29.6	29.6	30.2	22.2	29.6	35.0	24.0	24.0
HCM2k95th:	12	20	19	2	13	13	4	10	17	3	4	4

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #9: S. Main St / Serra Wy

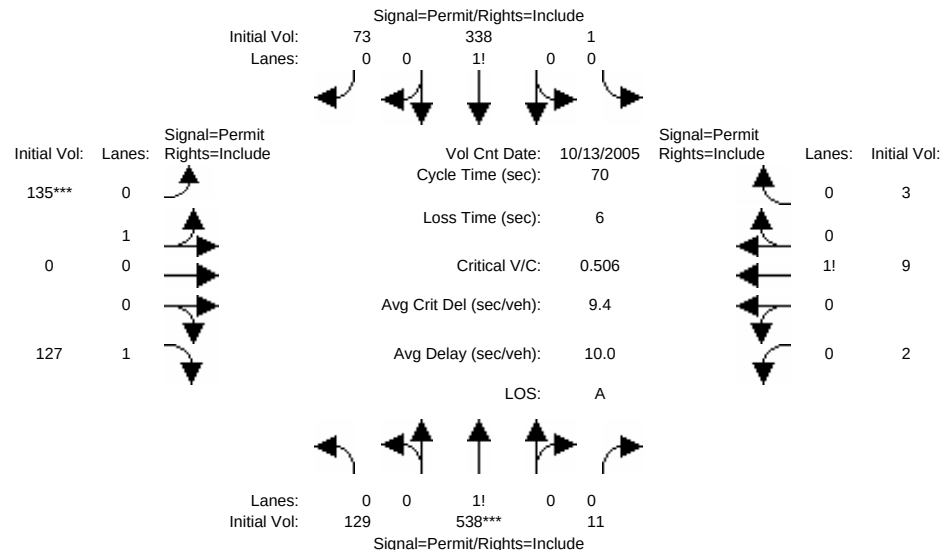


Street Name:	S. Main St						Serra Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	0	10	10	10	10
Volume Module: >> Count Date: 13 Oct 2005 <<												
Base Vol:	129	452	11	1	307	73	135	0	127	2	9	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	452	11	1	307	73	135	0	127	2	9	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	452	11	1	307	73	135	0	127	2	9	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	452	11	1	307	73	135	0	127	2	9	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	452	11	1	307	73	135	0	127	2	9	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	129	452	11	1	307	73	135	0	127	2	9	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	0.22	0.76	0.02	0.01	0.80	0.19	1.00	0.00	1.00	0.14	0.65	0.21
Final Sat.:	381	1336	33	5	1410	335	1800	0	1750	250	1125	375
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.22	0.22	0.22	0.08	0.00	0.07	0.01	0.01	0.01
Crit Moves:	****						****					
Green Time:	52.4	52.4	52.4	52.4	52.4	52.4	11.6	0.0	11.6	11.6	11.6	11.6
Volume/Cap:	0.45	0.45	0.45	0.29	0.29	0.29	0.45	0.00	0.44	0.05	0.05	0.05
Delay/Veh:	4.5	4.5	4.5	3.4	3.4	3.4	31.2	0.0	31.0	24.9	24.9	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.5	4.5	4.5	3.4	3.4	3.4	31.2	0.0	31.0	24.9	24.9	24.9
HCM2k95th:	10	10	10	6	6	6	7	0	6	1	1	1

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #9: S. Main St / Serra Wy

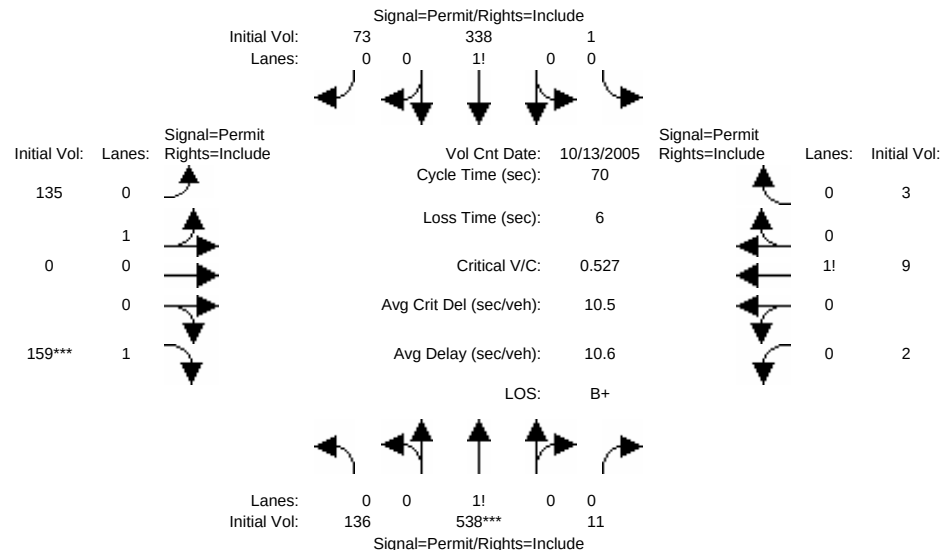


Street Name:	S. Main St						Serra Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	0	10	10	10	10
Volume Module: >> Count Date: 13 Oct 2005 <<												
Base Vol:	129	452	11	1	307	73	135	0	127	2	9	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	452	11	1	307	73	135	0	127	2	9	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	86	0	0	31	0	0	0	0	0	0	0
Initial Fut:	129	538	11	1	338	73	135	0	127	2	9	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	538	11	1	338	73	135	0	127	2	9	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	538	11	1	338	73	135	0	127	2	9	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	129	538	11	1	338	73	135	0	127	2	9	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	0.19	0.79	0.02	0.01	0.82	0.17	1.00	0.00	1.00	0.14	0.65	0.21
Final Sat.:	333	1389	28	4	1436	310	1800	0	1750	250	1125	375
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.24	0.24	0.24	0.08	0.00	0.07	0.01	0.01	0.01
Crit Moves:	****											
Green Time:	53.6	53.6	53.6	53.6	53.6	53.6	10.4	0.0	10.4	10.4	10.4	10.4
Volume/Cap:	0.51	0.51	0.51	0.31	0.31	0.31	0.51	0.00	0.49	0.05	0.05	0.05
Delay/Veh:	4.5	4.5	4.5	3.1	3.1	3.1	34.1	0.0	33.8	26.0	26.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.5	4.5	4.5	3.1	3.1	3.1	34.1	0.0	33.8	26.0	26.0	26.0
HCM2k95th:	11	11	11	6	6	6	7	0	7	1	1	1

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #9: S. Main St / Serra Wy

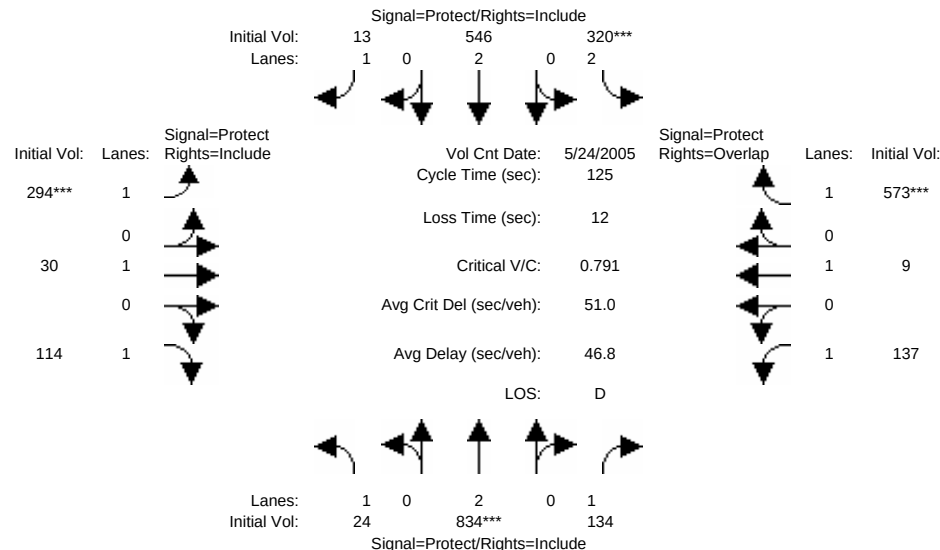


Street Name:	S. Main St						Serra Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	0	10	10	10	10
Volume Module: >> Count Date: 13 Oct 2005 <<												
Base Vol:	129	538	11	1	338	73	135	0	127	2	9	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	538	11	1	338	73	135	0	127	2	9	3
Added Vol:	7	0	0	0	0	0	0	0	32	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	538	11	1	338	73	135	0	159	2	9	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	538	11	1	338	73	135	0	159	2	9	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	538	11	1	338	73	135	0	159	2	9	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	136	538	11	1	338	73	135	0	159	2	9	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	0.20	0.78	0.02	0.01	0.82	0.17	1.00	0.00	1.00	0.14	0.65	0.21
Final Sat.:	347	1374	28	4	1436	310	1800	0	1750	250	1125	375
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.24	0.24	0.24	0.08	0.00	0.09	0.01	0.01	0.01
Crit Moves:	****									****		
Green Time:	51.9	51.9	51.9	51.9	51.9	51.9	12.1	0.0	12.1	12.1	12.1	12.1
Volume/Cap:	0.53	0.53	0.53	0.32	0.32	0.32	0.44	0.00	0.53	0.05	0.05	0.05
Delay/Veh:	5.4	5.4	5.4	3.7	3.7	3.7	30.3	0.0	32.8	24.5	24.5	24.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.4	5.4	5.4	3.7	3.7	3.7	30.3	0.0	32.8	24.5	24.5	24.5
HCM2k95th:	13	13	13	7	7	7	7	0	8	1	1	1

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #10: McCarthy Blvd / Bellow Dr

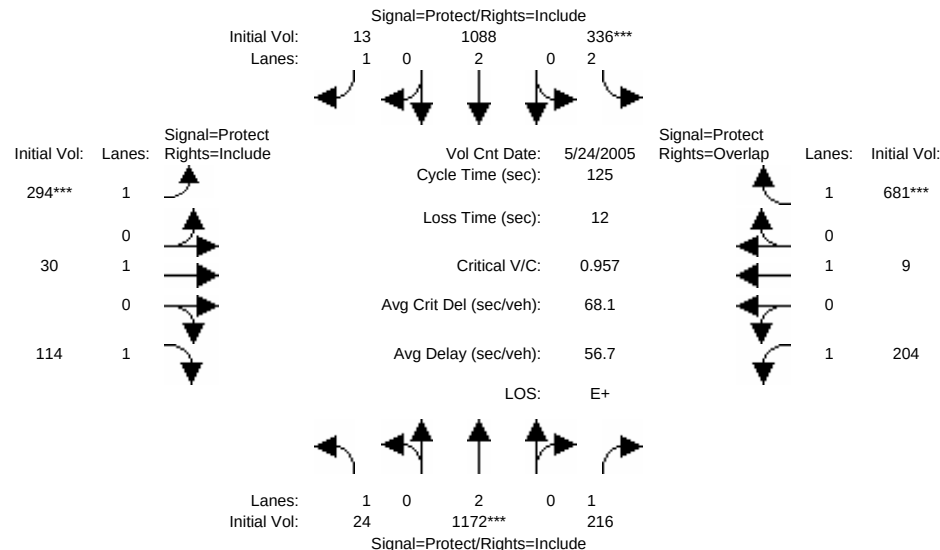


Street Name:	McCarthy Blvd						Bellow Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 24 May 2005 <<												
Base Vol:	24	834	134	320	546	13	294	30	114	137	9	573
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	834	134	320	546	13	294	30	114	137	9	573
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	834	134	320	546	13	294	30	114	137	9	573
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	834	134	320	546	13	294	30	114	137	9	573
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	834	134	320	546	13	294	30	114	137	9	573
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	24	834	134	320	546	13	294	30	114	137	9	573
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.08	0.10	0.14	0.01	0.17	0.02	0.07	0.08	0.00	0.33
Crit Moves:	****			****			****			****		
Green Time:	14.2	34.7	34.7	16.1	36.5	36.5	26.6	31.5	31.5	30.8	35.7	51.8
Volume/Cap:	0.12	0.79	0.28	0.79	0.49	0.03	0.79	0.06	0.26	0.32	0.02	0.79
Delay/Veh:	51.0	47.9	36.7	67.4	38.1	31.6	62.3	35.8	38.9	40.5	32.1	40.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	47.9	36.7	67.4	38.1	31.6	62.3	35.8	38.9	40.5	32.1	40.5
HCM2k95th:	2	27	8	14	16	1	21	2	7	9	1	33

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #10: McCarthy Blvd / Bellow Dr

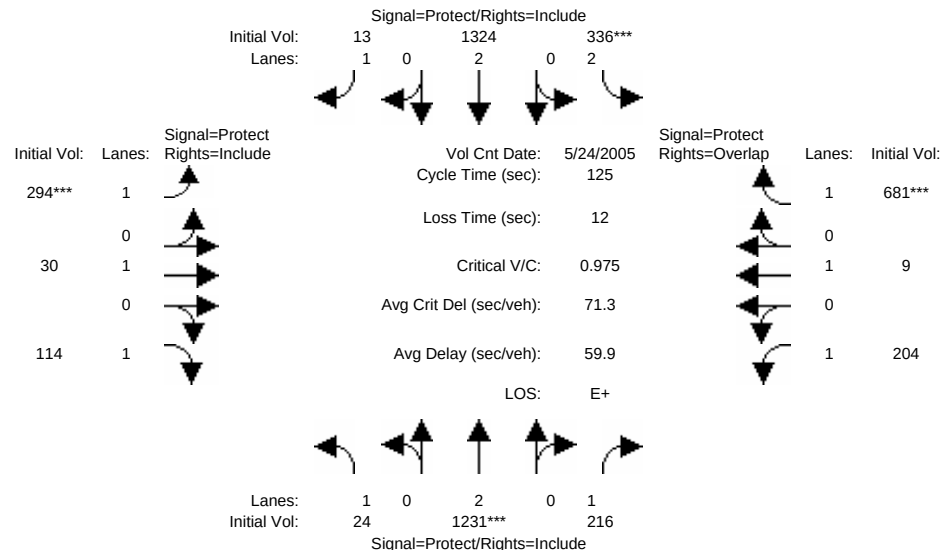


Street Name: McCarthy Blvd						Bellow Dr					
Approach: North Bound			South Bound			East Bound			West Bound		
Movement: L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10
Volume Module: >> Count Date: 24 May 2005 <<											
Base Vol:	24	834	134	320	546	13	294	30	114	137	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	834	134	320	546	13	294	30	114	137	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	338	82	16	542	0	0	0	0	67	0
Initial Fut:	24	1172	216	336	1088	13	294	30	114	204	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	1172	216	336	1088	13	294	30	114	204	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1172	216	336	1088	13	294	30	114	204	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	24	1172	216	336	1088	13	294	30	114	204	9
Saturation Flow Module:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900
Capacity Analysis Module:											
Vol/Sat:	0.01	0.31	0.12	0.11	0.29	0.01	0.17	0.02	0.07	0.12	0.00
Crit Moves:	****										
Green Time:	8.9	40.3	40.3	13.9	45.3	45.3	21.9	23.9	23.9	34.9	36.9
Volume/Cap:	0.19	0.96	0.38	0.96	0.79	0.02	0.96	0.08	0.34	0.42	0.02
Delay/Veh:	58.1	58.9	34.7	93.7	40.3	25.6	92.7	42.0	46.4	39.4	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.1	58.9	34.7	93.7	40.3	25.6	92.7	42.0	46.4	39.4	31.3
HCM2k95th:	2	43	12	17	32	1	25	2	8	12	1

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #10: McCarthy Blvd / Bellow Dr

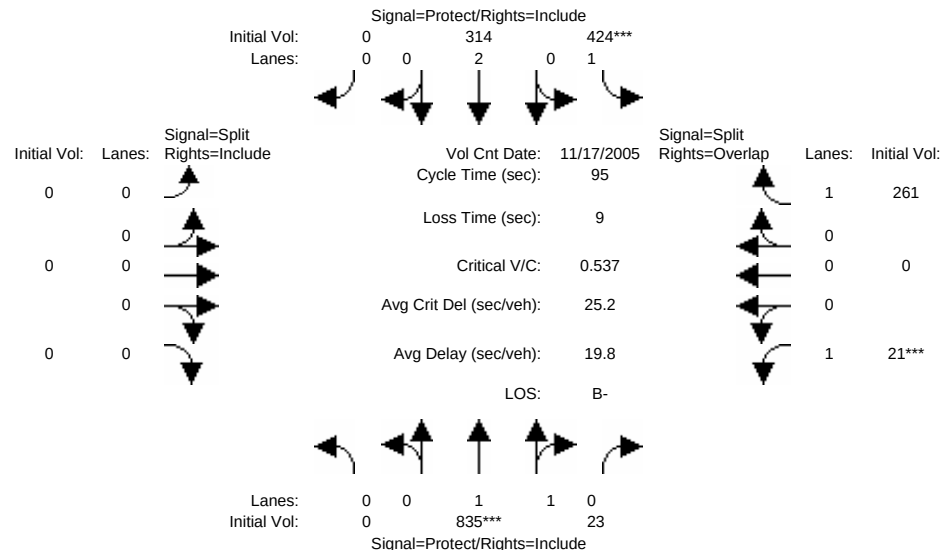


Street Name:			McCarthy Blvd						Bellow Dr								
Approach:			North Bound			South Bound			East Bound			West Bound					
Movement:			L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----			-----			-----			-----			-----					
Min. Green:			7		10		10	7		10		10	7		10		10
-----			-----			-----			-----			-----					
Volume Module: >> Count Date: 24 May 2005 <<																	
Base Vol:			24		1172		216	336		1088		13	294		30		114
Growth Adj:			1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:			24		1172		216	336		1088		13	294		30		114
Added Vol:			0		59		0	0		236		0	0		0		0
Approved:			0		0		0	0		0		0	0		0		0
Initial Fut:			24		1231		216	336		1324		13	294		30		114
User Adj:			1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:			1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:			24		1231		216	336		1324		13	294		30		114
Reduct Vol:			0		0		0	0		0		0	0		0		0
Reduced Vol:			24		1231		216	336		1324		13	294		30		114
PCE Adj:			1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:			1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:			24		1231		216	336		1324		13	294		30		114
-----			-----			-----			-----			-----					
Saturation Flow Module:																	
Sat/Lane:			1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:			0.92		1.00		0.92	0.83		1.00		0.92	0.92		1.00		0.92
Lanes:			1.00		2.00		1.00	2.00		2.00		1.00	1.00		1.00		1.00
Final Sat.:			1750		3800		1750	3150		3800		1750	1750		1900		1750
-----			-----			-----			-----			-----					
Capacity Analysis Module:																	
Vol/Sat:			0.01		0.32		0.12	0.11		0.35		0.01	0.17		0.02		0.07
Crit Moves:			****			****			****			****			****		
Green Time:			7.6		41.5		41.5	13.7		47.6		47.6	21.5		23.5		23.5
Volume/Cap:			0.22		0.97		0.37	0.97		0.92		0.02	0.97		0.08		0.35
Delay/Veh:			60.6		61.1		33.6	98.0		47.3		24.2	97.2		42.3		46.9
User DelAdj:			1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:			60.6		61.1		33.6	98.0		47.3		24.2	97.2		42.3		46.9
HCM2k95th:			3		46		12	18		45		1	26		2		8

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #11: McCarthy Blvd / Alder Dr

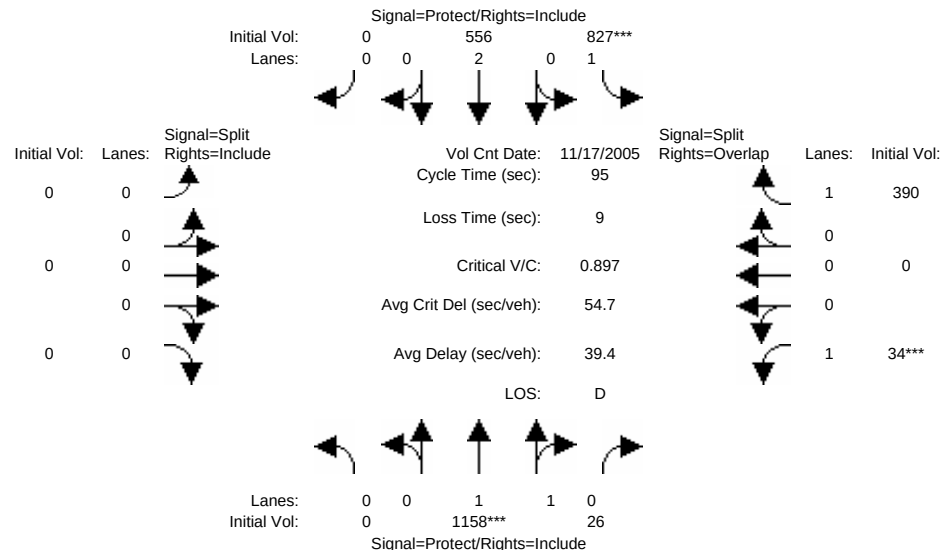


Street Name:	McCarthy Blvd						Alder Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- -----												
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
----- ----- ----- -----												
Volume Module: >> Count Date: 17 Nov 2005 <<												
Base Vol:	0	835	23	424	314	0	0	0	0	21	0	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	835	23	424	314	0	0	0	0	21	0	261
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	835	23	424	314	0	0	0	0	21	0	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	835	23	424	314	0	0	0	0	21	0	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	835	23	424	314	0	0	0	0	21	0	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	835	23	424	314	0	0	0	0	21	0	261
----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.94	0.06	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3601	99	1750	3800	0	0	0	0	1750	0	1750
----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.24	0.08	0.00	0.00	0.00	0.00	0.01	0.00	0.15
Crit Moves:	****			****						****		
Green Time:	0.0	37.2	37.2	38.8	76.0	0.0	0.0	0.0	0.0	10.0	0.0	48.8
Volume/Cap:	0.00	0.59	0.59	0.59	0.10	0.00	0.00	0.00	0.00	0.11	0.00	0.29
Delay/Veh:	0.0	24.7	24.7	25.5	2.1	0.0	0.0	0.0	0.0	39.7	0.0	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.7	24.7	25.5	2.1	0.0	0.0	0.0	0.0	39.7	0.0	14.0
HCM2k95th:	0	18	18	18	2	0	0	0	0	2	0	9

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #11: McCarthy Blvd / Alder Dr



McCarthy Blvd						Alder Dr						
North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module: >> Count Date: 17 Nov 2005 <<												
Base Vol:	0	835	23	424	314	0	0	0	0	21	0	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	835	23	424	314	0	0	0	0	21	0	261
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	323	3	403	242	0	0	0	0	13	0	129
Initial Fut:	0	1158	26	827	556	0	0	0	0	34	0	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1158	26	827	556	0	0	0	0	34	0	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1158	26	827	556	0	0	0	0	34	0	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1158	26	827	556	0	0	0	0	34	0	390
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.95	0.05	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3619	81	1750	3800	0	0	0	0	1750	0	1750
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.47	0.15	0.00	0.00	0.00	0.00	0.02	0.00	0.22
Crit Moves:	****			****						****		
Green Time:	0.0	30.7	30.7	45.3	76.0	0.0	0.0	0.0	0.0	10.0	0.0	55.3
Volume/Cap:	0.00	0.99	0.99	0.99	0.18	0.00	0.00	0.00	0.00	0.18	0.00	0.38
Delay/Veh:	0.0	55.9	55.9	53.6	2.4	0.0	0.0	0.0	0.0	41.0	0.0	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	55.9	55.9	53.6	2.4	0.0	0.0	0.0	0.0	41.0	0.0	11.8
HCM2k95th:	0	38	37	50	4	0	0	0	0	3	0	12

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

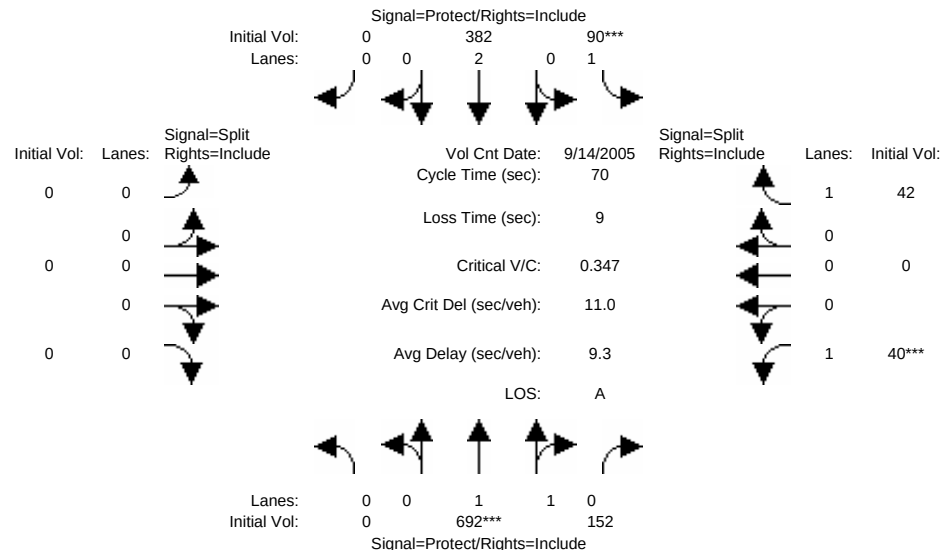
[illegible]

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Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #12: S. Abel St / Curtis Ave

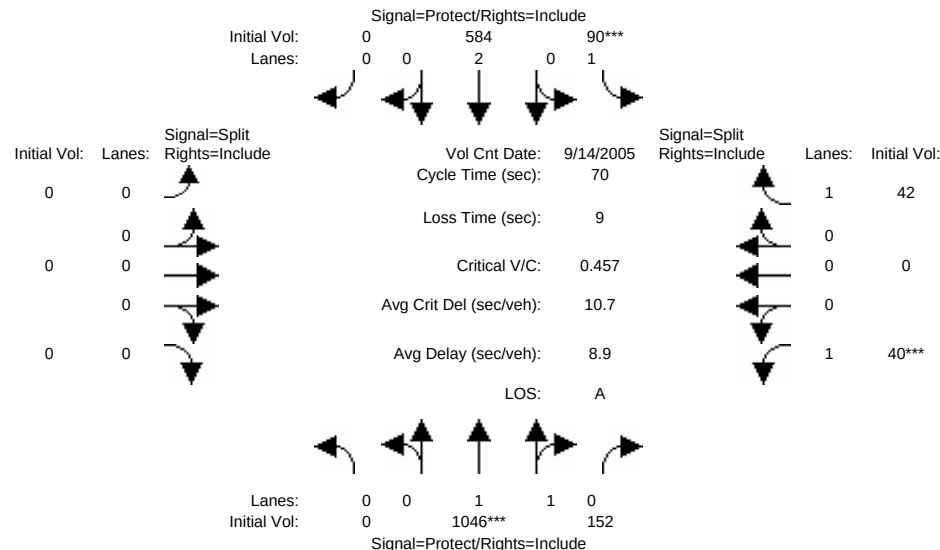


Street Name:				S. Able St			Curtis Ave											
Approach:		North Bound			South Bound			East Bound			West Bound							
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R		
-----		-----			-----			-----			-----							
Min. Green:		0		10		10	7		10		0	0		0	10		0	10
-----		-----			-----			-----			-----							
Volume Module: >> Count Date: 14 Sep 2005 <<																		
Base Vol:		0		692		152	90		382		0	0		0	40		0	42
Growth Adj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:		0		692		152	90		382		0	0		0	40		0	42
Added Vol:		0		0		0	0		0		0	0		0	0		0	0
Approved:		0		0		0	0		0		0	0		0	0		0	0
Initial Fut:		0		692		152	90		382		0	0		0	40		0	42
User Adj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:		0		692		152	90		382		0	0		0	40		0	42
Reduct Vol:		0		0		0	0		0		0	0		0	0		0	0
Reduced Vol:		0		692		152	90		382		0	0		0	40		0	42
PCE Adj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
MLF Adj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
Final Vol.:		0		692		152	90		382		0	0		0	40		0	42
-----		-----			-----			-----			-----							
Saturation Flow Module:																		
Sat/Lane:		1900		1900		1900	1900		1900		1900	1900		1900	1900		1900	1900
Adjustment:		0.92		0.98		0.95	0.92		1.00		0.92	0.92		1.00	0.92		1.00	0.92
Lanes:		0.00		1.63		0.37	1.00		2.00		0.00	0.00		0.00	1.00		0.00	1.00
Final Sat.:		0		3033		666	1750		3800		0	0		0	1750		0	1750
-----		-----			-----			-----			-----							
Capacity Analysis Module:																		
Vol/Sat:		0.00		0.23		0.23	0.05		0.10		0.00	0.00		0.00	0.02		0.00	0.02
Crit Moves:		****			****									****				
Green Time:		0.0		41.6		41.6	9.4		51.0		0.0	0.0		0.0	10.0		0.0	10.0
Volume/Cap:		0.00		0.38		0.38	0.38		0.14		0.00	0.00		0.00	0.16		0.00	0.17
Delay/Veh:		0.0		8.0		8.0	32.4		3.0		0.0	0.0		0.0	27.7		0.0	27.8
User DelAdj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:		0.0		8.0		8.0	32.4		3.0		0.0	0.0		0.0	27.7		0.0	27.8
HCM2k95th:		0		10		10	5		3		0	0		0	2		0	2

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #12: S. Abel St / Curtis Ave

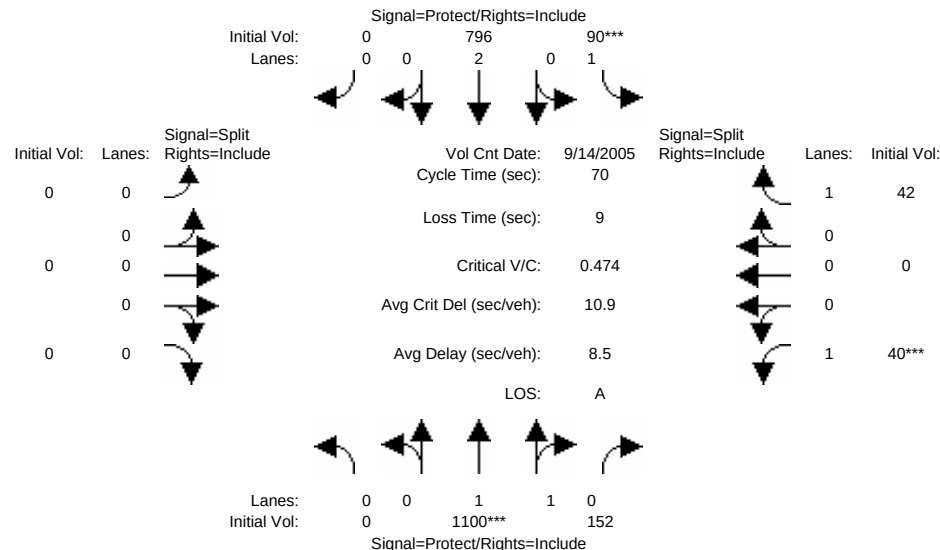


Street Name:	S. Able St						Curtis Ave										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R		
----- ----- ----- ----- ----- -----																	
Min. Green:	0		10		10	7		10		0	0		0	10		0	10
----- ----- ----- ----- ----- -----																	
Volume Module: >> Count Date: 14 Sep 2005 <<																	
Base Vol:	0		692		152	90		382		0	0		0	40		0	42
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:	0		692		152	90		382		0	0		0	40		0	42
Added Vol:	0		0		0	0		0		0	0		0	0		0	0
ATI:	0		354		0	0		202		0	0		0	0		0	0
Initial Fut:	0		1046		152	90		584		0	0		0	40		0	42
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:	0		1046		152	90		584		0	0		0	40		0	42
Reduct Vol:	0		0		0	0		0		0	0		0	0		0	0
Reduced Vol:	0		1046		152	90		584		0	0		0	40		0	42
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
Final Vol.:	0		1046		152	90		584		0	0		0	40		0	42
----- ----- ----- ----- ----- -----																	
Saturation Flow Module:																	
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900	1900		1900	1900
Adjustment:	0.92		0.98		0.95	0.92		1.00		0.92	0.92		1.00	0.92		1.00	0.92
Lanes:	0.00		1.74		0.26	1.00		2.00		0.00	0.00		0.00	1.00		0.00	1.00
Final Sat.:	0		3230		469	1750		3800		0	0		0	1750		0	1750
----- ----- ----- ----- ----- -----																	
Capacity Analysis Module:																	
Vol/Sat:	0.00		0.32		0.32	0.05		0.15		0.00	0.00		0.00	0.02		0.00	0.02
Crit Moves:	****			****									****				
Green Time:	0.0		44.0		44.0	7.0		51.0		0.0	0.0		0.0	10.0		0.0	10.0
Volume/Cap:	0.00		0.52		0.52	0.51		0.21		0.00	0.00		0.00	0.16		0.00	0.17
Delay/Veh:	0.0		8.0		8.0	40.3		3.2		0.0	0.0		0.0	27.7		0.0	27.8
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		8.0		8.0	40.3		3.2		0.0	0.0		0.0	27.7		0.0	27.8
HCM2k95th:	0		14		13	6		5		0	0		0	2		0	2

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #12: S. Abel St / Curtis Ave

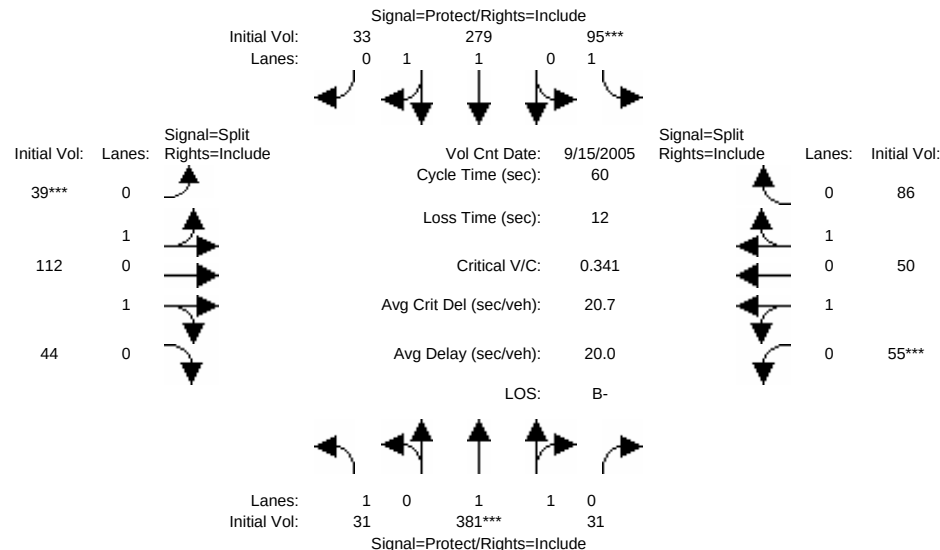


Street Name:				S. Able St				Curtis Ave									
Approach:		North Bound			South Bound			East Bound			West Bound						
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
-----		-----			-----			-----			-----						
Min. Green:		0		10		10	7		10		0	0		0	10	0	10
-----		-----			-----			-----			-----						
Volume Module: >> Count Date: 14 Sep 2005 <<																	
Base Vol:		0	1046		152	90	584		0	0	0	0	40	0		42	
Growth Adj:		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00	
Initial Bse:		0	1046		152	90	584		0	0	0	0	40	0		42	
Added Vol:		0	54		0	0	212		0	0	0	0	0	0		0	
Approved:		0	0		0	0	0		0	0	0	0	0	0		0	
Initial Fut:		0	1100		152	90	796		0	0	0	0	40	0		42	
User Adj:		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00	
PHF Adj:		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00	
PHF Volume:		0	1100		152	90	796		0	0	0	0	40	0		42	
Reduct Vol:		0	0		0	0	0		0	0	0	0	0	0		0	
Reduced Vol:		0	1100		152	90	796		0	0	0	0	40	0		42	
PCE Adj:		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00	
MLF Adj:		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00	
Final Vol.:		0	1100		152	90	796		0	0	0	0	40	0		42	
-----		-----			-----			-----			-----						
Saturation Flow Module:																	
Sat/Lane:		1900	1900		1900	1900	1900		1900	1900	1900	1900	1900	1900		1900	
Adjustment:		0.92	0.98		0.95	0.92	1.00		0.92	0.92	1.00	0.92	0.92	1.00		0.92	
Lanes:		0.00	1.75		0.25	1.00	2.00		0.00	0.00	0.00	0.00	1.00	0.00		1.00	
Final Sat.:		0	3250		449	1750	3800		0	0	0	0	1750	0		1750	
-----		-----			-----			-----			-----						
Capacity Analysis Module:																	
Vol/Sat:		0.00	0.34		0.34	0.05	0.21		0.00	0.00	0.00	0.00	0.02	0.00		0.02	
Crit Moves:		****			****									****			
Green Time:		0.0	44.0		44.0	7.0	51.0		0.0	0.0	0.0	0.0	10.0	0.0		10.0	
Volume/Cap:		0.00	0.54		0.54	0.51	0.29		0.00	0.00	0.00	0.00	0.16	0.00		0.17	
Delay/Veh:		0.0	8.2		8.2	40.3	3.5		0.0	0.0	0.0	0.0	27.7	0.0		27.8	
User DelAdj:		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00	
AdjDel/Veh:		0.0	8.2		8.2	40.3	3.5		0.0	0.0	0.0	0.0	27.7	0.0		27.8	
HCM2k95th:		0	14		14	6	7		0	0	0	0	2	0		2	

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #13: S. Main St / Curtis Ave

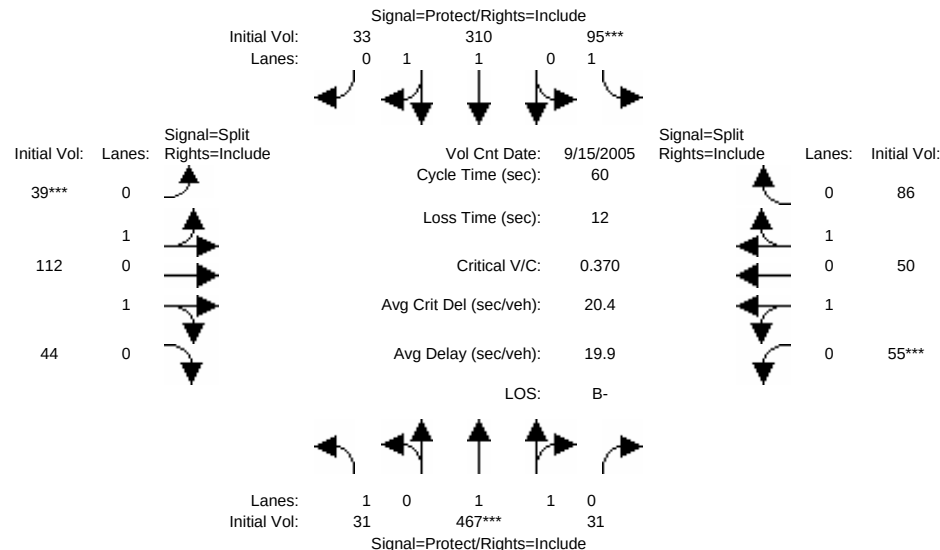


Street Name:	S. Main St						Curtis Ave								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10	10	10	10
-----	-----			-----			-----			-----					
Volume Module: >> Count Date: 15 Sep 2005 <<															
Base Vol:	31	381	31	95	279	33	39	112	44	55	50	86			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	381	31	95	279	33	39	112	44	55	50	86			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	381	31	95	279	33	39	112	44	55	50	86			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	381	31	95	279	33	39	112	44	55	50	86			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	381	31	95	279	33	39	112	44	55	50	86			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	31	381	31	95	279	33	39	112	44	55	50	86			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.85	0.15	1.00	1.78	0.22	0.40	1.15	0.45	0.58	0.52	0.90			
Final Sat.:	1750	3421	278	1750	3308	391	720	2068	812	1037	942	1621			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.02	0.11	0.11	0.05	0.08	0.08	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
Crit Moves:	****			****			****			****					
Green Time:	11.5	18.8	18.8	9.2	16.5	16.5	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.09	0.35	0.35	0.35	0.31	0.31	0.33	0.33	0.33	0.32	0.32	0.32	0.32	0.32	0.32
Delay/Veh:	20.5	16.8	16.8	26.4	18.0	18.0	23.5	23.5	23.5	23.4	23.4	23.4	23.4	23.4	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	16.8	16.8	26.4	18.0	18.0	23.5	23.5	23.5	23.4	23.4	23.4	23.4	23.4	23.4
HCM2k95th:	1	7	7	4	6	5	4	4	4	4	4	4	4	4	4

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #13: S. Main St / Curtis Ave

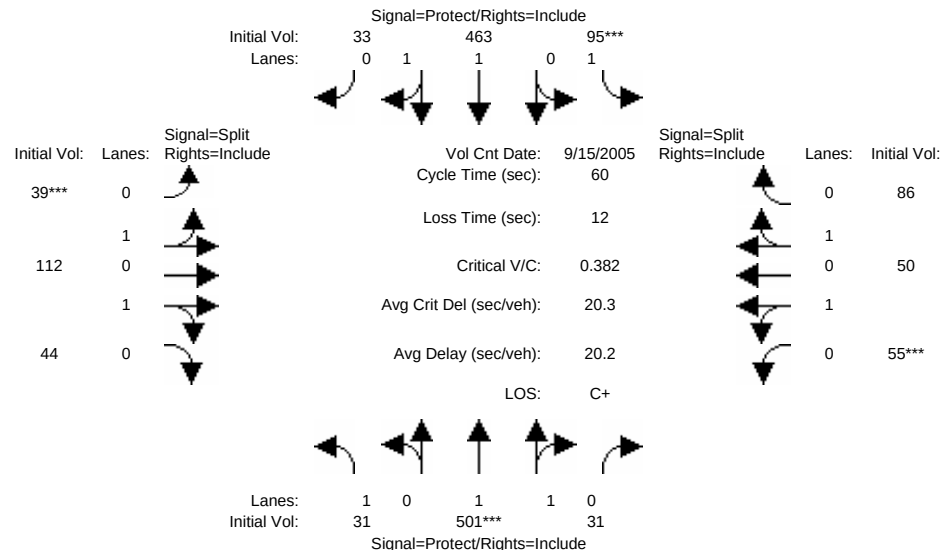


Street Name:	S. Main St						Curtis Ave								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10	10	10	10
-----	-----			-----			-----			-----					
Volume Module: >> Count Date: 15 Sep 2005 <<															
Base Vol:	31	381	31	95	279	33	39	112	44	55	50	86			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	381	31	95	279	33	39	112	44	55	50	86			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	86	0	0	31	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	467	31	95	310	33	39	112	44	55	50	86			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	467	31	95	310	33	39	112	44	55	50	86			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	467	31	95	310	33	39	112	44	55	50	86			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	31	467	31	95	310	33	39	112	44	55	50	86			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.87	0.13	1.00	1.80	0.20	0.40	1.15	0.45	0.58	0.52	0.90			
Final Sat.:	1750	3470	230	1750	3344	356	720	2068	812	1037	942	1621			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.02	0.13	0.13	0.05	0.09	0.09	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
Crit Moves:	****			****			****			****					
Green Time:	11.5	20.0	20.0	8.0	16.5	16.5	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.09	0.40	0.40	0.40	0.34	0.34	0.33	0.33	0.33	0.32	0.32	0.32	0.32	0.32	0.32
Delay/Veh:	20.5	16.4	16.4	28.9	18.3	18.3	23.5	23.5	23.5	23.4	23.4	23.4	23.4	23.4	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	16.4	16.4	28.9	18.3	18.3	23.5	23.5	23.5	23.4	23.4	23.4	23.4	23.4	23.4
HCM2k95th:	1	8	8	5	6	6	4	4	4	4	4	4	4	4	4

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #13: S. Main St / Curtis Ave

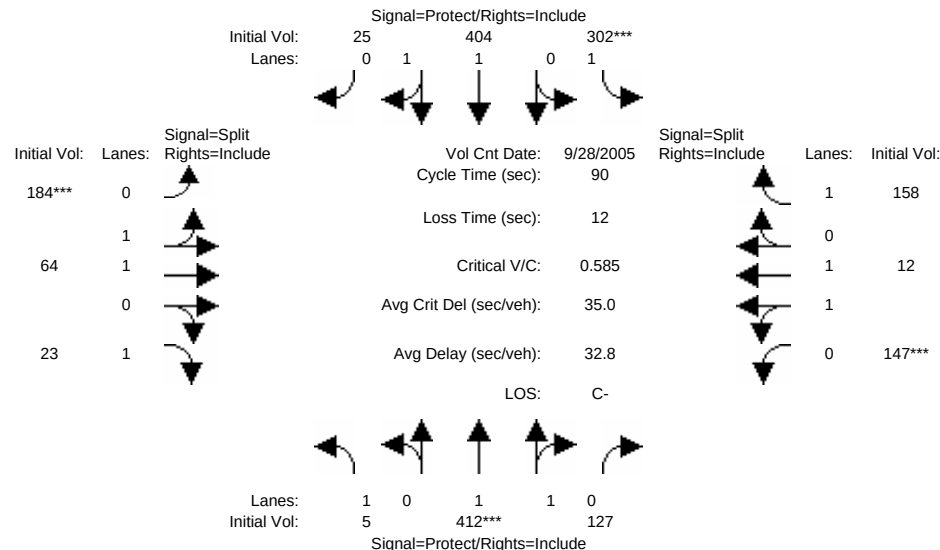


Street Name:	S. Main St						Curtis Ave								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10	10		
-----	-----			-----			-----			-----					
Volume Module: >> Count Date: 15 Sep 2005 <<															
Base Vol:	31	467	31	95	310	33	39	112	44	55	50	86			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	31	467	31	95	310	33	39	112	44	55	50	86			
Added Vol:	0	34	0	0	153	0	0	0	0	0	0	0			
Approved:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	31	501	31	95	463	33	39	112	44	55	50	86			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	31	501	31	95	463	33	39	112	44	55	50	86			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	31	501	31	95	463	33	39	112	44	55	50	86			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	31	501	31	95	463	33	39	112	44	55	50	86			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Lanes:	1.00	1.88	0.12	1.00	1.86	0.14	0.40	1.15	0.45	0.58	0.52	0.90			
Final Sat.:	1750	3484	216	1750	3454	246	720	2068	812	1037	942	1621			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.02	0.14	0.14	0.05	0.13	0.13	0.05	0.05	0.05	0.05	0.05	0.05			
Crit Moves:	****			****			****			****					
Green Time:	11.5	20.3	20.3	7.7	16.5	16.5	10.0	10.0	10.0	10.0	10.0	10.0			
Volume/Cap:	0.09	0.42	0.42	0.42	0.49	0.49	0.33	0.33	0.33	0.32	0.32	0.32			
Delay/Veh:	20.5	16.4	16.4	29.9	19.9	19.9	23.5	23.5	23.5	23.4	23.4	23.4			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	20.5	16.4	16.4	29.9	19.9	19.9	23.5	23.5	23.5	23.4	23.4	23.4			
HCM2k95th:	1	8	8	5	9	9	4	4	4	4	4	4			

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #14: Yosemite Dr / S. Milpitas Blvd

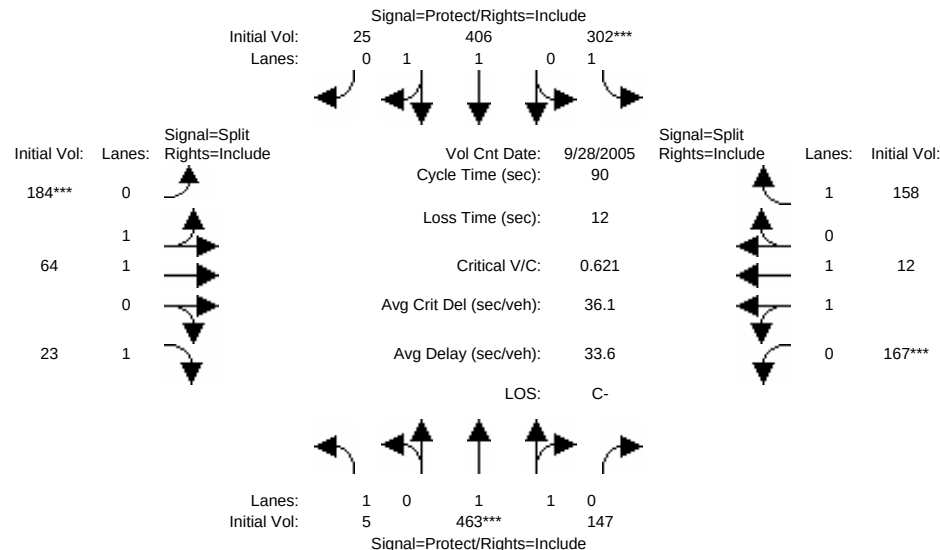


Street Name:	S. Milpitas Blvd						Yosemite Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 28 Sep 2005 <<												
Base Vol:	5	412	127	302	404	25	184	64	23	147	12	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	412	127	302	404	25	184	64	23	147	12	158
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	412	127	302	404	25	184	64	23	147	12	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	412	127	302	404	25	184	64	23	147	12	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	412	127	302	404	25	184	64	23	147	12	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	5	412	127	302	404	25	184	64	23	147	12	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.52	0.48	1.00	1.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	2828	872	1750	3484	216	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.17	0.12	0.12	0.11	0.03	0.01	0.08	0.01	0.09
Crit Moves:	****			****			****			****		
Green Time:	19.6	22.4	22.4	26.5	29.3	29.3	16.2	16.2	16.2	13.9	13.9	13.9
Volume/Cap:	0.01	0.59	0.59	0.59	0.36	0.36	0.59	0.19	0.07	0.54	0.04	0.59
Delay/Veh:	27.6	32.4	32.4	31.9	24.0	24.0	39.7	31.7	31.1	42.3	32.4	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	32.4	32.4	31.9	24.0	24.0	39.7	31.7	31.1	42.3	32.4	44.4
HCM2k95th:	0	13	13	14	9	9	11	4	1	9	1	10

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #14: Yosemite Dr / S. Milpitas Blvd

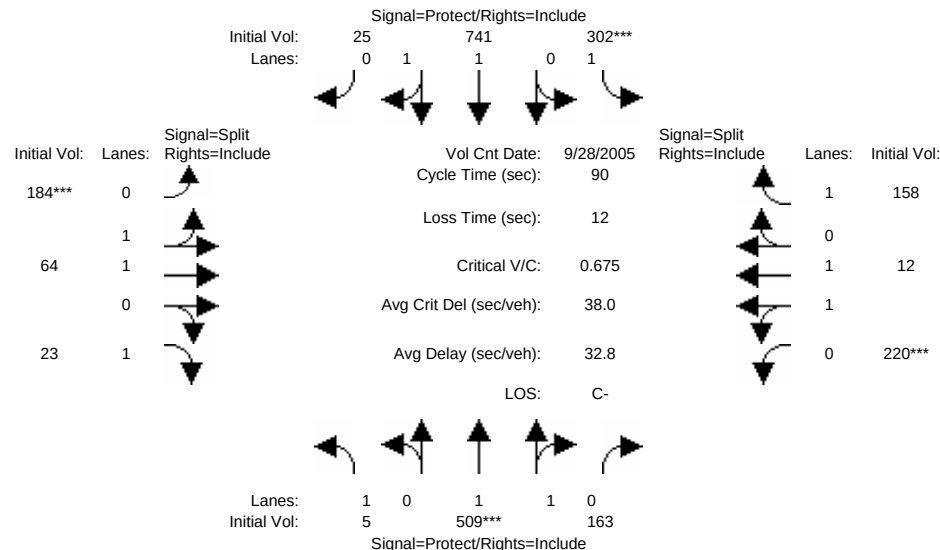


Street Name:				S. Milpitas Blvd						Yosemite Dr								
Approach:				North Bound			South Bound			East Bound			West Bound					
Movement:				L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- -----																		
Min. Green:				7		10		10	7		10		10	10		10		10
----- ----- ----- ----- -----																		
Volume Module: >> Count Date:				28 Sep 2005 <<														
Base Vol:				5	412	127		302	404	25	184	64	23	147	12	158		
Growth Adj:				1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:				5	412	127		302	404	25	184	64	23	147	12	158		
Added Vol:				0	0	0		0	0	0	0	0	0	0	0	0		
ATI:				0	51	20		0	2	0	0	0	0	20	0	0		
Initial Fut:				5	463	147		302	406	25	184	64	23	167	12	158		
User Adj:				1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:				1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:				5	463	147		302	406	25	184	64	23	167	12	158		
Reduct Vol:				0	0	0		0	0	0	0	0	0	0	0	0		
Reduced Vol:				5	463	147		302	406	25	184	64	23	167	12	158		
PCE Adj:				1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:				1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Vol.:				5	463	147		302	406	25	184	64	23	167	12	158		
----- ----- ----- ----- -----																		
Saturation Flow Module:																		
Sat/Lane:				1900	1900	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:				0.92	0.98	0.95		0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92		
Lanes:				1.00	1.50	0.50		1.00	1.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00		
Final Sat.:				1750	2808	891		1750	3485	215	1750	1900	1750	1750	1900	1750		
----- ----- ----- ----- -----																		
Capacity Analysis Module:																		
Vol/Sat:				0.00	0.16	0.16		0.17	0.12	0.12	0.11	0.03	0.01	0.10	0.01	0.09		
Crit Moves:				****				****			****			****				
Green Time:				19.6	23.9	23.9		25.0	29.3	29.3	15.2	15.2	15.2	13.8	13.8	13.8		
Volume/Cap:				0.01	0.62	0.62		0.62	0.36	0.36	0.62	0.20	0.08	0.62	0.04	0.59		
Delay/Veh:				27.7	32.0	32.0		34.2	24.0	24.0	41.8	32.5	32.0	45.3	32.5	44.5		
User DelAdj:				1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:				27.7	32.0	32.0		34.2	24.0	24.0	41.8	32.5	32.0	45.3	32.5	44.5		
HCM2k95th:				0	15	15		15	9	9	11	4	1	10	1	10		

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #14: Yosemite Dr / S. Milpitas Blvd

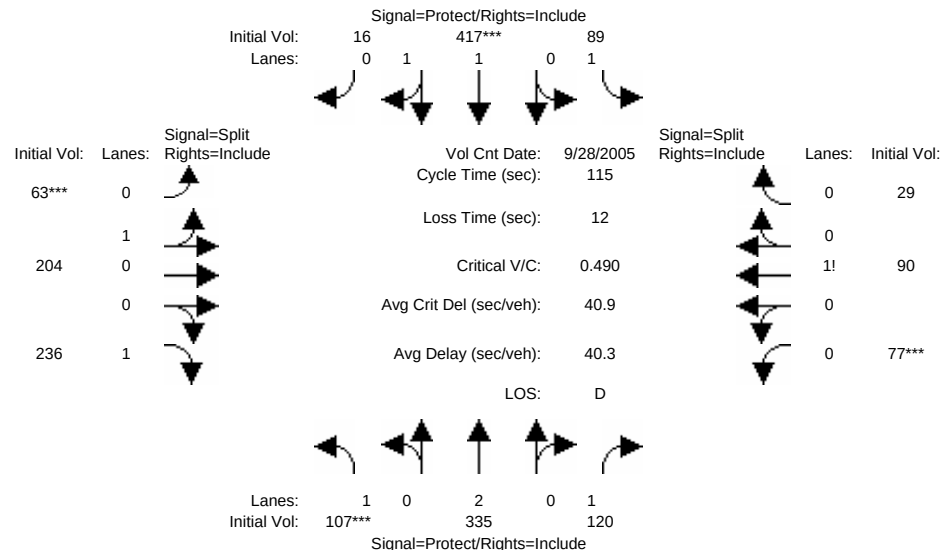


Street Name:				S. Milpitas Blvd						Yosemite Dr								
Approach:				North Bound			South Bound			East Bound			West Bound					
Movement:				L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----				-----			-----			-----			-----					
Min. Green:				7	10	10	7	10	10	10	10	10	10	10	10	10		
-----				-----			-----			-----			-----					
Volume Module: >> Count Date:				28 Sep 2005 <<														
Base Vol:				5	463	147	302	406	25	184	64	23	167	12	158			
Growth Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:				5	463	147	302	406	25	184	64	23	167	12	158			
Added Vol:				0	46	16	0	335	0	0	0	0	53	0	0			
Approved:				0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:				5	509	163	302	741	25	184	64	23	220	12	158			
User Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:				5	509	163	302	741	25	184	64	23	220	12	158			
Reduct Vol:				0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:				5	509	163	302	741	25	184	64	23	220	12	158			
PCE Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:				5	509	163	302	741	25	184	64	23	220	12	158			
-----				-----			-----			-----			-----					
Saturation Flow Module:																		
Sat/Lane:				1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:				0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92			
Lanes:				1.00	1.50	0.50	1.00	1.93	0.07	1.00	1.00	1.00	1.00	1.00	1.00			
Final Sat.:				1750	2802	897	1750	3579	121	1750	1900	1750	1750	1900	1750			
-----				-----			-----			-----			-----					
Capacity Analysis Module:																		
Vol/Sat:				0.00	0.18	0.18	0.17	0.21	0.21	0.11	0.03	0.01	0.13	0.01	0.09			
Crit Moves:				****			****			****			****					
Green Time:				12.9	24.2	24.2	23.0	34.3	34.3	14.0	14.0	14.0	16.8	16.8	16.8			
Volume/Cap:				0.02	0.68	0.68	0.68	0.54	0.54	0.68	0.22	0.08	0.68	0.03	0.48			
Delay/Veh:				33.3	33.0	33.0	38.1	23.2	23.2	45.4	33.6	33.1	44.3	30.0	37.8			
User DelAdj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:				33.3	33.0	33.0	38.1	23.2	23.2	45.4	33.6	33.1	44.3	30.0	37.8			
HCM2k95th:				0	17	16	15	15	15	12	4	1	13	1	9			

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #15: Yosemite Dr / Park Victoria Dr

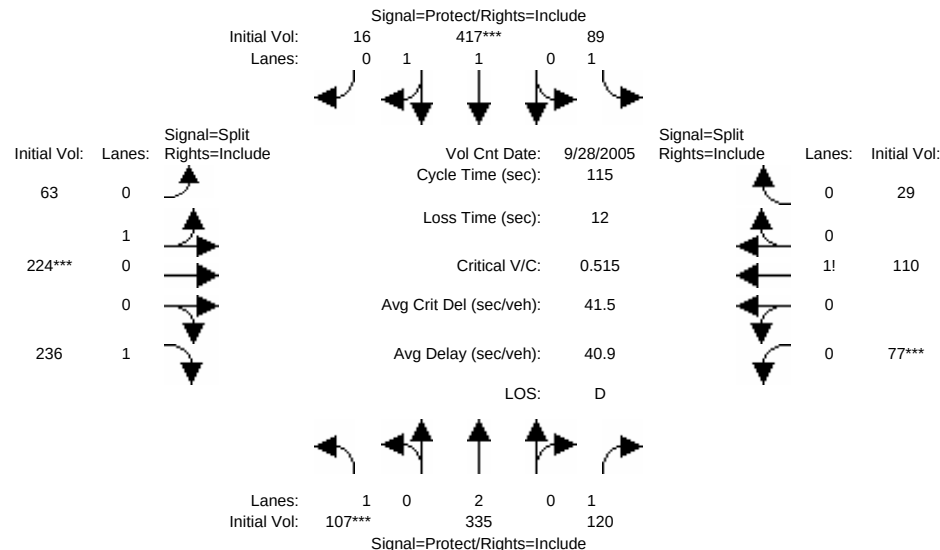


Street Name:	Park Victoria Dr						Yosemite Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 28 Sep 2005 <<												
Base Vol:	107	335	120	89	417	16	63	204	236	77	90	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	335	120	89	417	16	63	204	236	77	90	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	335	120	89	417	16	63	204	236	77	90	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	335	120	89	417	16	63	204	236	77	90	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	335	120	89	417	16	63	204	236	77	90	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	107	335	120	89	417	16	63	204	236	77	90	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.92	0.08	0.24	0.76	1.00	0.39	0.46	0.15
Final Sat.:	1750	3800	1750	1750	3563	137	425	1375	1750	688	804	259
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.07	0.05	0.12	0.12	0.15	0.15	0.13	0.11	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	14.4	24.8	24.8	17.1	27.5	27.5	34.8	34.8	34.8	26.3	26.3	26.3
Volume/Cap:	0.49	0.41	0.32	0.34	0.49	0.49	0.49	0.49	0.45	0.49	0.49	0.49
Delay/Veh:	54.5	40.3	40.2	47.5	39.6	39.6	35.9	35.9	35.0	42.8	42.8	42.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.5	40.3	40.2	47.5	39.6	39.6	35.9	35.9	35.0	42.8	42.8	42.8
HCM2k95th:	8	10	8	7	13	13	14	14	13	12	12	12

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #15: Yosemite Dr / Park Victoria Dr

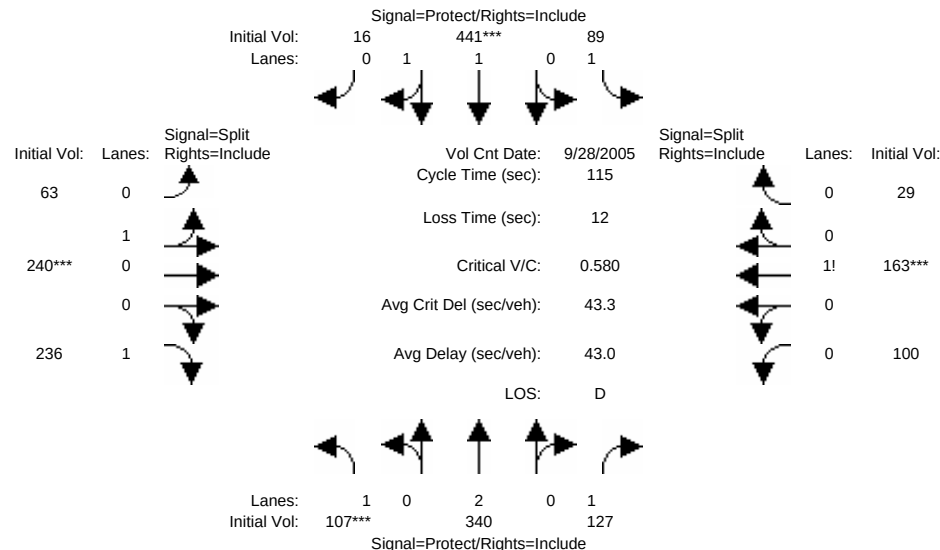


Street Name:	Park Victoria Dr						Yosemite Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 28 Sep 2005 <<												
Base Vol:	107	335	120	89	417	16	63	204	236	77	90	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	335	120	89	417	16	63	204	236	77	90	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	20	0	0	20	0
Initial Fut:	107	335	120	89	417	16	63	224	236	77	110	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	335	120	89	417	16	63	224	236	77	110	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	335	120	89	417	16	63	224	236	77	110	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	107	335	120	89	417	16	63	224	236	77	110	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.92	0.08	0.22	0.78	1.00	0.36	0.51	0.13
Final Sat.:	1750	3800	1750	1750	3563	137	395	1405	1750	624	891	235
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.07	0.05	0.12	0.12	0.16	0.16	0.13	0.12	0.12	0.12
Crit Moves:	****			****			****			****		
Green Time:	13.7	23.5	23.5	16.3	26.1	26.1	35.6	35.6	35.6	27.6	27.6	27.6
Volume/Cap:	0.51	0.43	0.33	0.36	0.51	0.51	0.51	0.51	0.44	0.51	0.51	0.51
Delay/Veh:	56.4	41.6	41.5	48.7	41.1	41.1	36.0	36.0	34.2	42.4	42.4	42.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.4	41.6	41.5	48.7	41.1	41.1	36.0	36.0	34.2	42.4	42.4	42.4
HCM2k95th:	9	10	8	7	13	13	15	15	13	13	13	13

Milpitas TASP

 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #15: Yosemite Dr / Park Victoria Dr

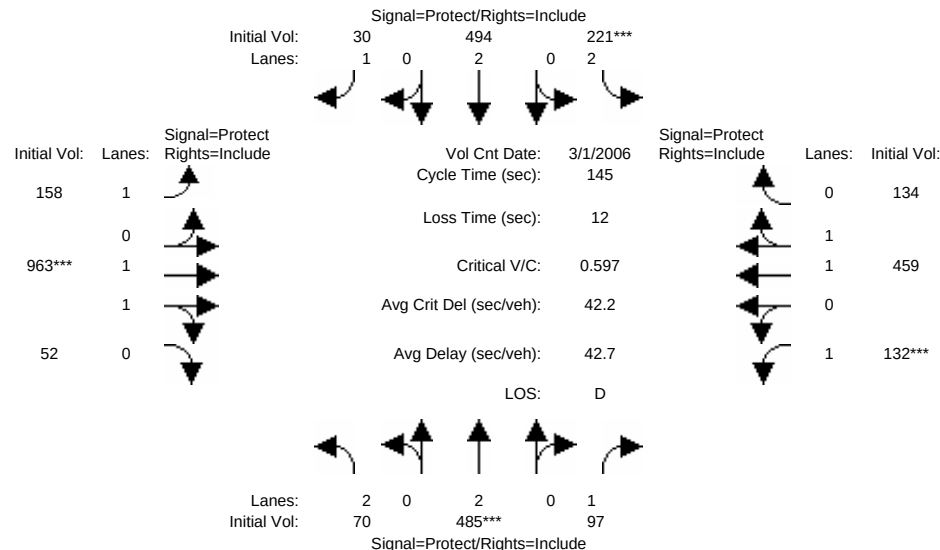


Street Name:	Park Victoria Dr						Yosemite Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 28 Sep 2005 <<												
Base Vol:	107	335	120	89	417	16	63	224	236	77	110	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	335	120	89	417	16	63	224	236	77	110	29
Added Vol:	0	5	7	0	24	0	0	16	0	23	53	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	340	127	89	441	16	63	240	236	100	163	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	340	127	89	441	16	63	240	236	100	163	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	340	127	89	441	16	63	240	236	100	163	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	107	340	127	89	441	16	63	240	236	100	163	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.93	0.07	0.21	0.79	1.00	0.34	0.56	0.10
Final Sat.:	1750	3800	1750	1750	3570	130	374	1426	1750	599	977	174
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.07	0.05	0.12	0.12	0.17	0.17	0.13	0.17	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	12.1	21.8	21.8	14.8	24.5	24.5	33.4	33.4	33.4	33.1	33.1	33.1
Volume/Cap:	0.58	0.47	0.38	0.39	0.58	0.58	0.58	0.58	0.46	0.58	0.58	0.58
Delay/Veh:	61.7	43.7	44.1	51.1	43.8	43.8	39.5	39.5	36.5	39.9	39.9	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.7	43.7	44.1	51.1	43.8	43.8	39.5	39.5	36.5	39.9	39.9	39.9
HCM2k95th:	9	11	8	7	14	14	17	17	13	16	16	16

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #16: Tasman Dr / N. First St

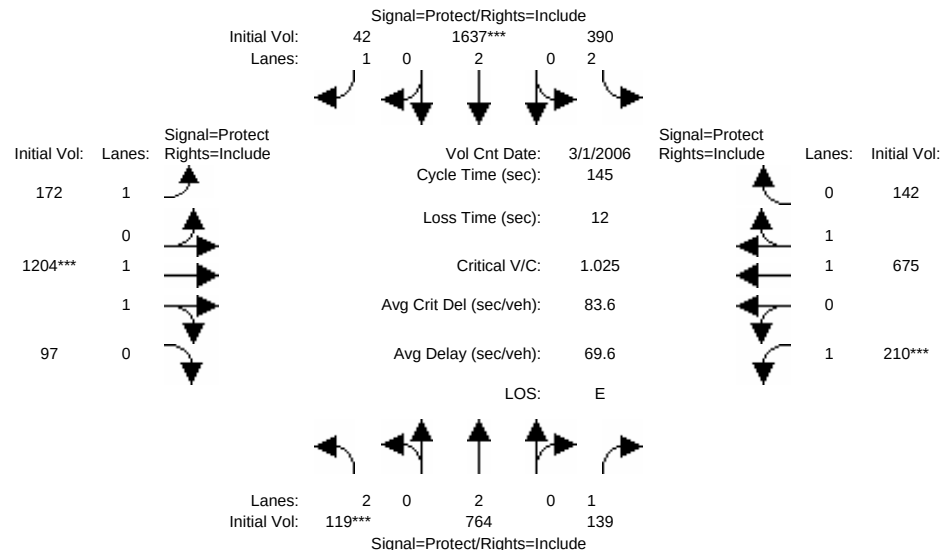


Street Name:	N. First St						Tasman Dr								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10			
-----	-----			-----			-----			-----					
Volume Module: >> Count Date: 1 Mar 2006 << 5:00-6:00pm															
Base Vol:	70	485	97	221	494	30	158	963	52	132	459	134			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	70	485	97	221	494	30	158	963	52	132	459	134			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Approved:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	70	485	97	221	494	30	158	963	52	132	459	134			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	70	485	97	221	494	30	158	963	52	132	459	134			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	70	485	97	221	494	30	158	963	52	132	459	134			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	70	485	97	221	494	30	158	963	52	132	459	134			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95			
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.89	0.11	1.00	1.54	0.46			
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3510	190	1750	2863	836			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.02	0.13	0.06	0.07	0.13	0.02	0.09	0.27	0.27	0.08	0.16	0.16			
Crit Moves:	****			****			****			****					
Green Time:	13.0	31.0	31.0	17.0	35.0	35.0	30.6	66.6	66.6	18.3	54.3	54.3			
Volume/Cap:	0.25	0.60	0.26	0.60	0.54	0.07	0.43	0.60	0.60	0.60	0.43	0.43			
Delay/Veh:	61.9	52.6	47.8	63.4	48.6	42.5	50.4	29.8	29.8	64.3	34.0	34.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	61.9	52.6	47.8	63.4	48.6	42.5	50.4	29.8	29.8	64.3	34.0	34.0			
HCM2k95th:	3	19	7	11	18	2	12	29	28	12	18	17			

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #16: Tasman Dr / N. First St

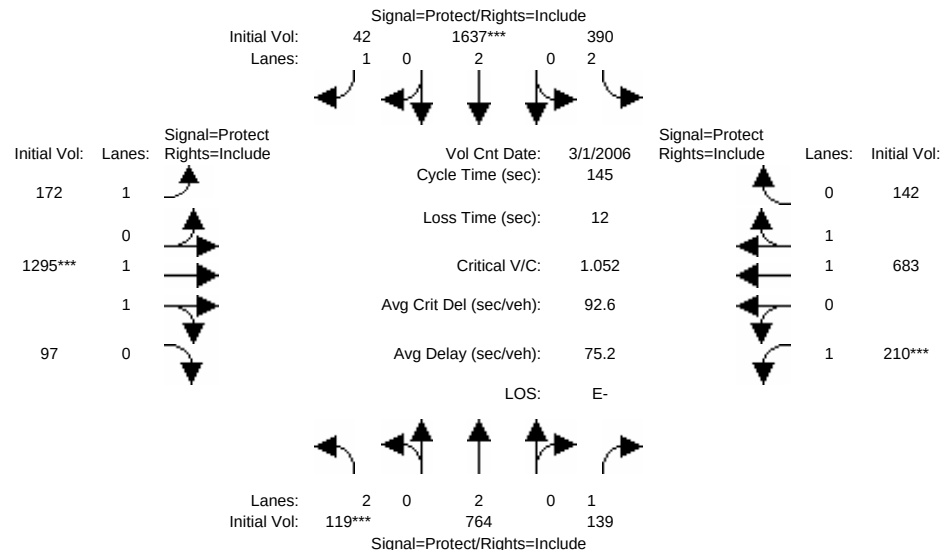


Street Name:	N. First St						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 1 Mar 2006 << 5:00-6:00pm												
Base Vol:	70	485	97	221	494	30	158	963	52	132	459	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	485	97	221	494	30	158	963	52	132	459	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	49	279	42	169	1143	12	14	241	45	78	216	8
Initial Fut:	119	764	139	390	1637	42	172	1204	97	210	675	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	764	139	390	1637	42	172	1204	97	210	675	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	764	139	390	1637	42	172	1204	97	210	675	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	119	764	139	390	1637	42	172	1204	97	210	675	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.85	0.15	1.00	1.64	0.36
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3424	276	1750	3056	643
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.08	0.12	0.43	0.02	0.10	0.35	0.35	0.12	0.22	0.22
Crit Moves:	****				****			****			****	
Green Time:	7.0	41.6	41.6	25.6	60.1	60.1	20.3	49.1	49.1	16.8	45.6	45.6
Volume/Cap:	0.78	0.70	0.28	0.70	1.04	0.06	0.70	1.04	1.04	1.04	0.70	0.70
Delay/Veh:	90.9	48.3	40.4	60.1	75.8	25.5	68.3	83.9	83.9	137.9	45.7	45.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.9	48.3	40.4	60.1	75.8	25.5	68.3	83.9	83.9	137.9	45.7	45.7
HCM2k95th:	8	28	9	17	70	2	16	58	57	25	29	28

Milpitas TASP

 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #16: Tasman Dr / N. First St

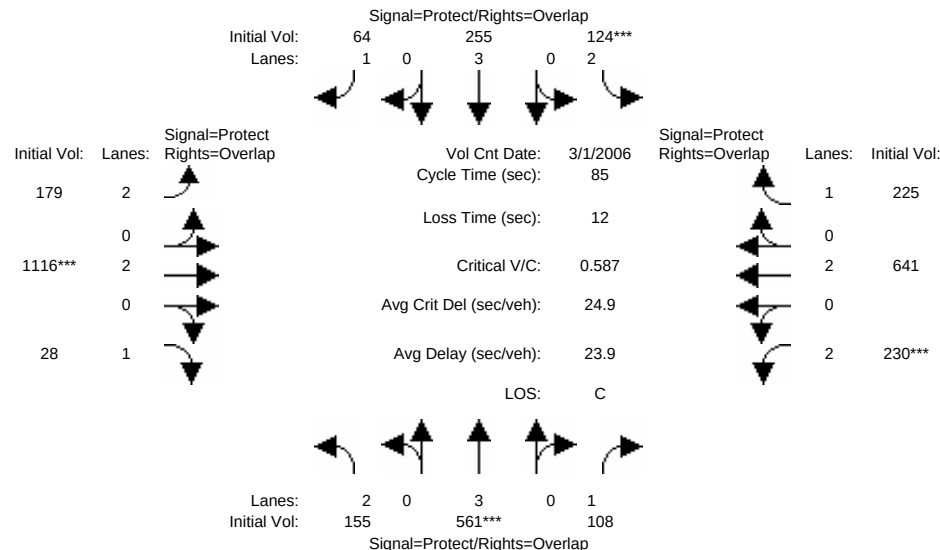


Street Name:	N. First St						Tasman Dr								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10			
-----	-----			-----			-----			-----					
Volume Module:	>> Count Date: 1 Mar 2006 << 5:00-6:00pm														
Base Vol:	119	764	139	390	1637	42	172	1204	97	210	675	142			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	119	764	139	390	1637	42	172	1204	97	210	675	142			
Added Vol:	0	0	0	0	0	0	0	91	0	0	8	0			
Approved:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	119	764	139	390	1637	42	172	1295	97	210	683	142			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	119	764	139	390	1637	42	172	1295	97	210	683	142			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	119	764	139	390	1637	42	172	1295	97	210	683	142			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	119	764	139	390	1637	42	172	1295	97	210	683	142			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95			
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.86	0.14	1.00	1.65	0.35			
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3442	258	1750	3063	637			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.04	0.20	0.08	0.12	0.43	0.02	0.10	0.38	0.38	0.12	0.22	0.22			
Crit Moves:	****			****			****			****					
Green Time:	7.0	40.6	40.6	25.0	58.6	58.6	20.6	51.1	51.1	16.3	46.8	46.8			
Volume/Cap:	0.78	0.72	0.28	0.72	1.07	0.06	0.69	1.07	1.07	1.07	0.69	0.69			
Delay/Veh:	90.9	49.5	41.2	61.3	86.3	26.4	67.2	91.8	91.8	147.3	44.5	44.5			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	90.9	49.5	41.2	61.3	86.3	26.4	67.2	91.8	91.8	147.3	44.5	44.5			
HCM2k95th:	8	28	9	18	72	2	16	63	62	26	29	28			

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #17: Tasman Dr / Zanker Rd

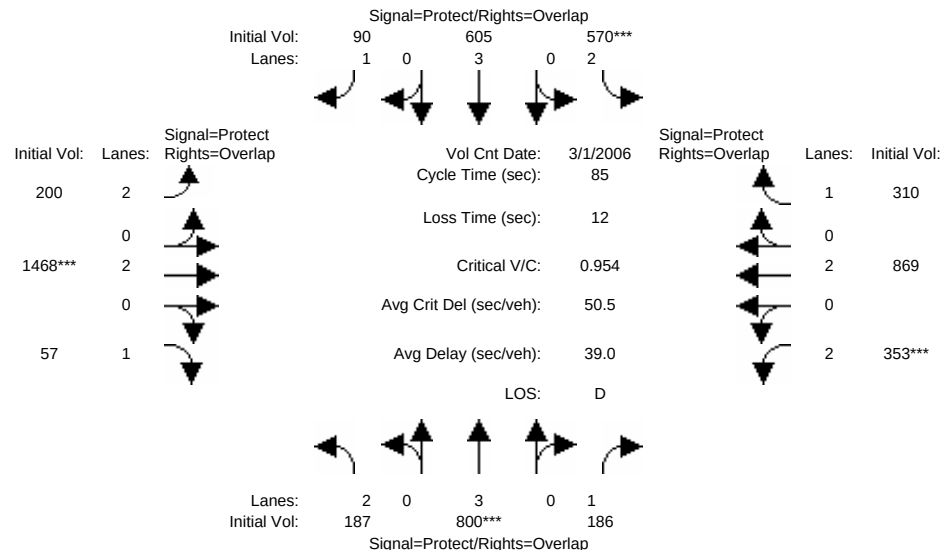


Street Name:	Zanker Rd						Tasman Dr								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10			
-----	-----			-----			-----			-----					
Volume Module: >> Count Date: 1 Mar 2006 << 5:00-6:00pm															
Base Vol:	155	561	108	124	255	64	179	1116	28	230	641	225			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	155	561	108	124	255	64	179	1116	28	230	641	225			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Approved:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	155	561	108	124	255	64	179	1116	28	230	641	225			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	155	561	108	124	255	64	179	1116	28	230	641	225			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	155	561	108	124	255	64	179	1116	28	230	641	225			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	155	561	108	124	255	64	179	1116	28	230	641	225			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92			
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00			
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.05	0.10	0.06	0.04	0.04	0.04	0.06	0.29	0.02	0.07	0.17	0.13			
Crit Moves:	****			****			****			****					
Green Time:	8.6	14.0	24.3	7.0	12.3	29.4	17.1	41.7	50.3	10.4	35.0	42.0			
Volume/Cap:	0.48	0.60	0.22	0.48	0.31	0.11	0.28	0.60	0.03	0.60	0.41	0.26			
Delay/Veh:	37.2	34.0	23.3	38.6	32.7	19.0	29.0	16.2	7.2	38.0	17.9	12.7			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	37.2	34.0	23.3	38.6	32.7	19.0	29.0	16.2	7.2	38.0	17.9	12.7			
HCM2k95th:	5	11	4	5	5	2	4	20	1	8	12	7			

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #17: Tasman Dr / Zanker Rd

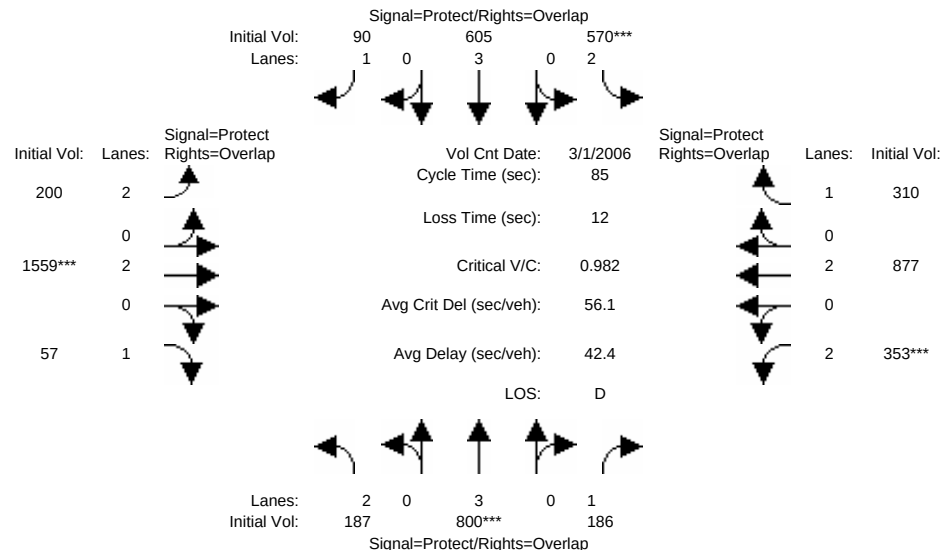


Street Name:	Zanker Rd						Tasman Dr								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10			
-----	-----			-----			-----			-----					
Volume Module: >> Count Date: 1 Mar 2006 << 5:00-6:00pm															
Base Vol:	155	561	108	124	255	64	179	1116	28	230	641	225			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	155	561	108	124	255	64	179	1116	28	230	641	225			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
ATI:	32	239	78	446	350	26	21	352	29	123	228	85			
Initial Fut:	187	800	186	570	605	90	200	1468	57	353	869	310			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	187	800	186	570	605	90	200	1468	57	353	869	310			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	187	800	186	570	605	90	200	1468	57	353	869	310			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	187	800	186	570	605	90	200	1468	57	353	869	310			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92			
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00			
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.06	0.14	0.11	0.18	0.11	0.05	0.06	0.39	0.03	0.11	0.23	0.18			
Crit Moves:	****			****			****			****					
Green Time:	11.8	12.5	22.5	16.1	16.8	28.6	11.8	34.4	46.2	10.0	32.6	48.7			
Volume/Cap:	0.43	0.95	0.40	0.95	0.54	0.15	0.46	0.95	0.06	0.95	0.60	0.31			
Delay/Veh:	34.2	56.7	26.3	60.0	31.1	19.9	34.5	38.2	9.2	72.2	21.6	9.6			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	34.2	56.7	26.3	60.0	31.1	19.9	34.5	38.2	9.2	72.2	21.6	9.6			
HCM2k95th:	6	21	8	21	10	3	6	40	1	16	18	8			

Milpitas TASP

 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #17: Tasman Dr / Zanker Rd

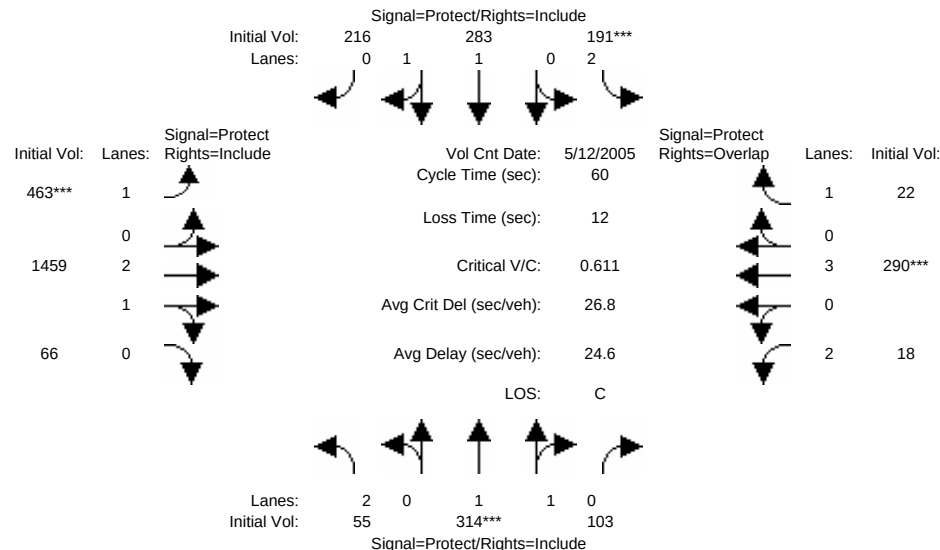


Street Name:	Zanker Rd						Tasman Dr								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10			
-----	-----			-----			-----			-----					
Volume Module: >> Count Date: 1 Mar 2006 << 5:00-6:00pm															
Base Vol:	187	800	186	570	605	90	200	1468	57	353	869	310			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	187	800	186	570	605	90	200	1468	57	353	869	310			
Added Vol:	0	0	0	0	0	0	0	91	0	0	8	0			
Approved:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	187	800	186	570	605	90	200	1559	57	353	877	310			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	187	800	186	570	605	90	200	1559	57	353	877	310			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	187	800	186	570	605	90	200	1559	57	353	877	310			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	187	800	186	570	605	90	200	1559	57	353	877	310			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92			
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00			
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.06	0.14	0.11	0.18	0.11	0.05	0.06	0.41	0.03	0.11	0.23	0.18			
Crit Moves:	****			****			****			****					
Green Time:	11.4	12.1	21.8	15.7	16.4	28.2	11.9	35.5	46.9	9.7	33.3	49.0			
Volume/Cap:	0.44	0.98	0.41	0.98	0.55	0.15	0.45	0.98	0.06	0.98	0.59	0.31			
Delay/Veh:	34.6	63.4	26.9	67.3	31.6	20.1	34.3	42.9	8.8	80.1	21.1	9.5			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	34.6	63.4	26.9	67.3	31.6	20.1	34.3	42.9	8.8	80.1	21.1	9.5			
HCM2k95th:	6	21	9	22	11	3	6	44	1	16	18	8			

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #18: Tasman Dr / McCarthy Blvd

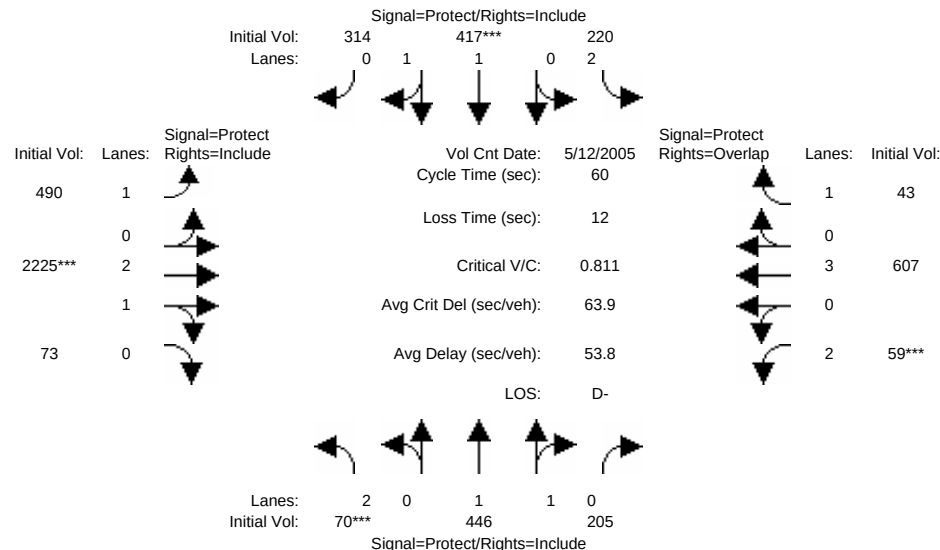


Street Name:	McCarthy Blvd						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 12 May 2005 <<												
Base Vol:	55	314	103	191	283	216	463	1459	66	18	290	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	314	103	191	283	216	463	1459	66	18	290	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	314	103	191	283	216	463	1459	66	18	290	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	314	103	191	283	216	463	1459	66	18	290	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	314	103	191	283	216	463	1459	66	18	290	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	55	314	103	191	283	216	463	1459	66	18	290	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	1.49	0.51	2.00	1.11	0.89	1.00	2.87	0.13	2.00	3.00	1.00
Final Sat.:	3150	2785	914	3150	2097	1601	1750	5357	242	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.06	0.13	0.13	0.26	0.27	0.27	0.01	0.05	0.01
Crit Moves:	****			****			****			****		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	21.0	21.7	21.7	9.3	10.0	17.0
Volume/Cap:	0.15	0.68	0.68	0.52	0.81	0.81	0.76	0.75	0.75	0.04	0.31	0.04
Delay/Veh:	24.7	29.3	29.3	30.1	35.1	35.1	25.7	19.4	19.4	21.7	22.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.7	29.3	29.3	30.1	35.1	35.1	25.7	19.4	19.4	21.7	22.8	15.8
HCM2k95th:	1	10	10	5	13	13	17	18	17	0	4	1

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #18: Tasman Dr / McCarthy Blvd

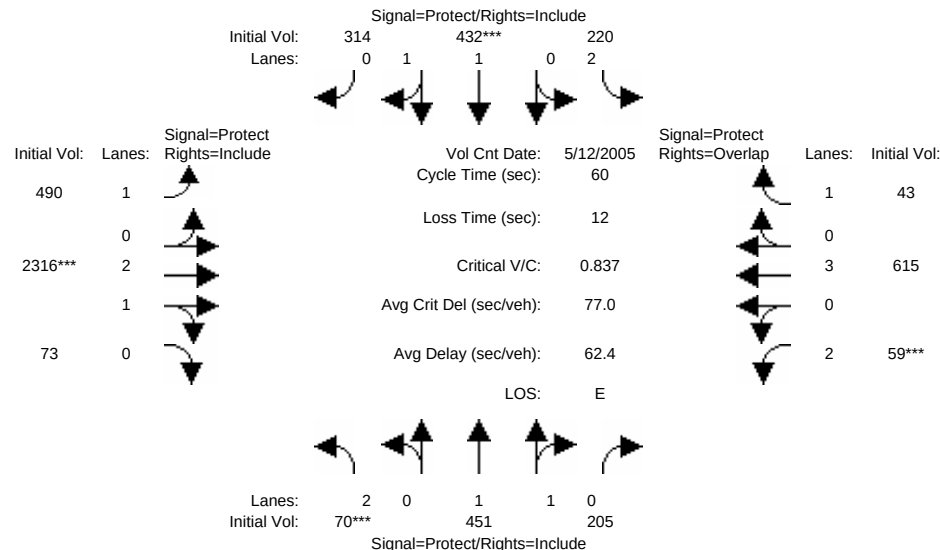


Street Name:	McCarthy Blvd						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 12 May 2005 <<												
Base Vol:	55	314	103	191	283	216	463	1459	66	18	290	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	314	103	191	283	216	463	1459	66	18	290	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	15	132	102	29	134	98	27	766	7	41	317	21
Initial Fut:	70	446	205	220	417	314	490	2225	73	59	607	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	446	205	220	417	314	490	2225	73	59	607	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	446	205	220	417	314	490	2225	73	59	607	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	70	446	205	220	417	314	490	2225	73	59	607	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	1.35	0.65	2.00	1.12	0.88	1.00	2.90	0.10	2.00	3.00	1.00
Final Sat.:	3150	2534	1165	3150	2110	1588	1750	5422	178	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.07	0.20	0.20	0.28	0.41	0.41	0.02	0.11	0.02
Crit Moves:	****			****			****			****		
Green Time:	7.0	10.9	10.9	7.2	11.1	11.1	18.8	22.9	22.9	7.0	11.2	18.4
Volume/Cap:	0.19	0.97	0.97	0.58	1.07	1.07	0.89	1.07	1.07	0.16	0.57	0.08
Delay/Veh:	25.1	53.1	53.1	31.4	80.2	80.2	39.4	61.0	61.0	24.8	24.5	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.1	53.1	53.1	31.4	80.2	80.2	39.4	61.0	61.0	24.8	24.5	15.1
HCM2k95th:	2	19	19	6	24	24	21	42	41	2	9	1

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #18: Tasman Dr / McCarthy Blvd

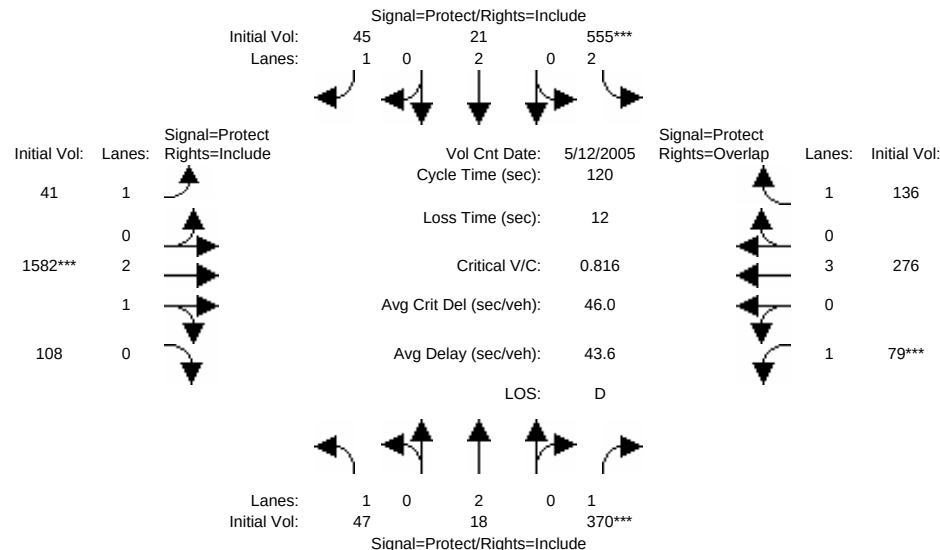


Street Name: McCarthy Blvd						Tasman Dr						
Approach: North Bound			South Bound			East Bound			West Bound			
Movement: L - T - R			L - T - R			L - T - R			L - T - R			
----- -----			----- -----			----- -----			----- -----			
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
----- -----			----- -----			----- -----			----- -----			
Volume Module: >> Count Date: 12 May 2005 <<												
Base Vol:	70	446	205	220	417	314	490	2225	73	59	607	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	446	205	220	417	314	490	2225	73	59	607	43
Added Vol:	0	5	0	0	15	0	0	91	0	0	8	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	451	205	220	432	314	490	2316	73	59	615	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	451	205	220	432	314	490	2316	73	59	615	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	451	205	220	432	314	490	2316	73	59	615	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	70	451	205	220	432	314	490	2316	73	59	615	43
----- -----			----- -----			----- -----			----- -----			
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	1.36	0.64	2.00	1.14	0.86	1.00	2.90	0.10	2.00	3.00	1.00
Final Sat.:	3150	2543	1156	3150	2141	1557	1750	5429	171	3150	5700	1750
----- -----			----- -----			----- -----			----- -----			
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.07	0.20	0.20	0.28	0.43	0.43	0.02	0.11	0.02
Crit Moves:	****				****			****		****		
Green Time:	7.0	10.8	10.8	7.1	10.9	10.9	18.9	23.1	23.1	7.0	11.2	18.3
Volume/Cap:	0.19	0.98	0.98	0.59	1.11	1.11	0.89	1.11	1.11	0.16	0.58	0.08
Delay/Veh:	25.1	55.8	55.8	31.7	93.0	93.0	38.8	74.8	74.8	24.8	24.5	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.1	55.8	55.8	31.7	93.0	93.0	38.8	74.8	74.8	24.8	24.5	15.1
HCM2k95th:	2	20	19	6	26	25	21	47	46	2	9	1

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #19: Tasman Dr / Alder Dr

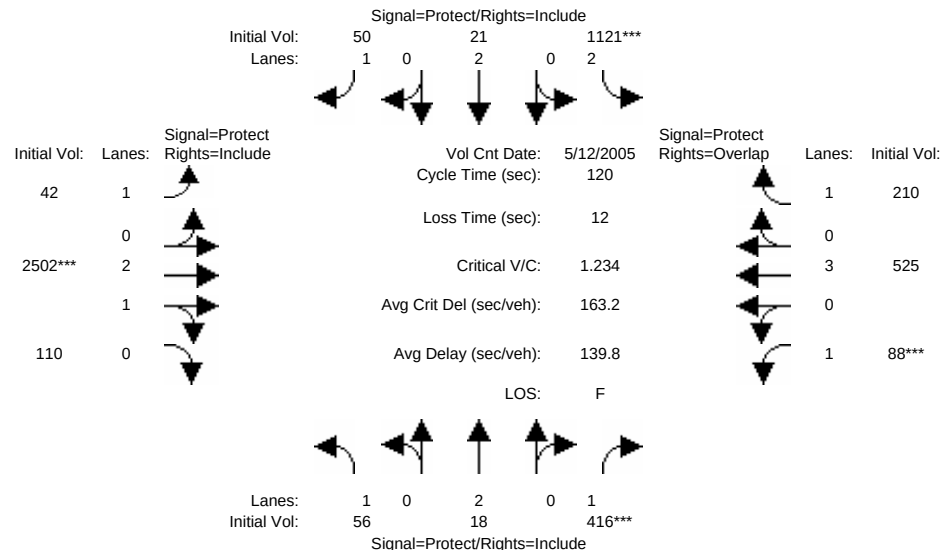


Street Name:	Alder Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 12 May 2005 <<												
Base Vol:	47	18	370	555	21	45	41	1582	108	79	276	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	18	370	555	21	45	41	1582	108	79	276	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	18	370	555	21	45	41	1582	108	79	276	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	18	370	555	21	45	41	1582	108	79	276	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	18	370	555	21	45	41	1582	108	79	276	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	47	18	370	555	21	45	41	1582	108	79	276	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.80	0.20	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	5242	358	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.21	0.18	0.01	0.03	0.02	0.30	0.30	0.05	0.05	0.08
Crit Moves:	****											
Green Time:	23.4	31.0	31.0	25.8	33.4	33.4	21.1	44.2	44.2	7.0	30.1	55.9
Volume/Cap:	0.14	0.02	0.82	0.82	0.02	0.09	0.13	0.82	0.82	0.77	0.19	0.17
Delay/Veh:	40.8	33.2	57.1	55.5	31.5	32.4	42.6	38.1	38.1	98.3	35.7	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	33.2	57.1	55.5	31.5	32.4	42.6	38.1	38.1	98.3	35.7	19.0
HCM2k95th:	3	1	25	20	1	3	3	33	32	9	6	6

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #19: Tasman Dr / Alder Dr

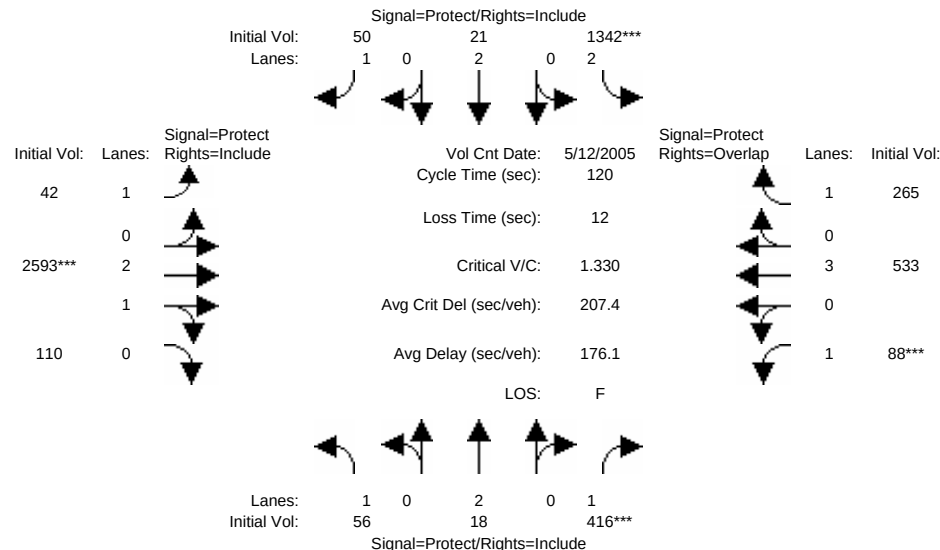


Street Name:	Alder Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 12 May 2005 <<												
Base Vol:	47	18	370	555	21	45	41	1582	108	79	276	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	18	370	555	21	45	41	1582	108	79	276	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	9	0	46	566	0	5	1	920	2	9	249	74
Initial Fut:	56	18	416	1121	21	50	42	2502	110	88	525	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	18	416	1121	21	50	42	2502	110	88	525	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	18	416	1121	21	50	42	2502	110	88	525	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	56	18	416	1121	21	50	42	2502	110	88	525	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.87	0.13	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	5364	236	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.24	0.36	0.01	0.03	0.02	0.47	0.47	0.05	0.09	0.12
Crit Moves:												
Green Time:	23.3	22.6	22.6	33.9	33.3	33.3	19.9	44.4	44.4	7.0	31.5	65.4
Volume/Cap:	0.16	0.03	1.26	1.26	0.02	0.10	0.14	1.26	1.26	0.86	0.35	0.22
Delay/Veh:	41.3	39.7	187.7	168.9	31.6	32.7	43.8	159	158.6	113.3	36.6	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	39.7	187.7	168.9	31.6	32.7	43.8	159	158.6	113.3	36.6	14.6
HCM2k95th:	4	1	45	59	1	3	3	89	86	11	10	8

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #19: Tasman Dr / Alder Dr

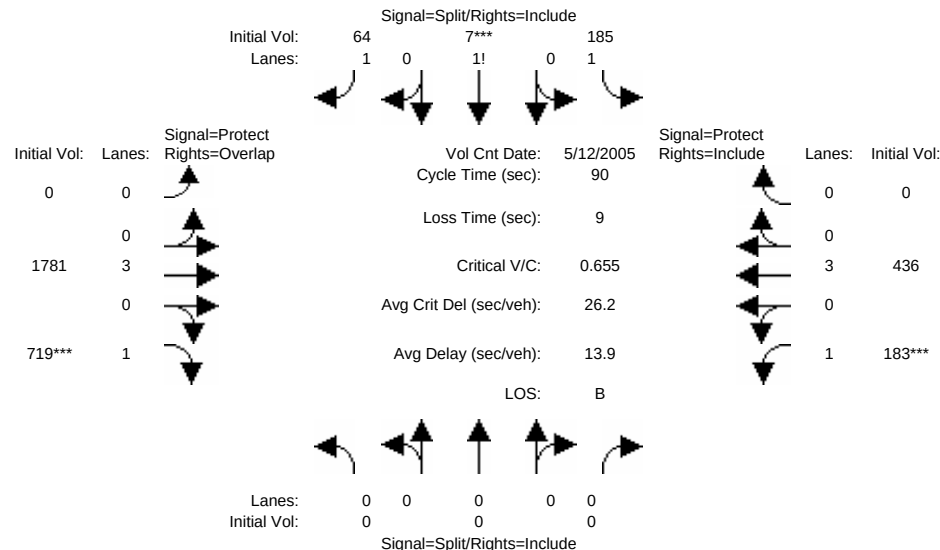


Street Name:	Alder Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 12 May 2005 <<												
Base Vol:	56	18	416	1121	21	50	42	2502	110	88	525	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	18	416	1121	21	50	42	2502	110	88	525	210
Added Vol:	0	0	0	221	0	0	0	91	0	0	8	55
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	18	416	1342	21	50	42	2593	110	88	533	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	18	416	1342	21	50	42	2593	110	88	533	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	18	416	1342	21	50	42	2593	110	88	533	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	56	18	416	1342	21	50	42	2593	110	88	533	265
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.87	0.13	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	5372	228	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.24	0.43	0.01	0.03	0.02	0.48	0.48	0.05	0.09	0.15
Crit Moves:												
Green Time:	24.1	20.9	20.9	37.5	34.4	34.4	19.0	42.5	42.5	7.0	30.5	68.0
Volume/Cap:	0.16	0.03	1.36	1.36	0.02	0.10	0.15	1.36	1.36	0.86	0.37	0.27
Delay/Veh:	40.6	41.2	232.3	210.8	30.7	31.8	44.7	205	205.0	113.3	37.5	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	41.2	232.3	210.8	30.7	31.8	44.7	205	205.0	113.3	37.5	13.9
HCM2k95th:	4	1	49	77	1	3	3	102	98	11	11	10

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #20: Tasman Dr / I-880 SB

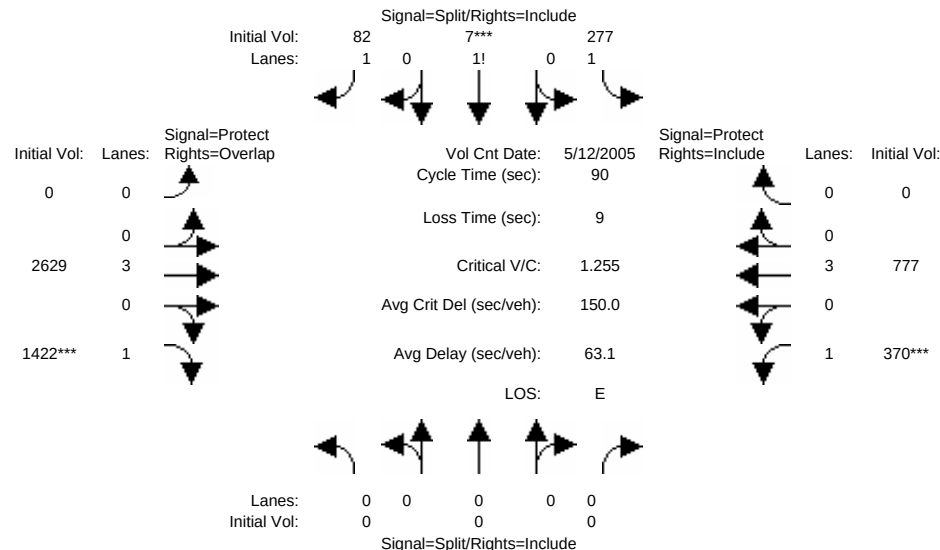


Street Name:	I-880 SB			Tasman Dr		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10
Volume Module: >> Count Date: 12 May 2005 <<						
Base Vol:	0	0	0	185	7	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	185	7	64
Added Vol:	0	0	0	0	0	0
Approved:	0	0	0	0	0	0
Initial Fut:	0	0	0	185	7	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	185	7	64
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	0	0	185	7	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	185	7	64
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	0.00	0.00	0.00	1.70	0.05	1.25
Final Sat.:	0	0	0	3019	94	2181
Capacity Analysis Module:						
Vol/Sat:	0.00	0.00	0.00	0.06	0.07	0.03
Crit Moves:	****					
Green Time:	0.0	0.0	0.0	10.2	10.2	10.2
Volume/Cap:	0.00	0.00	0.00	0.54	0.66	0.26
Delay/Veh:	0.0	0.0	0.0	42.1	46.5	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	42.1	46.5	37.1
HCM2k95th:	0	0	0	8	10	4

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #20: Tasman Dr / I-880 SB

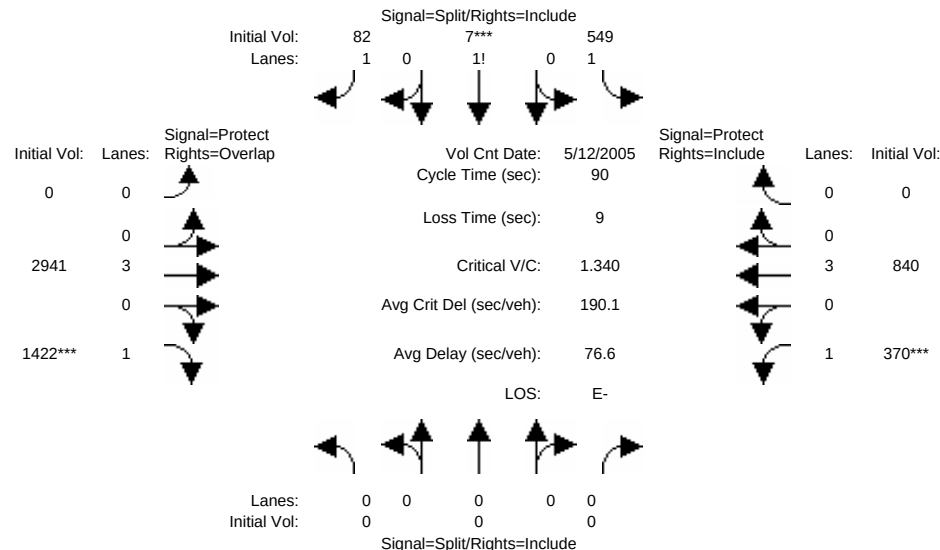


Street Name:	I-880 SB						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: >> Count Date: 12 May 2005 <<												
Base Vol:	0	0	0	185	7	64	0	1781	719	183	436	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	185	7	64	0	1781	719	183	436	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	92	0	18	0	848	703	187	341	0
Initial Fut:	0	0	0	277	7	82	0	2629	1422	370	777	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	277	7	82	0	2629	1422	370	777	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	277	7	82	0	2629	1422	370	777	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	277	7	82	0	2629	1422	370	777	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.74	0.04	1.22	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	3089	66	2139	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.11	0.04	0.00	0.46	0.81	0.21	0.14	0.00
Crit Moves:												
Green Time:	0.0	0.0	0.0	10.0	10.0	10.0	0.0	56.3	56.3	14.7	71.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.81	0.95	0.35	0.00	0.74	1.30	1.30	0.17	0.00
Delay/Veh:	0.0	0.0	0.0	53.3	74.2	37.9	0.0	13.1	157.8	195.2	2.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	53.3	74.2	37.9	0.0	13.1	157.8	195.2	2.4	0.0
HCM2k95th:	0	0	0	12	16	5	0	29	129	37	4	0

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #20: Tasman Dr / I-880 SB

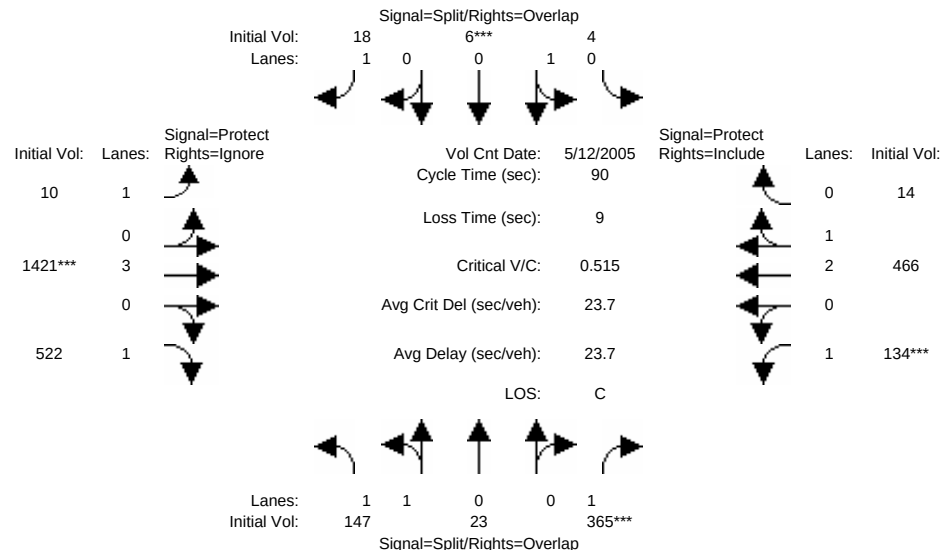


Street Name:	I-880 SB						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: >> Count Date: 12 May 2005 <<												
Base Vol:	0	0	0	277	7	82	0	2629	1422	370	777	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	277	7	82	0	2629	1422	370	777	0
Added Vol:	0	0	0	272	0	0	0	312	0	0	63	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	549	7	82	0	2941	1422	370	840	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	549	7	82	0	2941	1422	370	840	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	549	7	82	0	2941	1422	370	840	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	549	7	82	0	2941	1422	370	840	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.85	0.02	1.13	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	3283	38	1975	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.18	0.04	0.00	0.52	0.81	0.21	0.15	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	12.2	12.2	12.2	0.0	54.6	54.6	14.2	68.8	0.0
Volume/Cap:	0.00	0.00	0.00	1.23	1.34	0.31	0.00	0.85	1.34	1.34	0.19	0.00
Delay/Veh:	0.0	0.0	0.0	159.0	206	35.4	0.0	17.3	177.1	213.3	3.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	159.0	206	35.4	0.0	17.3	177.1	213.3	3.0	0.0
HCM2k95th:	0	0	0	29	35	5	0	40	135	39	5	0

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #21: Great Mall Pkwy / I-880 NB

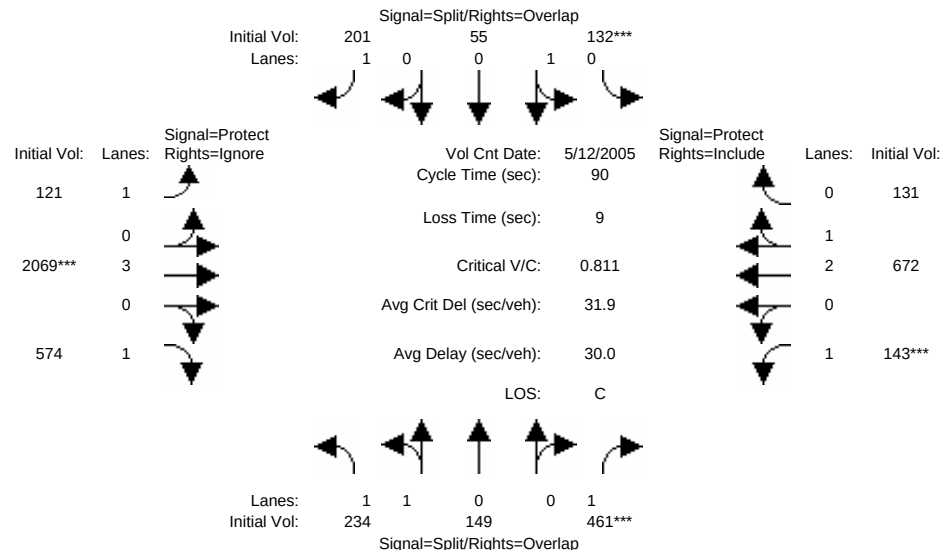


Street Name:	I-880 NB						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 12 May 2005 <<												
Base Vol:	147	23	365	4	6	18	10	1421	522	134	466	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	23	365	4	6	18	10	1421	522	134	466	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	23	365	4	6	18	10	1421	522	134	466	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	147	23	365	4	6	18	10	1421	0	134	466	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	23	365	4	6	18	10	1421	0	134	466	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	147	23	365	4	6	18	10	1421	0	134	466	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.73	0.27	1.00	0.40	0.60	1.00	1.00	3.00	1.00	1.00	2.91	0.09
Final Sat.:	3070	480	1750	720	1080	1750	1750	5700	1750	1750	5436	163
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.21	0.01	0.01	0.01	0.01	0.25	0.00	0.08	0.09	0.09
Crit Moves:	****											
Green Time:	20.3	20.3	32.2	10.0	10.0	30.9	20.9	38.8	0.0	11.9	29.8	29.8
Volume/Cap:	0.21	0.21	0.58	0.05	0.05	0.03	0.02	0.58	0.00	0.58	0.26	0.26
Delay/Veh:	28.9	28.9	27.3	36.2	36.2	19.7	26.8	20.4	0.0	46.8	22.4	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.9	28.9	27.3	36.2	36.2	19.7	26.8	20.4	0.0	46.8	22.4	22.4
HCM2k95th:	5	5	16	1	1	1	1	18	0	9	7	7

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #21: Great Mall Pkwy / I-880 NB

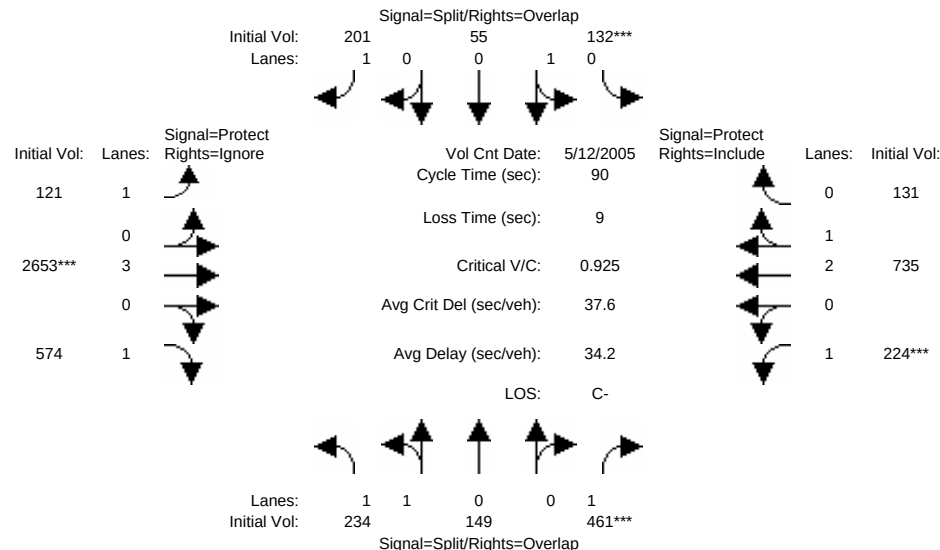


Street Name:	I-880 NB						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 12 May 2005 <<												
Base Vol:	147	23	365	4	6	18	10	1421	522	134	466	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	23	365	4	6	18	10	1421	522	134	466	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	87	126	96	128	49	183	111	648	52	9	206	117
Initial Fut:	234	149	461	132	55	201	121	2069	574	143	672	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	234	149	461	132	55	201	121	2069	0	143	672	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	149	461	132	55	201	121	2069	0	143	672	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	234	149	461	132	55	201	121	2069	0	143	672	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.23	0.77	1.00	0.71	0.29	1.00	1.00	3.00	1.00	1.00	2.49	0.51
Final Sat.:	2169	1381	1750	1271	529	1750	1750	5700	1750	1750	4685	913
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.26	0.10	0.10	0.11	0.07	0.36	0.00	0.08	0.14	0.14
Crit Moves:	****			****			****			****		
Green Time:	20.2	20.2	29.2	11.5	11.5	28.9	17.3	40.3	0.0	9.1	32.0	32.0
Volume/Cap:	0.48	0.48	0.81	0.81	0.81	0.36	0.36	0.81	0.00	0.81	0.40	0.40
Delay/Veh:	32.5	32.5	39.8	64.0	64.0	25.2	34.5	24.5	0.0	71.6	22.4	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	32.5	39.8	64.0	64.0	25.2	34.5	24.5	0.0	71.6	22.4	22.4
HCM2k95th:	10	10	23	13	13	9	7	30	0	12	11	11

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #21: Great Mall Pkwy / I-880 NB

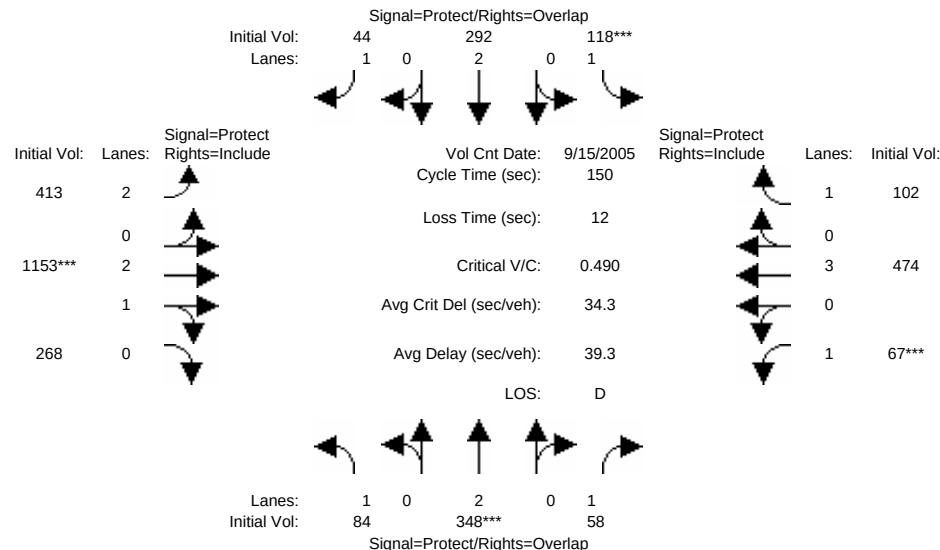


Street Name:	I-880 NB						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 12 May 2005 <<												
Base Vol:	234	149	461	132	55	201	121	2069	574	143	672	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	149	461	132	55	201	121	2069	574	143	672	131
Added Vol:	0	0	0	0	0	0	0	584	0	81	63	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	149	461	132	55	201	121	2653	574	224	735	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	234	149	461	132	55	201	121	2653	0	224	735	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	149	461	132	55	201	121	2653	0	224	735	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	234	149	461	132	55	201	121	2653	0	224	735	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.23	0.77	1.00	0.71	0.29	1.00	1.00	3.00	1.00	1.00	2.53	0.47
Final Sat.:	2169	1381	1750	1271	529	1750	1750	5700	1750	1750	4752	847
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.26	0.10	0.10	0.11	0.07	0.47	0.00	0.13	0.15	0.15
Crit Moves:												
Green Time:	13.2	13.2	25.6	10.1	10.1	29.4	19.3	45.3	0.0	12.5	38.4	38.4
Volume/Cap:	0.74	0.74	0.93	0.93	0.93	0.35	0.32	0.93	0.00	0.93	0.36	0.36
Delay/Veh:	45.8	45.8	56.7	85.9	85.9	24.7	32.1	27.3	0.0	79.6	17.9	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	45.8	56.7	85.9	85.9	24.7	32.1	27.3	0.0	79.6	17.9	17.9
HCM2k95th:	13	13	27	15	15	9	6	44	0	17	11	10

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #22: Great Mall Pkwy / S. Abel St

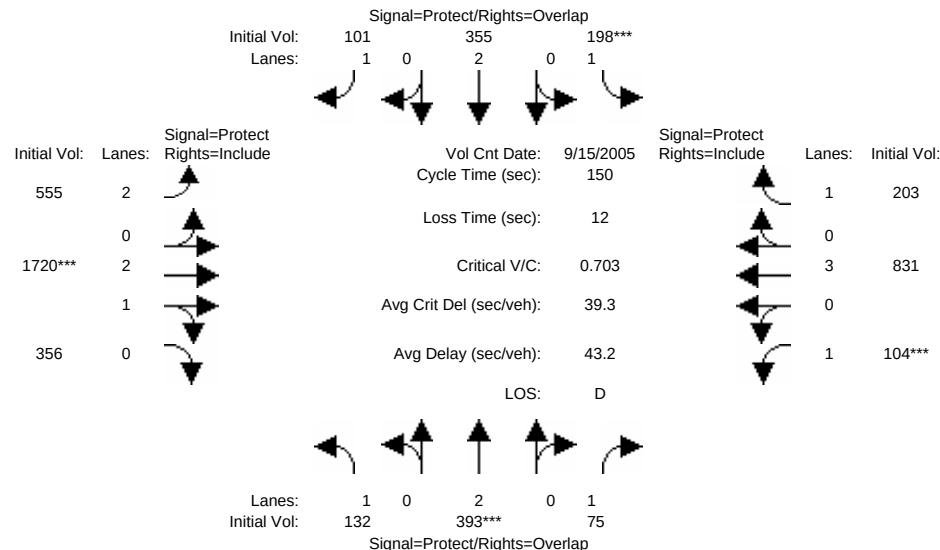


Street Name:	S. Abel St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 15 Sep 2005 <<												
Base Vol:	84	348	58	118	292	44	413	1153	268	67	474	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	348	58	118	292	44	413	1153	268	67	474	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	348	58	118	292	44	413	1153	268	67	474	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	348	58	118	292	44	413	1153	268	67	474	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	348	58	118	292	44	413	1153	268	67	474	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	84	348	58	118	292	44	413	1153	268	67	474	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.41	0.59	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4542	1056	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.03	0.07	0.08	0.03	0.13	0.25	0.25	0.04	0.08	0.06
Crit Moves:	****			****			****			****		
Green Time:	18.7	28.0	39.7	20.6	29.9	84.6	54.7	77.6	77.6	11.7	34.7	34.7
Volume/Cap:	0.38	0.49	0.13	0.49	0.38	0.04	0.36	0.49	0.49	0.49	0.36	0.25
Delay/Veh:	65.4	57.0	42.5	66.8	53.5	14.7	35.7	24.0	24.0	78.3	49.1	48.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.4	57.0	42.5	66.8	53.5	14.7	35.7	24.0	24.0	78.3	49.1	48.6
HCM2k95th:	8	14	5	11	11	2	13	23	22	7	12	8

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #22: Great Mall Pkwy / S. Abel St

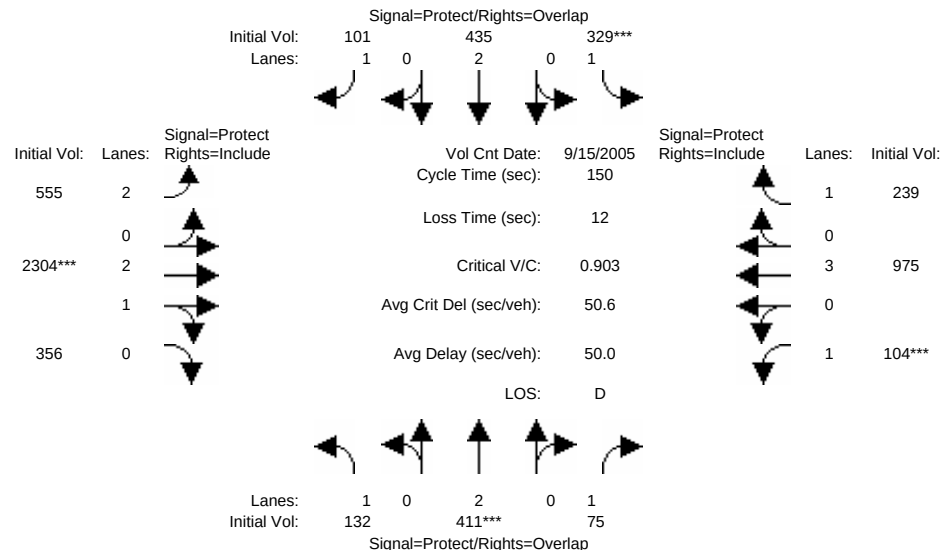


Street Name:	S. Abel St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 15 Sep 2005 <<												
Base Vol:	84	348	58	118	292	44	413	1153	268	67	474	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	348	58	118	292	44	413	1153	268	67	474	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	48	45	17	80	63	57	142	567	88	37	357	101
Initial Fut:	132	393	75	198	355	101	555	1720	356	104	831	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	393	75	198	355	101	555	1720	356	104	831	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	393	75	198	355	101	555	1720	356	104	831	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	132	393	75	198	355	101	555	1720	356	104	831	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.47	0.53	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4638	960	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.04	0.11	0.09	0.06	0.18	0.37	0.37	0.06	0.15	0.12
Crit Moves:	***			***			***			***		
Green Time:	20.6	22.1	34.7	24.1	25.6	75.8	50.2	79.1	79.1	12.7	41.6	41.6
Volume/Cap:	0.55	0.70	0.19	0.70	0.55	0.11	0.53	0.70	0.70	0.70	0.53	0.42
Delay/Veh:	69.0	68.1	47.3	73.3	60.3	19.7	42.2	28.0	28.0	91.2	47.1	47.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.0	68.1	47.3	73.3	60.3	19.7	42.2	28.0	28.0	91.2	47.1	47.0
HCM2k95th:	12	17	6	17	14	5	18	39	37	11	19	14

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #22: Great Mall Pkwy / S. Abel St

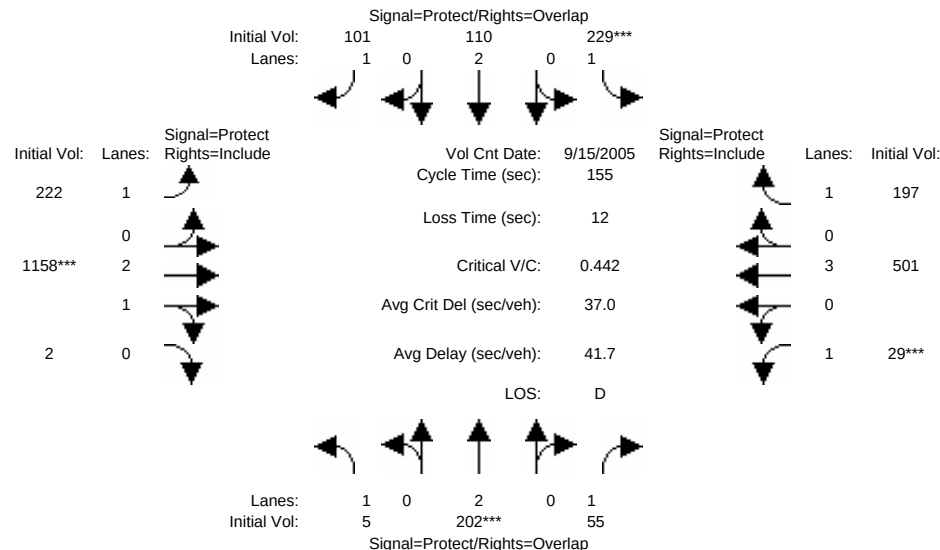


Street Name:	S. Abel St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 15 Sep 2005 <<												
Base Vol:	132	393	75	198	355	101	555	1720	356	104	831	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	393	75	198	355	101	555	1720	356	104	831	203
Added Vol:	0	18	0	131	80	0	0	584	0	0	144	36
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	411	75	329	435	101	555	2304	356	104	975	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	411	75	329	435	101	555	2304	356	104	975	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	411	75	329	435	101	555	2304	356	104	975	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	132	411	75	329	435	101	555	2304	356	104	975	239
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.58	0.42	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4850	749	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.04	0.19	0.11	0.06	0.18	0.48	0.48	0.06	0.17	0.14
Crit Moves:	****			****			****			****		
Green Time:	19.5	18.0	27.8	31.2	29.7	74.7	45.1	78.9	78.9	9.9	43.7	43.7
Volume/Cap:	0.58	0.90	0.23	0.90	0.58	0.12	0.59	0.90	0.90	0.90	0.59	0.47
Delay/Veh:	71.7	89.0	53.6	85.9	57.8	20.3	47.2	37.2	37.2	130.4	46.9	46.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.7	89.0	53.6	85.9	57.8	20.3	47.2	37.2	37.2	130.4	46.9	46.7
HCM2k95th:	12	21	6	29	17	5	19	64	61	13	22	16

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #23: Great Mall Pkwy / S. Main St

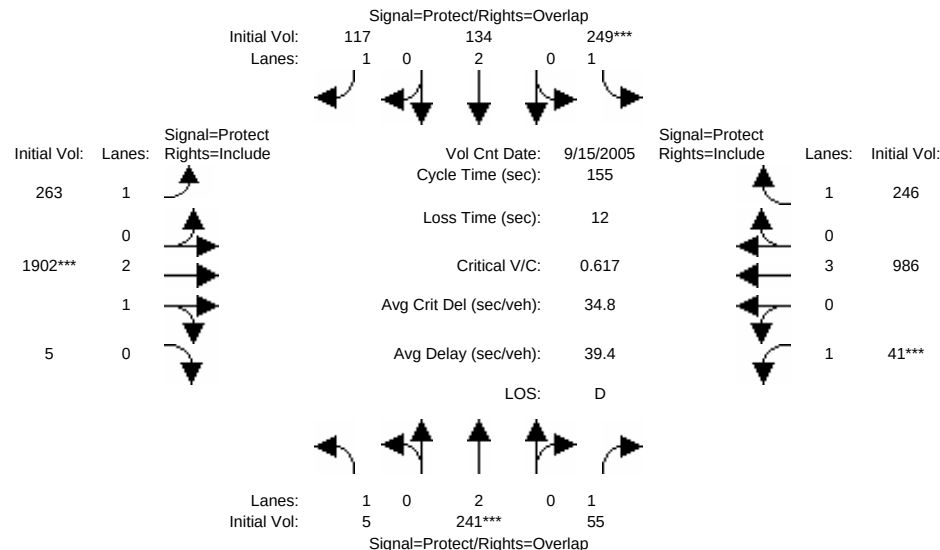


Street Name:	S. Main St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 15 Sep 2005 <<												
Base Vol:	5	202	55	229	110	101	222	1158	2	29	501	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	202	55	229	110	101	222	1158	2	29	501	197
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	202	55	229	110	101	222	1158	2	29	501	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	202	55	229	110	101	222	1158	2	29	501	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	202	55	229	110	101	222	1158	2	29	501	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	5	202	55	229	110	101	222	1158	2	29	501	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5590	10	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.03	0.13	0.03	0.06	0.13	0.21	0.21	0.02	0.09	0.11
Crit Moves:	****			****			****			****		
Green Time:	26.3	18.5	25.5	45.5	37.6	79.5	41.9	72.0	72.0	7.0	37.2	37.2
Volume/Cap:	0.02	0.45	0.19	0.45	0.12	0.11	0.47	0.45	0.45	0.37	0.37	0.47
Delay/Veh:	53.7	66.7	57.3	47.3	46.0	19.8	50.6	28.6	28.6	84.5	49.9	54.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.7	66.7	57.3	47.3	46.0	19.8	50.6	28.6	28.6	84.5	49.9	54.2
HCM2k95th:	1	10	5	16	5	5	16	20	20	4	12	15

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #23: Great Mall Pkwy / S. Main St

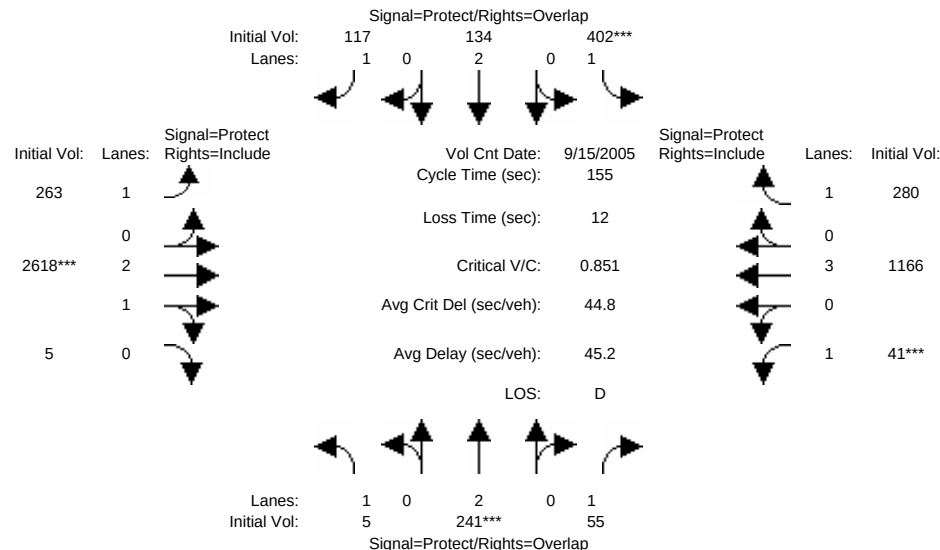


Street Name:	S. Main St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	7		10		10		7		10		10	
Volume Module: >> Count Date: 15 Sep 2005 <<												
Base Vol:	5	202	55	229	110	101	222	1158	2	29	501	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	202	55	229	110	101	222	1158	2	29	501	197
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	39	0	20	24	16	41	744	3	12	485	49
Initial Fut:	5	241	55	249	134	117	263	1902	5	41	986	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	241	55	249	134	117	263	1902	5	41	986	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	241	55	249	134	117	263	1902	5	41	986	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	5	241	55	249	134	117	263	1902	5	41	986	246
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5585	15	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.03	0.14	0.04	0.07	0.15	0.34	0.34	0.02	0.17	0.14
Crit Moves:	****			****			****			****		
Green Time:	21.1	15.8	22.8	35.4	30.1	72.8	42.7	84.8	84.8	7.0	49.1	49.1
Volume/Cap:	0.02	0.62	0.21	0.62	0.18	0.14	0.55	0.62	0.62	0.52	0.55	0.44
Delay/Veh:	58.2	74.1	60.1	60.9	52.7	23.7	52.3	25.1	25.1	94.6	44.9	44.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.2	74.1	60.1	60.9	52.7	23.7	52.3	25.1	25.1	94.6	44.9	44.6
HCM2k95th:	1	12	5	19	6	6	19	33	32	6	22	16

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #23: Great Mall Pkwy / S. Main St

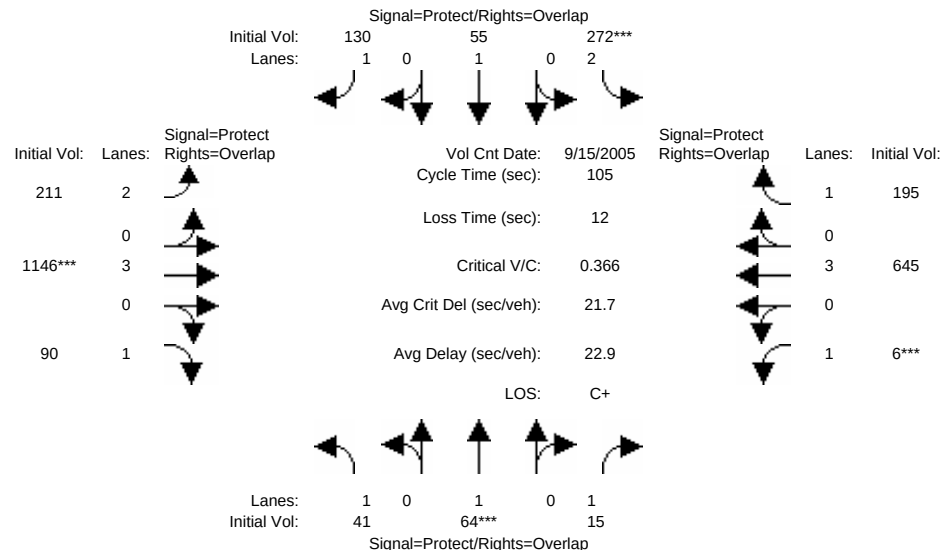


Street Name:	S. Main St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	7		10		10		7		10		10	
Volume Module: >> Count Date: 15 Sep 2005 <<												
Base Vol:	5	241	55	249	134	117	263	1902	5	41	986	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	241	55	249	134	117	263	1902	5	41	986	246
Added Vol:	0	0	0	153	0	0	0	716	0	0	180	34
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	241	55	402	134	117	263	2618	5	41	1166	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	241	55	402	134	117	263	2618	5	41	1166	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	241	55	402	134	117	263	2618	5	41	1166	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	5	241	55	402	134	117	263	2618	5	41	1166	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5589	11	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.03	0.23	0.04	0.07	0.15	0.47	0.47	0.02	0.20	0.16
Crit Moves:	****			****			****			****		
Green Time:	21.6	11.3	18.3	41.0	30.8	69.2	38.4	83.6	83.6	7.0	52.3	52.3
Volume/Cap:	0.02	0.87	0.27	0.87	0.18	0.15	0.61	0.87	0.87	0.52	0.61	0.47
Delay/Veh:	57.8	99.8	65.3	73.7	52.1	25.9	57.8	34.6	34.6	94.6	44.2	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.8	99.8	65.3	73.7	52.1	25.9	57.8	34.6	34.6	94.6	44.2	43.3
HCM2k95th:	1	14	6	34	6	7	20	60	58	6	25	18

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #24: Great Mall Pkwy / McCandless Dr-Great Mall Dr

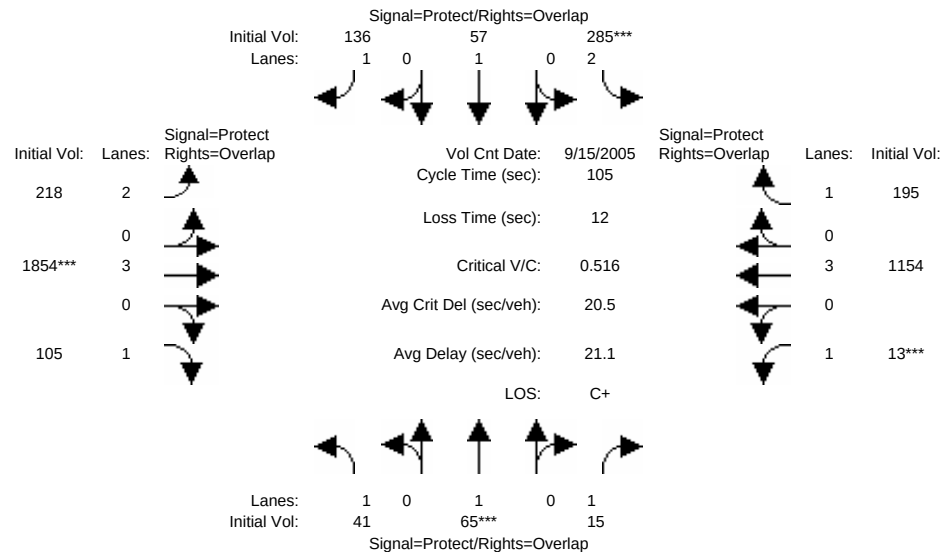


Street Name:	McCandless Dr-Great Mall Dr						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 15 Sep 2005 <<												
Base Vol:	41	64	15	272	55	130	211	1146	90	6	645	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	64	15	272	55	130	211	1146	90	6	645	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	64	15	272	55	130	211	1146	90	6	645	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	64	15	272	55	130	211	1146	90	6	645	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	64	15	272	55	130	211	1146	90	6	645	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	41	64	15	272	55	130	211	1146	90	6	645	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.01	0.09	0.03	0.07	0.07	0.20	0.05	0.00	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	13.5	10.0	17.0	22.8	19.3	41.7	22.4	53.2	66.7	7.0	37.8	60.6
Volume/Cap:	0.18	0.35	0.05	0.40	0.16	0.19	0.31	0.40	0.08	0.05	0.31	0.19
Delay/Veh:	42.6	49.8	37.5	36.9	37.0	21.2	36.1	16.4	7.5	46.7	24.7	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	49.8	37.5	36.9	37.0	21.2	36.1	16.4	7.5	46.7	24.7	11.0
HCM2k95th:	3	5	1	8	4	6	7	14	3	1	10	6

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #24: Great Mall Pkwy / McCandless Dr-Great Mall Dr

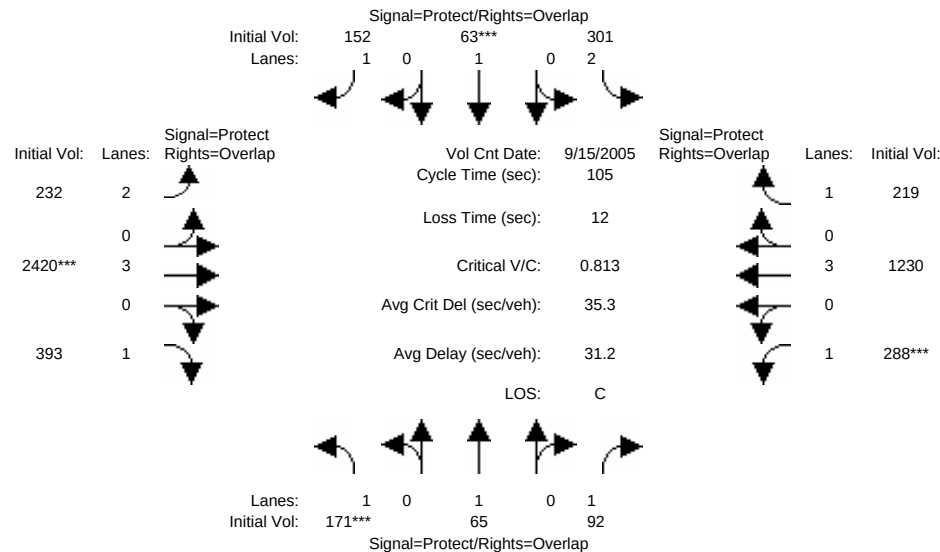


Street Name:	McCandless Dr-Great Mall Dr						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	7		10		10		7		10		10	
Volume Module: >> Count Date: 15 Sep 2005 <<												
Base Vol:	41	64	15	272	55	130	211	1146	90	6	645	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	64	15	272	55	130	211	1146	90	6	645	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	1	0	13	2	6	7	708	15	7	509	0
Initial Fut:	41	65	15	285	57	136	218	1854	105	13	1154	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	65	15	285	57	136	218	1854	105	13	1154	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	65	15	285	57	136	218	1854	105	13	1154	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	41	65	15	285	57	136	218	1854	105	13	1154	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.01	0.09	0.03	0.08	0.07	0.33	0.06	0.01	0.20	0.11
Crit Moves:	***			***			***			***		
Green Time:	10.9	10.0	17.0	16.5	15.6	32.5	16.9	59.5	70.4	7.0	49.5	66.1
Volume/Cap:	0.23	0.36	0.05	0.57	0.20	0.25	0.43	0.57	0.09	0.11	0.43	0.18
Delay/Veh:	46.0	50.0	37.5	45.7	40.8	28.2	42.3	15.4	6.2	48.0	18.9	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	50.0	37.5	45.7	40.8	28.2	42.3	15.4	6.2	48.0	18.9	8.5
HCM2k95th:	3	5	1	10	4	7	7	22	3	1	15	6

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #24: Great Mall Pkwy / McCandless Dr-Great Mall Dr

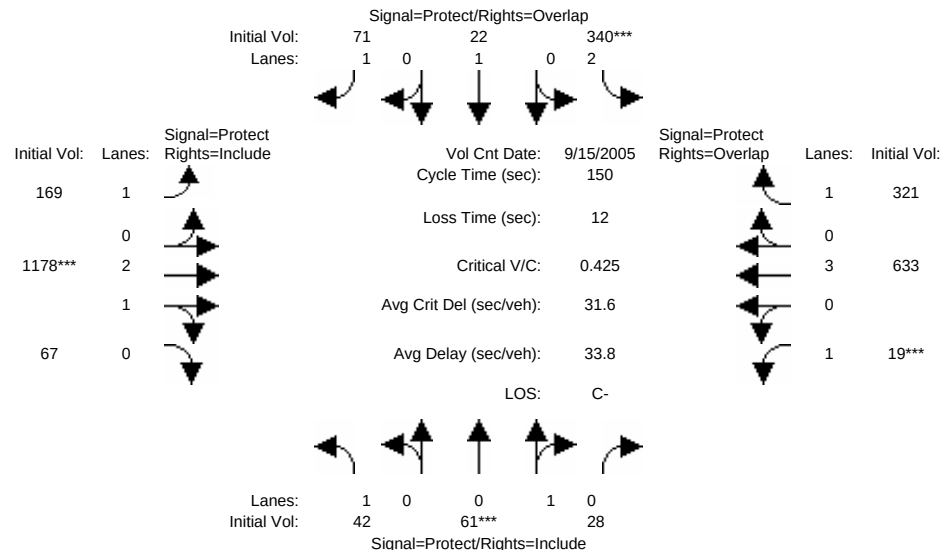


Street Name:	McCandless Dr-Great Mall Dr						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 15 Sep 2005 <<												
Base Vol:	41	65	15	285	57	136	218	1854	105	13	1154	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	65	15	285	57	136	218	1854	105	13	1154	195
Added Vol:	0	0	0	0	0	0	0	869	0	0	214	0
Manual Adj:	130	0	77	16	6	16	14	-303	288	275	-138	24
Initial Fut:	171	65	92	301	63	152	232	2420	393	288	1230	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	65	92	301	63	152	232	2420	393	288	1230	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	65	92	301	63	152	232	2420	393	288	1230	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	171	65	92	301	63	152	232	2420	393	288	1230	219
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.03	0.05	0.10	0.03	0.09	0.07	0.42	0.22	0.16	0.22	0.13
Crit Moves:	****			****			****			****		
Green Time:	11.8	10.9	30.8	10.9	10.0	28.1	18.1	51.3	63.1	19.9	53.1	64.0
Volume/Cap:	0.87	0.33	0.18	0.92	0.35	0.32	0.43	0.87	0.37	0.87	0.43	0.21
Delay/Veh:	83.0	48.1	28.5	79.3	49.7	32.7	41.2	27.9	11.8	66.5	16.8	9.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.0	48.1	28.5	79.3	49.7	32.7	41.2	27.9	11.8	66.5	16.8	9.6
HCM2k95th:	15	5	5	14	5	8	8	42	12	20	15	7

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #25: Great Mall Pkwy / Centre Pointe Dr-Mustang Dr

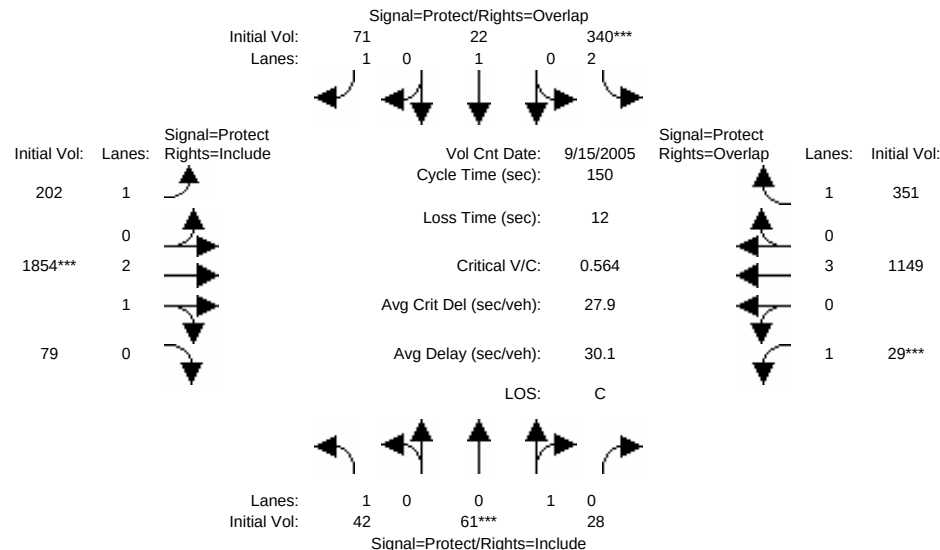


Street Name:	Great Mall Pkwy						Center Pointe Dr-Mustang Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 15 Sep 2005 <<												
Base Vol:	42	61	28	340	22	71	169	1178	67	19	633	321
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	61	28	340	22	71	169	1178	67	19	633	321
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	61	28	340	22	71	169	1178	67	19	633	321
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	61	28	340	22	71	169	1178	67	19	633	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	61	28	340	22	71	169	1178	67	19	633	321
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	42	61	28	340	22	71	169	1178	67	19	633	321
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.69	0.31	2.00	1.00	1.00	1.00	2.83	0.17	1.00	3.00	1.00
Final Sat.:	1750	1234	566	3150	1900	1750	1750	5298	301	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.05	0.11	0.01	0.04	0.10	0.22	0.22	0.01	0.11	0.18
Crit Moves:	***			***			***			***		
Green Time:	22.4	17.1	17.1	37.2	31.9	70.9	38.9	76.7	76.7	7.0	44.8	82.0
Volume/Cap:	0.16	0.43	0.43	0.43	0.05	0.09	0.37	0.43	0.43	0.23	0.37	0.34
Delay/Veh:	57.0	68.6	68.6	49.3	47.3	22.0	47.8	23.5	23.5	75.5	42.1	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.0	68.6	68.6	49.3	47.3	22.0	47.8	23.5	23.5	75.5	42.1	19.8
HCM2k95th:	4	9	9	13	2	4	12	20	19	3	14	14

Milpitas TASP

 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #25: Great Mall Pkwy / Centre Pointe Dr-Mustang Dr

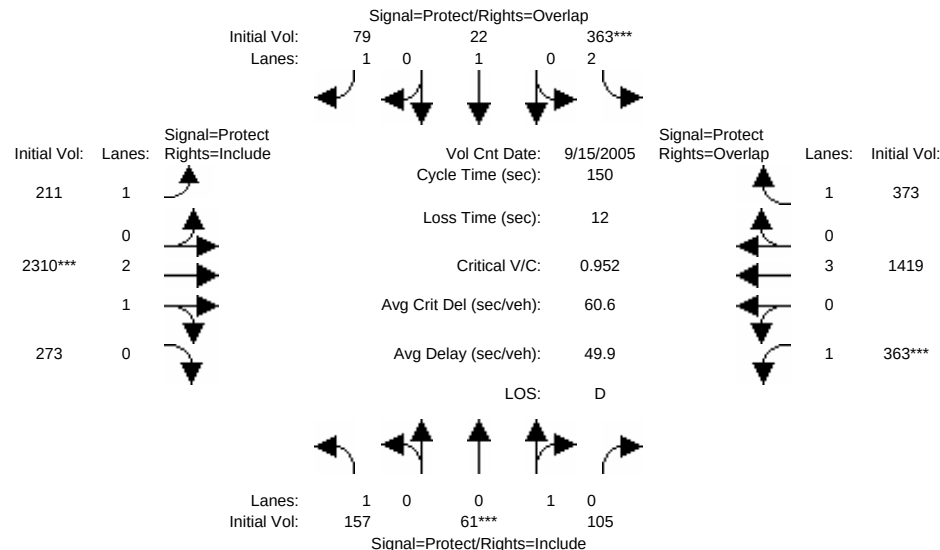


Street Name:	Great Mall Pkwy			Center Pointe Dr-Mustang Dr		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Volume Module: >> Count Date: 15 Sep 2005 <<						
Base Vol:	42	61	28	340	22	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	61	28	340	22	71
Added Vol:	0	0	0	0	0	0
ATI:	0	0	0	0	0	0
Initial Fut:	42	61	28	340	22	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	61	28	340	22	71
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	42	61	28	340	22	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	42	61	28	340	22	71
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.69	0.31	2.00	1.00	1.00
Final Sat.:	1750	1234	566	3150	1900	1750
Capacity Analysis Module:						
Vol/Sat:	0.02	0.05	0.05	0.11	0.01	0.04
Crit Moves:	****			****		
Green Time:	16.9	12.9	12.9	28.1	24.1	59.4
Volume/Cap:	0.21	0.58	0.58	0.58	0.07	0.10
Delay/Veh:	63.0	80.6	80.6	59.5	53.9	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.0	80.6	80.6	59.5	53.9	28.8
HCM2k95th:	4	9	9	14	2	4

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #25: Great Mall Pkwy / Centre Pointe Dr-Mustang Dr

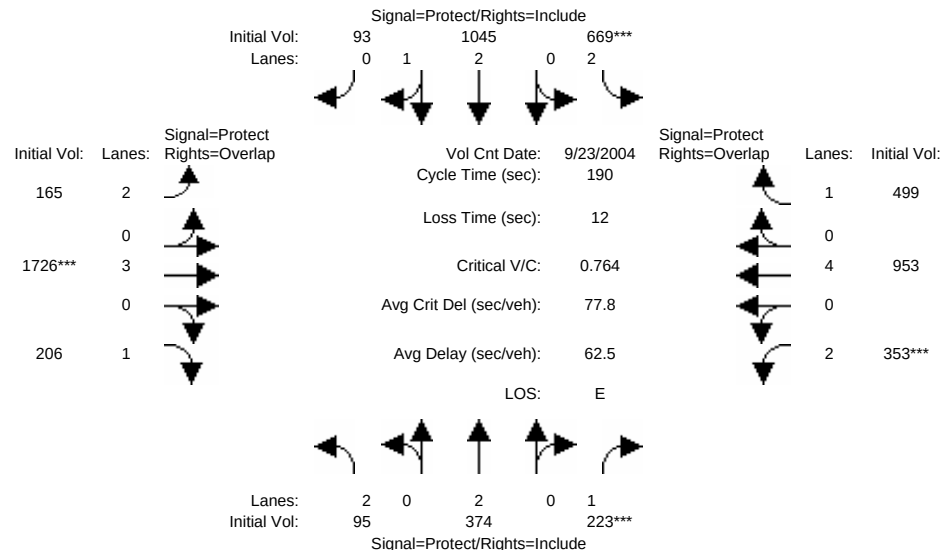


Street Name:	Great Mall Pkwy						Center Pointe Dr-Mustang Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 15 Sep 2005 <<												
Base Vol:	42	61	28	340	22	71	202	1854	79	29	1149	351
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	61	28	340	22	71	202	1854	79	29	1149	351
Added Vol:	282	0	0	0	0	0	0	173	696	0	-68	0
Manual Adj:	-167	0	77	23	0	8	9	283	-502	334	338	22
Initial Fut:	157	61	105	363	22	79	211	2310	273	363	1419	373
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	61	105	363	22	79	211	2310	273	363	1419	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	61	105	363	22	79	211	2310	273	363	1419	373
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	157	61	105	363	22	79	211	2310	273	363	1419	373
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.37	0.63	2.00	1.00	1.00	1.00	2.67	0.33	1.00	3.00	1.00
Final Sat.:	1750	661	1139	3150	1900	1750	1750	5007	592	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.12	0.01	0.05	0.12	0.46	0.46	0.21	0.25	0.21
Crit Moves:	****			****			****			****		
Green Time:	18.7	14.5	14.5	18.1	13.9	48.3	34.4	72.7	72.7	32.7	71.0	89.1
Volume/Cap:	0.72	0.95	0.95	0.95	0.12	0.14	0.53	0.95	0.95	0.95	0.53	0.36
Delay/Veh:	81.4	124	124.1	101.0	63.9	36.6	55.6	46.3	46.3	93.4	28.5	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.4	124	124.1	101.0	63.9	36.6	55.6	46.3	46.3	93.4	28.5	16.7
HCM2k95th:	15	19	19	20	2	6	16	68	66	33	25	15

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #26: Great Mall Pkwy-E. Capitol Ave / Montague Expwy

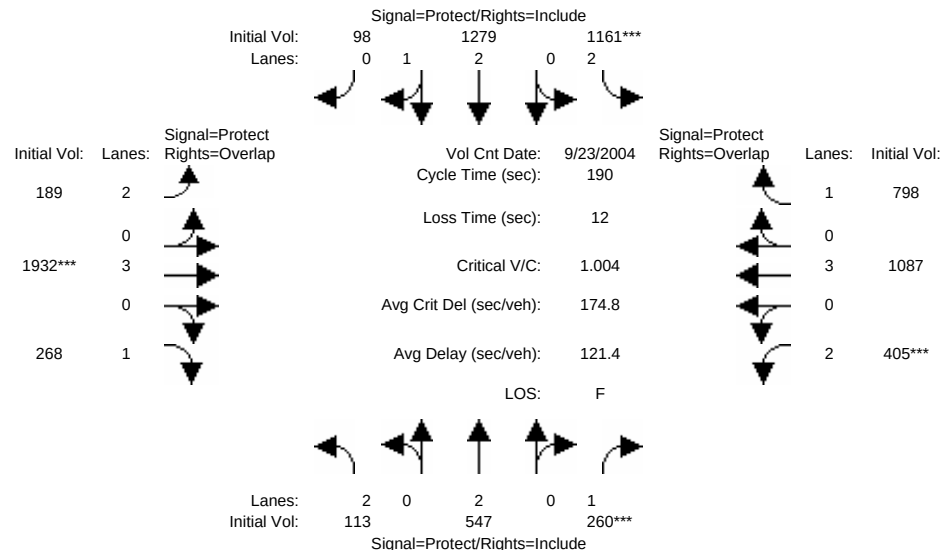


Street Name:	Great Mall Pkwy-E. Capitol Ave						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	95	10	14	95	10
Volume Module: >> Count Date: 23 Sep 2004 << 5:00-6:00pm												
Base Vol:	95	374	223	669	1045	93	165	1726	206	353	953	499
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	374	223	669	1045	93	165	1726	206	353	953	499
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	374	223	669	1045	93	165	1726	206	353	953	499
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	374	223	669	1045	93	165	1502	206	353	953	499
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	374	223	669	1045	93	165	1502	206	353	953	499
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	95	374	223	669	1045	93	165	1502	206	353	953	499
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.75	0.25	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	5142	458	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.13	0.21	0.20	0.20	0.05	0.26	0.12	0.11	0.13	0.29
Crit Moves:												
Green Time:	16.6	23.4	23.4	39.0	45.8	45.8	14.8	95.0	111.6	20.6	101	139.7
Volume/Cap:	0.35	0.80	1.03	1.03	0.84	0.84	0.67	0.53	0.20	1.03	0.24	0.39
Delay/Veh:	82.3	90.4	153.9	120.1	73.7	73.7	92.2	32.4	18.4	142.6	24.0	9.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.3	90.4	153.9	120.1	73.7	73.7	92.2	32.4	18.4	142.6	24.0	9.5
HCM2k95th:	6	23	30	41	39	38	11	33	10	25	13	19

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #26: Great Mall Pkwy-E. Capitol Ave / Montague Expwy

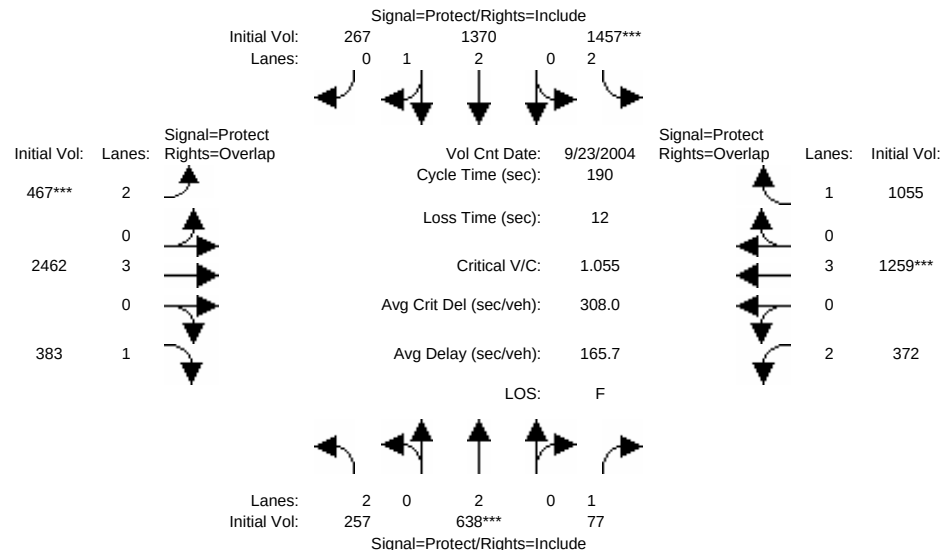


Street Name: Great Mall Pkwy-E. Capitol Ave						Montague Expwy									
Approach: North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	14		10		10	14		10		10	14		95		10
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module: >> Count Date: 23 Sep 2004 << 5:00-6:00pm															
Base Vol:	95		374		223	669		1045		93	165		1726		206
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	95		374		223	669		1045		93	165		1726		206
Added Vol:	0		0		0	0		0		0	0		0		0
ATI:	18		173		37	492		234		5	24		206		62
Initial Fut:	113		547		260	1161		1279		98	189		1932		268
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	0.87		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	113		547		260	1161		1279		98	189		1681		268
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	113		547		260	1161		1279		98	189		1681		268
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:	113		547		260	1161		1279		98	189		1681		268
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.83		1.00		0.92	0.83		0.99		0.95	0.83		1.00		0.92
Lanes:	2.00		2.00		1.00	2.00		2.78		0.22	2.00		3.00		1.00
Final Sat.:	3150		3800		1750	3150		5201		399	3150		5700		1750
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.04		0.14		0.15	0.37		0.25		0.25	0.06		0.29		0.15
Crit Moves:					****	****							****		****
Green Time:	15.3		19.1		19.1	47.4		51.1		51.1	14.3		95.0		110.3
Volume/Cap:	0.44		1.43		1.48	1.48		0.91		0.91	0.80		0.59		0.26
Delay/Veh:	84.5		294		328.6	293.3		76.1		76.1	103.2		34.0		19.9
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	84.5		294		328.6	293.3		76.1		76.1	103.2		34.0		19.9
HCM2k95th:	7		45		44	87		48		46	14		37		14

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #26: Great Mall Pkwy-E. Capitol Ave / Montague Expwy

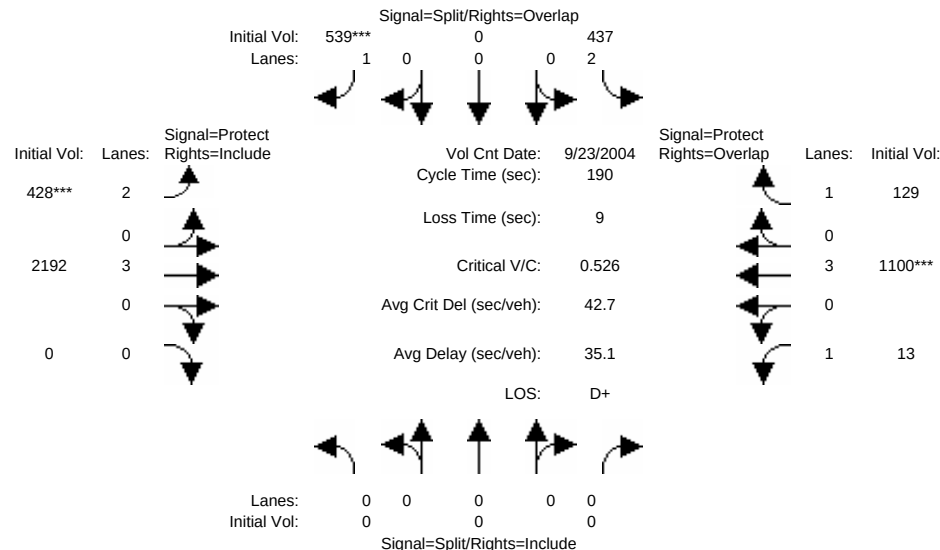


Street Name:	Great Mall Pkwy-E. Capitol Ave						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	95	10	14	95	10
Volume Module: >> Count Date: 23 Sep 2004 << 5:00-6:00pm												
Base Vol:	113	547	130	1161	1279	98	189	1932	268	203	1087	798
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	547	130	1161	1279	98	189	1932	268	203	1087	798
Added Vol:	619	0	0	0	0	173	-68	209	107	0	999	0
Manual Adj:	-475	91	-53	296	91	-4	346	321	8	169	-827	257
Initial Fut:	257	638	77	1457	1370	267	467	2462	383	372	1259	1055
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.95	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	257	638	77	1457	1370	267	467	2142	383	372	1196	1055
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	638	77	1457	1370	267	467	2142	383	372	1196	1055
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	257	638	77	1457	1370	267	467	2142	383	372	1196	1055
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.49	0.51	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4685	913	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.04	0.46	0.29	0.29	0.15	0.38	0.22	0.12	0.21	0.60
Crit Moves:	*****											
Green Time:	14.7	17.9	17.9	49.3	52.5	52.5	15.8	95.0	109.7	15.8	95.0	144.3
Volume/Cap:	1.06	1.78	0.47	1.78	1.06	1.06	1.78	0.75	0.38	1.42	0.42	0.79
Delay/Veh:	161.3	449	83.6	427.4	108	108.5	454.3	39.2	22.0	297.0	30.2	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	161.3	449	83.6	427.4	108	108.5	454.3	39.2	22.0	297.0	30.2	17.2
HCM2k95th:	20	57	9	121	62	60	44	53	21	33	25	59

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #27: Montague Expwy / S. Milpitas Blvd

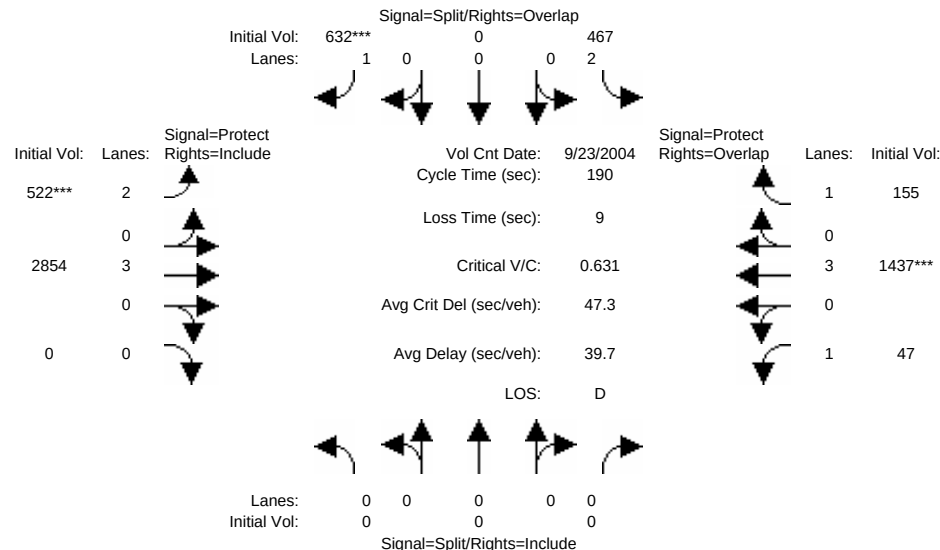


Street Name:	S. Milpitas Blvd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	14	0	10	14	95	0	0	100	10
Volume Module: >> Count Date: 23 Sep 2004 << 5:00-6:00pm												
Base Vol:	0	0	0	437	0	539	428	2192	0	13	1100	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	437	0	539	428	2192	0	13	1100	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	437	0	539	428	2192	0	13	1100	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	437	0	539	428	1907	0	13	1100	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	437	0	539	428	1907	0	13	1100	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	437	0	539	428	1907	0	13	1100	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.31	0.14	0.33	0.00	0.01	0.19	0.07
Crit Moves:												
Green Time:	0.0	0.0	0.0	45.3	0.0	81.0	35.7	134	0.0	2.0	100	145.3
Volume/Cap:	0.00	0.00	0.00	0.58	0.00	0.72	0.72	0.48	0.00	0.71	0.37	0.10
Delay/Veh:	0.0	0.0	0.0	65.2	0.0	48.7	77.0	21.0	0.0	175.8	26.5	5.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	65.2	0.0	48.7	77.0	21.0	0.0	175.8	26.5	5.7
HCM2k95th:	0	0	0	22	0	48	23	40	0	3	22	4

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #27: Montague Expwy / S. Milpitas Blvd

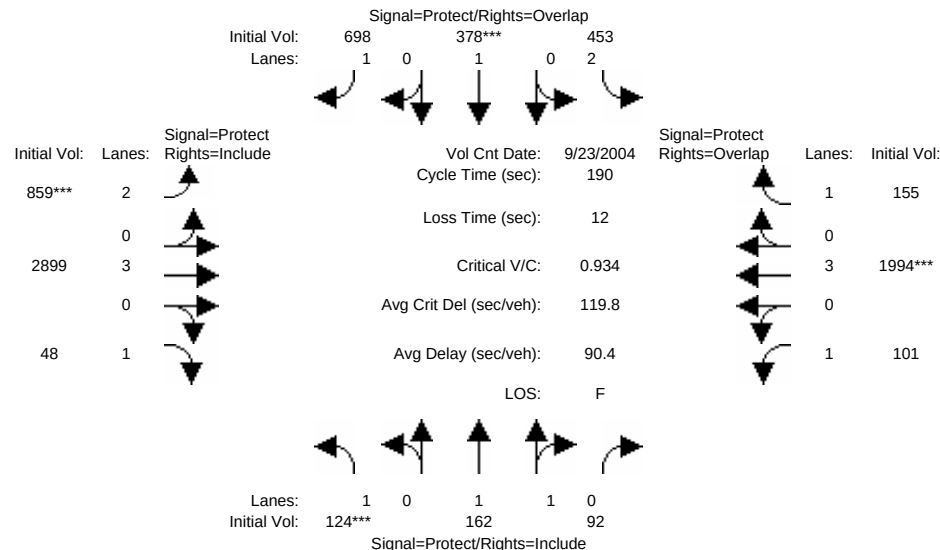


Street Name:				S. Milpitas Blvd				Montague Expwy									
Approach:		North Bound		South Bound		East Bound			West Bound								
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
-----		-----				-----				-----				-----			
Min. Green:		0		0		0	14		0	10	14	95		0	0	100	10
-----		-----				-----				-----				-----			
Volume Module: >> Count Date: 23 Sep 2004 << 5:00-6:00pm																	
Base Vol:		0		0		0	437		0	539	428	2192		0	13	1100	129
Growth Adj:		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:		0		0		0	437		0	539	428	2192		0	13	1100	129
Added Vol:		0		0		0	0		0	0	0	0		0	0	0	0
ATI:		0		0		0	30		0	93	94	662		0	34	337	26
Initial Fut:		0		0		0	467		0	632	522	2854		0	47	1437	155
User Adj:		1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00	1.00	0.95	1.00
PHF Adj:		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:		0		0		0	467		0	632	522	2483		0	47	1365	155
Reduct Vol:		0		0		0	0		0	0	0	0		0	0	0	0
Reduced Vol:		0		0		0	467		0	632	522	2483		0	47	1365	155
PCE Adj:		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:		0		0		0	467		0	632	522	2483		0	47	1365	155
-----		-----				-----				-----				-----			
Saturation Flow Module:																	
Sat/Lane:		1900	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:		0.92	1.00		0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:		0.00	0.00		0.00	2.00	0.00	1.00	2.00	3.00	0.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:		0		0		3150		0	1750	3150	5700		0	1750	5700	1750	1750
-----		-----				-----				-----				-----			
Capacity Analysis Module:																	
Vol/Sat:		0.00	0.00		0.00	0.15	0.00	0.36	0.17	0.44	0.00	0.03	0.24		0.03	0.24	0.09
Crit Moves:						****				****				****			
Green Time:		0.0	0.0		0.0	43.8	0.0	81.0	37.2	130	0.0	7.0	100		100	143.8	143.8
Volume/Cap:		0.00	0.00		0.00	0.64	0.00	0.85	0.85	0.64	0.00	0.73	0.46		0.46	0.12	0.12
Delay/Veh:		0.0	0.0		0.0	68.0	0.0	57.9	84.7	27.1	0.0	124.8	28.1		28.1	6.2	6.2
User DelAdj:		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
AdjDel/Veh:		0.0	0.0		0.0	68.0	0.0	57.9	84.7	27.1	0.0	124.8	28.1		28.1	6.2	6.2
HCM2k95th:		0		0		24		58	29	56	0	8	28		28	5	5

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #27: Montague Expwy / S. Milpitas Blvd

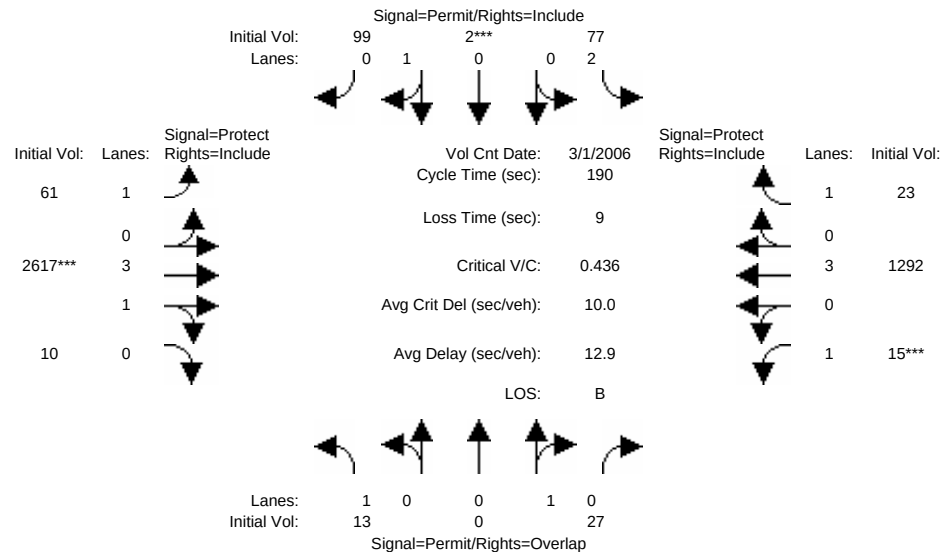


Street Name:	S. Milpitas Blvd						Montague Expwy								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	14	10	10	14	95	10	7	100	10			
-----	-----			-----			-----			-----					
Volume Module: >> Count Date: 23 Sep 2004 << 5:00-6:00pm															
Base Vol:	1	97	33	467	151	481	425	2821	1	98	1386	155			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	1	97	33	467	151	481	425	2821	1	98	1386	155			
Added Vol:	0	0	0	0	0	388	62	147	0	0	611	0			
Manual Adj:	123	65	59	-14	227	-171	372	-69	47	3	-3	0			
Initial Fut:	124	162	92	453	378	698	859	2899	48	101	1994	155			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.95	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	124	162	92	453	378	698	859	2522	48	101	1894	155			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	124	162	92	453	378	698	859	2522	48	101	1894	155			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	124	162	92	453	378	698	859	2522	48	101	1894	155			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92			
Lanes:	1.00	1.26	0.74	2.00	1.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00			
Final Sat.:	1750	2359	1340	3150	1900	1750	3150	5700	1750	1750	5700	1750			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.07	0.07	0.07	0.14	0.20	0.40	0.27	0.44	0.03	0.06	0.33	0.09			
Crit Moves:	****				****		****				****				
Green Time:	10.2	12.5	12.5	26.3	28.6	67.8	39.2	125	124.8	14.4	100	126.3			
Volume/Cap:	1.32	1.04	1.04	1.04	1.32	1.12	1.32	0.67	0.04	0.76	0.63	0.13			
Delay/Veh:	291.2	157	157.4	136.0	248	133.9	231.5	31.1	17.5	108.5	32.4	11.8			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	291.2	157	157.4	136.0	248	133.9	231.5	31.1	17.5	108.5	32.4	11.8			
HCM2k95th:	23	20	20	31	55	79	61	59	3	14	42	6			

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #28: Montague Expwy / Pecten Ct

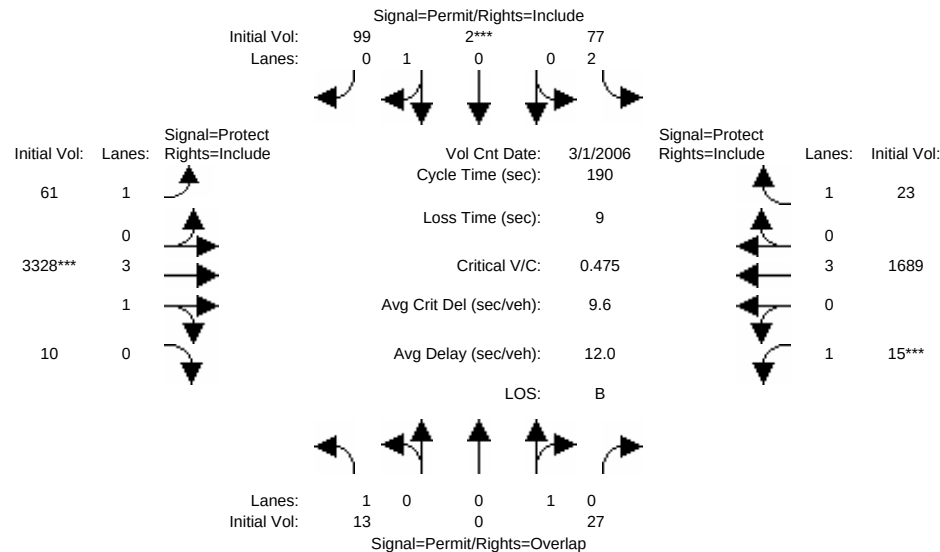


Street Name:	Pecten Ct						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 1 Mar 2006 << 5:00-6:00pm												
Base Vol:	13	0	27	77	2	99	61	2617	10	15	1292	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	0	27	77	2	99	61	2617	10	15	1292	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	0	27	77	2	99	61	2617	10	15	1292	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	27	77	2	99	61	2617	10	15	1292	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	27	77	2	99	61	2617	10	15	1292	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	13	0	27	77	2	99	61	2617	10	15	1292	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	0.95	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	2.00	0.02	0.98	1.00	3.98	0.02	1.00	3.00	1.00
Final Sat.:	1750	0	1800	3150	36	1764	1750	7471	29	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.02	0.06	0.06	0.03	0.35	0.35	0.01	0.23	0.01
Crit Moves:												
Green Time:	24.0	0.0	31.0	24.0	24.0	24.0	21.9	150	150.0	7.0	135	135.0
Volume/Cap:	0.06	0.00	0.09	0.19	0.44	0.44	0.30	0.44	0.44	0.23	0.32	0.02
Delay/Veh:	73.5	0.0	68.1	75.4	83.0	83.0	80.8	6.7	6.7	97.2	10.5	8.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.5	0.0	68.1	75.4	83.0	83.0	80.8	6.7	6.7	97.2	10.5	8.1
HCM2k95th:	2	0	3	5	11	11	7	20	20	3	16	1

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #28: Montague Expwy / Pecten Ct

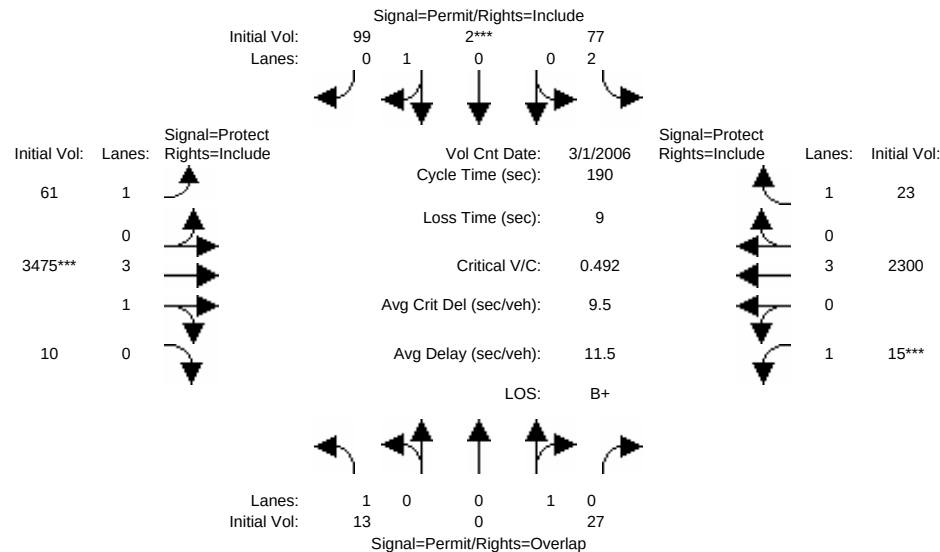


Street Name:	Pecten Ct						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 1 Mar 2006 << 5:00-6:00pm												
Base Vol:	13	0	27	77	2	99	61	2617	10	15	1292	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	0	27	77	2	99	61	2617	10	15	1292	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	711	0	0	397	0
Initial Fut:	13	0	27	77	2	99	61	3328	10	15	1689	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.95	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	27	77	2	99	61	2895	10	15	1605	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	27	77	2	99	61	2895	10	15	1605	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	13	0	27	77	2	99	61	2895	10	15	1605	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	0.95	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	2.00	0.02	0.98	1.00	3.99	0.01	1.00	3.00	1.00
Final Sat.:	1750	0	1800	3150	36	1764	1750	7474	26	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.02	0.06	0.06	0.03	0.39	0.39	0.01	0.28	0.01
Crit Moves:												
Green Time:	22.0	0.0	29.0	22.0	22.0	22.0	18.4	152	152.0	7.0	141	140.6
Volume/Cap:	0.06	0.00	0.10	0.21	0.48	0.48	0.36	0.48	0.48	0.23	0.38	0.02
Delay/Veh:	75.4	0.0	70.0	77.4	86.5	86.5	86.1	6.5	6.5	97.2	9.2	6.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.4	0.0	70.0	77.4	86.5	86.5	86.1	6.5	6.5	97.2	9.2	6.5
HCM2k95th:	2	0	3	5	11	11	7	22	22	3	19	1

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #28: Montague Expwy / Pecten Ct

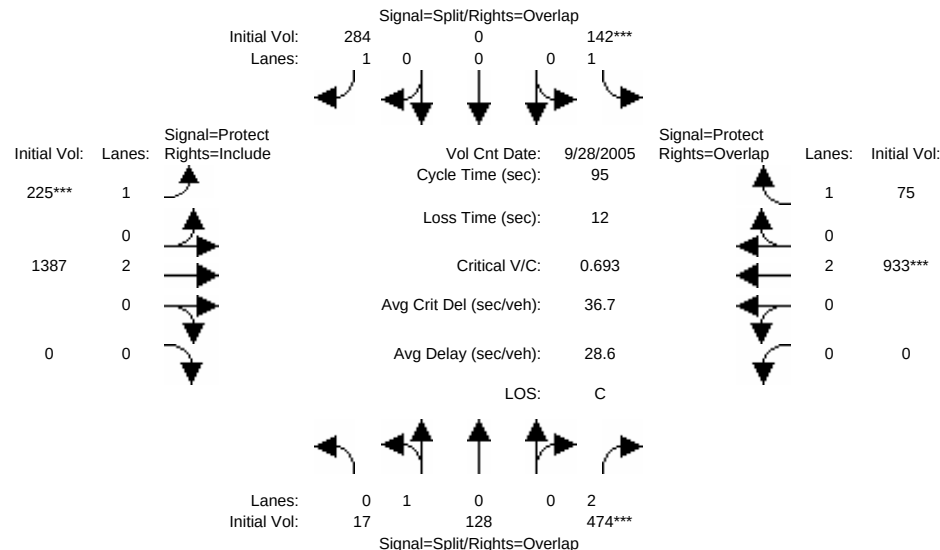


Street Name:	Pecten Ct						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 1 Mar 2006 << 5:00-6:00pm												
Base Vol:	13	0	27	77	2	99	61	3328	10	15	1689	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	0	27	77	2	99	61	3328	10	15	1689	23
Added Vol:	0	0	0	0	0	0	0	147	0	0	611	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	0	27	77	2	99	61	3475	10	15	2300	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.95	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	27	77	2	99	61	3023	10	15	2185	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	27	77	2	99	61	3023	10	15	2185	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	13	0	27	77	2	99	61	3023	10	15	2185	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	0.95	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	2.00	0.02	0.98	1.00	3.99	0.01	1.00	3.00	1.00
Final Sat.:	1750	0	1800	3150	36	1764	1750	7475	25	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.02	0.06	0.06	0.03	0.40	0.40	0.01	0.38	0.01
Crit Moves:												
Green Time:	21.2	0.0	28.2	21.2	21.2	21.2	14.0	153	152.8	7.0	146	145.8
Volume/Cap:	0.07	0.00	0.10	0.22	0.50	0.50	0.47	0.50	0.50	0.23	0.50	0.02
Delay/Veh:	76.2	0.0	70.7	78.3	88.2	88.2	96.4	6.4	6.4	97.2	8.8	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.2	0.0	70.7	78.3	88.2	88.2	96.4	6.4	6.4	97.2	8.8	5.2
HCM2k95th:	2	0	3	5	11	11	8	23	23	3	25	1

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #29: Landess Ave / I-680 NB-Dempsey Rd

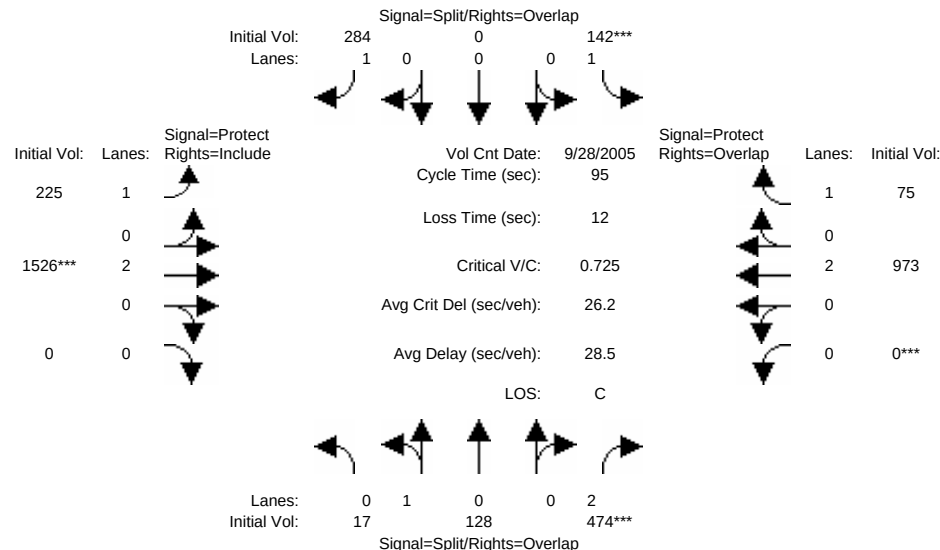


Street Name:	I-680 NB-Dempsey Rd						Landess Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	10		10		10		10		7		10	
Volume Module: >> Count Date: 28 Sep 2005 <<												
Base Vol:	17	128	474	142	0	284	225	1387	0	0	933	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	128	474	142	0	284	225	1387	0	0	933	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	128	474	142	0	284	225	1387	0	0	933	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	128	474	142	0	284	225	1387	0	0	933	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	128	474	142	0	284	225	1387	0	0	933	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	17	128	474	142	0	284	225	1387	0	0	933	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.12	0.88	2.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	211	1589	3150	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.15	0.08	0.00	0.16	0.13	0.37	0.00	0.00	0.25	0.04
Crit Moves:	****			****			****			****		
Green Time:	20.6	20.6	20.6	11.1	0.0	28.7	17.6	51.3	0.0	0.0	33.6	44.8
Volume/Cap:	0.37	0.37	0.69	0.69	0.00	0.54	0.69	0.68	0.00	0.00	0.69	0.09
Delay/Veh:	34.4	34.4	40.0	57.9	0.0	31.5	47.7	17.7	0.0	0.0	29.2	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.4	34.4	40.0	57.9	0.0	31.5	47.7	17.7	0.0	0.0	29.2	14.1
HCM2k95th:	8	8	14	11	0	13	14	25	0	0	21	3

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #29: Landess Ave / I-680 NB-Dempsey Rd

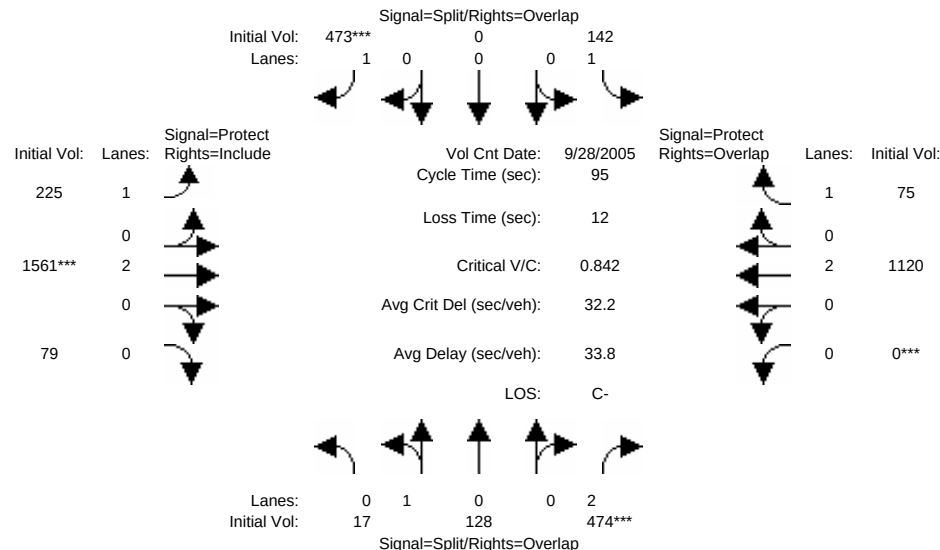


Street Name:	I-680 NB-Dempsey Rd						Landess Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	0	10	7	10	0	0	10	10
Volume Module: >> Count Date: 28 Sep 2005 <<												
Base Vol:	17	128	474	142	0	284	225	1387	0	0	933	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	128	474	142	0	284	225	1387	0	0	933	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	139	0	0	40	0
Initial Fut:	17	128	474	142	0	284	225	1526	0	0	973	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	128	474	142	0	284	225	1526	0	0	973	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	128	474	142	0	284	225	1526	0	0	973	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	17	128	474	142	0	284	225	1526	0	0	973	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.12	0.88	2.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	211	1589	3150	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.15	0.08	0.00	0.16	0.13	0.40	0.00	0.00	0.26	0.04
Crit Moves:	****											
Green Time:	19.7	19.7	19.7	10.6	0.0	28.2	17.6	52.6	0.0	0.0	35.0	45.7
Volume/Cap:	0.39	0.39	0.72	0.72	0.00	0.55	0.69	0.72	0.00	0.00	0.69	0.09
Delay/Veh:	35.5	35.5	42.0	61.5	0.0	32.1	47.8	18.0	0.0	0.0	28.3	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.5	35.5	42.0	61.5	0.0	32.1	47.8	18.0	0.0	0.0	28.3	13.6
HCM2k95th:	8	8	14	11	0	14	14	28	0	0	22	3

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #29: Landess Ave / I-680 NB-Dempsey Rd

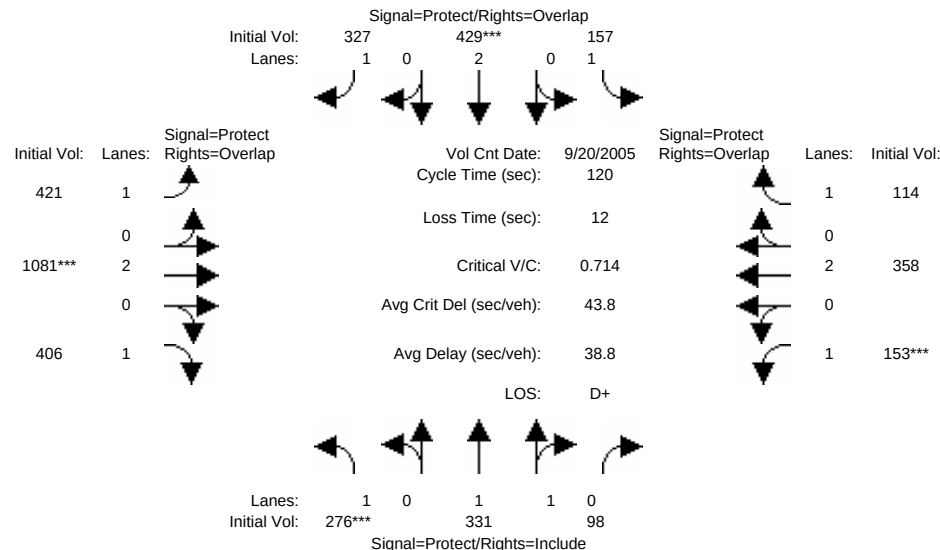


Street Name:	I-680 NB-Dempsey Rd						Landess Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	10		10		10		10		0		10	10
Volume Module: >> Count Date: 28 Sep 2005 <<												
Base Vol:	17	128	474	142	0	284	225	1526	0	0	973	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	128	474	142	0	284	225	1526	0	0	973	75
Added Vol:	0	0	0	0	0	189	0	35	79	0	147	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	128	474	142	0	473	225	1561	79	0	1120	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	128	474	142	0	473	225	1561	79	0	1120	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	128	474	142	0	473	225	1561	79	0	1120	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	17	128	474	142	0	473	225	1561	79	0	1120	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.12	0.88	2.00	1.00	0.00	1.00	1.00	1.90	0.10	0.00	2.00	1.00
Final Sat.:	211	1589	3150	1750	0	1750	1750	3522	178	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.15	0.08	0.00	0.27	0.13	0.44	0.44	0.00	0.29	0.04
Crit Moves:												
Green Time:	17.0	17.0	17.0	16.0	0.0	31.2	15.2	50.0	50.0	0.0	34.8	50.8
Volume/Cap:	0.45	0.45	0.84	0.48	0.00	0.82	0.80	0.84	0.84	0.00	0.80	0.08
Delay/Veh:	39.3	39.3	51.9	41.3	0.0	42.0	59.7	23.7	23.7	0.0	32.0	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	39.3	51.9	41.3	0.0	42.0	59.7	23.7	23.7	0.0	32.0	10.9
HCM2k95th:	9	9	16	9	0	25	15	37	36	0	27	3

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #30: Park Victoria Dr-Morrill Ave / Landess Ave

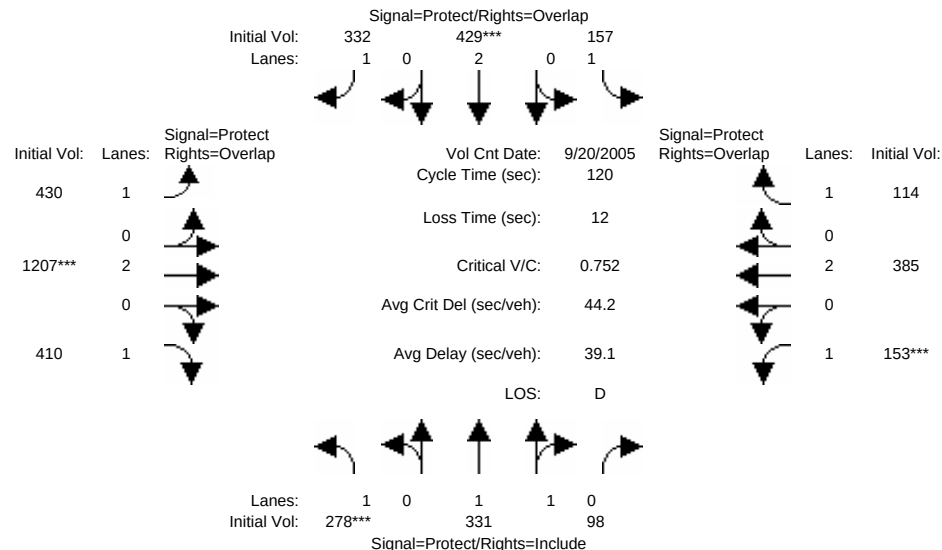


Street Name:	Park Victoria Dr-Morrill Ave						Landess Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 20 Sep 2005 <<												
Base Vol:	276	331	98	157	429	327	421	1081	406	153	358	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	331	98	157	429	327	421	1081	406	153	358	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	276	331	98	157	429	327	421	1081	406	153	358	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	276	331	98	157	429	327	421	1081	406	153	358	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	331	98	157	429	327	421	1081	406	153	358	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	276	331	98	157	429	327	421	1081	406	153	358	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.53	0.47	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2854	845	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.12	0.12	0.09	0.11	0.19	0.24	0.28	0.23	0.09	0.09	0.07
Crit Moves:	****				****		****			****		
Green Time:	26.5	25.6	25.6	19.8	19.0	63.9	44.9	47.8	74.3	14.7	17.6	37.4
Volume/Cap:	0.71	0.54	0.54	0.54	0.71	0.35	0.64	0.71	0.37	0.71	0.64	0.21
Delay/Veh:	54.0	44.6	44.6	53.1	55.0	17.2	35.7	33.2	12.3	69.0	53.9	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	44.6	44.6	53.1	55.0	17.2	35.7	33.2	12.3	69.0	53.9	31.3
HCM2k95th:	18	14	13	11	16	13	22	28	13	13	13	7

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #30: Park Victoria Dr-Morrill Ave / Landess Ave

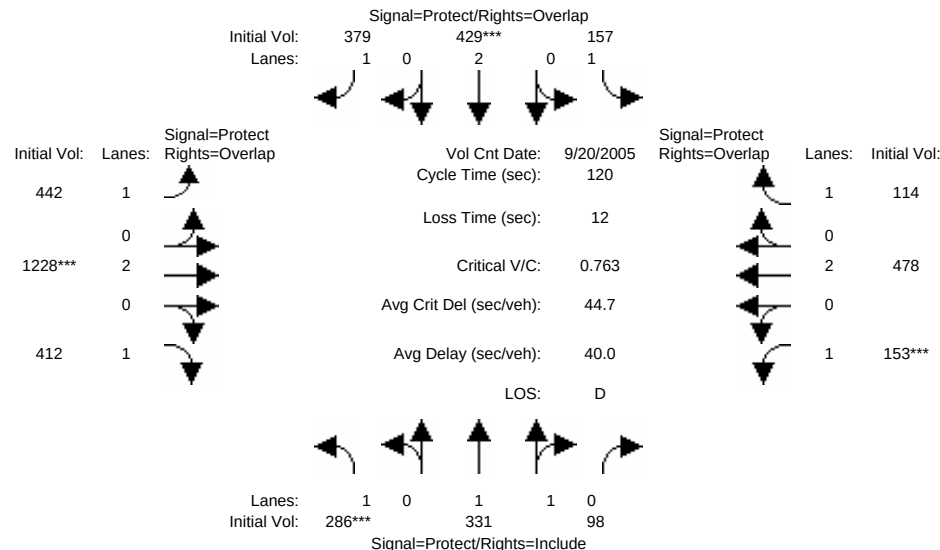


Street Name:	Park Victoria Dr-Morrill Ave						Landess Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 20 Sep 2005 <<												
Base Vol:	276	331	98	157	429	327	421	1081	406	153	358	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	331	98	157	429	327	421	1081	406	153	358	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	0	0	0	0	5	9	126	4	0	27	0
Initial Fut:	278	331	98	157	429	332	430	1207	410	153	385	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	278	331	98	157	429	332	430	1207	410	153	385	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	331	98	157	429	332	430	1207	410	153	385	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	278	331	98	157	429	332	430	1207	410	153	385	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.53	0.47	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2854	845	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.12	0.12	0.09	0.11	0.19	0.25	0.32	0.23	0.09	0.10	0.07
Crit Moves:	****				****			****			****	
Green Time:	25.3	24.4	24.4	18.9	18.0	63.8	45.8	50.7	76.0	14.0	18.9	37.8
Volume/Cap:	0.75	0.57	0.57	0.57	0.75	0.36	0.64	0.75	0.37	0.75	0.64	0.21
Delay/Veh:	57.6	46.1	46.1	55.0	57.7	17.3	35.2	32.6	11.5	73.7	52.7	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.6	46.1	46.1	55.0	57.7	17.3	35.2	32.6	11.5	73.7	52.7	31.0
HCM2k95th:	19	14	14	12	16	13	22	32	13	13	14	7

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #30: Park Victoria Dr-Morrill Ave / Landess Ave

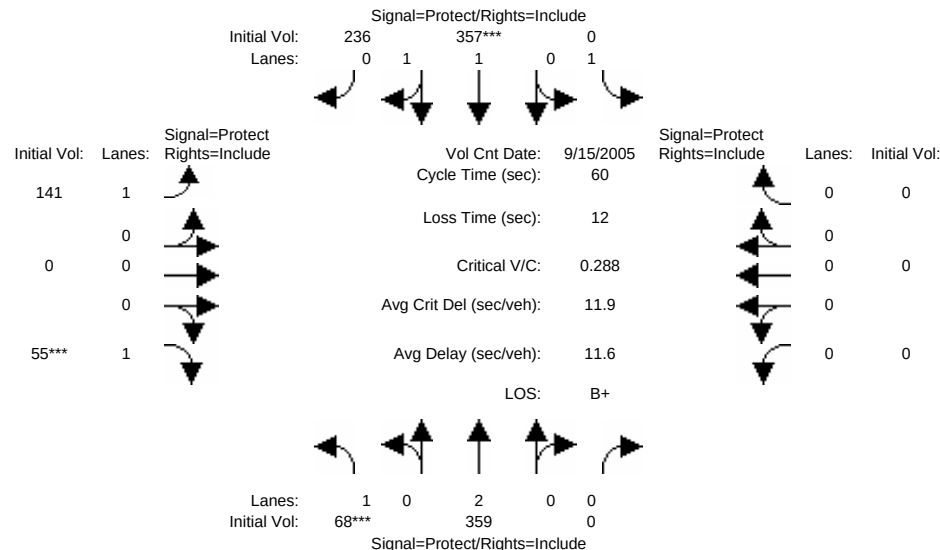


Street Name:	Park Victoria Dr-Morrill Ave						Landess Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 20 Sep 2005 <<												
Base Vol:	278	331	98	157	429	332	430	1207	410	153	385	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	278	331	98	157	429	332	430	1207	410	153	385	114
Added Vol:	8	0	0	0	0	47	12	21	2	0	93	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	286	331	98	157	429	379	442	1228	412	153	478	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	286	331	98	157	429	379	442	1228	412	153	478	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	331	98	157	429	379	442	1228	412	153	478	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	286	331	98	157	429	379	442	1228	412	153	478	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.53	0.47	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2854	845	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.12	0.12	0.09	0.11	0.22	0.25	0.32	0.24	0.09	0.13	0.07
Crit Moves:	****				****			****			****	
Green Time:	25.7	24.5	24.5	18.9	17.7	60.8	43.1	50.8	76.5	13.7	21.5	40.4
Volume/Cap:	0.76	0.57	0.57	0.57	0.76	0.43	0.70	0.76	0.37	0.76	0.70	0.19
Delay/Veh:	58.0	46.1	46.1	55.0	58.6	20.1	39.4	33.0	11.3	75.2	52.3	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.0	46.1	46.1	55.0	58.6	20.1	39.4	33.0	11.3	75.2	52.3	29.0
HCM2k95th:	20	14	14	11	16	15	24	33	13	13	17	6

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #31: S. Abel St / W. Capitol Ave

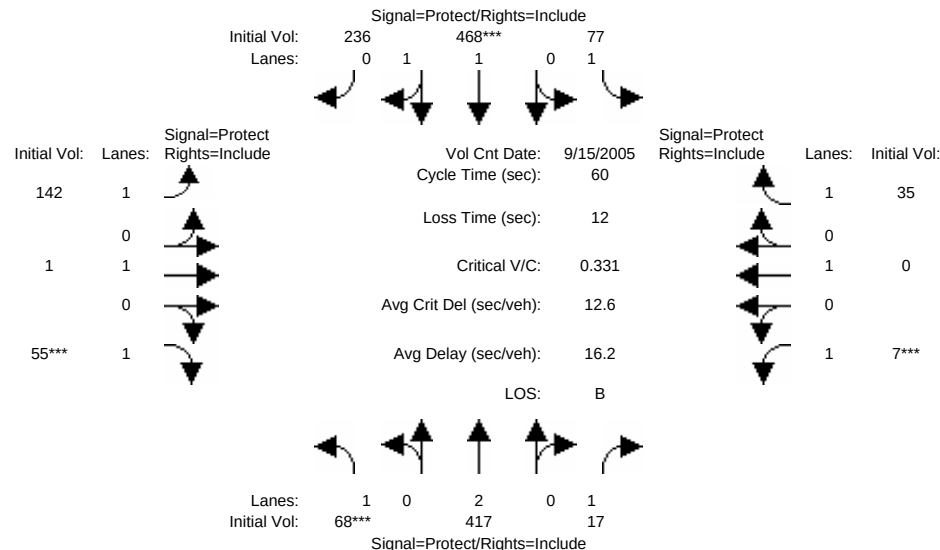


Street Name:	S. Abel St						W. Capitol Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 15 Sep 2005 <<												
Base Vol:	68	359	0	0	357	236	141	0	55	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	359	0	0	357	236	141	0	55	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	359	0	0	357	236	141	0	55	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	359	0	0	357	236	141	0	55	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	359	0	0	357	236	141	0	55	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	68	359	0	0	357	236	141	0	55	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.18	0.82	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	2226	1472	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.00	0.00	0.16	0.16	0.08	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****			****					****			
Green Time:	7.4	38.0	0.0	0.0	30.6	30.6	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.31	0.15	0.00	0.00	0.31	0.31	0.48	0.00	0.19	0.00	0.00	0.00
Delay/Veh:	27.8	4.6	0.0	0.0	9.0	9.0	28.3	0.0	22.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.8	4.6	0.0	0.0	9.0	9.0	28.3	0.0	22.9	0.0	0.0	0.0
HCM2k95th:	3	3	0	0	7	7	6	0	2	0	0	0

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #31: S. Abel St / W. Capitol Ave

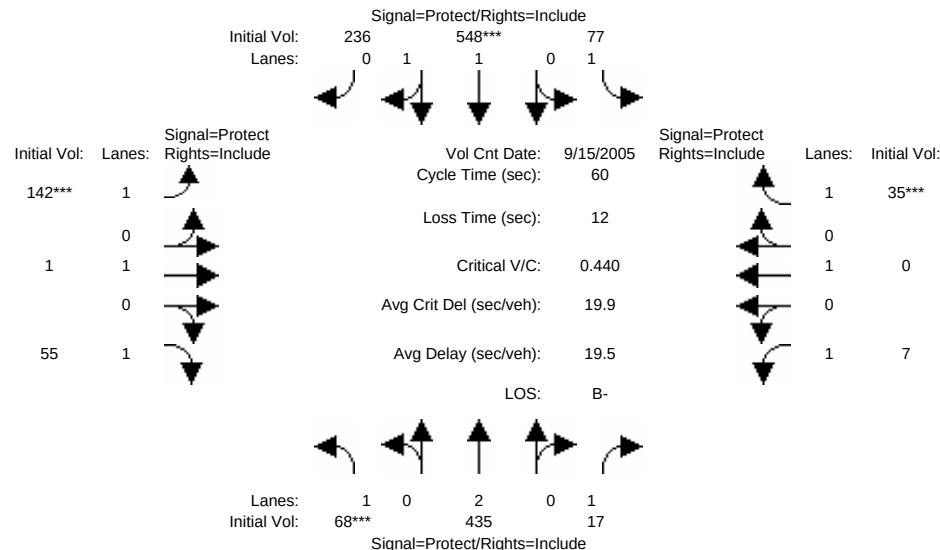


Street Name:	S. Abel St						W. Capitol Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 15 Sep 2005 <<												
Base Vol:	68	359	0	0	357	236	141	0	55	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	359	0	0	357	236	141	0	55	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	58	17	77	111	0	1	1	0	7	0	35
Initial Fut:	68	417	17	77	468	236	142	1	55	7	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	417	17	77	468	236	142	1	55	7	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	417	17	77	468	236	142	1	55	7	0	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	68	417	17	77	468	236	142	1	55	7	0	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.31	0.69	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	2459	1240	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.01	0.04	0.19	0.19	0.08	0.00	0.03	0.00	0.00	0.02
Crit Moves:	****			****					****	****		
Green Time:	7.0	29.6	29.6	7.8	30.4	30.4	9.1	10.0	10.0	0.6	0.0	1.6
Volume/Cap:	0.33	0.22	0.02	0.34	0.38	0.38	0.54	0.00	0.19	0.38	0.00	0.77
Delay/Veh:	28.7	8.9	7.8	27.7	9.6	9.6	31.1	20.9	22.9	79.0	0.0	105.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	8.9	7.8	27.7	9.6	9.6	31.1	20.9	22.9	79.0	0.0	105.6
HCM2k95th:	4	5	0	4	9	8	7	0	2	1	0	5

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #31: S. Abel St / W. Capitol Ave

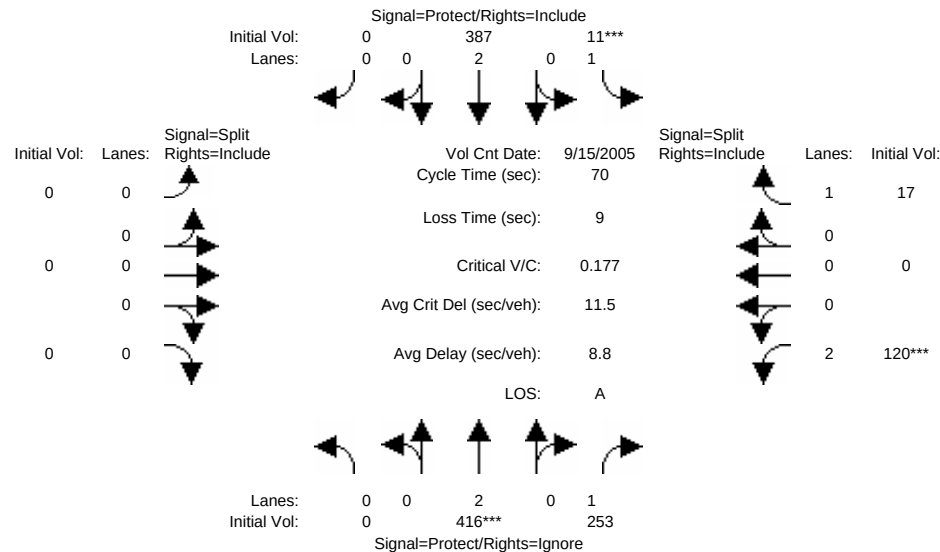


Street Name:	S. Abel St						W. Capitol Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	7		10		10		7		10		10	
Volume Module: >> Count Date: 15 Sep 2005 <<												
Base Vol:	68	417	17	77	468	236	142	1	55	7	0	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	417	17	77	468	236	142	1	55	7	0	35
Added Vol:	0	18	0	0	80	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	435	17	77	548	236	142	1	55	7	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	435	17	77	548	236	142	1	55	7	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	435	17	77	548	236	142	1	55	7	0	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	68	435	17	77	548	236	142	1	55	7	0	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.38	0.62	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	2585	1113	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.01	0.04	0.21	0.21	0.08	0.00	0.03	0.00	0.00	0.02
Crit Moves:	****			****			****					****
Green Time:	7.0	17.3	17.3	12.1	22.4	22.4	8.6	10.9	10.9	7.7	0.0	10.0
Volume/Cap:	0.33	0.40	0.03	0.22	0.57	0.57	0.57	0.00	0.17	0.03	0.00	0.12
Delay/Veh:	28.7	18.2	15.5	21.4	16.6	16.6	33.0	20.1	21.9	23.2	0.0	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	18.2	15.5	21.4	16.6	16.6	33.0	20.1	21.9	23.2	0.0	22.1
HCM2k95th:	4	7	1	3	12	12	7	0	2	0	0	2

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #32: S. Abel St / S. Main St

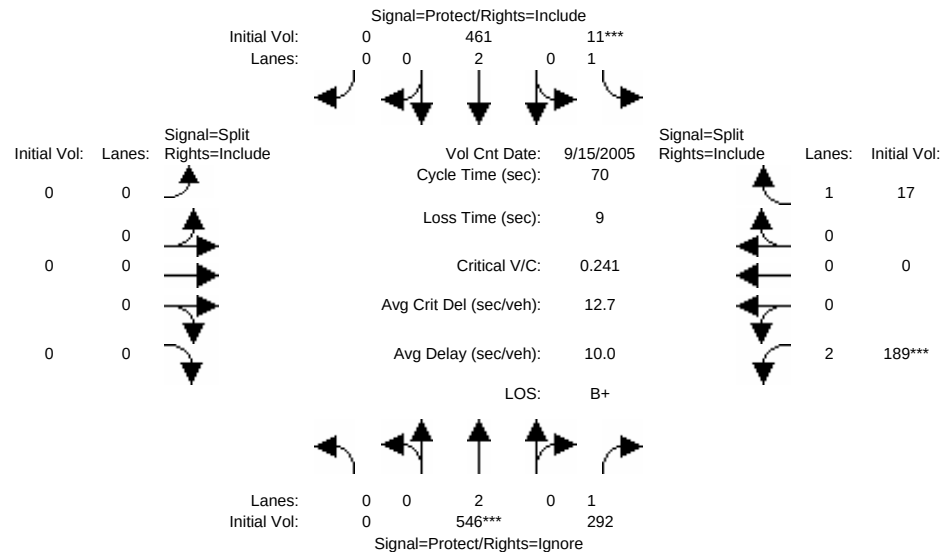


Street Name:				S. Abel St				S. Main St										
Approach:		North Bound		South Bound		East Bound		West Bound										
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R		
-----		-----				-----				-----								
Min. Green:		0		10		10	7		10		0	0		0	10		0	10
-----		-----				-----				-----								
Volume Module: >> Count Date: 15 Sep 2005 <<																		
Base Vol:		0		416		253	11		387		0	0		0	120		0	17
Growth Adj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:		0		416		253	11		387		0	0		0	120		0	17
Added Vol:		0		0		0	0		0		0	0		0	0		0	0
Approved:		0		0		0	0		0		0	0		0	0		0	0
Initial Fut:		0		416		253	11		387		0	0		0	120		0	17
User Adj:		1.00		1.00		0.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:		1.00		1.00		0.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:		0		416		0	11		387		0	0		0	120		0	17
Reduct Vol:		0		0		0	0		0		0	0		0	0		0	0
Reduced Vol:		0		416		0	11		387		0	0		0	120		0	17
PCE Adj:		1.00		1.00		0.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
MLF Adj:		1.00		1.00		0.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
Final Vol.:		0		416		0	11		387		0	0		0	120		0	17
-----		-----				-----				-----								
Saturation Flow Module:																		
Sat/Lane:		1900		1900		1900	1900		1900		1900	1900		1900	1900		1900	1900
Adjustment:		0.92		1.00		0.92	0.92		1.00		0.92	0.92		1.00	0.92		0.83	1.00
Lanes:		0.00		2.00		1.00	1.00		2.00		0.00	0.00		0.00	2.00		0.00	1.00
Final Sat.:		0		3800		1750	1750		3800		0	0		0	3150		0	1750
-----		-----				-----				-----								
Capacity Analysis Module:																		
Vol/Sat:		0.00		0.11		0.00	0.01		0.10		0.00	0.00		0.00	0.04		0.00	0.01
Crit Moves:		****				****								****				
Green Time:		0.0		40.1		0.0	7.0		47.1		0.0	0.0		0.0	13.9		0.0	13.9
Volume/Cap:		0.00		0.19		0.00	0.06		0.15		0.00	0.00		0.00	0.19		0.00	0.05
Delay/Veh:		0.0		7.4		0.0	29.2		4.3		0.0	0.0		0.0	24.0		0.0	22.9
User DelAdj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:		0.0		7.4		0.0	29.2		4.3		0.0	0.0		0.0	24.0		0.0	22.9
HCM2k95th:		0		5		0	1		4		0	0		0	3		0	1

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #32: S. Abel St / S. Main St

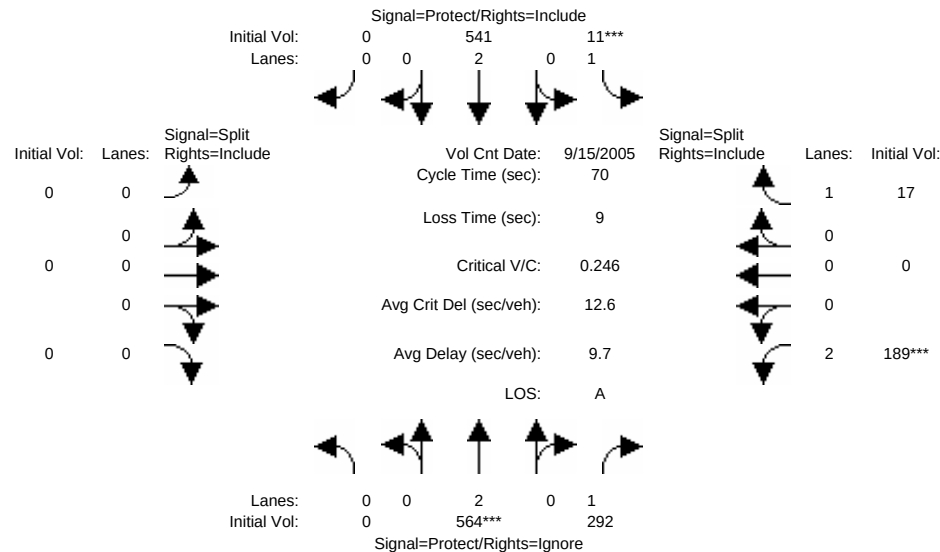


Street Name:				S. Abel St				S. Main St				
Approach:		North Bound		South Bound		East Bound		West Bound				
Movement:		L	T	R	L	T	R	L	T	R		
-----		-----		-----		-----		-----				
Min. Green:		0	10	10	7	10	0	0	0	10	0	10
-----		-----		-----		-----		-----				
Volume Module: >> Count Date: 15 Sep 2005 <<												
Base Vol:		0	416	253	11	387	0	0	0	120	0	17
Growth Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:		0	416	253	11	387	0	0	0	120	0	17
Added Vol:		0	0	0	0	0	0	0	0	0	0	0
ATI:		0	130	39	0	74	0	0	0	69	0	0
Initial Fut:		0	546	292	11	461	0	0	0	189	0	17
User Adj:		1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:		1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:		0	546	0	11	461	0	0	0	189	0	17
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:		0	546	0	11	461	0	0	0	189	0	17
PCE Adj:		1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:		1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:		0	546	0	11	461	0	0	0	189	0	17
-----		-----		-----		-----		-----				
Saturation Flow Module:												
Sat/Lane:		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:		0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00
Lanes:		0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00
Final Sat.:		0	3800	1750	1750	3800	0	0	0	3150	0	1750
-----		-----		-----		-----		-----				
Capacity Analysis Module:												
Vol/Sat:		0.00	0.14	0.00	0.01	0.12	0.00	0.00	0.00	0.00	0.06	0.01
Crit Moves:		****			****						****	
Green Time:		0.0	38.1	0.0	7.0	45.1	0.0	0.0	0.0	0.0	15.9	15.9
Volume/Cap:		0.00	0.26	0.00	0.06	0.19	0.00	0.00	0.00	0.00	0.26	0.04
Delay/Veh:		0.0	8.8	0.0	29.2	5.2	0.0	0.0	0.0	0.0	23.1	21.3
User DelAdj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:		0.0	8.8	0.0	29.2	5.2	0.0	0.0	0.0	0.0	23.1	21.3
HCM2k95th:		0	7	0	1	5	0	0	0	0	4	1

Milpitas TASP

 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #32: S. Abel St / S. Main St

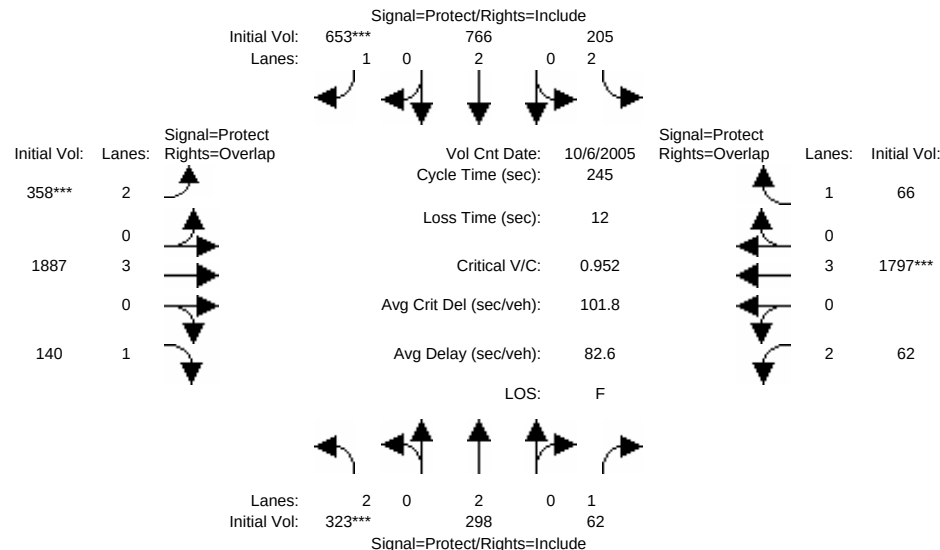


Street Name:				S. Abel St				S. Main St											
Approach:		North Bound			South Bound			East Bound			West Bound								
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
-----		-----			-----			-----			-----			-----					
Min. Green:		0		10		10	7		10		0	0		0	10		0	10	
-----		-----			-----			-----			-----			-----					
Volume Module: >> Count Date: 15 Sep 2005 <<																			
Base Vol:		0		546		292	11		461		0	0		0	189		0	17	
Growth Adj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Initial Bse:		0		546		292	11		461		0	0		0	189		0	17	
Added Vol:		0		18		0	0		80		0	0		0	0		0	0	
Approved:		0		0		0	0		0		0	0		0	0		0	0	
Initial Fut:		0		564		292	11		541		0	0		0	189		0	17	
User Adj:		1.00		1.00		0.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
PHF Adj:		1.00		1.00		0.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
PHF Volume:		0		564		0	11		541		0	0		0	189		0	17	
Reduct Vol:		0		0		0	0		0		0	0		0	0		0	0	
Reduced Vol:		0		564		0	11		541		0	0		0	189		0	17	
PCE Adj:		1.00		1.00		0.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
MLF Adj:		1.00		1.00		0.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Final Vol.:		0		564		0	11		541		0	0		0	189		0	17	
-----		-----			-----			-----			-----			-----					
Saturation Flow Module:																			
Sat/Lane:		1900		1900		1900	1900		1900		1900	1900		1900	1900		1900	1900	
Adjustment:		0.92		1.00		0.92	0.92		1.00		0.92	0.92		1.00	0.92		0.83	1.00	0.92
Lanes:		0.00		2.00		1.00	1.00		2.00		0.00	0.00		0.00	2.00		0.00	1.00	
Final Sat.:		0		3800		1750	1750		3800		0	0		0	3150		0	1750	
-----		-----			-----			-----			-----			-----					
Capacity Analysis Module:																			
Vol/Sat:		0.00		0.15		0.00	0.01		0.14		0.00	0.00		0.00	0.06		0.00	0.01	
Crit Moves:		****			****									****					
Green Time:		0.0		38.5		0.0	7.0		45.5		0.0	0.0		0.0	15.5		0.0	15.5	
Volume/Cap:		0.00		0.27		0.00	0.06		0.22		0.00	0.00		0.00	0.27		0.00	0.04	
Delay/Veh:		0.0		8.7		0.0	29.2		5.2		0.0	0.0		0.0	23.5		0.0	21.6	
User DelAdj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
AdjDel/Veh:		0.0		8.7		0.0	29.2		5.2		0.0	0.0		0.0	23.5		0.0	21.6	
HCM2k95th:		0		7		0	1		5		0	0		0	4		0	1	

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #33: Montague Expwy / N. First St

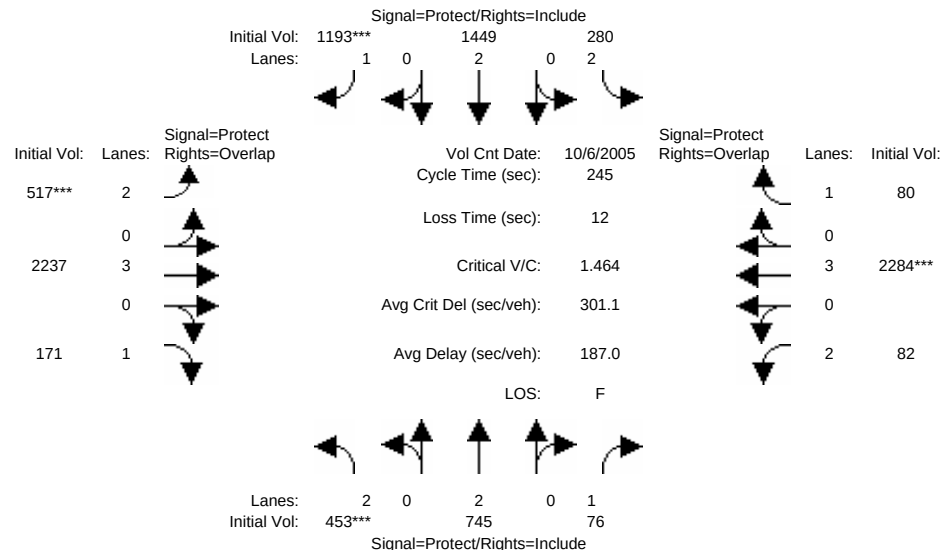


Street Name:	N. First St						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	10	10
Volume Module: >> Count Date: 6 Oct 2005 << 5:00-6:00pm												
Base Vol:	323	298	62	205	766	653	358	1887	140	62	1797	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	323	298	62	205	766	653	358	1887	140	62	1797	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	323	298	62	205	766	653	358	1887	140	62	1797	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	323	298	62	205	766	653	358	1642	140	62	1797	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	323	298	62	205	766	653	358	1642	140	62	1797	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	323	298	62	205	766	653	358	1642	140	62	1797	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.04	0.07	0.20	0.37	0.11	0.29	0.08	0.02	0.32	0.04
Crit Moves:	****					****	****				****	
Green Time:	26.4	66.9	66.9	55.5	96.0	96.0	29.2	91.8	118.2	18.6	81.1	136.6
Volume/Cap:	0.95	0.29	0.13	0.29	0.51	0.95	0.95	0.77	0.17	0.26	0.95	0.07
Delay/Veh:	142.8	69.0	65.9	77.0	55.9	94.0	139.1	67.7	35.1	105.1	89.9	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	142.8	69.0	65.9	77.0	55.9	94.0	139.1	67.7	35.1	105.1	89.9	24.4
HCM2k95th:	26	15	7	12	35	76	28	55	11	5	71	4

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #33: Montague Expwy / N. First St

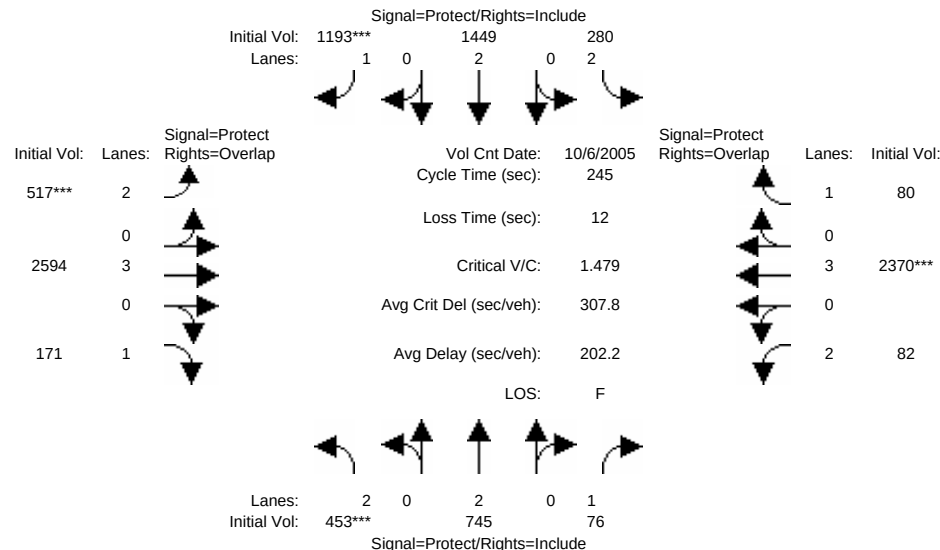


Street Name:	N. First St						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	10	10
Volume Module: >> Count Date: 6 Oct 2005 << 5:00-6:00pm												
Base Vol:	323	298	62	205	766	653	358	1887	140	62	1797	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	323	298	62	205	766	653	358	1887	140	62	1797	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	130	447	14	75	683	540	159	350	31	20	487	14
Initial Fut:	453	745	76	280	1449	1193	517	2237	171	82	2284	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	453	745	76	280	1449	1193	517	1946	171	82	2284	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	453	745	76	280	1449	1193	517	1946	171	82	2284	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	453	745	76	280	1449	1193	517	1946	171	82	2284	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.20	0.04	0.09	0.38	0.68	0.16	0.34	0.10	0.03	0.40	0.05
Crit Moves:	****					****	****			****		
Green Time:	24.1	95.1	95.1	43.1	114	114.1	27.5	80.3	104.3	14.3	67.1	110.2
Volume/Cap:	1.46	0.51	0.11	0.51	0.82	1.46	1.46	1.04	0.23	0.45	1.46	0.10
Delay/Veh:	333.8	56.2	47.0	90.2	58.5	279.4	330.1	113	44.0	111.0	299	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	333.8	56.2	47.0	90.2	58.5	279.4	330.1	113	44.0	111.0	299	38.1
HCM2k95th:	43	34	7	17	70	195	48	83	14	7	126	6

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #33: Montague Expwy / N. First St

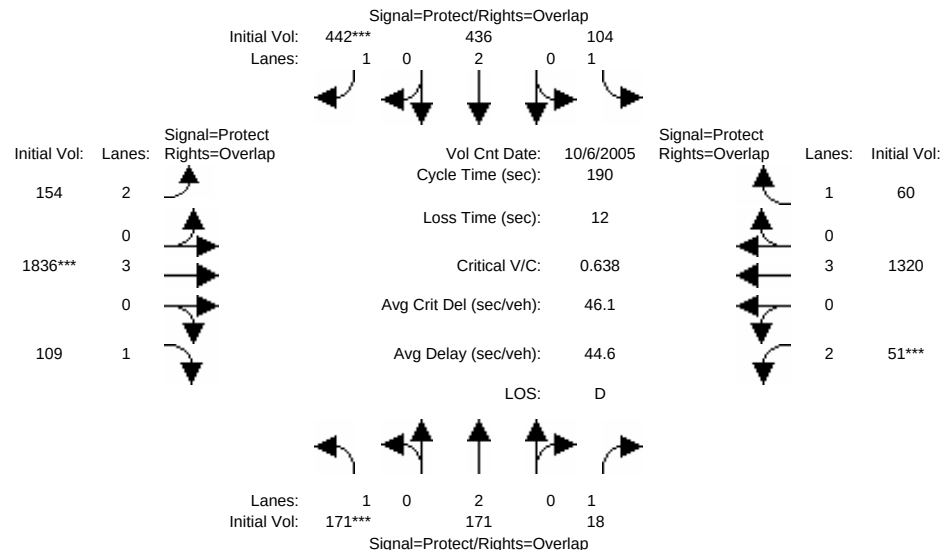


Street Name:	N. First St						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	10	10
Volume Module: >> Count Date: 6 Oct 2005 << 5:00-6:00pm												
Base Vol:	453	745	76	280	1449	1193	517	2237	171	82	2284	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	453	745	76	280	1449	1193	517	2237	171	82	2284	80
Added Vol:	0	0	0	0	0	0	0	357	0	0	86	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	453	745	76	280	1449	1193	517	2594	171	82	2370	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	453	745	76	280	1449	1193	517	2257	171	82	2370	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	453	745	76	280	1449	1193	517	2257	171	82	2370	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	453	745	76	280	1449	1193	517	2257	171	82	2370	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.20	0.04	0.09	0.38	0.68	0.16	0.40	0.10	0.03	0.42	0.05
Crit Moves:	****					****	****				****	
Green Time:	23.8	94.1	94.1	42.6	113	112.9	27.2	81.7	105.6	14.3	68.9	111.5
Volume/Cap:	1.48	0.51	0.11	0.51	0.83	1.48	1.48	1.19	0.23	0.45	1.48	0.10
Delay/Veh:	340.9	57.0	47.7	90.7	59.8	287.1	337.3	170	43.2	111.0	305	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	340.9	57.0	47.7	90.7	59.8	287.1	337.3	170	43.2	111.0	305	37.4
HCM2k95th:	44	34	7	18	71	196	49	105	14	7	132	6

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #34: Montague Expwy / Zanker Rd

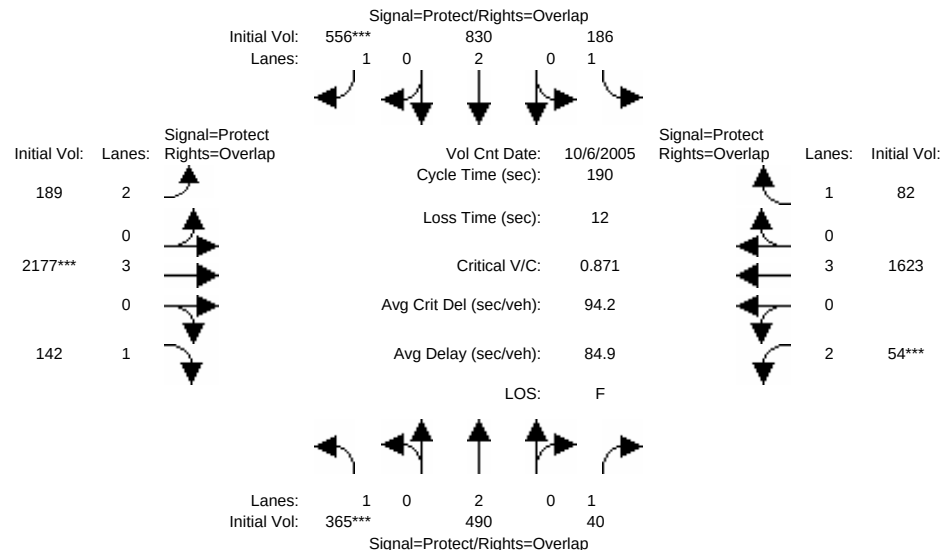


Street Name:	Zanker Rd						Monague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	100	10
Volume Module: >> Count Date: 6 Oct 2005 << 5:00-6:00pm												
Base Vol:	171	171	18	104	436	442	154	1836	109	51	1320	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	171	18	104	436	442	154	1836	109	51	1320	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	171	18	104	436	442	154	1836	109	51	1320	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	171	18	104	436	442	154	1597	109	51	1320	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	171	18	104	436	442	154	1597	109	51	1320	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	171	171	18	104	436	442	154	1597	109	51	1320	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.05	0.01	0.06	0.11	0.25	0.05	0.28	0.06	0.02	0.23	0.03
Crit Moves:	****					****	****			****		
Green Time:	22.6	26.7	40.7	37.3	41.4	55.4	14.0	100	122.6	14.0	100	137.3
Volume/Cap:	0.82	0.32	0.05	0.30	0.53	0.87	0.66	0.53	0.10	0.22	0.44	0.05
Delay/Veh:	103.9	73.9	59.3	65.7	66.3	78.3	92.7	29.8	12.8	83.3	27.8	7.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.9	73.9	59.3	65.7	66.3	78.3	92.7	29.8	12.8	83.3	27.8	7.6
HCM2k95th:	21	9	2	10	20	43	11	33	5	3	27	2

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #34: Montague Expwy / Zanker Rd

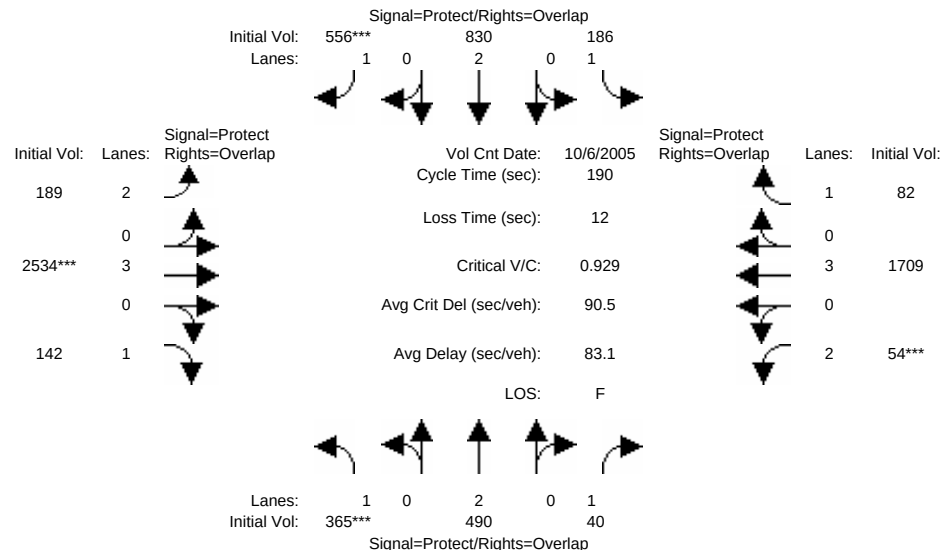


Street Name:	Zanker Rd						Monague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	100	10
Volume Module: >> Count Date: 6 Oct 2005 << 5:00-6:00pm												
Base Vol:	171	171	18	104	436	442	154	1836	109	51	1320	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	171	18	104	436	442	154	1836	109	51	1320	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	194	319	22	82	394	114	35	341	33	3	303	22
Initial Fut:	365	490	40	186	830	556	189	2177	142	54	1623	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	365	490	40	186	830	556	189	1894	142	54	1623	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	490	40	186	830	556	189	1894	142	54	1623	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	365	490	40	186	830	556	189	1894	142	54	1623	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.13	0.02	0.11	0.22	0.32	0.06	0.33	0.08	0.02	0.28	0.05
Crit Moves:	****					****		****		****		
Green Time:	29.5	35.1	49.1	28.9	34.5	48.5	14.0	100	129.5	14.0	100	128.9
Volume/Cap:	1.34	0.70	0.09	0.70	1.20	1.24	0.81	0.63	0.12	0.23	0.54	0.07
Delay/Veh:	257.5	75.6	53.6	84.3	182	198.4	106.1	32.4	10.5	83.5	30.0	10.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	257.5	75.6	53.6	84.3	182	198.4	106.1	32.4	10.5	83.5	30.0	10.3
HCM2k95th:	54	25	3	20	55	72	14	42	6	3	34	3

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #34: Montague Expwy / Zanker Rd

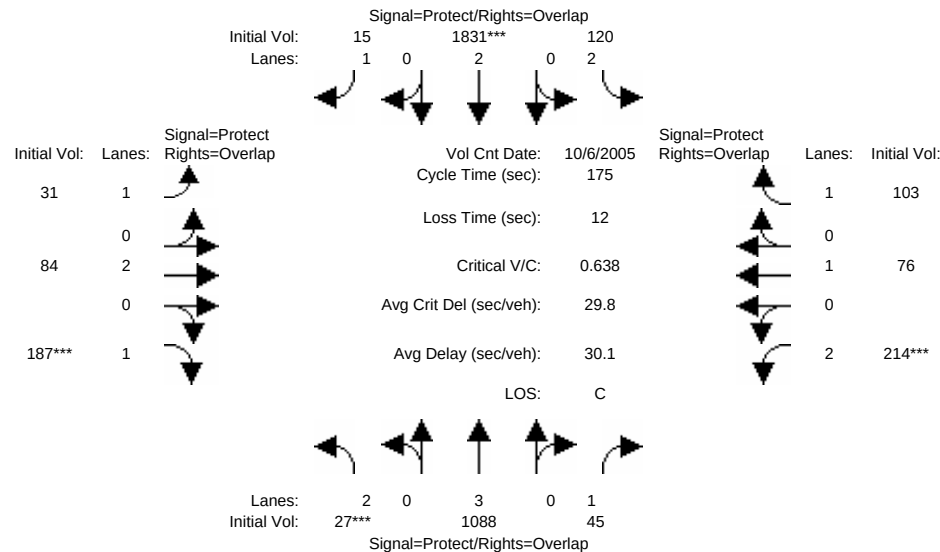


Street Name:	Zanker Rd						Monague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	100	10
Volume Module: >> Count Date: 6 Oct 2005 << 5:00-6:00pm												
Base Vol:	365	490	40	186	830	556	189	2177	142	54	1623	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	365	490	40	186	830	556	189	2177	142	54	1623	82
Added Vol:	0	0	0	0	0	0	0	357	0	0	86	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	365	490	40	186	830	556	189	2534	142	54	1709	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	365	490	40	186	830	556	189	2205	142	54	1709	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	490	40	186	830	556	189	2205	142	54	1709	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	365	490	40	186	830	556	189	2205	142	54	1709	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.13	0.02	0.11	0.22	0.32	0.06	0.39	0.08	0.02	0.30	0.05
Crit Moves:	****					****	****			****		
Green Time:	29.5	35.1	49.1	28.9	34.5	48.5	14.0	100	129.5	14.0	100	128.9
Volume/Cap:	1.34	0.70	0.09	0.70	1.20	1.24	0.81	0.73	0.12	0.23	0.57	0.07
Delay/Veh:	257.5	75.6	53.6	84.3	182	198.4	106.1	35.7	10.5	83.5	30.7	10.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	257.5	75.6	53.6	84.3	182	198.4	106.1	35.7	10.5	83.5	30.7	10.3
HCM2k95th:	54	25	3	20	55	72	14	52	6	3	36	3

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #35: Montague Expwy / River Oaks Pkwy

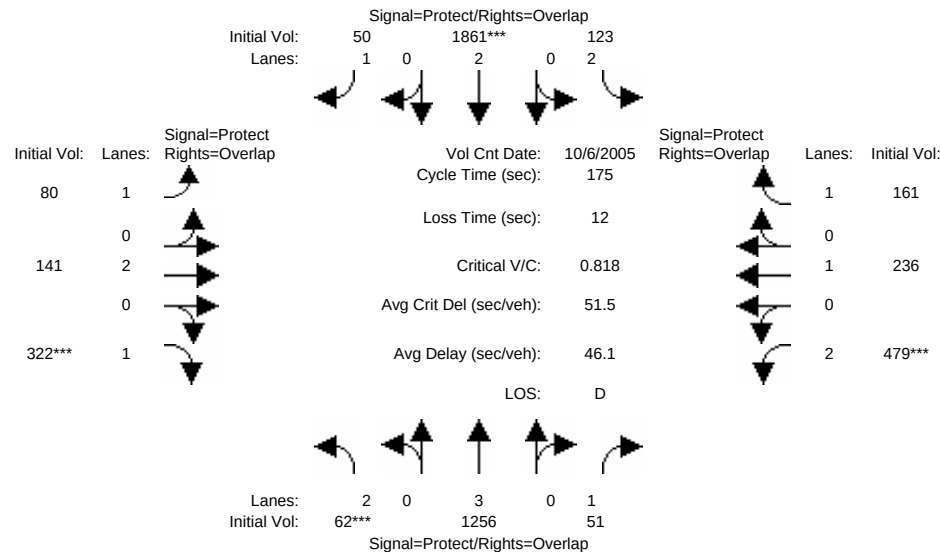


Street Name:	Montague Expwy						River Oaks Pkwy								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----		-----		-----		-----		-----		-----		-----		-----
Min. Green:	7		10		10	7		10		10	7		10		10
-----	-----		-----		-----		-----		-----		-----		-----		-----
Volume Module: >> Count Date: 6 Oct 2005 << 5:00-6:00pm															
Base Vol:	27	1088		45	120	1831		15	31	84	187	214	76	103	
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	27	1088		45	120	1831		15	31	84	187	214	76	103	
Added Vol:	0	0		0	0	0		0	0	0	0	0	0	0	
Approved:	0	0		0	0	0		0	0	0	0	0	0	0	
Initial Fut:	27	1088		45	120	1831		15	31	84	187	214	76	103	
User Adj:	1.00	1.00		1.00	1.00	0.87		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	27	1088		45	120	1593		15	31	84	187	214	76	103	
Reduct Vol:	0	0		0	0	0		0	0	0	0	0	0	0	
Reduced Vol:	27	1088		45	120	1593		15	31	84	187	214	76	103	
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Vol.:	27	1088		45	120	1593		15	31	84	187	214	76	103	
-----	-----		-----		-----		-----		-----		-----		-----		-----
Saturation Flow Module:															
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.83	1.00		0.92	0.83	1.00		0.92	0.92	1.00	0.92	0.83	1.00	0.92	
Lanes:	2.00	3.00		1.00	2.00	2.00		1.00	1.00	2.00	1.00	2.00	1.00	1.00	
Final Sat.:	3150	5700		1750	3150	3800		1750	1750	3800	1750	3150	1900	1750	
-----	-----		-----		-----		-----		-----		-----		-----		-----
Capacity Analysis Module:															
Vol/Sat:	0.01	0.19		0.03	0.04	0.42		0.01	0.02	0.02	0.11	0.07	0.04	0.06	
Crit Moves:	****					****					****	****			
Green Time:	7.0	103		122.5	21.7	118		133.7	15.6	18.8	25.8	19.1	22.3	44.0	
Volume/Cap:	0.21	0.32		0.04	0.31	0.62		0.01	0.20	0.21	0.72	0.62	0.31	0.23	
Delay/Veh:	82.2	18.2		8.1	70.3	16.4		4.9	74.5	71.5	80.9	78.0	70.1	52.4	
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	82.2	18.2		8.1	70.3	16.4		4.9	74.5	71.5	80.9	78.0	70.1	52.4	
HCM2k95th:	2	17		1	6	39		0	3	4	20	12	8	8	

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #35: Montague Expwy / River Oaks Pkwy

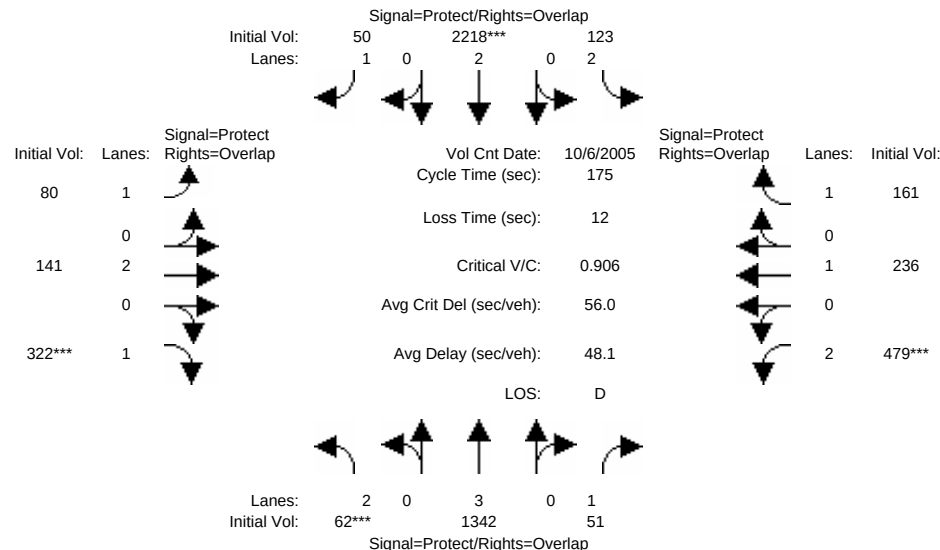


Street Name:	Montague Expwy						River Oaks Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 6 Oct 2005 << 5:00-6:00pm												
Base Vol:	27	1061	45	122	1796	48	58	97	187	363	122	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	1061	45	122	1796	48	58	97	187	363	122	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	35	195	6	1	65	2	22	44	135	116	114	58
Initial Fut:	62	1256	51	123	1861	50	80	141	322	479	236	161
User Adj:	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	1256	51	123	1619	50	80	141	322	479	236	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1256	51	123	1619	50	80	141	322	479	236	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	62	1256	51	123	1619	50	80	141	322	479	236	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.03	0.04	0.43	0.03	0.05	0.04	0.18	0.15	0.12	0.09
Crit Moves:	****				****				****	****		
Green Time:	7.0	83.8	116.7	15.2	92.0	109.2	17.2	31.1	38.1	32.8	46.8	62.0
Volume/Cap:	0.49	0.46	0.04	0.45	0.81	0.05	0.46	0.21	0.84	0.81	0.46	0.26
Delay/Veh:	85.3	30.6	10.0	77.1	36.9	12.7	76.5	61.6	81.4	76.3	54.3	40.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.3	30.6	10.0	77.1	36.9	12.7	76.5	61.6	81.4	76.3	54.3	40.4
HCM2k95th:	5	26	2	7	57	2	9	6	32	25	19	11

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #35: Montague Expwy / River Oaks Pkwy

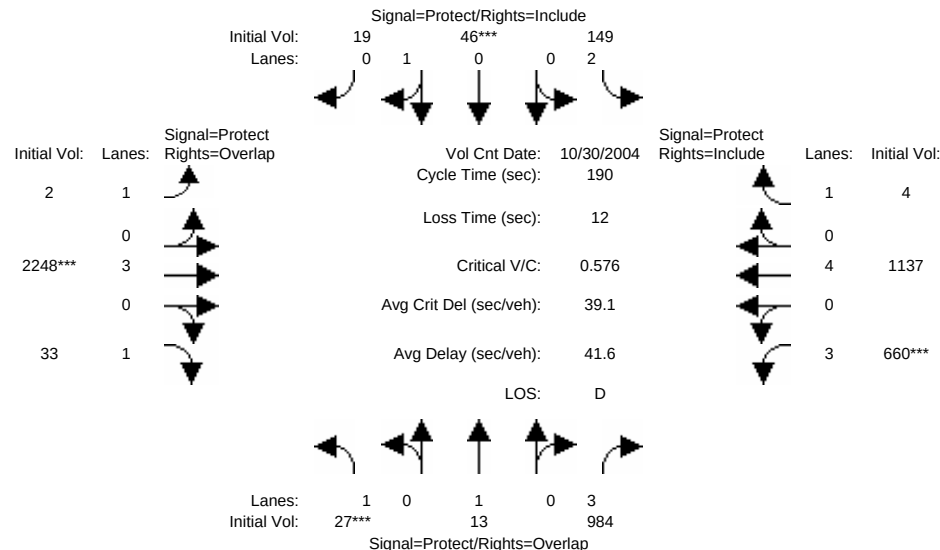


Street Name:	Montague Expwy						River Oaks Pkwy								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	7		10		10	7		10		10	7		10		10
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module:	>> Count Date: 6 Oct 2005 << 5:00-6:00pm														
Base Vol:	62	1256		51	123	1861		50	80	141	322	479	236		161
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00
Initial Bse:	62	1256		51	123	1861		50	80	141	322	479	236		161
Added Vol:	0	86		0	0	357		0	0	0	0	0	0		0
Approved:	0	0		0	0	0		0	0	0	0	0	0		0
Initial Fut:	62	1342		51	123	2218		50	80	141	322	479	236		161
User Adj:	1.00	1.00		1.00	1.00	0.87		1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Volume:	62	1342		51	123	1930		50	80	141	322	479	236		161
Reduct Vol:	0	0		0	0	0		0	0	0	0	0	0		0
Reduced Vol:	62	1342		51	123	1930		50	80	141	322	479	236		161
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00
Final Vol.:	62	1342		51	123	1930		50	80	141	322	479	236		161
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900	1900	1900	1900		1900
Adjustment:	0.83	1.00		0.92	0.83	1.00		0.92	0.92	1.00	0.92	0.83	1.00		0.92
Lanes:	2.00	3.00		1.00	2.00	2.00		1.00	1.00	2.00	1.00	2.00	1.00		1.00
Final Sat.:	3150	5700		1750	3150	3800		1750	1750	3800	1750	3150	1900		1750
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.02	0.24		0.03	0.04	0.51		0.03	0.05	0.04	0.18	0.15	0.12		0.09
Crit Moves:	****					****					****	****			
Green Time:	7.0	90.2		119.7	15.3	98.5		114.0	15.5	27.9	34.9	29.5	42.0		57.3
Volume/Cap:	0.49	0.46		0.04	0.45	0.90		0.04	0.52	0.23	0.92	0.90	0.52		0.28
Delay/Veh:	85.3	27.0		9.0	77.0	39.7		11.0	79.3	64.4	97.7	89.8	58.8		43.8
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00
AdjDel/Veh:	85.3	27.0		9.0	77.0	39.7		11.0	79.3	64.4	97.7	89.8	58.8		43.8
HCM2k95th:	5	26		2	7	74		2	9	7	34	27	20		12

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #36: Montague Expwy / Trimble Rd

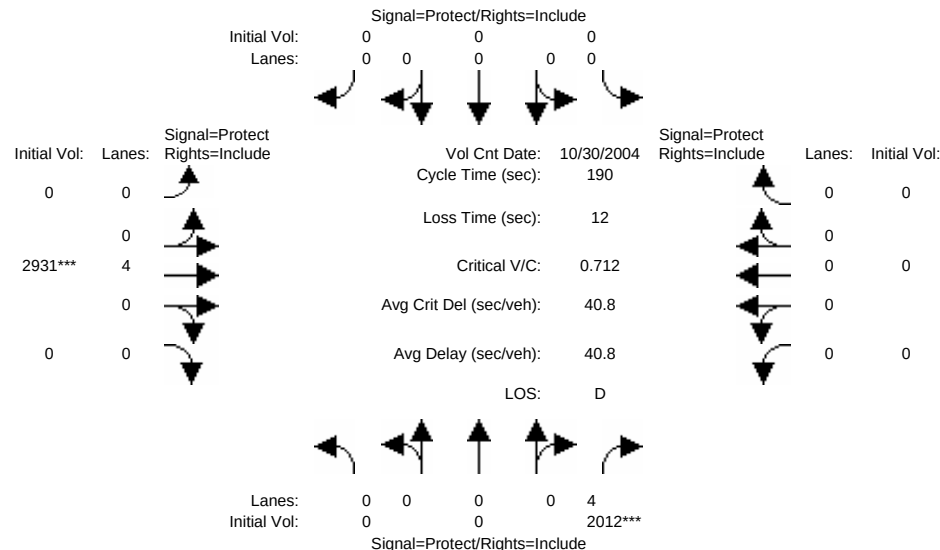


Street Name:	Trimble Rd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	100	10	45	10	10
Volume Module: >> Count Date: 30 Oct 2004 << 5:00-6:00pm												
Base Vol:	27	13	984	149	46	19	2	2248	33	660	1137	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	13	984	149	46	19	2	2248	33	660	1137	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	13	984	149	46	19	2	2248	33	660	1137	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	13	984	149	46	19	2	1956	33	660	1137	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	13	984	149	46	19	2	1956	33	660	1137	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	27	13	984	149	46	19	2	1956	33	660	1137	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.80	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	3.00	2.00	0.71	0.29	1.00	3.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	4551	3150	1274	526	1750	5700	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.22	0.05	0.04	0.04	0.00	0.34	0.02	0.15	0.15	0.00
Crit Moves:	****			****			****			****		
Green Time:	14.0	11.3	56.7	14.0	11.3	11.3	50.4	107	121.3	45.4	102	102.3
Volume/Cap:	0.21	0.12	0.72	0.64	0.61	0.61	0.00	0.61	0.03	0.61	0.28	0.00
Delay/Veh:	83.6	85.1	61.7	91.6	96.9	96.9	51.4	27.7	12.7	65.4	23.8	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.6	85.1	61.7	91.6	96.9	96.9	51.4	27.7	12.7	65.4	23.8	20.3
HCM2k95th:	3	2	31	10	9	9	0	40	1	21	16	0

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #36: Montague Expwy / Trimble Rd

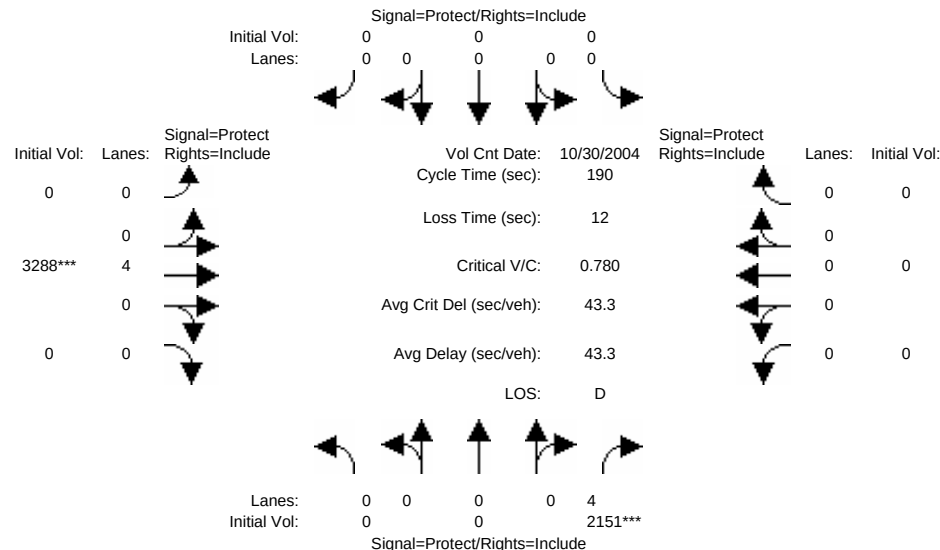


Street Name:	Trimble Rd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	100	10	45	10	10
Volume Module: >> Count Date:	30 Oct 2004 << 5:00-6:00pm											
Base Vol:	0	0	984	0	0	0	0	2397	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	984	0	0	0	0	2397	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	1028	0	0	0	0	534	0	0	0	0
Initial Fut:	0	0	2012	0	0	0	0	2931	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	2012	0	0	0	0	2550	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	2012	0	0	0	0	2550	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	2012	0	0	0	0	2550	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	4.00	0.00	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	6068	0	0	0	0	7600	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.00	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	78.0	0.0	0.0	0.0	0.0	100	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.81	0.00	0.00	0.00	0.00	0.64	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	51.4	0.0	0.0	0.0	0.0	32.4	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	51.4	0.0	0.0	0.0	0.0	32.4	0.0	0.0	0.0	0.0
HCM2k95th:	0	0	44	0	0	0	0	42	0	0	0	0

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #36: Montague Expwy / Trimble Rd

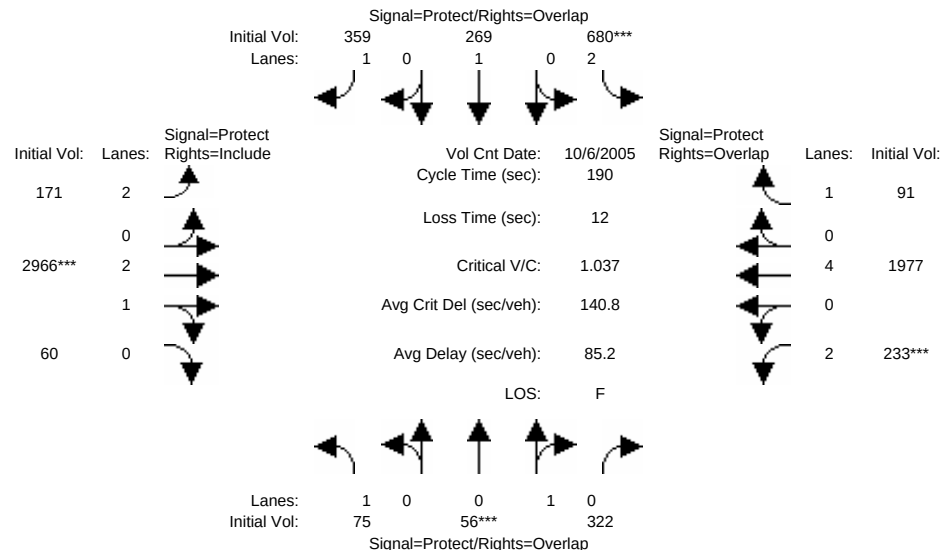


Street Name:	Trimble Rd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	100	10	45	10	10
Volume Module: >> Count Date: 30 Oct 2004 << 5:00-6:00pm												
Base Vol:	0	0	2012	0	0	0	0	2931	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	2012	0	0	0	0	2931	0	0	0	0
Added Vol:	0	0	139	0	0	0	0	357	0	38	86	0
Approved:	0	0	0	0	0	0	0	0	0	-38	-86	0
Initial Fut:	0	0	2151	0	0	0	0	3288	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	2151	0	0	0	0	2861	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	2151	0	0	0	0	2861	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	2151	0	0	0	0	2861	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	0.00	0.00	4.00	0.00	0.00	0.00	0.00	4.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	6068	0	0	0	0	7600	0	0	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.00	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	78.0	0.0	0.0	0.0	0.0	100	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.86	0.00	0.00	0.00	0.00	0.72	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	54.5	0.0	0.0	0.0	0.0	34.8	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	54.5	0.0	0.0	0.0	0.0	34.8	0.0	0.0	0.0	0.0
HCM2k95th:	0	0	49	0	0	0	0	50	0	0	0	0

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #37: Montague Expwy / McCarthy Blvd-O'Toole Ave

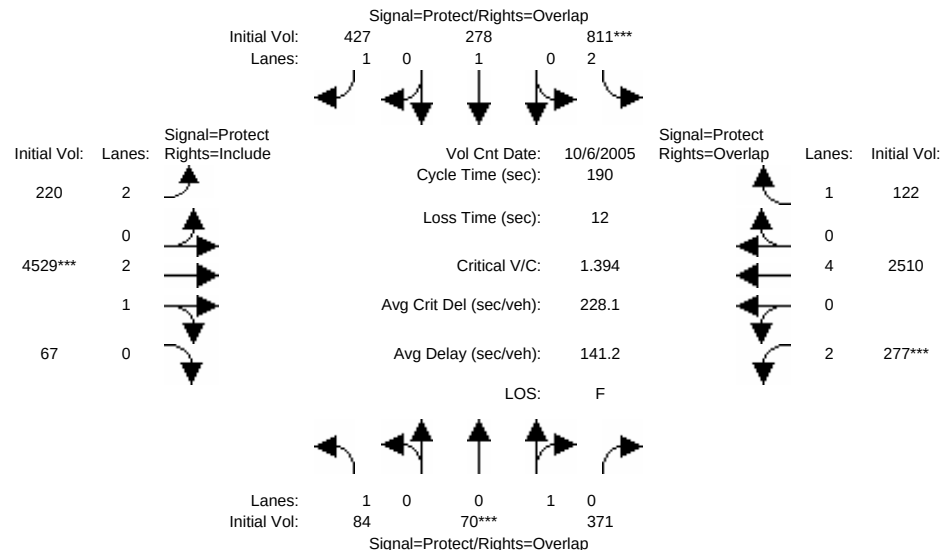


Street Name:	McCarthy Blvd-O'Toole Ave						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	115	10	14	95	10
Volume Module: >> Count Date: 6 Oct 2005 << 5:00-6:00pm												
Base Vol:	75	56	322	680	269	359	171	2966	60	233	1977	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	56	322	680	269	359	171	2966	60	233	1977	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	56	322	680	269	359	171	2966	60	233	1977	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	56	322	680	269	359	171	2580	60	233	1977	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	56	322	680	269	359	171	2580	60	233	1977	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	75	56	322	680	269	359	171	2580	60	233	1977	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	0.15	0.85	2.00	1.00	1.00	2.00	2.93	0.07	2.00	4.00	1.00
Final Sat.:	1750	267	1533	3150	1900	1750	3150	5473	127	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.22	0.14	0.21	0.05	0.47	0.47	0.07	0.26	0.05
Crit Moves:	****			****			****			****		
Green Time:	16.1	24.2	38.2	24.8	32.9	49.5	16.6	115	115.0	14.0	112	137.3
Volume/Cap:	0.51	1.65	1.05	1.65	0.82	0.79	0.62	0.78	0.78	1.00	0.44	0.07
Delay/Veh:	86.0	395	135.6	386.4	90.3	74.2	88.1	40.6	40.6	148.1	21.5	7.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.0	395	135.6	386.4	90.3	74.2	88.1	40.6	40.6	148.1	21.5	7.7
HCM2k95th:	9	64	45	58	30	36	11	68	66	18	27	3

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #37: Montague Expwy / McCarthy Blvd-O'Toole Ave

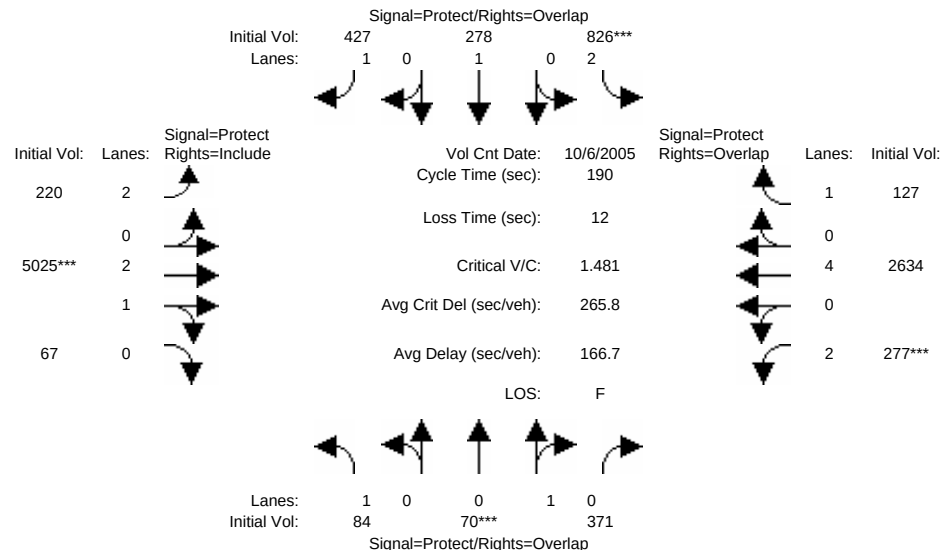


Street Name:	McCarthy Blvd-O'Toole Ave						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	14		10		10		14		115		10	
Volume Module: >> Count Date: 6 Oct 2005 << 5:00-6:00pm												
Base Vol:	75	56	322	680	269	359	171	2966	60	233	1977	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	56	322	680	269	359	171	2966	60	233	1977	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	9	14	49	131	9	68	49	1563	7	44	533	31
Initial Fut:	84	70	371	811	278	427	220	4529	67	277	2510	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	70	371	811	278	427	220	3940	67	277	2510	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	70	371	811	278	427	220	3940	67	277	2510	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	84	70	371	811	278	427	220	3940	67	277	2510	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	0.16	0.84	2.00	1.00	1.00	2.00	2.95	0.05	2.00	4.00	1.00
Final Sat.:	1750	286	1514	3150	1900	1750	3150	5506	94	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.26	0.15	0.24	0.07	0.72	0.72	0.09	0.33	0.07
Crit Moves:	****			****			****			****		
Green Time:	14.6	23.9	37.9	25.1	34.4	51.0	16.6	115	115.0	14.0	112	137.5
Volume/Cap:	0.63	1.95	1.23	1.95	0.81	0.91	0.80	1.18	1.18	1.19	0.56	0.10
Delay/Veh:	94.1	526	201.0	517.9	87.8	88.7	100.4	138	138.0	209.4	23.8	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.1	526	201.0	517.9	87.8	88.7	100.4	138	138.0	209.4	23.8	7.8
HCM2k95th:	11	80	59	74	30	45	15	153	147	23	36	4

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #37: Montague Expwy / McCarthy Blvd-O'Toole Ave

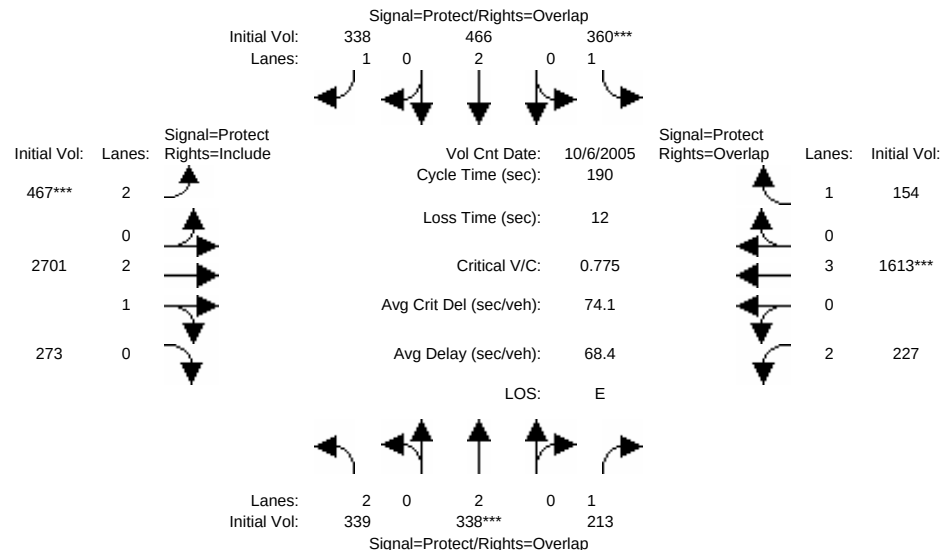


Street Name:	McCarthy Blvd-O'Toole Ave						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	115	10	14	95	10
Volume Module: >> Count Date: 6 Oct 2005 << 5:00-6:00pm												
Base Vol:	84	70	371	811	278	427	220	4529	67	277	2510	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	70	371	811	278	427	220	4529	67	277	2510	122
Added Vol:	0	0	0	15	0	0	0	496	0	0	124	5
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	70	371	826	278	427	220	5025	67	277	2634	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	70	371	826	278	427	220	4372	67	277	2634	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	70	371	826	278	427	220	4372	67	277	2634	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	84	70	371	826	278	427	220	4372	67	277	2634	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	0.16	0.84	2.00	1.00	1.00	2.00	2.95	0.05	2.00	4.00	1.00
Final Sat.:	1750	286	1514	3150	1900	1750	3150	5515	85	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.26	0.15	0.24	0.07	0.79	0.79	0.09	0.35	0.07
Crit Moves:	****			****			****			****		
Green Time:	14.6	23.7	37.7	25.3	34.4	51.0	16.6	115	115.0	14.0	112	137.8
Volume/Cap:	0.63	1.97	1.24	1.97	0.81	0.91	0.80	1.31	1.31	1.19	0.59	0.10
Delay/Veh:	94.1	534	204.2	525.9	87.8	88.7	100.4	194	194.2	209.4	24.4	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.1	534	204.2	525.9	87.8	88.7	100.4	194	194.2	209.4	24.4	7.8
HCM2k95th:	11	80	59	76	30	45	15	189	182	23	38	4

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #38: Montague Expwy / S. Main St-Oakland Rd

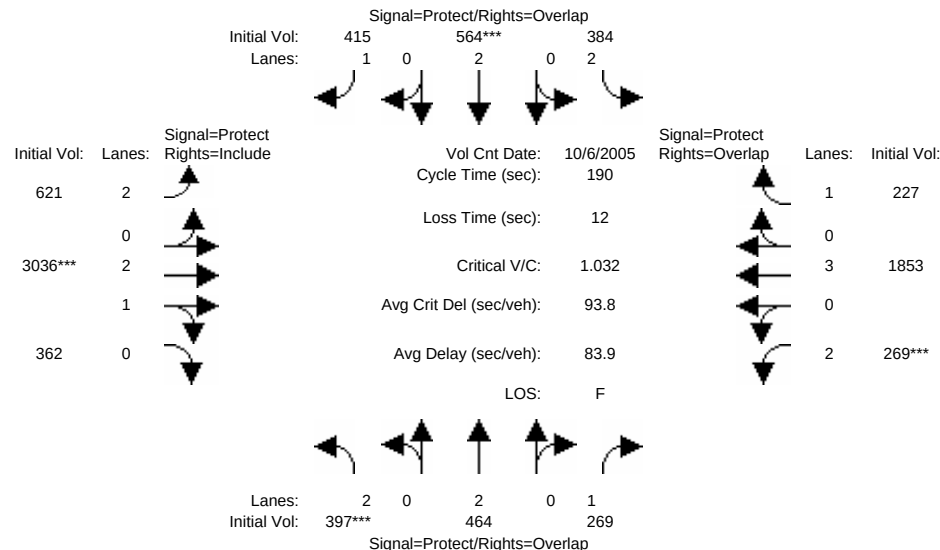


Street Name:	S. Main St-Oakland Rd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	110	10	14	95	10
Volume Module: >> Count Date: 6 Oct 2005 << 5:00-6:00pm												
Base Vol:	339	338	213	360	466	338	467	2701	273	227	1613	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	339	338	213	360	466	338	467	2701	273	227	1613	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	339	338	213	360	466	338	467	2701	273	227	1613	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	339	338	213	360	466	338	467	2701	273	227	1613	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	338	213	360	466	338	467	2701	273	227	1613	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	339	338	213	360	466	338	467	2701	273	227	1613	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.71	0.29	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	5085	514	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.12	0.21	0.12	0.19	0.15	0.53	0.53	0.07	0.28	0.09
Crit Moves:	****			****			****			****		
Green Time:	25.8	16.7	30.5	38.5	29.4	57.2	27.8	109	108.9	13.9	95.0	133.5
Volume/Cap:	0.79	1.01	0.76	1.01	0.79	0.64	1.01	0.93	0.93	0.99	0.57	0.13
Delay/Veh:	89.2	140	87.4	127.0	84.6	60.2	126.6	55.1	55.1	143.7	33.4	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.2	140	87.4	127.0	84.6	60.2	126.6	55.1	55.1	143.7	33.4	9.2
HCM2k95th:	21	24	24	43	26	32	31	88	85	18	36	6

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #38: Montague Expwy / S. Main St-Oakland Rd

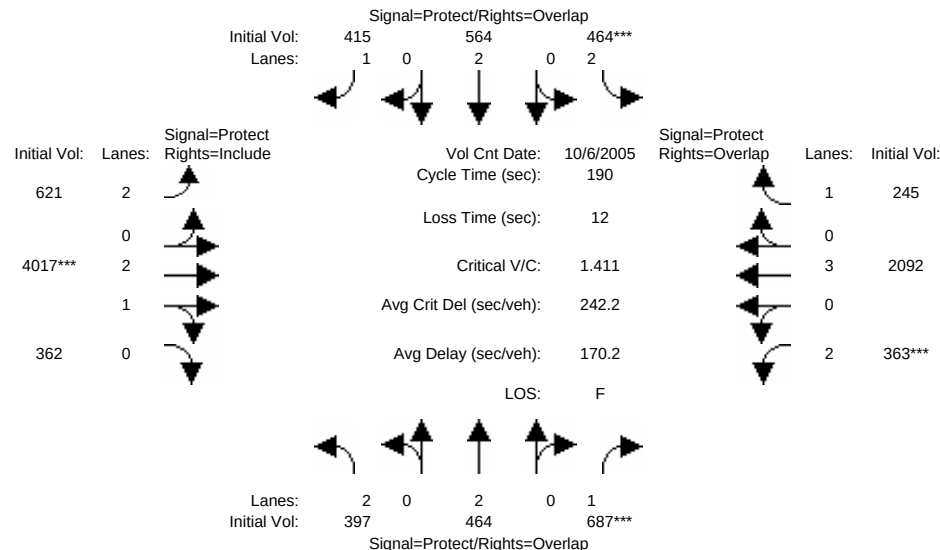


Street Name:	S. Main St-Oakland Rd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	110	10	14	95	10
Volume Module: >> Count Date: 6 Oct 2005 << 5:00-6:00pm												
Base Vol:	339	338	213	360	466	338	467	2701	273	227	1613	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	339	338	213	360	466	338	467	2701	273	227	1613	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	58	126	56	24	98	77	154	335	89	42	240	73
Initial Fut:	397	464	269	384	564	415	621	3036	362	269	1853	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	397	464	269	384	564	415	621	3036	362	269	1853	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	397	464	269	384	564	415	621	3036	362	269	1853	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	397	464	269	384	564	415	621	3036	362	269	1853	227
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.67	0.33	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5003	596	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.12	0.15	0.12	0.15	0.24	0.20	0.61	0.61	0.09	0.33	0.13
Crit Moves:	****				****			****		****		
Green Time:	23.2	25.3	41.0	25.2	27.3	59.8	32.5	112	111.7	15.7	95.0	120.2
Volume/Cap:	1.03	0.92	0.71	0.92	1.03	0.75	1.15	1.03	1.03	1.03	0.65	0.20
Delay/Veh:	137.7	103	75.3	106.2	128	64.3	167.5	78.4	78.4	151.4	35.7	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	137.7	103	75.3	106.2	128	64.3	167.5	78.4	78.4	151.4	35.7	14.8
HCM2k95th:	28	29	28	25	36	40	42	112	108	21	43	10

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #38: Montague Expwy / S. Main St-Oakland Rd

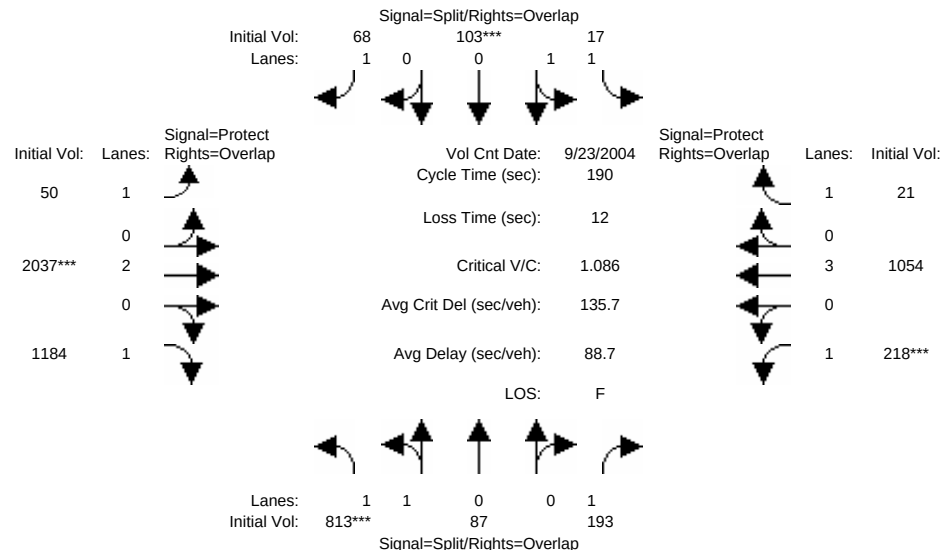


Street Name:	S. Main St-Oakland Rd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	110	10	14	95	10
Volume Module: >> Count Date:	6 Oct 2005 << 5:00-6:00pm											
Base Vol:	397	464	269	384	564	415	621	3036	362	269	1853	227
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	397	464	269	384	564	415	621	3036	362	269	1853	227
Added Vol:	0	0	418	80	0	0	0	981	0	94	239	18
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	397	464	687	464	564	415	621	4017	362	363	2092	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	397	464	687	464	564	415	621	4017	362	363	2092	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	397	464	687	464	564	415	621	4017	362	363	2092	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	397	464	687	464	564	415	621	4017	362	363	2092	245
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.74	0.26	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5136	463	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.12	0.39	0.15	0.15	0.24	0.20	0.78	0.78	0.12	0.37	0.14
Crit Moves:	****											
Green Time:	24.6	34.9	49.4	18.6	28.9	58.4	29.5	110	110.0	14.5	95.0	113.6
Volume/Cap:	0.97	0.66	1.51	1.51	0.97	0.77	1.27	1.35	1.35	1.51	0.73	0.23
Delay/Veh:	120.3	74.5	310.3	330.7	111	66.5	216.7	214	214.2	336.9	38.5	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	120.3	74.5	310.3	330.7	111	66.5	216.7	214	214.2	336.9	38.5	18.0
HCM2k95th:	27	24	103	40	34	40	46	193	185	33	51	12

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #39: Montague Expwy / McCandless Dr-Trade Zone Blvd

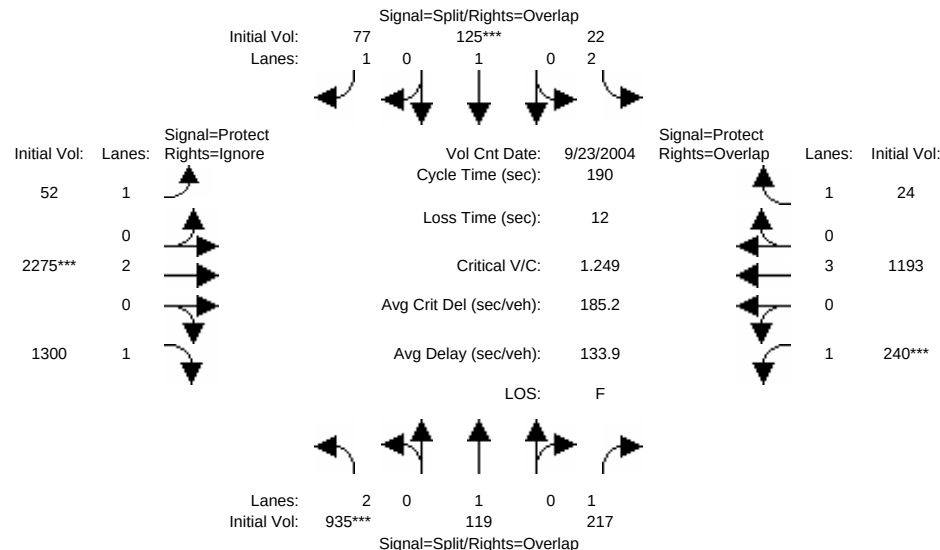


Street Name:	McCandless Dr-Trade Zone Blvd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	107	10
Volume Module: >> Count Date: 23 Sep 2004 << 5:00-6:00pm												
Base Vol:	813	87	193	17	103	68	50	2037	1184	218	1054	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	813	87	193	17	103	68	50	2037	1184	218	1054	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	813	87	193	17	103	68	50	2037	1184	218	1054	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	813	87	193	17	103	68	50	1772	1184	218	1054	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	813	87	193	17	103	68	50	1772	1184	218	1054	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	813	87	193	17	103	68	50	1772	1184	218	1054	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.95	0.92	1.38	0.50	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.85	0.15	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2555	273	1750	2625	950	1750	1750	3800	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.11	0.01	0.11	0.04	0.03	0.47	0.68	0.12	0.18	0.01
Crit Moves:	****				****			****			****	
Green Time:	45.0	45.0	62.7	15.3	15.3	29.0	13.6	100	145.0	17.6	104	119.4
Volume/Cap:	1.34	1.34	0.33	0.08	1.34	0.26	0.40	0.89	0.89	1.34	0.34	0.02
Delay/Veh:	236.6	237	48.3	80.8	299	71.5	86.4	56.1	39.3	275.7	23.9	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	236.6	237	48.3	80.8	299	71.5	86.4	56.1	39.3	275.7	23.9	13.3
HCM2k95th:	63	79	18	2	20	8	6	76	94	36	20	1

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #39: Montague Expwy / McCandless Dr-Trade Zone Blvd

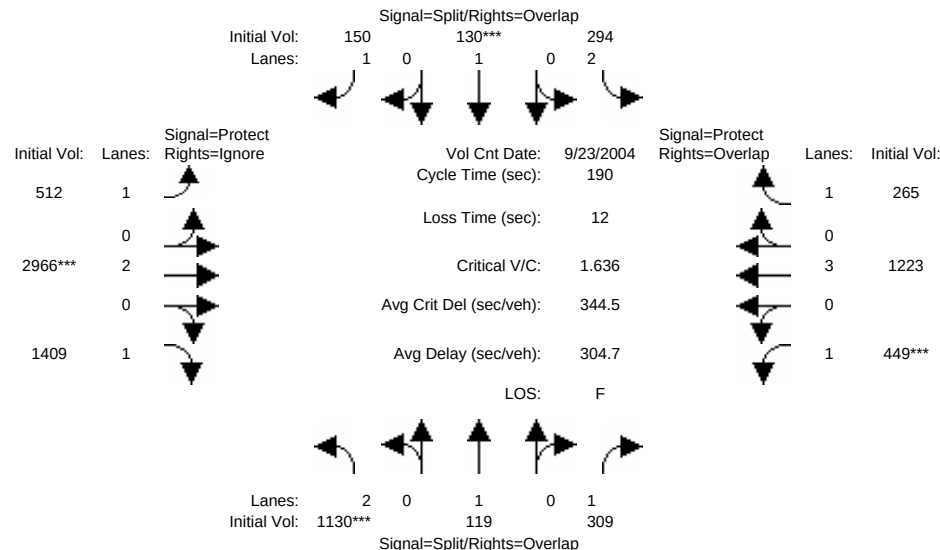


Street Name:	McCandless Dr-Trade Zone Blvd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	107	10
Volume Module: >> Count Date: 23 Sep 2004 << 5:00-6:00pm												
Base Vol:	813	87	193	17	103	68	50	2037	1184	218	1054	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	813	87	193	17	103	68	50	2037	1184	218	1054	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	122	32	24	5	22	9	2	238	116	22	139	3
Initial Fut:	935	119	217	22	125	77	52	2275	1300	240	1193	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	935	119	217	22	125	77	52	1979	0	240	1193	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	935	119	217	22	125	77	52	1979	0	240	1193	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	935	119	217	22	125	77	52	1979	0	240	1193	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	1.00	0.92	1.24	0.50	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2457	1900	1750	4725	950	1750	1750	3800	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.38	0.06	0.12	0.00	0.13	0.04	0.03	0.52	0.00	0.14	0.21	0.01
Crit Moves:	****				****			****				
Green Time:	45.7	45.7	62.2	15.8	15.8	29.3	13.5	100	0.0	16.5	103	118.8
Volume/Cap:	1.58	0.26	0.38	0.06	1.58	0.29	0.42	0.99	0.00	1.58	0.39	0.02
Delay/Veh:	341.9	58.7	49.5	80.3	401	71.7	86.8	74.4	0.0	377.5	25.3	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	341.9	58.7	49.5	80.3	401	71.7	86.8	74.4	0.0	377.5	25.3	13.5
HCM2k95th:	75	12	20	1	25	8	7	95	0	43	23	1

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #39: Montague Expwy / McCandless Dr-Trade Zone Blvd

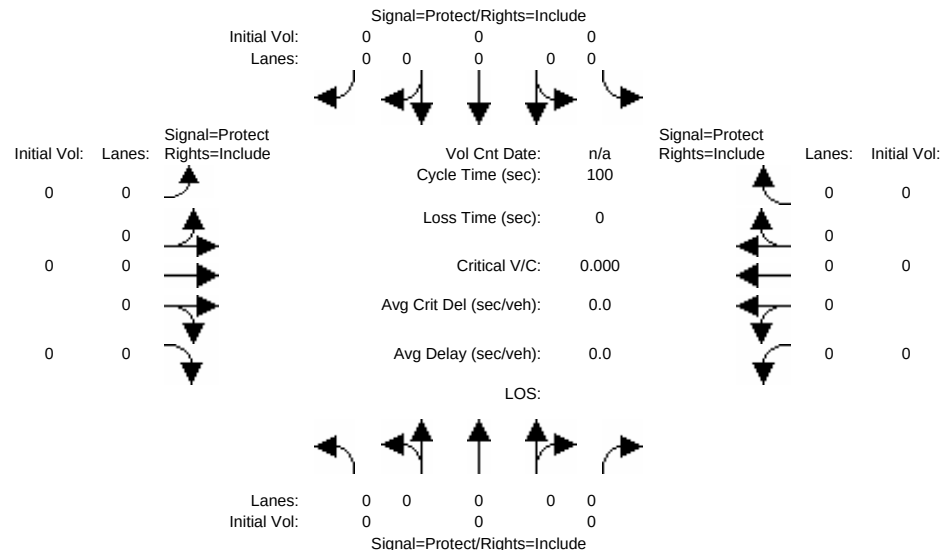


Street Name: McCandless Dr-Trade Zone Blvd						Montague Expwy									
Approach: North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	14		10		10	14		10		10	14		107		10
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module: >> Count Date: 23 Sep 2004 << 5:00-6:00pm															
Base Vol:	935		119		217	22		125		77	52		2275		1300
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	935		119		217	22		125		77	52		2275		1300
Added Vol:	0		0		56	0		0		0	0		1480		0
Manual Adj:	195		0		36	272		5		73	460		-789		109
Initial Fut:	1130		119		309	294		130		150	512		2966		1409
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	0.87		0.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00		1.00
PHF Volume:	1130		119		309	294		130		150	512		2580		0
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	1130		119		309	294		130		150	512		2580		0
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00		1.00
Final Vol.:	1130		119		309	294		130		150	512		2580		0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.65		1.00		0.92	1.24		0.50		0.92	0.92		1.00		0.92
Lanes:	2.00		1.00		1.00	2.00		1.00		1.00	1.00		2.00		1.00
Final Sat.:	2457		1900		1750	4725		950		1750	1750		3800		1750
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.46		0.06		0.18	0.06		0.14		0.09	0.29		0.68		0.00
Crit Moves:	****							****			****				****
Green Time:	42.0		42.0		65.5	12.5		12.5		29.0	16.5		100		0.0
Volume/Cap:	2.08		0.28		0.51	0.95		2.08		0.56	3.38		1.29		0.00
Delay/Veh:	565.7		61.8		50.3	125.0		624		77.4	1174		192		0.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	565.7		61.8		50.3	125.0		624		77.4	1174		192		0.0
HCM2k95th:	103		12		28	21		29		17	111		163		0

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #40: E. Capitol Ave / S. Milpitas Blvd

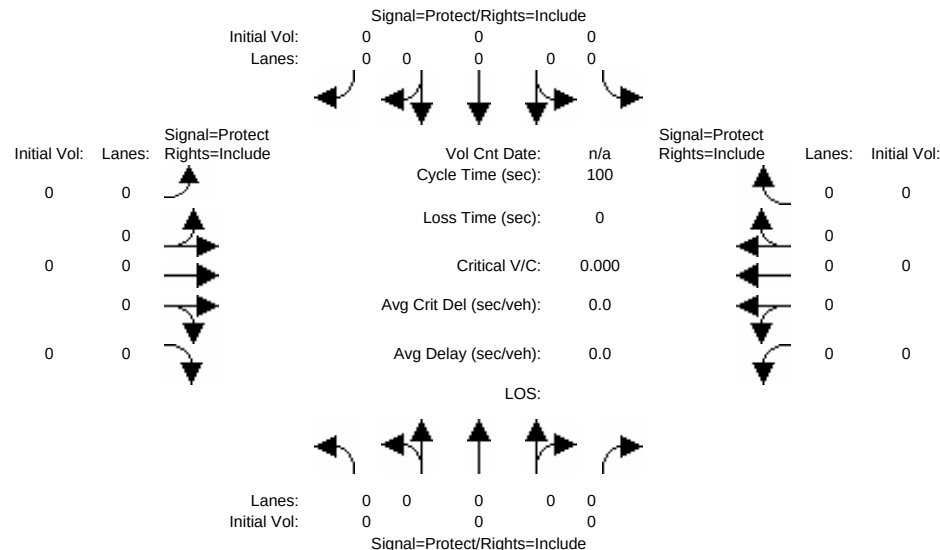


Street Name:	S. Milpitas Blvd						E. Capitol Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HCM2k95th:	0	0	0	0	0	0	0	0	0	0	0	0

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #40: E. Capitol Ave / S. Milpitas Blvd

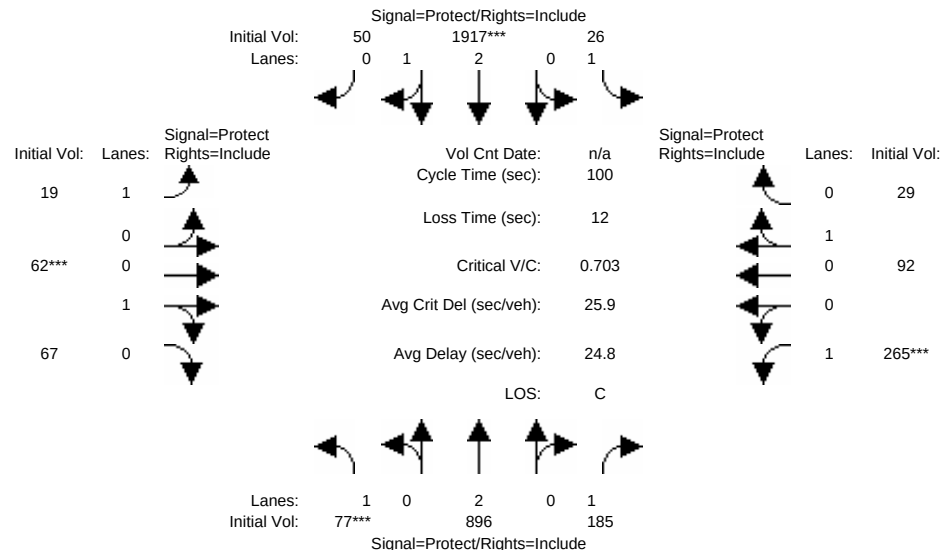


Street Name:	S. Milpitas Blvd						E. Capitol Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	0		0		0		0		0		0	
Volume Module:												
Base Vol:	0		0		0		0		0		0	
Growth Adj:	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00
Initial Bse:	0		0		0		0		0		0	
Added Vol:	0		0		0		0		0		0	
ATI:	0		0		0		0		0		0	
Initial Fut:	0		0		0		0		0		0	
User Adj:	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00
PHF Adj:	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00
PHF Volume:	0		0		0		0		0		0	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	0		0		0		0		0		0	
PCE Adj:	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00
MLF Adj:	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00
Final Vol.:	0		0		0		0		0		0	
Saturation Flow Module:												
Sat/Lane:	0		0		0		0		0		0	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00
Lanes:	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00
Final Sat.:	0		0		0		0		0		0	
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00
Crit Moves:												
Green Time:	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Volume/Cap:	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00
Delay/Veh:	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
HCM2k95th:	0		0		0		0		0		0	

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #40: E. Capitol Ave / S. Milpitas Blvd

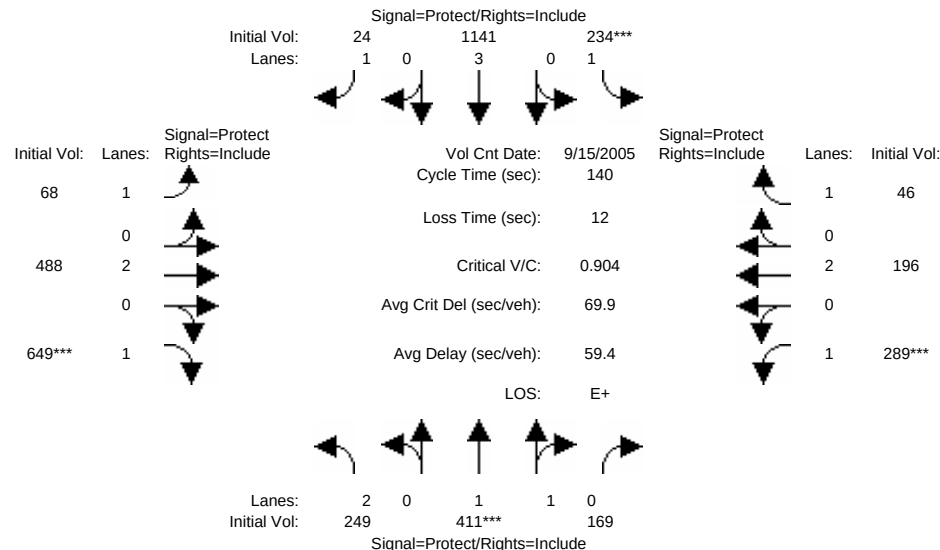


Street Name:	S. Milpitas Blvd						E. Capitol Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	1	790	130	1	1750	1	1	1	1	202	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	790	130	1	1750	1	1	1	1	202	1	1
Added Vol:	0	619	0	0	107	0	0	0	0	0	0	0
Manual Adj:	76	-513	55	25	60	49	18	61	66	63	91	28
Initial Fut:	77	896	185	26	1917	50	19	62	67	265	92	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	896	185	26	1917	50	19	62	67	265	92	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	896	185	26	1917	50	19	62	67	265	92	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	77	896	185	26	1917	50	19	62	67	265	92	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.92	0.08	1.00	0.48	0.52	1.00	0.76	0.24
Final Sat.:	1750	3800	1750	1750	5457	142	1750	865	935	1750	1369	431
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.11	0.01	0.35	0.35	0.01	0.07	0.07	0.15	0.07	0.07
Crit Moves:	****			****			****			****		
Green Time:	7.0	43.6	43.6	12.9	49.5	49.5	13.0	10.1	10.1	21.4	18.5	18.5
Volume/Cap:	0.63	0.54	0.24	0.11	0.71	0.71	0.08	0.71	0.71	0.71	0.36	0.36
Delay/Veh:	55.2	21.2	18.0	38.7	20.5	20.5	38.5	55.7	55.7	42.6	36.3	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	21.2	18.0	38.7	20.5	20.5	38.5	55.7	55.7	42.6	36.3	36.3
HCM2k95th:	7	19	7	2	29	28	1	10	10	17	7	7

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #41: N. Capitol Ave / Trade Zone Blvd-Cropley Ave

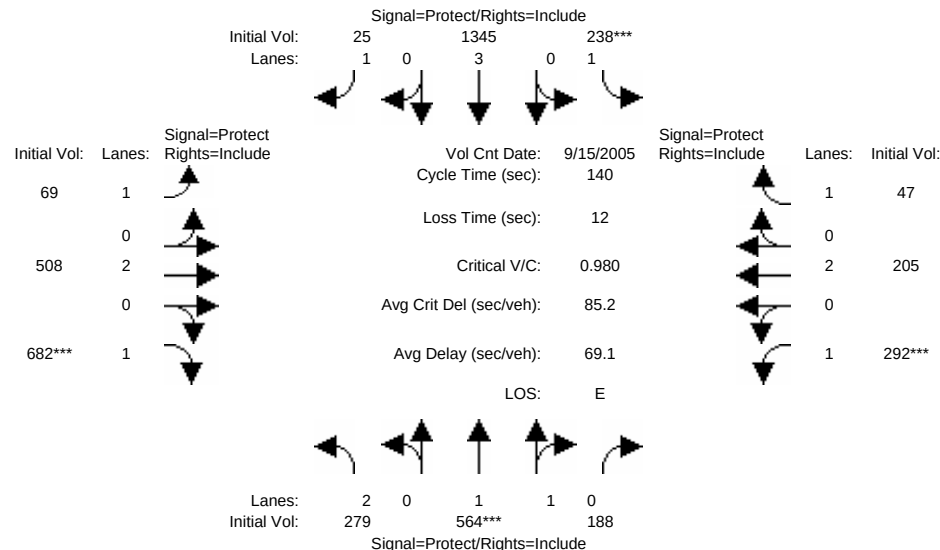


Street Name:	N. Capitol Ave						Trade Zone Blvd-Cropley Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 15 Sep 2005 <<												
Base Vol:	249	411	169	234	1141	24	68	488	649	289	196	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	249	411	169	234	1141	24	68	488	649	289	196	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	249	411	169	234	1141	24	68	488	649	289	196	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	249	411	169	234	1141	24	68	488	649	289	196	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	411	169	234	1141	24	68	488	649	289	196	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	249	411	169	234	1141	24	68	488	649	289	196	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.40	0.60	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	2621	1078	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.16	0.13	0.20	0.01	0.04	0.13	0.37	0.17	0.05	0.03
Crit Moves:	****			****			****			****		
Green Time:	12.7	24.3	24.3	20.7	32.3	32.3	34.2	57.4	57.4	25.6	48.8	48.8
Volume/Cap:	0.87	0.90	0.90	0.90	0.87	0.06	0.16	0.31	0.90	0.90	0.15	0.08
Delay/Veh:	86.3	73.0	73.0	90.6	58.3	42.1	41.8	28.1	53.6	83.5	31.4	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.3	73.0	73.0	90.6	58.3	42.1	41.8	28.1	53.6	83.5	31.4	30.5
HCM2k95th:	15	27	27	23	32	2	5	13	47	27	6	3

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #41: N. Capitol Ave / Trade Zone Blvd-Cropley Ave

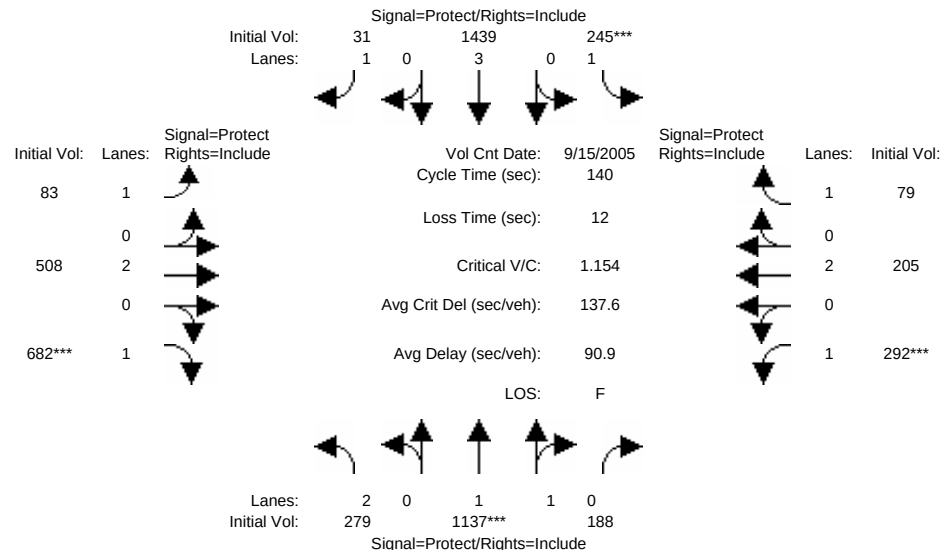


Street Name:	N. Capitol Ave						Trade Zone Blvd-Cropley Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 15 Sep 2005 <<												
Base Vol:	249	411	169	234	1141	24	68	488	649	289	196	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	249	411	169	234	1141	24	68	488	649	289	196	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	30	153	19	4	204	1	1	20	33	3	9	1
Initial Fut:	279	564	188	238	1345	25	69	508	682	292	205	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	279	564	188	238	1345	25	69	508	682	292	205	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	564	188	238	1345	25	69	508	682	292	205	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	279	564	188	238	1345	25	69	508	682	292	205	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.49	0.51	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	2774	925	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.20	0.14	0.24	0.01	0.04	0.13	0.39	0.17	0.05	0.03
Crit Moves:	****			****			****			****		
Green Time:	13.2	29.0	29.0	19.4	35.2	35.2	32.7	55.7	55.7	23.8	46.8	46.8
Volume/Cap:	0.94	0.98	0.98	0.98	0.94	0.06	0.17	0.34	0.98	0.98	0.16	0.08
Delay/Veh:	98.8	82.6	82.6	112.0	63.2	39.8	43.0	29.4	70.6	104.3	32.9	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.8	82.6	82.6	112.0	63.2	39.8	43.0	29.4	70.6	104.3	32.9	32.0
HCM2k95th:	17	36	35	25	38	2	5	14	55	29	6	3

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #41: N. Capitol Ave / Trade Zone Blvd-Cropley Ave

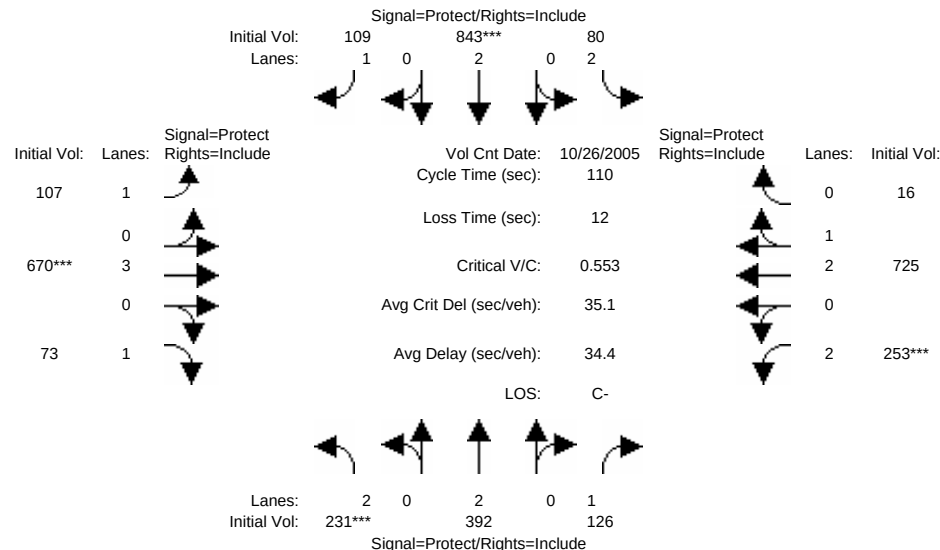


Street Name:	N. Capitol Ave						Trade Zone Blvd-Cropley Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 15 Sep 2005 <<												
Base Vol:	279	564	188	238	1345	25	69	508	682	292	205	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	564	188	238	1345	25	69	508	682	292	205	47
Added Vol:	0	573	0	7	94	6	14	0	0	0	0	32
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	1137	188	245	1439	31	83	508	682	292	205	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	279	1137	188	245	1439	31	83	508	682	292	205	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	1137	188	245	1439	31	83	508	682	292	205	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	279	1137	188	245	1439	31	83	508	682	292	205	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.71	0.29	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3175	525	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.36	0.36	0.14	0.25	0.02	0.05	0.13	0.39	0.17	0.05	0.05
Crit Moves:	****			****			****			****		
Green Time:	15.7	43.5	43.5	17.0	44.8	44.8	27.8	47.3	47.3	20.2	39.7	39.7
Volume/Cap:	0.79	1.15	1.15	1.15	0.79	0.06	0.24	0.40	1.15	1.15	0.19	0.16
Delay/Veh:	71.9	128	127.6	170.9	45.7	33.0	47.5	35.6	133.6	164.3	38.0	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.9	128	127.6	170.9	45.7	33.0	47.5	35.6	133.6	164.3	38.0	37.8
HCM2k95th:	15	66	64	30	34	2	6	15	67	34	7	5

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #42: Trimble Rd / N. First St

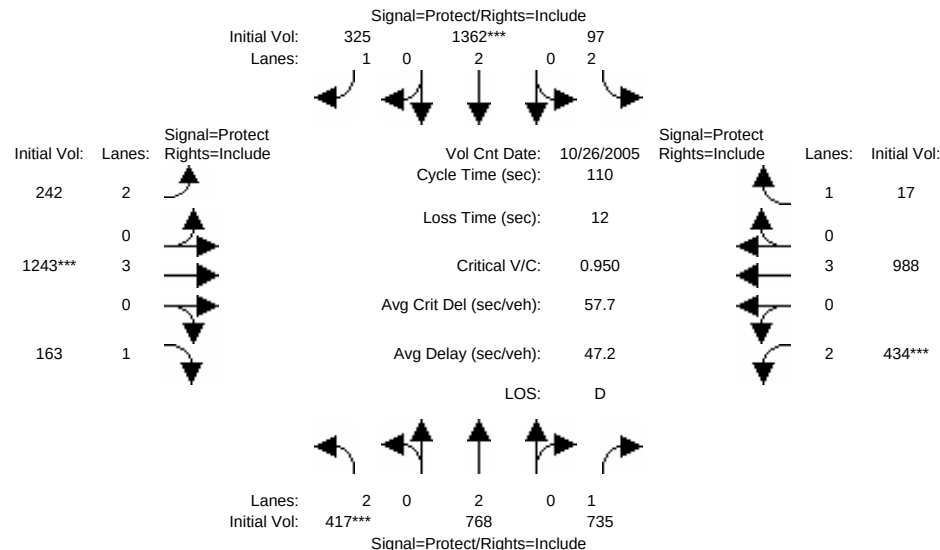


Street Name:	N. First St			Trimble Rd		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Volume Module: >> Count Date: 26 Oct 2005 << 5:00-6:00pm						
Base Vol:	231	392	126	80	843	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	392	126	80	843	109
Added Vol:	0	0	0	0	0	0
Approved:	0	0	0	0	0	0
Initial Fut:	231	392	126	80	843	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	392	126	80	843	109
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	231	392	126	80	843	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	231	392	126	80	843	109
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:						
Vol/Sat:	0.07	0.10	0.07	0.03	0.22	0.06
Crit Moves:	****			****		
Green Time:	14.6	36.3	36.3	22.4	44.1	44.1
Volume/Cap:	0.55	0.31	0.22	0.12	0.55	0.16
Delay/Veh:	46.3	27.7	26.8	35.9	25.8	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	27.7	26.8	35.9	25.8	21.2
HCM2k95th:	9	10	6	2	20	5

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #42: Trimble Rd / N. First St

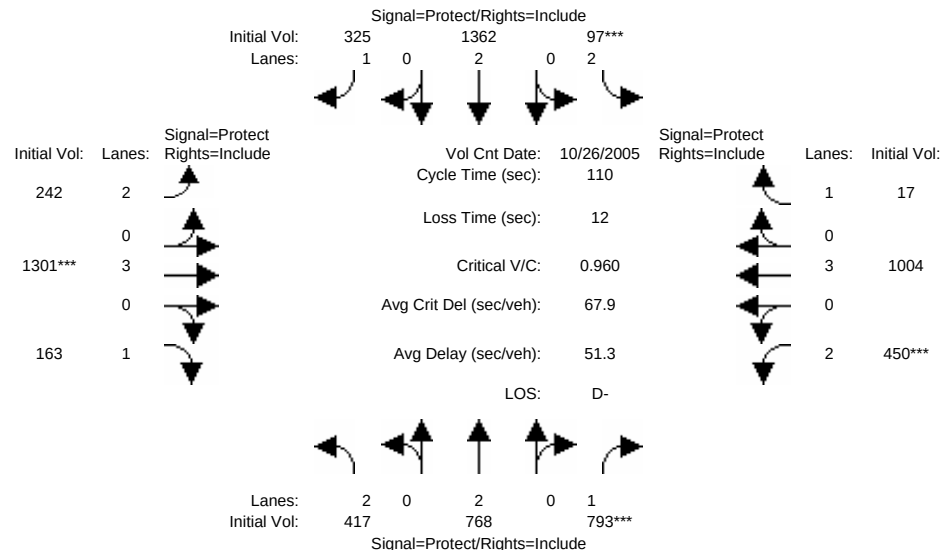


Street Name:	N. First St						Trimble Rd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10		10	7		10		10	7		10		10
Volume Module: >> Count Date: 26 Oct 2005 << 5:00-6:00pm															
Base Vol:	231	392	126	80	843	109	107	670	73	253	725	16			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	231	392	126	80	843	109	107	670	73	253	725	16			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
ATI:	186	376	609	17	519	216	135	573	90	181	263	1			
Initial Fut:	417	768	735	97	1362	325	242	1243	163	434	988	17			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	417	768	735	97	1362	325	242	1243	163	434	988	17			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	417	768	735	97	1362	325	242	1243	163	434	988	17			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	417	768	735	97	1362	325	242	1243	163	434	988	17			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92			
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00			
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750			
Capacity Analysis Module:															
Vol/Sat:	0.13	0.20	0.42	0.03	0.36	0.19	0.08	0.22	0.09	0.14	0.17	0.01			
Crit Moves:	****				****		****			****					
Green Time:	15.3	49.3	49.3	7.5	41.5	41.5	12.6	25.2	25.2	15.9	28.5	28.5			
Volume/Cap:	0.95	0.45	0.94	0.45	0.95	0.49	0.67	0.95	0.41	0.95	0.67	0.04			
Delay/Veh:	77.5	21.2	47.3	50.8	47.0	26.8	51.4	56.4	36.7	76.4	37.7	30.5			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	77.5	21.2	47.3	50.8	47.0	26.8	51.4	56.4	36.7	76.4	37.7	30.5			
HCM2k95th:	20	17	46	4	45	16	10	32	10	20	20	1			

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #42: Trimble Rd / N. First St

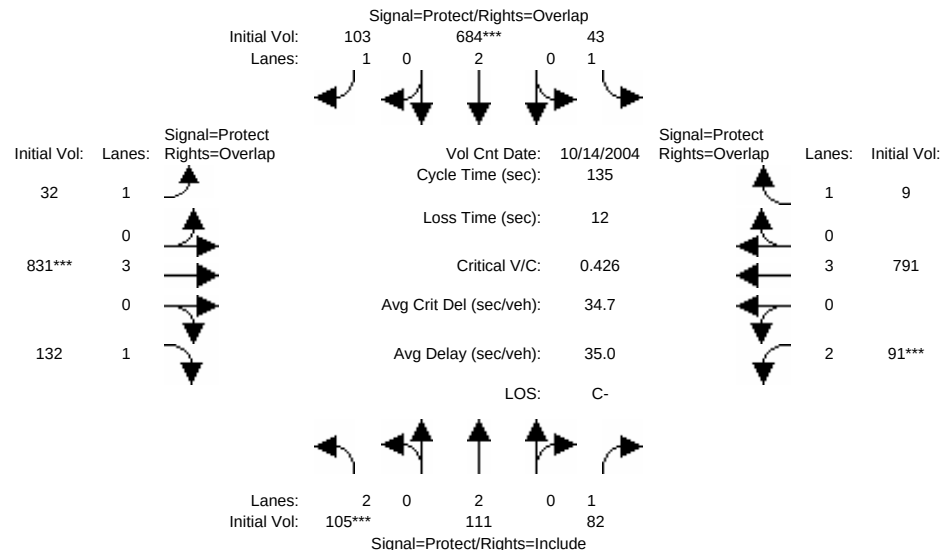


Street Name:	N. First St						Trimble Rd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	7		10		10	7		10		10	7		10		10
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module:	>>	Count	Date:	26 Oct 2005	<<	5:00-6:00pm									
Base Vol:	417	768	735	97	1362	325	242	1243	163	434	988	17			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	417	768	735	97	1362	325	242	1243	163	434	988	17			
Added Vol:	0	0	58	0	0	0	0	58	0	16	16	0			
Approved:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	417	768	793	97	1362	325	242	1301	163	450	1004	17			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	417	768	793	97	1362	325	242	1301	163	450	1004	17			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	417	768	793	97	1362	325	242	1301	163	450	1004	17			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	417	768	793	97	1362	325	242	1301	163	450	1004	17			
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92			
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00			
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750			
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.13	0.20	0.45	0.03	0.36	0.19	0.08	0.23	0.09	0.14	0.18	0.01			
Crit Moves:			****		****			****			****				
Green Time:	15.4	50.0	50.0	7.0	41.6	41.6	12.4	25.2	25.2	15.8	28.5	28.5			
Volume/Cap:	0.95	0.44	1.00	0.48	0.95	0.49	0.68	1.00	0.41	1.00	0.68	0.04			
Delay/Veh:	76.6	20.7	60.8	51.6	46.2	26.7	52.1	66.3	36.7	88.4	37.9	30.5			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	76.6	20.7	60.8	51.6	46.2	26.7	52.1	66.3	36.7	88.4	37.9	30.5			
HCM2k95th:	20	16	54	5	45	16	10	35	10	22	20	1			

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #43: Trimble Rd / Zanker Rd

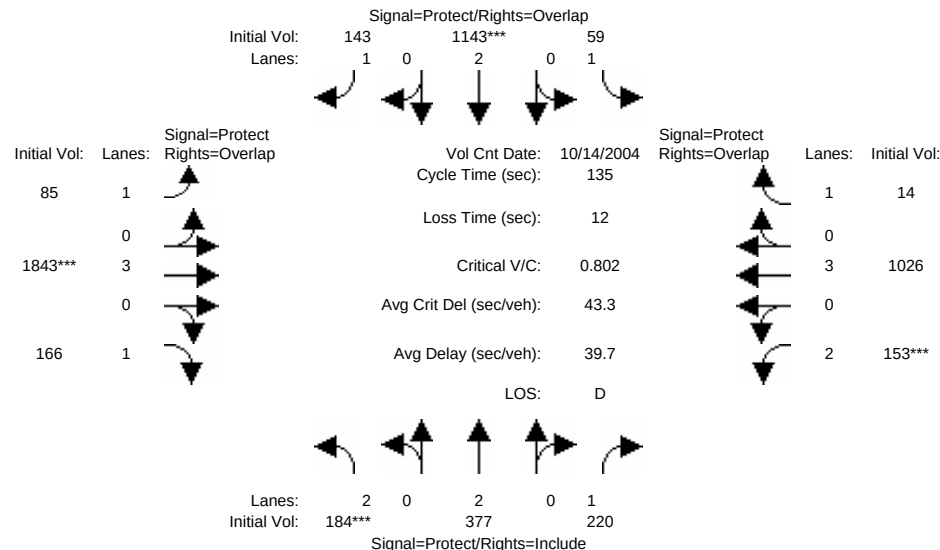


Street Name:	Zanker Rd						Trimble Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module: >> Count Date: 14 Oct 2004 << 4:45-5:45pm												
Base Vol:	105	111	82	43	684	103	32	831	132	91	791	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	111	82	43	684	103	32	831	132	91	791	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	111	82	43	684	103	32	831	132	91	791	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	111	82	43	684	103	32	831	132	91	791	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	111	82	43	684	103	32	831	132	91	791	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	105	111	82	43	684	103	32	831	132	91	791	9
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.05	0.02	0.18	0.06	0.02	0.15	0.08	0.03	0.14	0.01
Crit Moves:	****				****			****			****	
Green Time:	10.6	39.8	39.8	27.8	57.1	72.1	15.1	46.2	56.8	9.2	40.3	68.2
Volume/Cap:	0.43	0.10	0.16	0.12	0.43	0.11	0.16	0.43	0.18	0.43	0.46	0.01
Delay/Veh:	60.5	34.6	35.4	43.7	27.6	15.6	54.7	34.3	24.6	61.8	38.8	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.5	34.6	35.4	43.7	27.6	15.6	54.7	34.3	24.6	61.8	38.8	16.6
HCM2k95th:	5	3	5	3	18	4	3	16	7	5	17	0

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #43: Trimble Rd / Zanker Rd

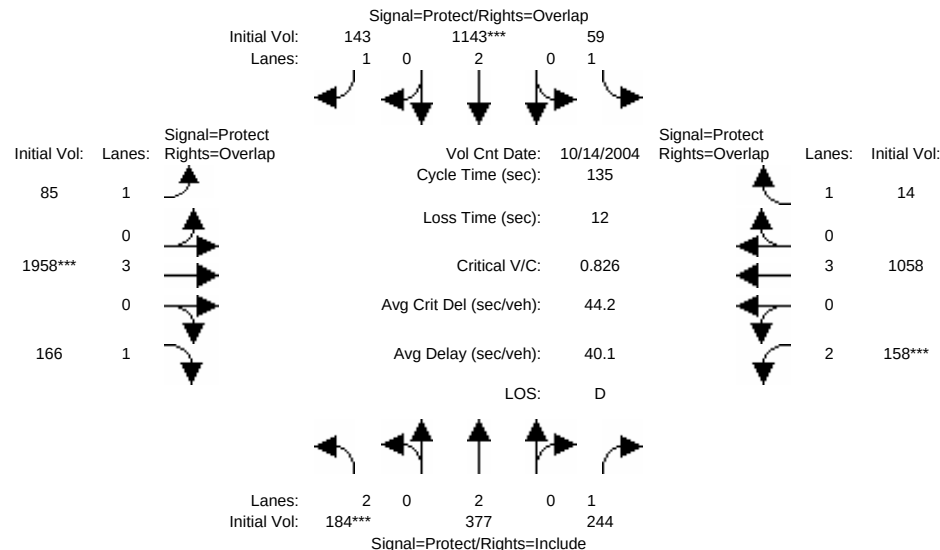


Street Name:	Zanker Rd						Trimble Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 14 Oct 2004 << 4:45-5:45pm												
Base Vol:	105	111	82	43	684	103	32	831	132	91	791	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	111	82	43	684	103	32	831	132	91	791	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	79	266	138	16	459	40	53	1012	34	62	235	5
Initial Fut:	184	377	220	59	1143	143	85	1843	166	153	1026	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	377	220	59	1143	143	85	1843	166	153	1026	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	377	220	59	1143	143	85	1843	166	153	1026	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	184	377	220	59	1143	143	85	1843	166	153	1026	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.13	0.03	0.30	0.08	0.05	0.32	0.09	0.05	0.18	0.01
Crit Moves:	****				****			****			****	
Green Time:	9.8	42.8	42.8	17.6	50.6	64.6	14.0	54.4	64.2	8.2	48.6	66.2
Volume/Cap:	0.80	0.31	0.40	0.26	0.80	0.17	0.47	0.80	0.20	0.80	0.50	0.02
Delay/Veh:	79.7	35.1	36.5	53.4	41.1	20.1	58.9	37.7	20.6	83.8	33.9	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.7	35.1	36.5	53.4	41.1	20.1	58.9	37.7	20.6	83.8	33.9	17.7
HCM2k95th:	11	11	14	5	38	7	8	39	8	10	20	1

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #43: Trimble Rd / Zanker Rd

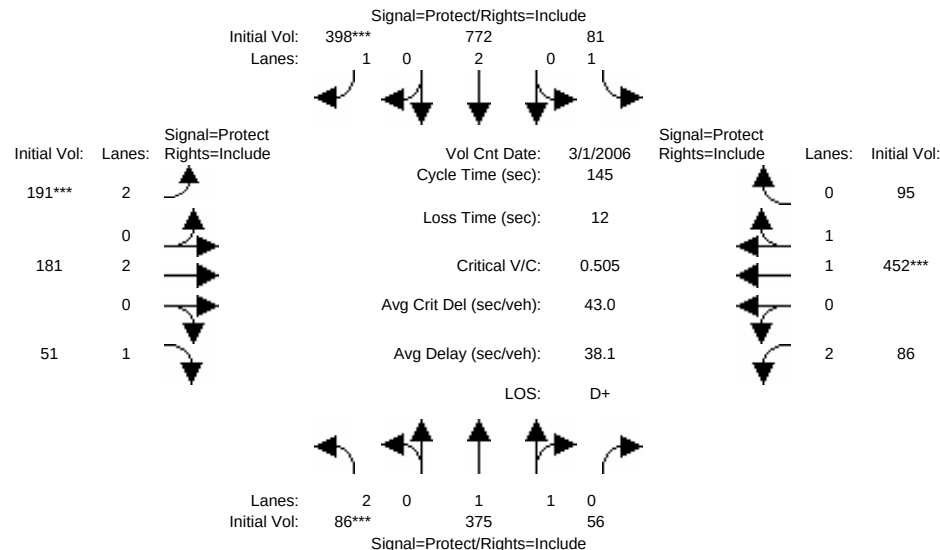


Street Name:	Zanker Rd						Trimble Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- ----- ----- -----												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
----- ----- ----- ----- ----- -----												
Volume Module: >> Count Date: 14 Oct 2004 << 4:45-5:45pm												
Base Vol:	184	377	220	59	1143	143	85	1843	166	153	1026	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	377	220	59	1143	143	85	1843	166	153	1026	14
Added Vol:	0	0	24	0	0	0	0	115	0	5	32	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	377	244	59	1143	143	85	1958	166	158	1058	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	377	244	59	1143	143	85	1958	166	158	1058	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	377	244	59	1143	143	85	1958	166	158	1058	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	184	377	244	59	1143	143	85	1958	166	158	1058	14
----- ----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750
----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.14	0.03	0.30	0.08	0.05	0.34	0.09	0.05	0.19	0.01
Crit Moves:	****				****			****			****	
Green Time:	9.5	42.8	42.8	15.9	49.1	63.2	14.0	56.1	65.7	8.2	50.3	66.2
Volume/Cap:	0.83	0.31	0.44	0.29	0.83	0.17	0.47	0.83	0.20	0.83	0.50	0.02
Delay/Veh:	83.6	35.1	37.2	55.1	43.3	20.9	58.8	37.6	19.8	87.3	32.8	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.6	35.1	37.2	55.1	43.3	20.9	58.8	37.6	19.8	87.3	32.8	17.7
HCM2k95th:	11	11	15	5	39	7	8	42	7	10	20	1

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #44: Guadalupe Pkwy-Charcot Ave / N. First St

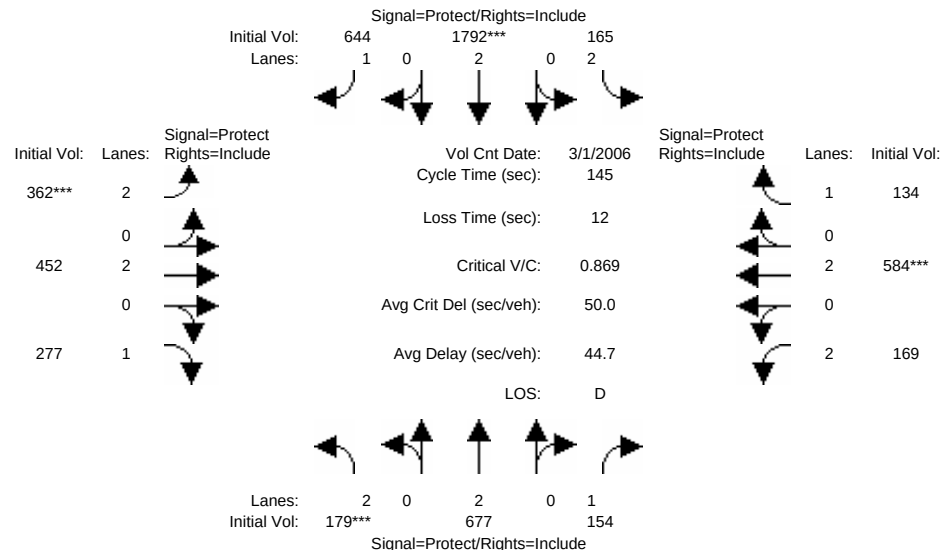


Street Name:	N. First St						Guadalupe Pkwy-Charcot Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 1 Mar 2006 << 5:00-6:00pm												
Base Vol:	86	375	56	81	772	398	191	181	51	86	452	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	375	56	81	772	398	191	181	51	86	452	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	375	56	81	772	398	191	181	51	86	452	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	375	56	81	772	398	191	181	51	86	452	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	375	56	81	772	398	191	181	51	86	452	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	86	375	56	81	772	398	191	181	51	86	452	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	1.73	0.27	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.64	0.36
Final Sat.:	3150	3219	481	1750	3800	1750	3150	3800	1750	3150	3057	642
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.05	0.20	0.23	0.06	0.05	0.03	0.03	0.15	0.15
Crit Moves:	****					****	****				****	
Green Time:	7.8	51.7	51.7	21.4	65.3	65.3	17.4	35.2	35.2	24.6	42.5	42.5
Volume/Cap:	0.51	0.33	0.33	0.31	0.45	0.51	0.51	0.20	0.12	0.16	0.51	0.51
Delay/Veh:	69.1	34.1	34.1	55.9	27.7	28.9	60.9	43.7	42.9	51.5	42.9	42.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.1	34.1	34.1	55.9	27.7	28.9	60.9	43.7	42.9	51.5	42.9	42.9
HCM2k95th:	5	13	13	7	21	22	9	6	4	3	19	18

Milpitas TASP

 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #44: Guadalupe Pkwy-Charcot Ave / N. First St

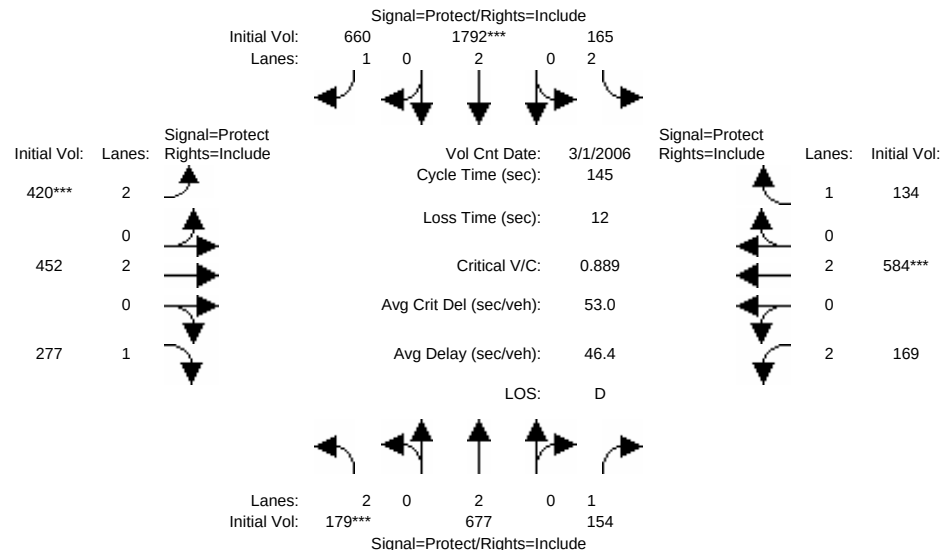


Street Name:	N. First St						Guadalupe Pkwy-Charcot Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 1 Mar 2006 << 5:00-6:00pm												
Base Vol:	86	375	56	81	772	398	191	181	51	86	452	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	375	56	81	772	398	191	181	51	86	452	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	93	302	98	84	1020	246	171	271	226	83	132	39
Initial Fut:	179	677	154	165	1792	644	362	452	277	169	584	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179	677	154	165	1792	644	362	452	277	169	584	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	677	154	165	1792	644	362	452	277	169	584	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	179	677	154	165	1792	644	362	452	277	169	584	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.09	0.05	0.47	0.37	0.11	0.12	0.16	0.05	0.15	0.08
Crit Moves:	****			****			****			****		
Green Time:	9.5	68.1	68.1	20.0	78.7	78.7	19.2	33.5	33.5	11.3	25.6	25.6
Volume/Cap:	0.87	0.38	0.19	0.38	0.87	0.68	0.87	0.52	0.69	0.69	0.87	0.43
Delay/Veh:	97.4	24.9	22.4	57.4	33.0	26.0	79.1	49.2	55.8	72.9	69.7	54.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.4	24.9	22.4	57.4	33.0	26.0	79.1	49.2	55.8	72.9	69.7	54.2
HCM2k95th:	12	17	8	7	57	35	19	17	22	10	27	11

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #44: Guadalupe Pkwy-Charcot Ave / N. First St

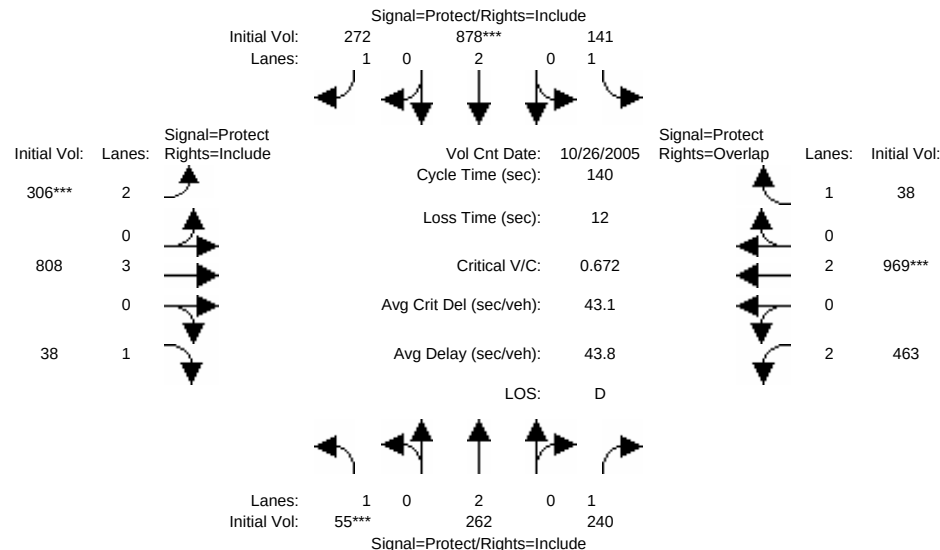


Street Name:	N. First St						Guadalupe Pkwy-Charcot Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 1 Mar 2006 << 5:00-6:00pm												
Base Vol:	179	677	154	165	1792	644	362	452	277	169	584	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	677	154	165	1792	644	362	452	277	169	584	134
Added Vol:	0	0	0	0	0	16	58	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	677	154	165	1792	660	420	452	277	169	584	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179	677	154	165	1792	660	420	452	277	169	584	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	677	154	165	1792	660	420	452	277	169	584	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	179	677	154	165	1792	660	420	452	277	169	584	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.09	0.05	0.47	0.38	0.13	0.12	0.16	0.05	0.15	0.08
Crit Moves:	****			****			****			****		
Green Time:	9.3	66.6	66.6	19.6	76.9	76.9	21.7	35.0	35.0	11.9	25.1	25.1
Volume/Cap:	0.89	0.39	0.19	0.39	0.89	0.71	0.89	0.49	0.66	0.66	0.89	0.44
Delay/Veh:	102.1	25.9	23.4	57.8	35.6	28.3	78.8	47.8	53.3	70.6	72.7	54.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.1	25.9	23.4	57.8	35.6	28.3	78.8	47.8	53.3	70.6	72.7	54.7
HCM2k95th:	12	18	8	7	59	37	22	16	21	9	27	11

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #45: E. Brokaw Rd / N. First St

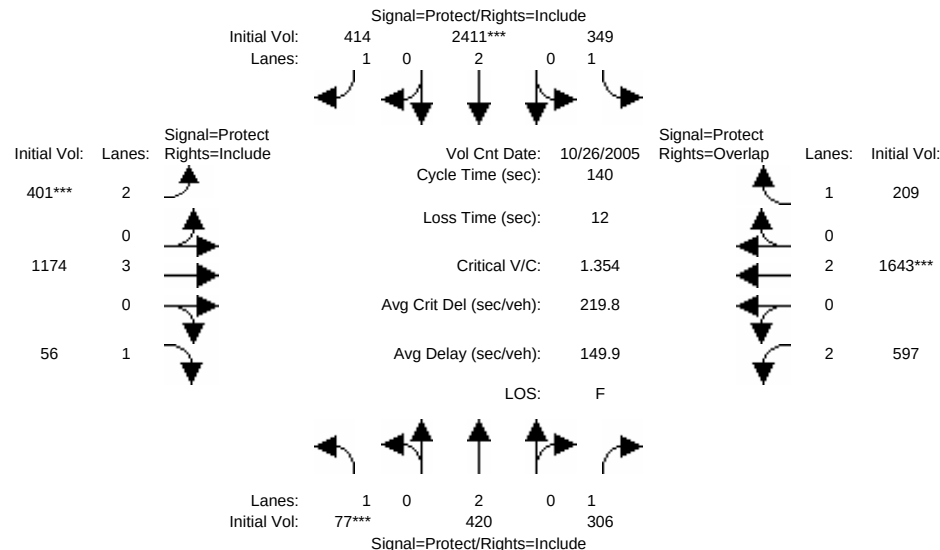


Street Name:	N. First St						E. Brokaw Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 26 Oct 2005 << 5:00-6:00pm												
Base Vol:	55	262	240	141	878	272	306	808	38	463	969	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	262	240	141	878	272	306	808	38	463	969	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	262	240	141	878	272	306	808	38	463	969	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	262	240	141	878	272	306	808	38	463	969	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	262	240	141	878	272	306	808	38	463	969	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	55	262	240	141	878	272	306	808	38	463	969	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.14	0.08	0.23	0.16	0.10	0.14	0.02	0.15	0.26	0.02
Crit Moves:	****				****		****				****	
Green Time:	7.0	34.6	34.6	20.3	47.9	47.9	20.2	35.9	35.9	37.2	52.9	73.2
Volume/Cap:	0.63	0.28	0.55	0.55	0.67	0.45	0.67	0.55	0.08	0.55	0.67	0.04
Delay/Veh:	78.9	42.8	47.6	58.3	40.8	36.4	60.8	45.6	39.7	45.1	37.7	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.9	42.8	47.6	58.3	40.8	36.4	60.8	45.6	39.7	45.1	37.7	16.3
HCM2k95th:	7	9	17	12	29	17	14	19	3	17	30	2

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #45: E. Brokaw Rd / N. First St

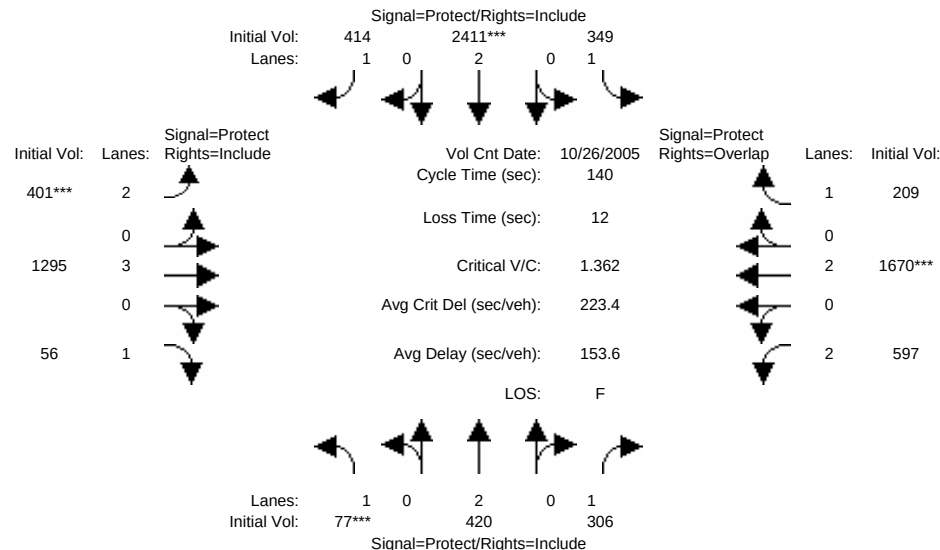


Street Name:	N. First St						E. Brokaw Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 26 Oct 2005 << 5:00-6:00pm												
Base Vol:	55	262	240	141	878	272	306	808	38	463	969	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	262	240	141	878	272	306	808	38	463	969	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	22	158	66	208	1533	142	95	366	18	134	674	171
Initial Fut:	77	420	306	349	2411	414	401	1174	56	597	1643	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	420	306	349	2411	414	401	1174	56	597	1643	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	420	306	349	2411	414	401	1174	56	597	1643	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	77	420	306	349	2411	414	401	1174	56	597	1643	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.17	0.20	0.63	0.24	0.13	0.21	0.03	0.19	0.43	0.12
Crit Moves:	****				****		****			****		
Green Time:	7.0	33.3	33.3	38.0	64.3	64.3	12.9	29.5	29.5	27.2	43.8	81.8
Volume/Cap:	0.88	0.46	0.74	0.74	1.38	0.52	1.38	0.98	0.15	0.98	1.38	0.20
Delay/Veh:	124.6	46.1	56.0	52.3	213	27.4	255.4	75.3	45.2	86.4	225	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	124.6	46.1	56.0	52.3	213	27.4	255.4	75.3	45.2	86.4	225	13.8
HCM2k95th:	11	15	24	26	138	22	30	36	4	30	96	8

Milpitas TASP

 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #45: E. Brokaw Rd / N. First St

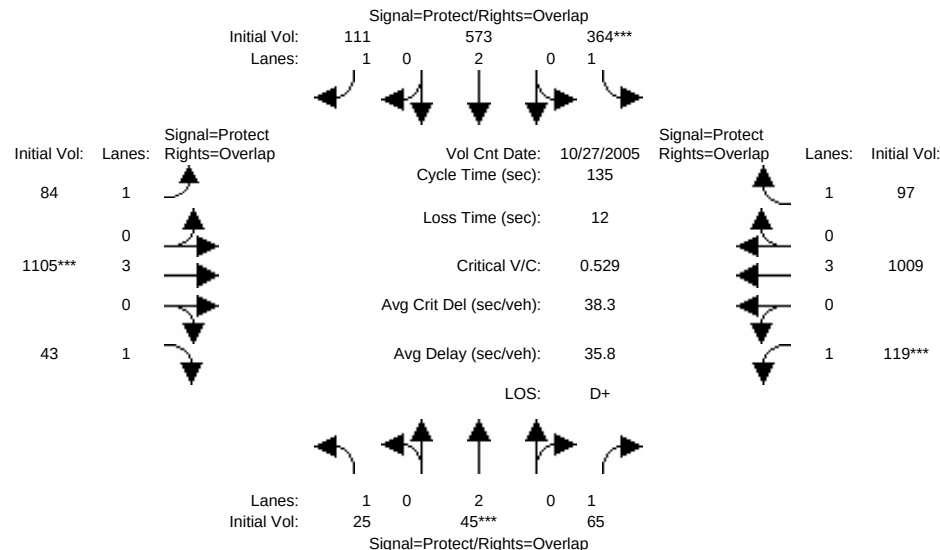


Street Name:	N. First St						E. Brokaw Rd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10			
-----	-----			-----			-----			-----					
Volume Module:	>>	Count	Date:	26 Oct 2005	<<	5:00-6:00pm									
Base Vol:	77	420	306	349	2411	414	401	1174	56	597	1643	209			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	77	420	306	349	2411	414	401	1174	56	597	1643	209			
Added Vol:	0	0	0	0	0	0	0	121	0	0	27	0			
Approved:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	77	420	306	349	2411	414	401	1295	56	597	1670	209			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	77	420	306	349	2411	414	401	1295	56	597	1670	209			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	77	420	306	349	2411	414	401	1295	56	597	1670	209			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	77	420	306	349	2411	414	401	1295	56	597	1670	209			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92			
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00			
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	3800	1750			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.04	0.11	0.17	0.20	0.63	0.24	0.13	0.23	0.03	0.19	0.44	0.12			
Crit Moves:	****				****		****			****					
Green Time:	7.0	33.1	33.1	37.8	63.9	63.9	12.8	31.1	31.1	26.0	44.3	82.0			
Volume/Cap:	0.88	0.47	0.74	0.74	1.39	0.52	1.39	1.02	0.14	1.02	1.39	0.20			
Delay/Veh:	124.6	46.2	56.3	52.7	217	27.7	259.0	85.4	43.9	99.9	228	13.7			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	124.6	46.2	56.3	52.7	217	27.7	259.0	85.4	43.9	99.9	228	13.7			
HCM2k95th:	11	15	24	26	139	23	30	41	4	31	98	8			

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #46: E. Brokaw Rd / Zanker Rd

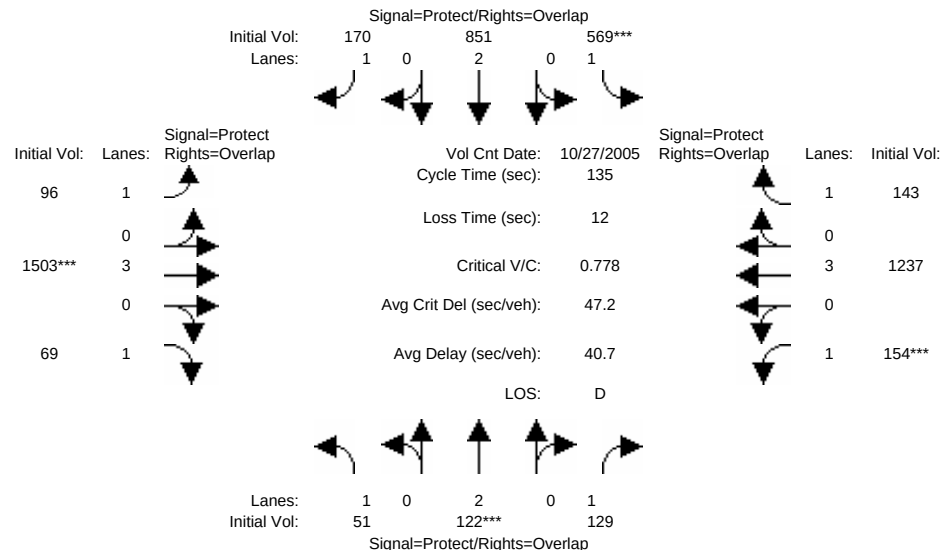


Street Name:	Zanker Rd						E. Brokaw Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 27 Oct 2005 << 5:00-6:00pm												
Base Vol:	25	45	65	364	573	111	84	1105	43	119	1009	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	45	65	364	573	111	84	1105	43	119	1009	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	45	65	364	573	111	84	1105	43	119	1009	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	45	65	364	573	111	84	1105	43	119	1009	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	45	65	364	573	111	84	1105	43	119	1009	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	25	45	65	364	573	111	84	1105	43	119	1009	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.04	0.21	0.15	0.06	0.05	0.19	0.02	0.07	0.18	0.06
Crit Moves:	***			***			***			***		
Green Time:	15.4	10.0	26.4	50.0	44.7	58.9	14.3	46.6	62.0	16.4	48.7	98.7
Volume/Cap:	0.13	0.16	0.19	0.56	0.46	0.15	0.45	0.56	0.05	0.56	0.49	0.08
Delay/Veh:	54.1	58.8	45.7	34.9	35.9	23.0	58.5	36.3	20.3	59.3	33.7	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	58.8	45.7	34.9	35.9	23.0	58.5	36.3	20.3	59.3	33.7	5.2
HCM2k95th:	2	2	5	22	17	5	7	22	2	10	20	2

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #46: E. Brokaw Rd / Zanker Rd

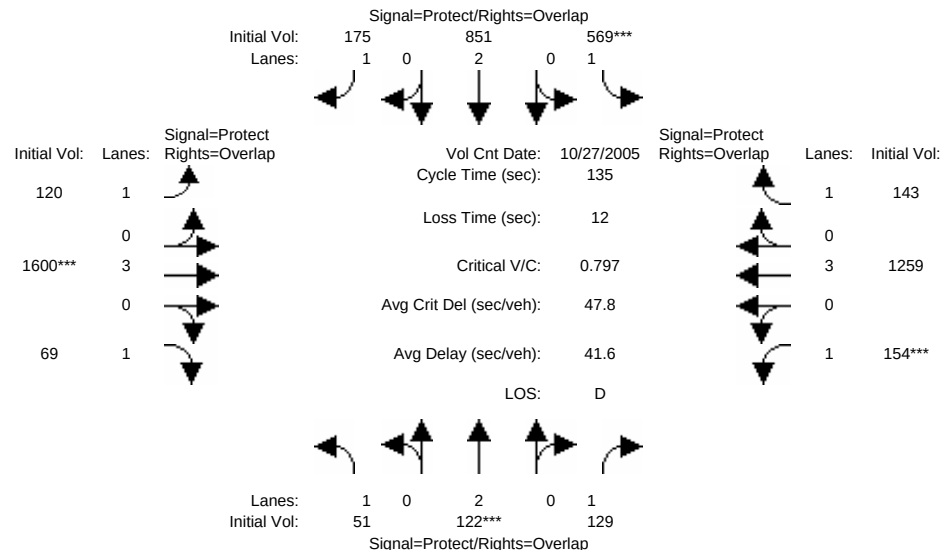


Street Name: Zanker Rd				E. Brokaw Rd								
Approach: North Bound				South Bound			East Bound			West Bound		
Movement:	L	-	T - R	L	-	T - R	L	-	T - R	L	-	T - R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module: >> Count Date: 27 Oct 2005 << 5:00-6:00pm												
Base Vol:	25	45	65	364	573	111	84	1105	43	119	1009	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	45	65	364	573	111	84	1105	43	119	1009	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	26	77	64	205	278	59	12	398	26	35	228	46
Initial Fut:	51	122	129	569	851	170	96	1503	69	154	1237	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	122	129	569	851	170	96	1503	69	154	1237	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	122	129	569	851	170	96	1503	69	154	1237	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	51	122	129	569	851	170	96	1503	69	154	1237	143
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.07	0.33	0.22	0.10	0.05	0.26	0.04	0.09	0.22	0.08
Crit Moves:	****			****			****			****		
Green Time:	12.1	10.0	24.7	54.3	52.2	64.0	11.8	44.0	56.1	14.7	46.9	101.2
Volume/Cap:	0.33	0.43	0.40	0.81	0.58	0.20	0.63	0.81	0.09	0.81	0.63	0.11
Delay/Veh:	58.8	60.9	49.5	42.7	33.3	20.8	67.3	44.4	24.1	80.8	37.4	4.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.8	60.9	49.5	42.7	33.3	20.8	67.3	44.4	24.1	80.8	37.4	4.7
HCM2k95th:	5	6	10	37	25	8	10	35	3	16	26	3

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #46: E. Brokaw Rd / Zanker Rd

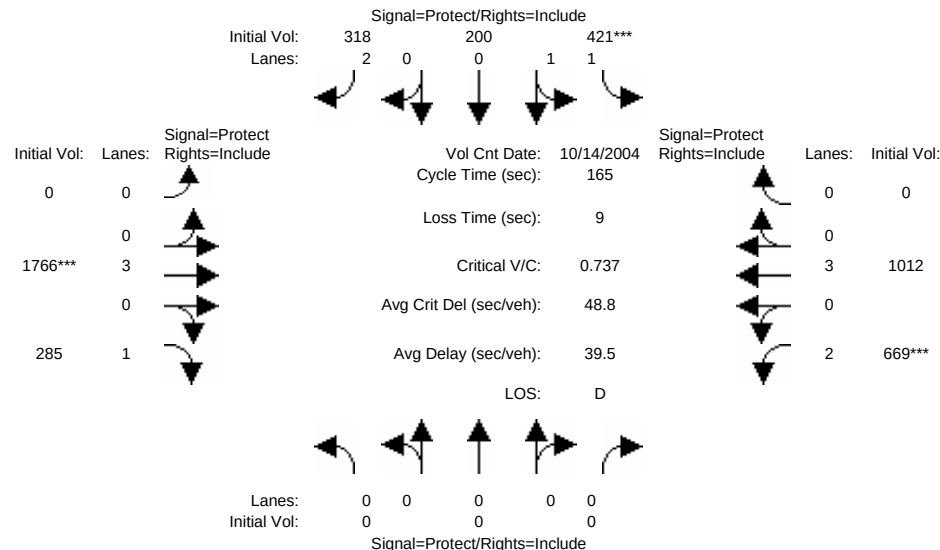


Street Name:	Zanker Rd						E. Brokaw Rd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7		10		10	7		10		10	7		10		10
-----	-----			-----			-----			-----					
Volume Module:	>>	Count	Date:	27 Oct 2005	<<	5:00-6:00pm									
Base Vol:	51	122	129	569	851	170	96	1503	69	154	1237	143			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	51	122	129	569	851	170	96	1503	69	154	1237	143			
Added Vol:	0	0	0	0	0	5	24	97	0	0	22	0			
Approved:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	51	122	129	569	851	175	120	1600	69	154	1259	143			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	51	122	129	569	851	175	120	1600	69	154	1259	143			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	51	122	129	569	851	175	120	1600	69	154	1259	143			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Vol.:	51	122	129	569	851	175	120	1600	69	154	1259	143			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92		
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00		
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750	1750		
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.03	0.03	0.07	0.33	0.22	0.10	0.07	0.28	0.04	0.09	0.22	0.08			
Crit Moves:	****			****			****			****					
Green Time:	11.8	10.0	24.3	53.0	51.1	65.3	14.2	45.7	57.6	14.3	45.8	98.8			
Volume/Cap:	0.33	0.43	0.41	0.83	0.59	0.21	0.65	0.83	0.09	0.83	0.65	0.11			
Delay/Veh:	59.1	60.9	49.8	45.3	34.2	20.1	66.0	44.2	23.2	84.7	38.6	5.3			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	59.1	60.9	49.8	45.3	34.2	20.1	66.0	44.2	23.2	84.7	38.6	5.3			
HCM2k95th:	5	6	10	38	25	8	11	37	3	16	27	3			

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #47: E. Brokaw Rd / I-880 SB

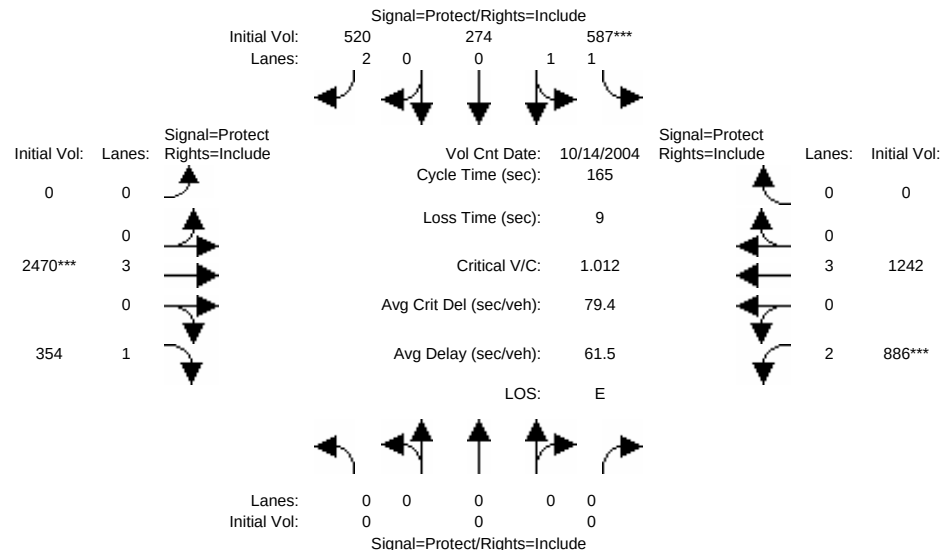


Street Name:	I-880- SB						E. Brokaw Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: >> Count Date:	14 Oct 2004 << 4:45-5:45pm											
Base Vol:	0	0	0	421	200	318	0	1766	285	669	1012	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	421	200	318	0	1766	285	669	1012	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	421	200	318	0	1766	285	669	1012	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	421	200	318	0	1766	285	669	1012	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	421	200	318	0	1766	285	669	1012	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	421	200	318	0	1766	285	669	1012	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.83	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.36	0.64	2.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	2406	1143	3150	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.17	0.10	0.00	0.31	0.16	0.21	0.18	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	39.1	39.1	39.1	0.0	69.3	69.3	47.5	117	0.0
Volume/Cap:	0.00	0.00	0.00	0.74	0.74	0.43	0.00	0.74	0.39	0.74	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	61.6	61.6	53.8	0.0	41.4	33.5	56.3	8.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	61.6	61.6	53.8	0.0	41.4	33.5	56.3	8.6	0.0
HCM2k95th:	0	0	0	27	28	13	0	42	18	28	11	0

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #47: E. Brokaw Rd / I-880 SB

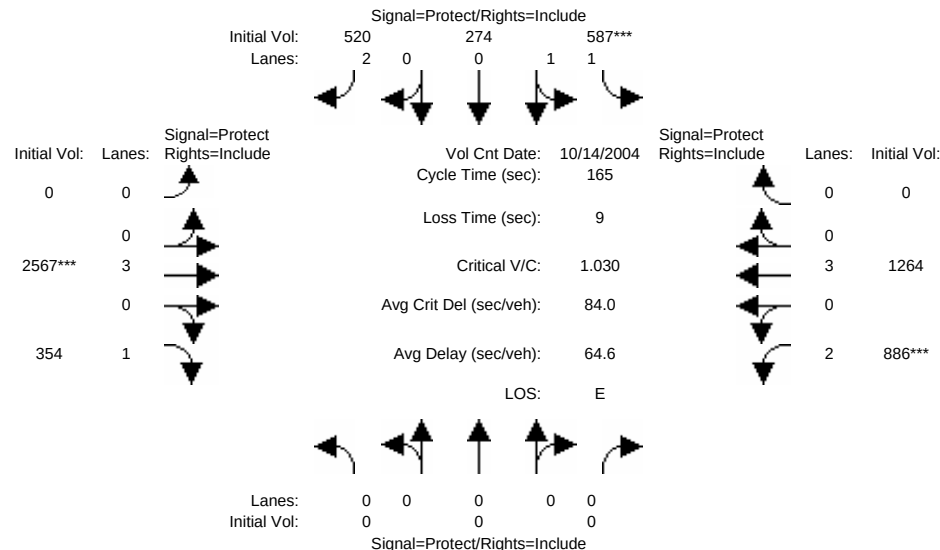


Street Name:	I-880- SB						E. Brokaw Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: >> Count Date:	14 Oct 2004 << 4:45-5:45pm											
Base Vol:	0	0	0	421	200	318	0	1766	285	669	1012	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	421	200	318	0	1766	285	669	1012	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	166	74	202	0	704	69	217	230	0
Initial Fut:	0	0	0	587	274	520	0	2470	354	886	1242	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	587	274	520	0	2470	354	886	1242	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	587	274	520	0	2470	354	886	1242	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	587	274	520	0	2470	354	886	1242	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.83	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.37	0.63	2.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	2420	1130	3150	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.24	0.17	0.00	0.43	0.20	0.28	0.22	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	39.5	39.5	39.5	0.0	70.6	70.6	45.8	116	0.0
Volume/Cap:	0.00	0.00	0.00	1.01	1.01	0.69	0.00	1.01	0.47	1.01	0.31	0.00
Delay/Veh:	0.0	0.0	0.0	96.7	96.7	59.8	0.0	68.5	34.3	93.1	9.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	96.7	96.7	59.8	0.0	68.5	34.3	93.1	9.2	0.0
HCM2k95th:	0	0	0	44	45	23	0	75	23	46	14	0

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #47: E. Brokaw Rd / I-880 SB

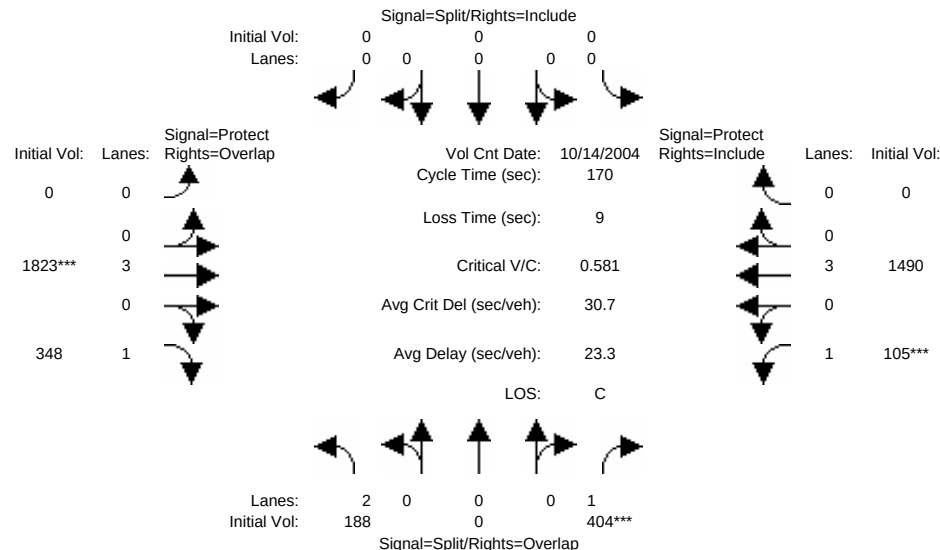


Street Name:				I-880- SB				E. Brokaw Rd										
Approach:				North Bound			South Bound			East Bound		West Bound						
Movement:				L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----																		
Min. Green:				0		0		0	10	10	10	0	10	10	7	10	0	
----- ----- ----- -----																		
Volume Module: >> Count Date:				14 Oct 2004 << 4:45-5:45pm														
Base Vol:				0		0		0	587	274	520	0	2470	354	886	1242	0	
Growth Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:				0		0		0	587	274	520	0	2470	354	886	1242	0	
Added Vol:				0		0		0	0	0	0	0	97	0	0	22	0	
Approved:				0		0		0	0	0	0	0	0	0	0	0	0	
Initial Fut:				0		0		0	587	274	520	0	2567	354	886	1264	0	
User Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:				0		0		0	587	274	520	0	2567	354	886	1264	0	
Reduct Vol:				0		0		0	0	0	0	0	0	0	0	0	0	
Reduced Vol:				0		0		0	587	274	520	0	2567	354	886	1264	0	
PCE Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Vol.:				0		0		0	587	274	520	0	2567	354	886	1264	0	
----- ----- ----- -----																		
Saturation Flow Module:																		
Sat/Lane:				1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:				0.92	1.00	0.92	0.93	0.95	0.83	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	
Lanes:				0.00	0.00	0.00	1.37	0.63	2.00	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	
Final Sat.:				0		0		0	2420	1130	3150	0	5700	1750	3150	5700	0	
----- ----- ----- -----																		
Capacity Analysis Module:																		
Vol/Sat:				0.00	0.00	0.00	0.24	0.24	0.17	0.00	0.45	0.20	0.28	0.22	0.00	0.00	0.00	
Crit Moves:								****				****				****		
Green Time:				0.0	0.0	0.0	38.8	38.8	38.8	0.0	72.1	72.1	45.0	117	0.0	0.0	0.0	
Volume/Cap:				0.00	0.00	0.00	1.03	1.03	0.70	0.00	1.03	0.46	1.03	0.31	0.00	0.00	0.00	
Delay/Veh:				0.0	0.0	0.0	102.2	102	60.8	0.0	72.8	33.2	98.7	9.0	0.0	0.0	0.0	
User DelAdj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:				0.0	0.0	0.0	102.2	102	60.8	0.0	72.8	33.2	98.7	9.0	0.0	0.0	0.0	
HCM2k95th:				0		0	45	46	23	0	79	22	46	14	0	0	0	

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #48: E. Brokaw Rd / I-880 NB

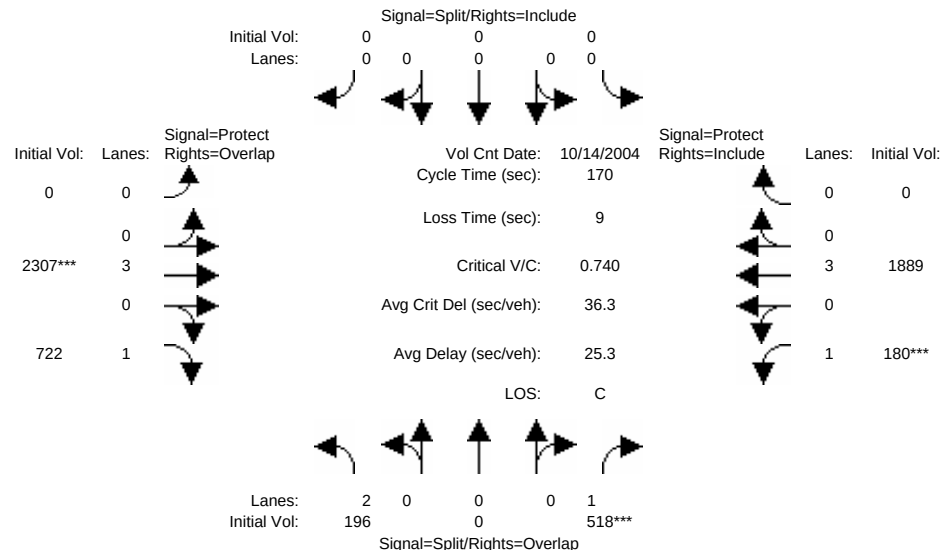


Street Name:	I-880 NB						E. Brokaw Rd												
Approach:	North Bound			South Bound			East Bound			West Bound									
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R				
-----	-----			-----			-----			-----									
Min. Green:	10		0		10		0		0		0	10		10		7	10		0
-----	-----			-----			-----			-----									
Volume Module:	>> Count Date:			14 Oct 2004 << 4:45-5:45pm															
Base Vol:	188		0		404		0		0		0	1823		348		105	1490		0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Initial Bse:	188		0		404		0		0		0	1823		348		105	1490		0
Added Vol:	0		0		0		0		0		0	0		0		0	0		0
Approved:	0		0		0		0		0		0	0		0		0	0		0
Initial Fut:	188		0		404		0		0		0	1823		348		105	1490		0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	188		0		404		0		0		0	1823		348		105	1490		0
Reduct Vol:	0		0		0		0		0		0	0		0		0	0		0
Reduced Vol:	188		0		404		0		0		0	1823		348		105	1490		0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Final Vol.:	188		0		404		0		0		0	1823		348		105	1490		0
-----	-----			-----			-----			-----									
Saturation Flow Module:																			
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900		1900
Adjustment:	0.83	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92	1.00	0.92		0.92	1.00		0.92
Lanes:	2.00	0.00		1.00	0.00	0.00		0.00	0.00	0.00		0.00	3.00	1.00		1.00	3.00		0.00
Final Sat.:	3150		0		1750		0		0		0	5700		1750		1750	5700		0
-----	-----			-----			-----			-----									
Capacity Analysis Module:																			
Vol/Sat:	0.06	0.00		0.23	0.00	0.00		0.00	0.32	0.20		0.06	0.26		0.00				0.00
Crit Moves:				****					****			****							
Green Time:	50.0	0.0		67.5	0.0	0.0		0.0	93.5	143.5		17.5	111		0.0				0.0
Volume/Cap:	0.20	0.00		0.58	0.00	0.00		0.00	0.58	0.24		0.58	0.40		0.00				0.00
Delay/Veh:	45.2	0.0		41.4	0.0	0.0		0.0	25.6	2.7		77.5	13.9		0.0				0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00				1.00
AdjDel/Veh:	45.2	0.0		41.4	0.0	0.0		0.0	25.6	2.7		77.5	13.9		0.0				0.0
HCM2k95th:	7	0		28	0	0		0	34	7		12	21		0				0

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #48: E. Brokaw Rd / I-880 NB

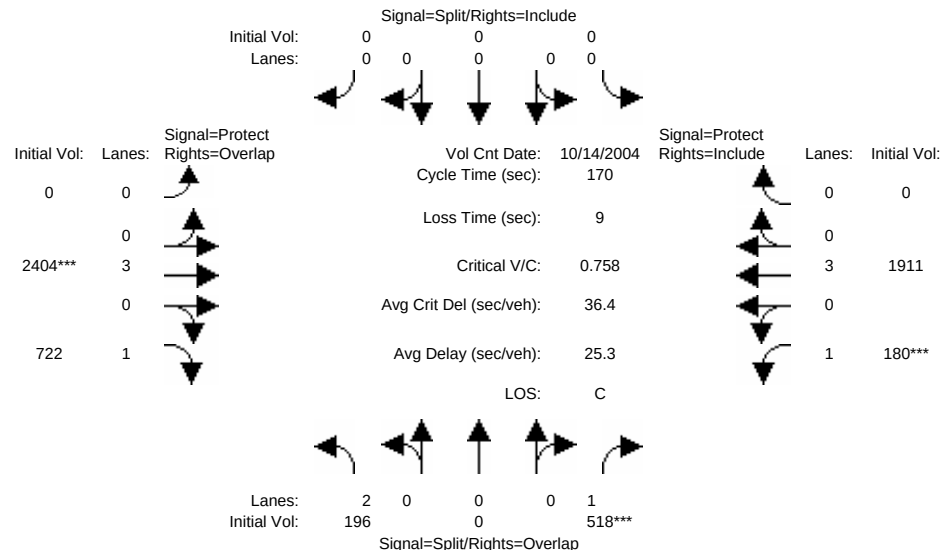


Street Name:			I-880 NB						E. Brokaw Rd												
Approach:			North Bound			South Bound			East Bound			West Bound									
Movement:			L	-	T	-	R	L	-	T	-	R	L	-	T	-	R				
-----			-----			-----			-----			-----									
Min. Green:			10		0		10		0		0		10		10		7	10		0	
-----			-----			-----			-----			-----									
Volume Module: >> Count Date:			14 Oct 2004 << 4:45-5:45pm																		
Base Vol:			188		0		404		0		0		0	1823		348		105	1490		0
Growth Adj:			1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:			188		0		404		0		0		0	1823		348		105	1490		0
Added Vol:			0		0		0		0		0		0	0		0		0	0		0
ATI:			8		0		114		0		0		0	484		374		75	399		0
Initial Fut:			196		0		518		0		0		0	2307		722		180	1889		0
User Adj:			1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:			1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:			196		0		518		0		0		0	2307		722		180	1889		0
Reduct Vol:			0		0		0		0		0		0	0		0		0	0		0
Reduced Vol:			196		0		518		0		0		0	2307		722		180	1889		0
PCE Adj:			1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:			1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Vol.:			196		0		518		0		0		0	2307		722		180	1889		0
-----			-----			-----			-----			-----									
Saturation Flow Module:																					
Sat/Lane:			1900	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:			0.83	1.00		0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	1.00	0.92	
Lanes:			2.00	0.00		1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	
Final Sat.:			3150		0		1750		0		0		0	5700		1750		1750	5700		0
-----			-----			-----			-----			-----									
Capacity Analysis Module:																					
Vol/Sat:			0.06	0.00		0.30	0.00	0.00	0.00	0.00	0.40	0.41	0.10	0.33	0.00	0.00	0.00	0.00	0.00	0.00	
Crit Moves:			****						****						****						
Green Time:			44.4	0.0		68.0	0.0	0.0	0.0	0.0	93.0	137.4	23.6	117	0.0	0.0	0.0	0.0	0.0	0.0	
Volume/Cap:			0.24	0.00		0.74	0.00	0.00	0.00	0.00	0.74	0.51	0.74	0.48	0.00	0.00	0.00	0.00	0.00	0.00	
Delay/Veh:			49.6	0.0		47.7	0.0	0.0	0.0	0.0	30.3	5.6	81.7	12.6	0.0	0.0	0.0	0.0	0.0	0.0	
User DelAdj:			1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:			49.6	0.0		47.7	0.0	0.0	0.0	0.0	30.3	5.6	81.7	12.6	0.0	0.0	0.0	0.0	0.0	0.0	
HCM2k95th:			8	0		39	0	0	0	0	49	22	19	26	0	0	0	0	0	0	

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #48: E. Brokaw Rd / I-880 NB

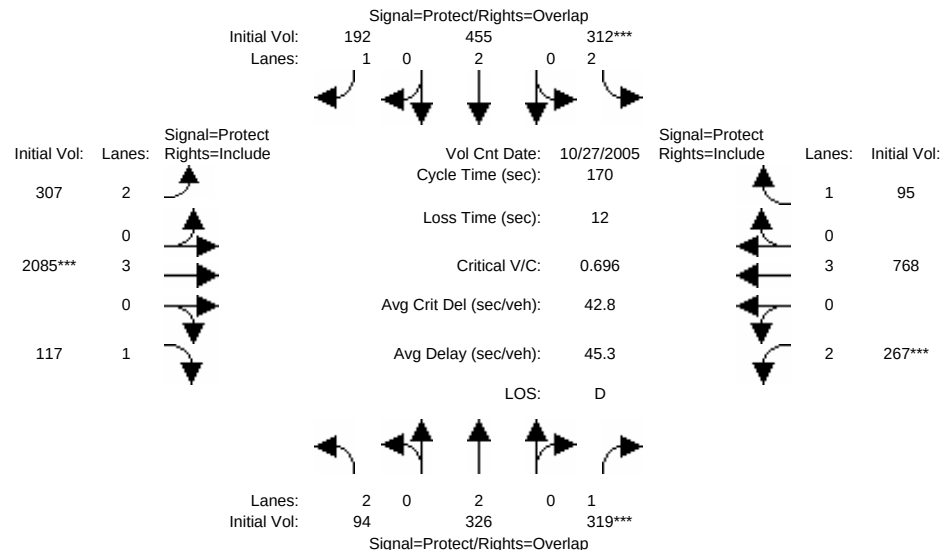


Street Name:			I-880 NB						E. Brokaw Rd												
Approach:			North Bound			South Bound			East Bound			West Bound									
Movement:			L	-	T	-	R	L	-	T	-	R	L	-	T	-	R				
-----			-----			-----			-----			-----									
Min. Green:			10		0		10		0		0		10		10		7	10		0	
-----			-----			-----			-----			-----									
Volume Module: >> Count Date:			14 Oct 2004 << 4:45-5:45pm																		
Base Vol:			196		0		518		0		0		0	2307		722		180	1889		0
Growth Adj:			1.00	1.00			1.00	1.00	1.00				1.00	1.00	1.00			1.00	1.00		1.00
Initial Bse:			196		0		518		0		0		0	2307		722		180	1889		0
Added Vol:			0		0		0		0		0		0	97		0		0	22		0
Approved:			0		0		0		0		0		0	0		0		0	0		0
Initial Fut:			196		0		518		0		0		0	2404		722		180	1911		0
User Adj:			1.00	1.00			1.00	1.00	1.00				1.00	1.00	1.00			1.00	1.00		1.00
PHF Adj:			1.00	1.00			1.00	1.00	1.00				1.00	1.00	1.00			1.00	1.00		1.00
PHF Volume:			196		0		518		0		0		0	2404		722		180	1911		0
Reduct Vol:			0		0		0		0		0		0	0		0		0	0		0
Reduced Vol:			196		0		518		0		0		0	2404		722		180	1911		0
PCE Adj:			1.00	1.00			1.00	1.00	1.00				1.00	1.00	1.00			1.00	1.00		1.00
MLF Adj:			1.00	1.00			1.00	1.00	1.00				1.00	1.00	1.00			1.00	1.00		1.00
Final Vol.:			196		0		518		0		0		0	2404		722		180	1911		0
-----			-----			-----			-----			-----									
Saturation Flow Module:																					
Sat/Lane:			1900	1900			1900	1900	1900				1900	1900	1900			1900	1900		1900
Adjustment:			0.83	1.00			0.92	0.92	1.00				0.92	1.00	0.92			0.92	1.00		0.92
Lanes:			2.00	0.00			1.00	0.00	0.00				0.00	3.00	1.00			1.00	3.00		0.00
Final Sat.:			3150		0		1750		0		0		0	5700		1750		1750	5700		0
-----			-----			-----			-----			-----									
Capacity Analysis Module:																					
Vol/Sat:			0.06	0.00			0.30	0.00	0.00				0.00	0.42	0.41			0.10	0.34		0.00
Crit Moves:						****							****				****				
Green Time:			43.3	0.0			66.4	0.0	0.0				0.0	94.6	137.9			23.1	118		0.0
Volume/Cap:			0.24	0.00			0.76	0.00	0.00				0.00	0.76	0.51			0.76	0.48		0.00
Delay/Veh:			50.5	0.0			49.7	0.0	0.0				0.0	30.0	5.5			83.9	12.2		0.0
User DelAdj:			1.00	1.00			1.00	1.00	1.00				1.00	1.00	1.00			1.00	1.00		1.00
AdjDel/Veh:			50.5	0.0			49.7	0.0	0.0				0.0	30.0	5.5			83.9	12.2		0.0
HCM2k95th:			8	0			40	0	0				0	51	22			19	26		0

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #49: E. Brokaw Rd-Murphy Ave / Oakland Rd

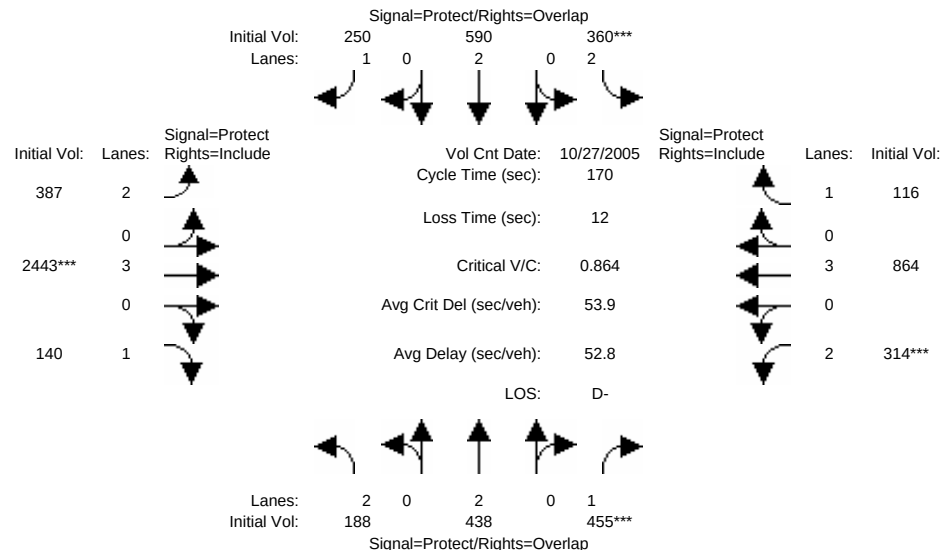


Street Name:	Oakland Rd			E. Brokaw Rd-Murphy Ave		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Volume Module: >> Count Date: 27 Oct 2005 << 5:00-6:00pm						
Base Vol:	94	326	319	312	455	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	326	319	312	455	192
Added Vol:	0	0	0	0	0	0
Approved:	0	0	0	0	0	0
Initial Fut:	94	326	319	312	455	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	326	319	312	455	192
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	94	326	319	312	455	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	94	326	319	312	455	192
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:						
Vol/Sat:	0.03	0.09	0.18	0.10	0.12	0.11
Crit Moves:	****					
Green Time:	12.3	23.8	44.5	24.2	35.7	81.9
Volume/Cap:	0.41	0.61	0.70	0.70	0.57	0.23
Delay/Veh:	76.6	70.9	61.3	74.2	61.2	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.6	70.9	61.3	74.2	61.2	25.8
HCM2k95th:	6	16	27	17	20	11

Milpitas TASP

 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #49: E. Brokaw Rd-Murphy Ave / Oakland Rd

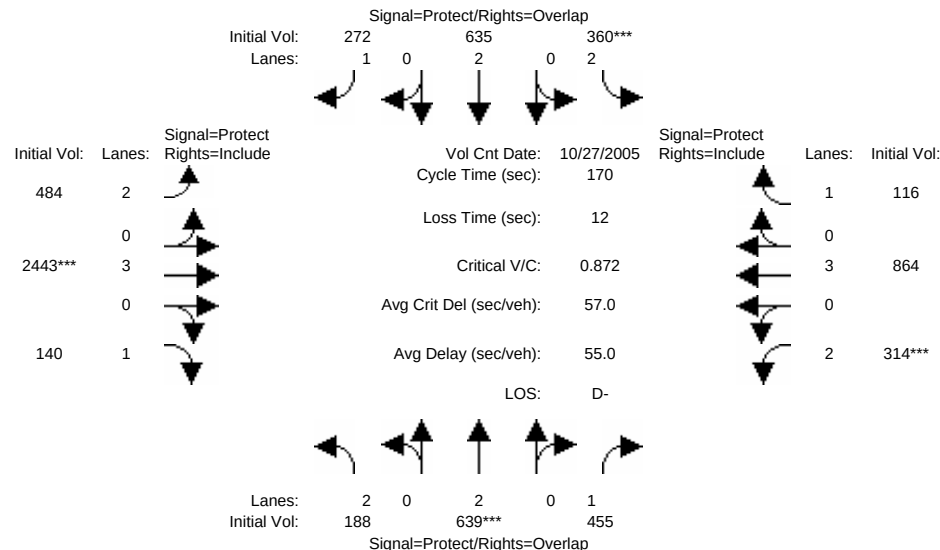


Street Name:	Oakland Rd			E. Brokaw Rd-Murphy Ave		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Volume Module: >> Count Date: 27 Oct 2005 << 5:00-6:00pm						
Base Vol:	94	326	319	312	455	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	326	319	312	455	192
Added Vol:	0	0	0	0	0	0
ATI:	94	112	136	48	135	58
Initial Fut:	188	438	455	360	590	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	438	455	360	590	250
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	188	438	455	360	590	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	188	438	455	360	590	250
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:						
Vol/Sat:	0.06	0.12	0.26	0.11	0.16	0.14
Crit Moves:	****					
Green Time:	15.0	31.5	51.2	22.5	39.0	85.6
Volume/Cap:	0.68	0.62	0.86	0.86	0.68	0.28
Delay/Veh:	81.6	65.4	70.0	89.1	61.8	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.6	65.4	70.0	89.1	61.8	24.6
HCM2k95th:	11	20	41	21	26	14

Milpitas TASP

 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #49: E. Brokaw Rd-Murphy Ave / Oakland Rd

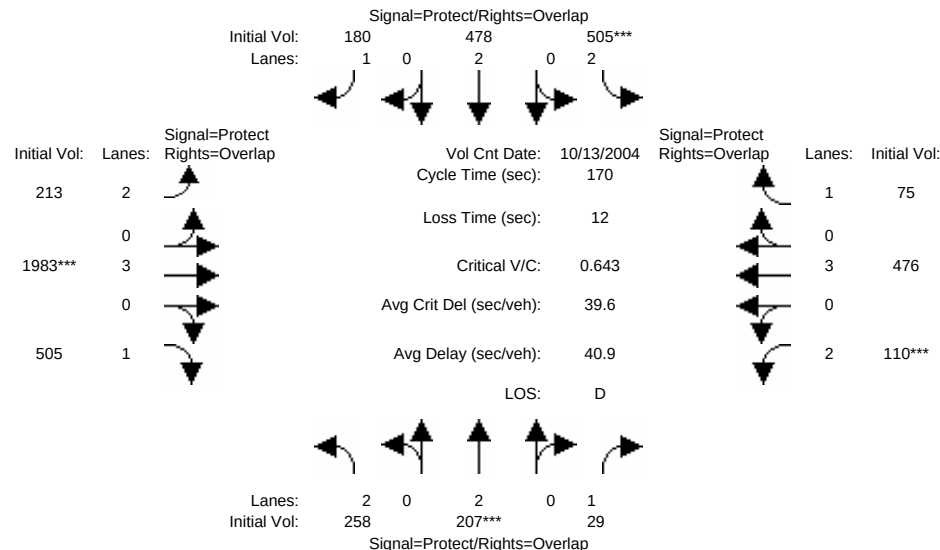


Street Name:	Oakland Rd			E. Brokaw Rd-Murphy Ave		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Volume Module: >> Count Date: 27 Oct 2005 << 5:00-6:00pm						
Base Vol:	188	438	455	360	590	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	438	455	360	590	250
Added Vol:	0	201	0	0	45	22
Approved:	0	0	0	0	0	0
Initial Fut:	188	639	455	360	635	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	639	455	360	635	272
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	188	639	455	360	635	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	188	639	455	360	635	272
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:						
Vol/Sat:	0.06	0.17	0.26	0.11	0.17	0.16
Crit Moves:	****			****		
Green Time:	14.5	32.8	52.2	22.3	40.6	92.4
Volume/Cap:	0.70	0.87	0.85	0.87	0.70	0.29
Delay/Veh:	83.6	77.8	67.1	90.5	61.6	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.6	77.8	67.1	90.5	61.6	21.1
HCM2k95th:	12	32	40	21	28	14

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #50: Murphy Ave-Hostetter Rd / Lundy Ave

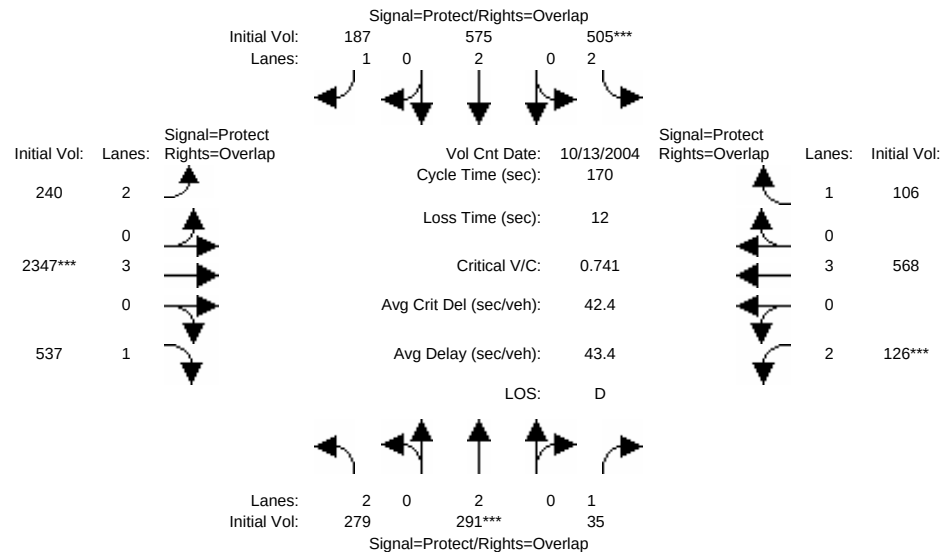


Street Name:	Lundy Ave			Murphy Ave-Hostetter Rd		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Volume Module: >> Count Date: 13 Oct 2004 << 5:00-6:00pm						
Base Vol:	258	207	29	505	478	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	207	29	505	478	180
Added Vol:	0	0	0	0	0	0
Approved:	0	0	0	0	0	0
Initial Fut:	258	207	29	505	478	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	258	207	29	505	478	180
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	258	207	29	505	478	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	258	207	29	505	478	180
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:						
Vol/Sat:	0.08	0.05	0.02	0.16	0.13	0.10
Crit Moves:	****			****		
Green Time:	22.4	14.4	23.6	42.4	34.4	79.7
Volume/Cap:	0.62	0.64	0.12	0.64	0.62	0.22
Delay/Veh:	72.7	79.7	64.3	58.9	63.4	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.7	79.7	64.3	58.9	63.4	26.9
HCM2k95th:	14	12	3	22	21	10

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #50: Murphy Ave-Hostetter Rd / Lundy Ave

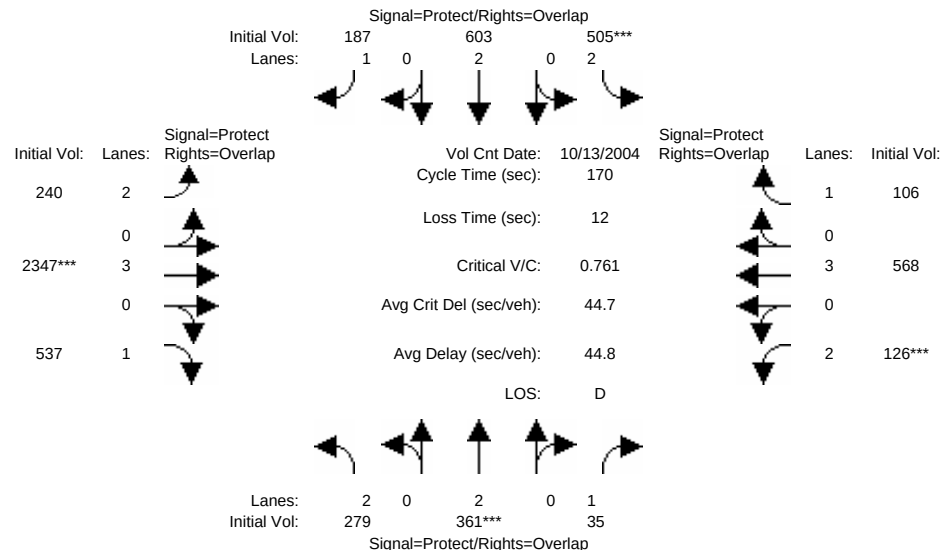


Street Name:	Lundy Ave						Murphy Ave-Hostetter Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 13 Oct 2004 << 5:00-6:00pm												
Base Vol:	258	207	29	505	478	180	213	1983	505	110	476	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	207	29	505	478	180	213	1983	505	110	476	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	21	84	6	0	97	7	27	364	32	16	92	31
Initial Fut:	279	291	35	505	575	187	240	2347	537	126	568	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	279	291	35	505	575	187	240	2347	537	126	568	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	291	35	505	575	187	240	2347	537	126	568	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	279	291	35	505	575	187	240	2347	537	126	568	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.02	0.16	0.15	0.11	0.08	0.41	0.31	0.04	0.10	0.06
Crit Moves:	****			****			****			****		
Green Time:	20.1	17.6	26.7	36.8	34.3	79.2	44.9	94.5	114.5	9.2	58.7	95.5
Volume/Cap:	0.75	0.74	0.13	0.74	0.75	0.23	0.29	0.74	0.46	0.74	0.29	0.11
Delay/Veh:	80.8	81.4	61.8	66.5	68.0	27.3	50.0	29.5	13.3	95.2	40.5	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.8	81.4	61.8	66.5	68.0	27.3	50.0	29.5	13.3	95.2	40.5	17.4
HCM2k95th:	16	16	3	24	27	11	10	49	23	9	13	5

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #50: Murphy Ave-Hostetter Rd / Lundy Ave

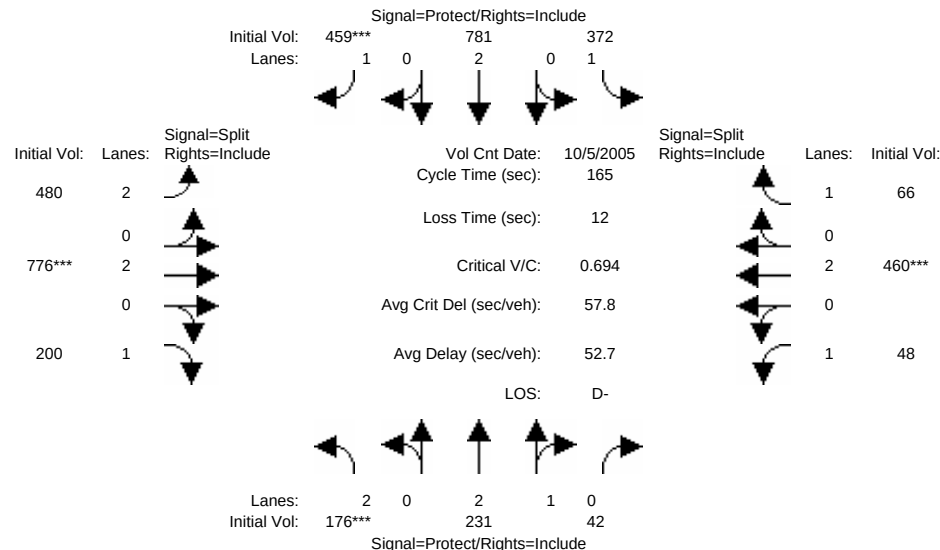


Street Name:	Lundy Ave						Murphy Ave-Hostetter Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 13 Oct 2004 << 5:00-6:00pm												
Base Vol:	279	291	35	505	575	187	240	2347	537	126	568	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	291	35	505	575	187	240	2347	537	126	568	106
Added Vol:	0	70	0	0	28	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	361	35	505	603	187	240	2347	537	126	568	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	279	361	35	505	603	187	240	2347	537	126	568	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	361	35	505	603	187	240	2347	537	126	568	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	279	361	35	505	603	187	240	2347	537	126	568	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.02	0.16	0.16	0.11	0.08	0.41	0.31	0.04	0.10	0.06
Crit Moves:	****			****			****			****		
Green Time:	20.4	21.2	30.2	35.8	36.6	80.4	43.7	92.0	112.4	8.9	57.2	93.0
Volume/Cap:	0.74	0.76	0.11	0.76	0.74	0.23	0.30	0.76	0.46	0.76	0.30	0.11
Delay/Veh:	79.6	79.0	58.8	68.2	65.7	26.6	51.0	31.6	14.4	97.9	41.6	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.6	79.0	58.8	68.2	65.7	26.6	51.0	31.6	14.4	97.9	41.6	18.6
HCM2k95th:	16	19	3	24	27	11	10	51	24	9	13	5

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #51: Hostetter Rd / N. Capitol Ave

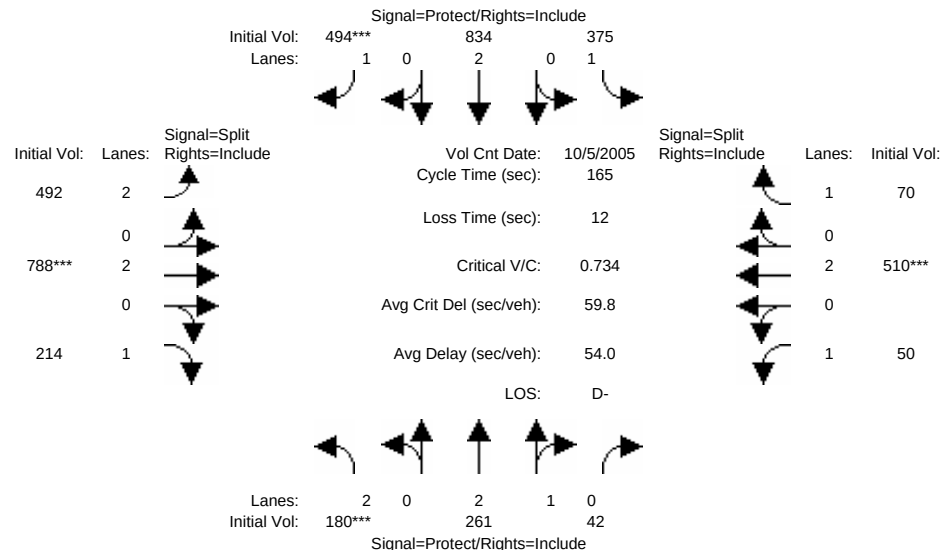


Street Name:	N. Capitol Ave						Hostetter Rd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10	10	10	
-----	-----			-----			-----			-----					
Volume Module:	>> Count Date: 5 Oct 2005 << 5:00-6:00pm														
Base Vol:	176	231	42	372	781	459	480	776	200	48	460	66			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	176	231	42	372	781	459	480	776	200	48	460	66			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Approved:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	176	231	42	372	781	459	480	776	200	48	460	66			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	176	231	42	372	781	459	480	776	200	48	460	66			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	176	231	42	372	781	459	480	776	200	48	460	66			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	176	231	42	372	781	459	480	776	200	48	460	66			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92			
Lanes:	2.00	2.52	0.48	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	3150	4737	861	1750	3800	1750	3150	3800	1750	1750	3800	1750			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.06	0.05	0.05	0.21	0.21	0.26	0.15	0.20	0.11	0.03	0.12	0.04			
Crit Moves:	****					****	****				****				
Green Time:	13.3	16.8	16.8	58.9	62.4	62.4	48.6	48.6	48.6	28.8	28.8	28.8			
Volume/Cap:	0.69	0.48	0.48	0.60	0.54	0.69	0.52	0.69	0.39	0.16	0.69	0.22			
Delay/Veh:	81.9	70.6	70.6	44.9	40.6	46.5	49.0	53.5	46.9	58.1	67.2	58.8			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	81.9	70.6	70.6	44.9	40.6	46.5	49.0	53.5	46.9	58.1	67.2	58.8			
HCM2k95th:	11	9	9	27	27	34	19	31	15	4	21	6			

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #51: Hostetter Rd / N. Capitol Ave

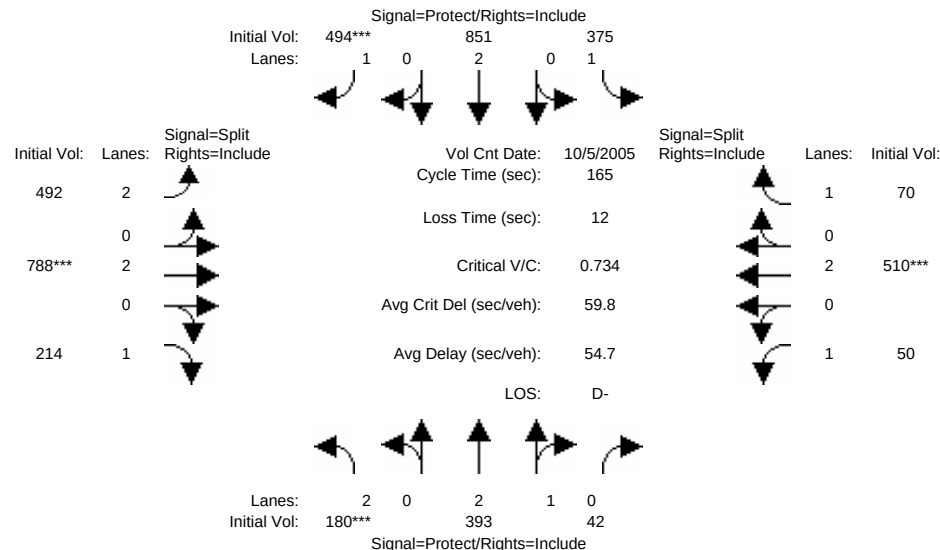


Street Name:	N. Capitol Ave						Hostetter Rd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10	10		
-----	-----			-----			-----			-----					
Volume Module:	>> Count Date: 5 Oct 2005 << 5:00-6:00pm														
Base Vol:	176	231	42	372	781	459	480	776	200	48	460	66			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	176	231	42	372	781	459	480	776	200	48	460	66			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
ATI:	4	30	0	3	53	35	12	12	14	2	50	4			
Initial Fut:	180	261	42	375	834	494	492	788	214	50	510	70			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	180	261	42	375	834	494	492	788	214	50	510	70			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	180	261	42	375	834	494	492	788	214	50	510	70			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	180	261	42	375	834	494	492	788	214	50	510	70			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92			
Lanes:	2.00	2.57	0.43	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	3150	4823	776	1750	3800	1750	3150	3800	1750	1750	3800	1750			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.06	0.05	0.05	0.21	0.22	0.28	0.16	0.21	0.12	0.03	0.13	0.04			
Crit Moves:	****					****	****			****					
Green Time:	12.8	16.8	16.8	59.4	63.4	63.4	46.6	46.6	46.6	30.2	30.2	30.2			
Volume/Cap:	0.73	0.53	0.53	0.59	0.57	0.73	0.55	0.73	0.43	0.16	0.73	0.22			
Delay/Veh:	85.4	71.3	71.3	44.5	40.6	47.8	51.1	56.3	49.0	57.0	67.7	57.7			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	85.4	71.3	71.3	44.5	40.6	47.8	51.1	56.3	49.0	57.0	67.7	57.7			
HCM2k95th:	11	11	10	27	29	37	20	32	16	4	24	6			

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #51: Hostetter Rd / N. Capitol Ave

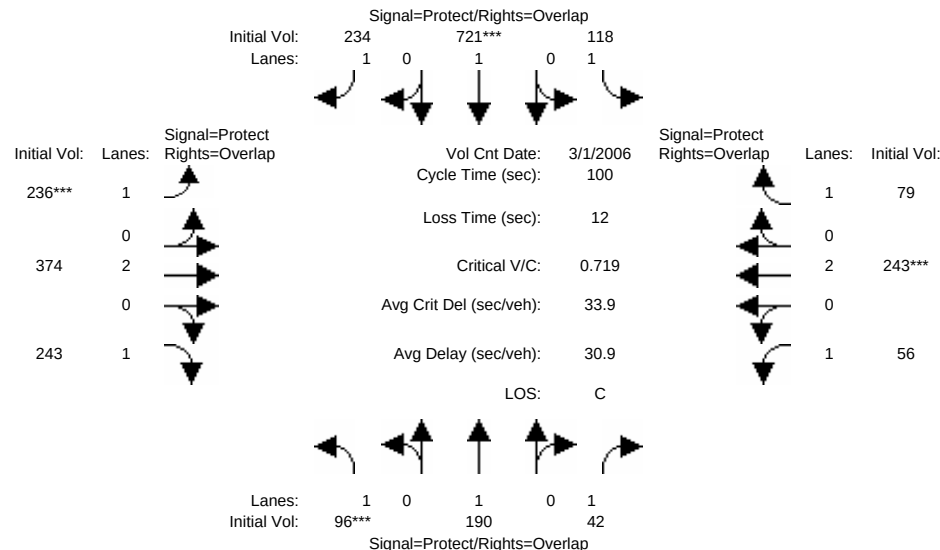


Street Name:				N. Capitol Ave						Hostetter Rd														
Approach:				North Bound			South Bound			East Bound			West Bound											
Movement:				L	-	T	-	R	L	-	T	-	R	L	-	T	-	R						
-----				-----			-----			-----			-----											
Min. Green:				7		10		10	7		10		10	10		10		10						
-----				-----			-----			-----			-----											
Volume Module: >> Count Date:				5 Oct 2005 << 5:00-6:00pm																				
Base Vol:				180		261		42	375		834		494	492		788		214	50		510		70	
Growth Adj:				1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	
Initial Bse:				180		261		42	375		834		494	492		788		214	50		510		70	
Added Vol:				0		132		0	0		17		0	0		0		0	0		0		0	
Approved:				0		0		0	0		0		0	0		0		0	0		0		0	
Initial Fut:				180		393		42	375		851		494	492		788		214	50		510		70	
User Adj:				1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	
PHF Adj:				1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	
PHF Volume:				180		393		42	375		851		494	492		788		214	50		510		70	
Reduct Vol:				0		0		0	0		0		0	0		0		0	0		0		0	
Reduced Vol:				180		393		42	375		851		494	492		788		214	50		510		70	
PCE Adj:				1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	
MLF Adj:				1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	
Final Vol.:				180		393		42	375		851		494	492		788		214	50		510		70	
-----				-----			-----			-----			-----											
Saturation Flow Module:																								
Sat/Lane:				1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900	
Adjustment:				0.83		0.99		0.95	0.92		1.00		0.92	0.83		1.00		0.92	0.92		1.00		0.92	
Lanes:				2.00		2.70		0.30	1.00		2.00		1.00	2.00		2.00		1.00	1.00		2.00		1.00	
Final Sat.:				3150		5059		541	1750		3800		1750	3150		3800		1750	1750		3800		1750	
-----				-----			-----			-----			-----											
Capacity Analysis Module:																								
Vol/Sat:				0.06		0.08		0.08	0.21		0.22		0.28	0.16		0.21		0.12	0.03		0.13		0.04	
Crit Moves:				****									****									****		
Green Time:				12.8		20.3		20.3	56.0		63.4		63.4	46.6		46.6		46.6	30.2		30.2		30.2	
Volume/Cap:				0.73		0.63		0.63	0.63		0.58		0.73	0.55		0.73		0.43	0.16		0.73		0.22	
Delay/Veh:				85.4		70.7		70.7	48.1		40.9		47.8	51.1		56.3		49.0	57.0		67.7		57.7	
User DelAdj:				1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	
AdjDel/Veh:				85.4		70.7		70.7	48.1		40.9		47.8	51.1		56.3		49.0	57.0		67.7		57.7	
HCM2k95th:				11		15		14	28		29		37	20		32		16	4		24		6	

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #52: Hostetter Rd / Morrill Ave

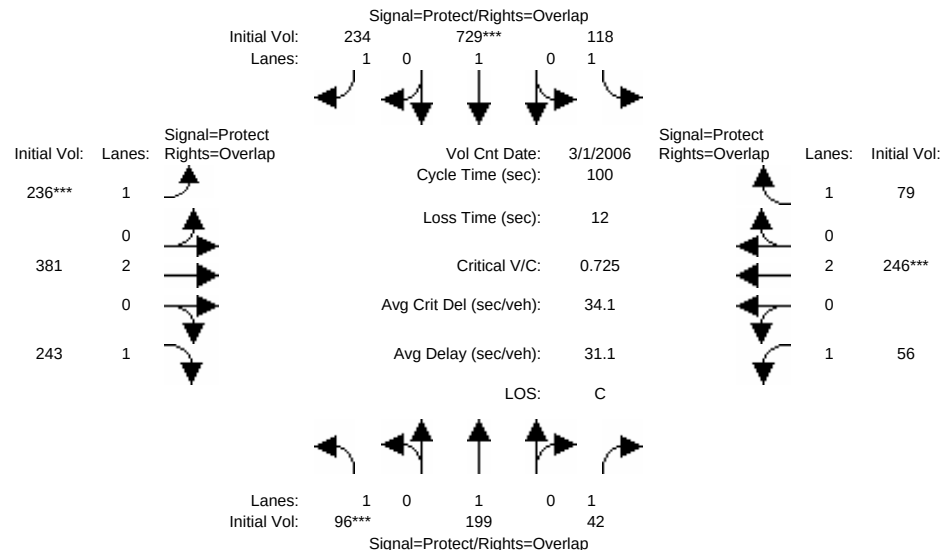


Street Name:	Morrill Ave						Hostetter Rd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10			
-----	-----			-----			-----			-----					
Volume Module: >> Count Date:	1 Mar 2006 << 5:00-6:00pm														
Base Vol:	96	190	42	118	721	234	236	374	243	56	243	79			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	96	190	42	118	721	234	236	374	243	56	243	79			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Approved:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	96	190	42	118	721	234	236	374	243	56	243	79			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	96	190	42	118	721	234	236	374	243	56	243	79			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	96	190	42	118	721	234	236	374	243	56	243	79			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	96	190	42	118	721	234	236	374	243	56	243	79			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92			
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.05	0.10	0.02	0.07	0.38	0.13	0.13	0.10	0.14	0.03	0.06	0.05			
Crit Moves:	****				****		****				****				
Green Time:	7.5	35.0	46.7	24.5	52.0	70.5	18.5	16.8	24.3	11.7	10.0	34.5			
Volume/Cap:	0.73	0.29	0.05	0.28	0.73	0.19	0.73	0.59	0.57	0.27	0.64	0.13			
Delay/Veh:	63.9	23.7	14.6	30.9	21.4	5.1	46.6	39.9	35.2	41.0	46.9	22.6			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	63.9	23.7	14.6	30.9	21.4	5.1	46.6	39.9	35.2	41.0	46.9	22.6			
HCM2k95th:	9	8	1	6	31	5	16	12	14	4	9	3			

Milpitas TASP

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #52: Hostetter Rd / Morrill Ave

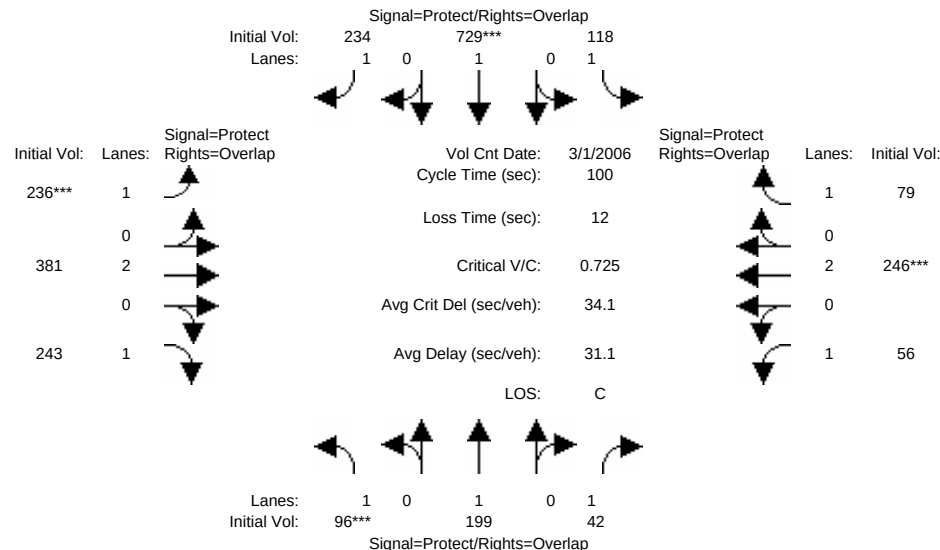


Street Name:				Morrill Ave				Hostetter Rd											
Approach:				North Bound				South Bound				East Bound				West Bound			
Movement:				L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
-----				-----				-----				-----				-----			
Min. Green:				7		10		10	7		10		10	7		10		10	
-----				-----				-----				-----				-----			
Volume Module: >> Count Date:				1 Mar 2006 << 5:00-6:00pm															
Base Vol:				96	190		42	118	721		234	236	374		243	56	243	79	
Growth Adj:				1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Initial Bse:				96	190		42	118	721		234	236	374		243	56	243	79	
Added Vol:				0	0		0	0	0		0	0	0		0	0	0	0	
ATI:				0	9		0	0	8		0	0	7		0	0	3	0	
Initial Fut:				96	199		42	118	729		234	236	381		243	56	246	79	
User Adj:				1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
PHF Adj:				1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
PHF Volume:				96	199		42	118	729		234	236	381		243	56	246	79	
Reduct Vol:				0	0		0	0	0		0	0	0		0	0	0	0	
Reduced Vol:				96	199		42	118	729		234	236	381		243	56	246	79	
PCE Adj:				1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
MLF Adj:				1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Final Vol.:				96	199		42	118	729		234	236	381		243	56	246	79	
-----				-----				-----				-----				-----			
Saturation Flow Module:																			
Sat/Lane:				1900	1900		1900	1900	1900		1900	1900		1900	1900	1900	1900	1900	
Adjustment:				0.92	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92	0.92	1.00	0.92	
Lanes:				1.00	1.00		1.00	1.00	1.00		1.00	2.00		1.00	1.00	2.00	1.00	1.00	
Final Sat.:				1750	1900		1750	1750	1900		1750	1750	3800		1750	1750	3800	1750	
-----				-----				-----				-----				-----			
Capacity Analysis Module:																			
Vol/Sat:				0.05	0.10		0.02	0.07	0.38		0.13	0.13	0.10		0.14	0.03	0.06	0.05	
Crit Moves:				****				****				****				****			
Green Time:				7.5	35.8		47.4	23.9	52.2		70.5	18.3	16.7		24.2	11.7	10.0	33.9	
Volume/Cap:				0.74	0.29		0.05	0.28	0.74		0.19	0.74	0.60		0.57	0.27	0.65	0.13	
Delay/Veh:				64.7	23.3		14.2	31.4	21.4		5.1	47.1	40.2		35.3	41.0	47.2	23.0	
User DelAdj:				1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:				64.7	23.3		14.2	31.4	21.4		5.1	47.1	40.2		35.3	41.0	47.2	23.0	
HCM2k95th:				9	9		1	6	31		5	16	12		14	4	9	3	

Milpitas TASP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #52: Hostetter Rd / Morrill Ave



Street Name:	Morrill Ave						Hostetter Rd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module:	>> Count Date: 1 Mar 2006 << 5:00-6:00pm														
Base Vol:	96	199	42		118	729	234	236	381	243	56	246	79		
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	96	199	42		118	729	234	236	381	243	56	246	79		
Added Vol:	0	0	0		0	0	0	0	0	0	0	0	0		
Approved:	0	0	0		0	0	0	0	0	0	0	0	0		
Initial Fut:	96	199	42		118	729	234	236	381	243	56	246	79		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	96	199	42		118	729	234	236	381	243	56	246	79		
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0		
Reduced Vol:	96	199	42		118	729	234	236	381	243	56	246	79		
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Vol.:	96	199	42		118	729	234	236	381	243	56	246	79		
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92		
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00		
Final Sat.:	1750	1900	1750		1750	1900	1750	1750	3800	1750	1750	3800	1750		
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.05	0.10	0.02		0.07	0.38	0.13	0.13	0.10	0.14	0.03	0.06	0.05		
Crit Moves:	****					****		****				****			
Green Time:	7.5	35.8	47.4		23.9	52.2	70.5	18.3	16.7	24.2	11.7	10.0	33.9		
Volume/Cap:	0.74	0.29	0.05		0.28	0.74	0.19	0.74	0.60	0.57	0.27	0.65	0.13		
Delay/Veh:	64.7	23.3	14.2		31.4	21.4	5.1	47.1	40.2	35.3	41.0	47.2	23.0		
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	64.7	23.3	14.2		31.4	21.4	5.1	47.1	40.2	35.3	41.0	47.2	23.0		
HCM2k95th:	9	9	1		6	31	5	16	12	14	4	9	3		

**APPENDIX C:
MITIGATED LOS**

Milpitas TASP Mitigation

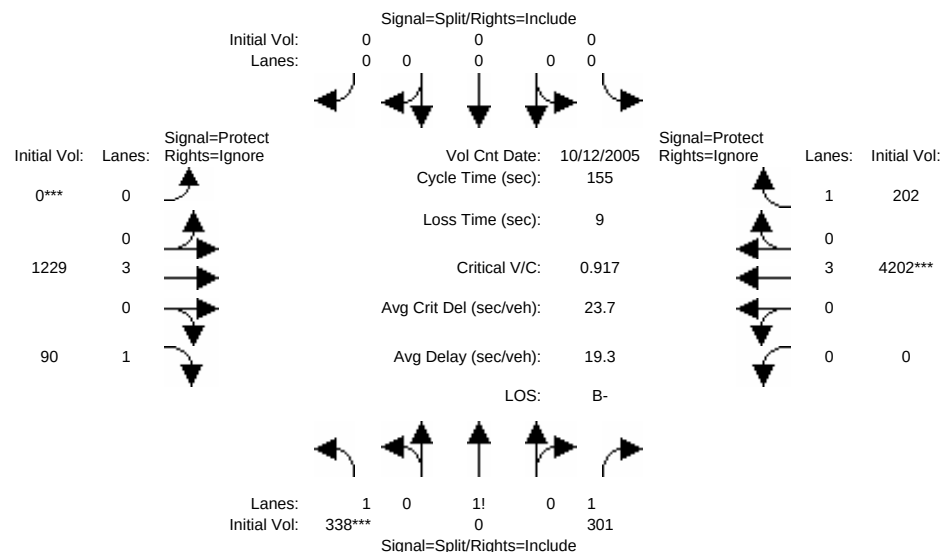
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Project AM				Project PM				???						???			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	W. Calaveras Blvd / I-880 NB	B-	19.3	0.917	23.7	C	25.7	0.928	33.2	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#18	Tasman Dr / McCarthy Blvd	D	43.8	0.917	47.0	D+	36.0	0.818	38.8	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#34	Montague Expwy / Zanker Rd	D	47.6	0.770	56.7	E+	59.9	0.830	64.7	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#41	N. Capitol Ave / Trade Zone Blvd-Cropley Ave	D	41.3	0.676	47.8	E	67.0	1.057	90.8	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x

Milpitas TASP Mitigation

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #1: W. Calaveras Blvd / I-880 NB

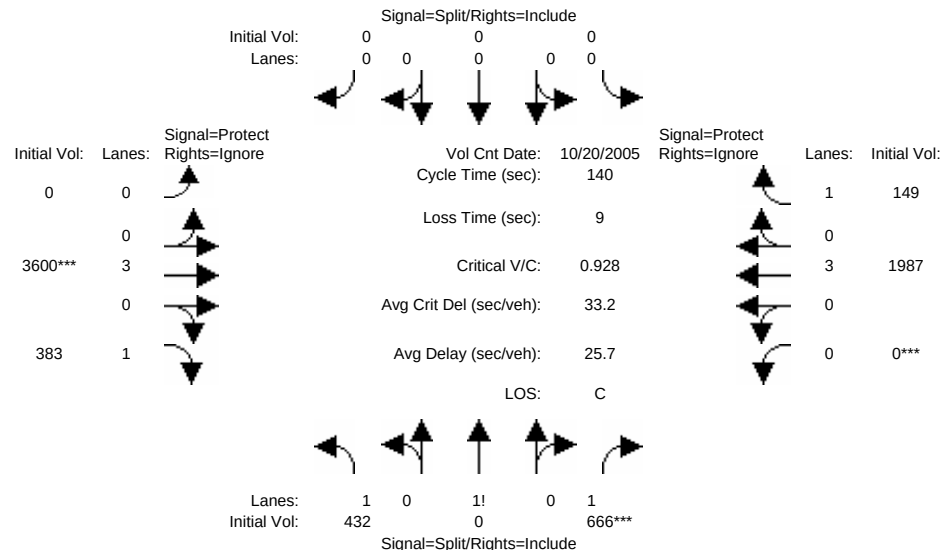


Street Name:	I-880 NB						W. Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Volume Module: >> Count Date: 12 Oct 2005 <<												
Base Vol:	338	0	301	0	0	0	0	1226	90	0	4068	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	338	0	301	0	0	0	0	1226	90	0	4068	202
Added Vol:	0	0	0	0	0	0	0	3	0	0	134	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	338	0	301	0	0	0	0	1229	90	0	4202	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	338	0	301	0	0	0	0	1229	0	0	4202	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	0	301	0	0	0	0	1229	0	0	4202	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	338	0	301	0	0	0	0	1229	0	0	4202	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.53	0.00	1.47	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2676	0	2574	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.12	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.74	0.00
Crit Moves:	***						***				***	
Green Time:	21.4	0.0	21.4	0.0	0.0	0.0	0.0	125	0.0	0.0	125	0.0
Volume/Cap:	0.92	0.00	0.85	0.00	0.00	0.00	0.00	0.27	0.00	0.00	0.92	0.00
Delay/Veh:	82.9	0.0	74.2	0.0	0.0	0.0	0.0	3.8	0.0	0.0	14.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.9	0.0	74.2	0.0	0.0	0.0	0.0	3.8	0.0	0.0	14.7	0.0
HCM2k95th:	24	0	21	0	0	0	0	10	0	0	71	0

Milpitas TASP Mitigation

 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #1: W. Calaveras Blvd / I-880 NB

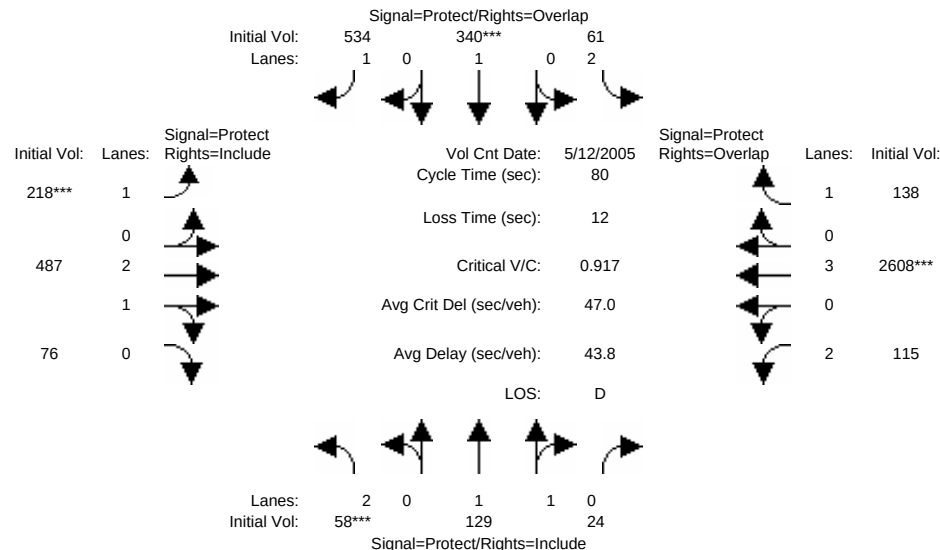


Street Name:			I-880 NB						W. Calaveras Blvd												
Approach:			North Bound			South Bound			East Bound			West Bound									
Movement:			L	-	T	-	R	L	-	T	-	R	L	-	T	-	R				
-----			-----			-----			-----			-----			-----						
Min. Green:			10		0		10		0		0		10		0		0				
-----			-----			-----			-----			-----			-----						
Volume Module: >> Count Date:			20 Oct 2005 <<																		
Base Vol:			432		0		666		0		0		0	3439		383		0	1951		149
Growth Adj:			1.00		1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00
Initial Bse:			432		0		666		0		0		0	3439		383		0	1951		149
Added Vol:			0		0		0		0		0		0	161		0		0	36		0
Approved:			0		0		0		0		0		0	0		0		0	0		0
Initial Fut:			432		0		666		0		0		0	3600		383		0	1987		149
User Adj:			1.00		1.00		1.00		1.00		1.00		1.00	1.00		0.00		1.00	1.00		0.00
PHF Adj:			1.00		1.00		1.00		1.00		1.00		1.00	1.00		0.00		1.00	1.00		0.00
PHF Volume:			432		0		666		0		0		0	3600		0		0	1987		0
Reduct Vol:			0		0		0		0		0		0	0		0		0	0		0
Reduced Vol:			432		0		666		0		0		0	3600		0		0	1987		0
PCE Adj:			1.00		1.00		1.00		1.00		1.00		1.00	1.00		0.00		1.00	1.00		0.00
MLF Adj:			1.00		1.00		1.00		1.00		1.00		1.00	1.00		0.00		1.00	1.00		0.00
Final Vol.:			432		0		666		0		0		0	3600		0		0	1987		0
-----			-----			-----			-----			-----			-----						
Saturation Flow Module:																					
Sat/Lane:			1900		1900		1900		1900		1900		1900	1900		1900		1900	1900		1900
Adjustment:			0.92		1.00		0.92		0.92		1.00		0.92	0.92		1.00		0.92	1.00		0.92
Lanes:			1.39		0.00		1.61		0.00		0.00		0.00	3.00		1.00		0.00	3.00		1.00
Final Sat.:			2439		0		2811		0		0		0	5700		1750		0	5700		1750
-----			-----			-----			-----			-----			-----						
Capacity Analysis Module:																					
Vol/Sat:			0.18		0.00		0.24		0.00		0.00		0.00	0.63		0.00		0.00	0.35		0.00
Crit Moves:			****						****						****						
Green Time:			35.7		0.0		35.7		0.0		0.0		0.0	95.3		0.0		0.0	95.3		0.0
Volume/Cap:			0.69		0.00		0.93		0.00		0.00		0.00	0.93		0.00		0.00	0.51		0.00
Delay/Veh:			48.5		0.0		63.4		0.0		0.0		0.0	24.0		0.0		0.0	11.1		0.0
User DelAdj:			1.00		1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00
AdjDel/Veh:			48.5		0.0		63.4		0.0		0.0		0.0	24.0		0.0		0.0	11.1		0.0
HCM2k95th:			23		0		36		0		0		0	75		0		0	23		0

Milpitas TASP Mitigation

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #18: Tasman Dr / McCarthy Blvd

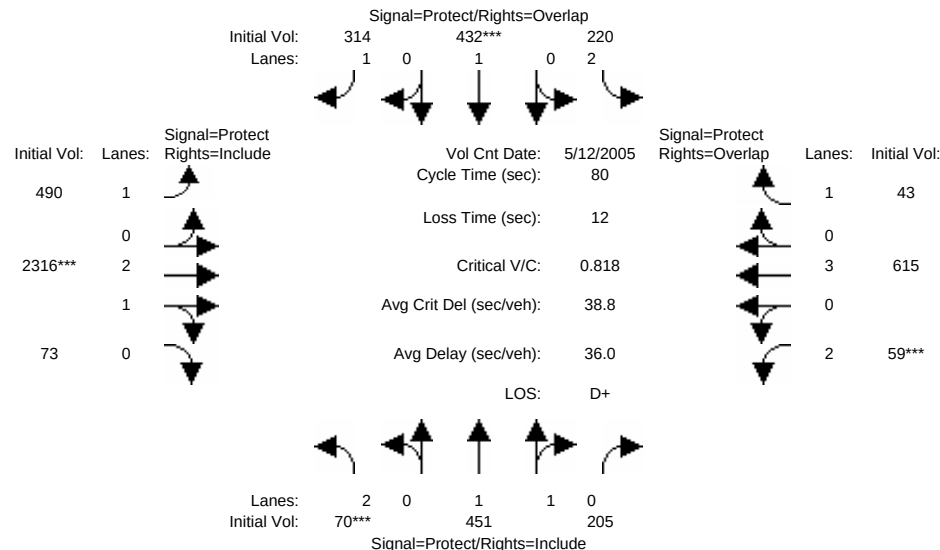


Street Name:	McCarthy Blvd						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 12 May 2005 <<												
Base Vol:	58	116	24	61	338	534	218	500	76	115	2539	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	116	24	61	338	534	218	500	76	115	2539	138
Added Vol:	0	13	0	0	2	0	0	-13	0	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	129	24	61	340	534	218	487	76	115	2608	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	129	24	61	340	534	218	487	76	115	2608	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	129	24	61	340	534	218	487	76	115	2608	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	58	129	24	61	340	534	218	487	76	115	2608	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	1.68	0.32	2.00	1.00	1.00	1.00	2.58	0.42	2.00	3.00	1.00
Final Sat.:	3150	3119	580	3150	1900	1750	1750	4843	756	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.02	0.18	0.31	0.12	0.10	0.10	0.04	0.46	0.08
Crit Moves:	****			****			****			****		
Green Time:	7.0	12.6	12.6	8.8	14.3	24.3	10.0	27.4	27.4	19.2	36.7	45.5
Volume/Cap:	0.21	0.26	0.26	0.18	1.00	1.00	1.00	0.29	0.29	0.15	1.00	0.14
Delay/Veh:	35.7	30.8	30.8	33.4	81.1	67.7	95.4	19.6	19.6	24.4	38.8	8.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	30.8	30.8	33.4	81.1	67.7	95.4	19.6	19.6	24.4	38.8	8.4
HCM2k95th:	2	4	4	2	19	28	14	7	7	3	42	4

Milpitas TASP Mitigation

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 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #18: Tasman Dr / McCarthy Blvd

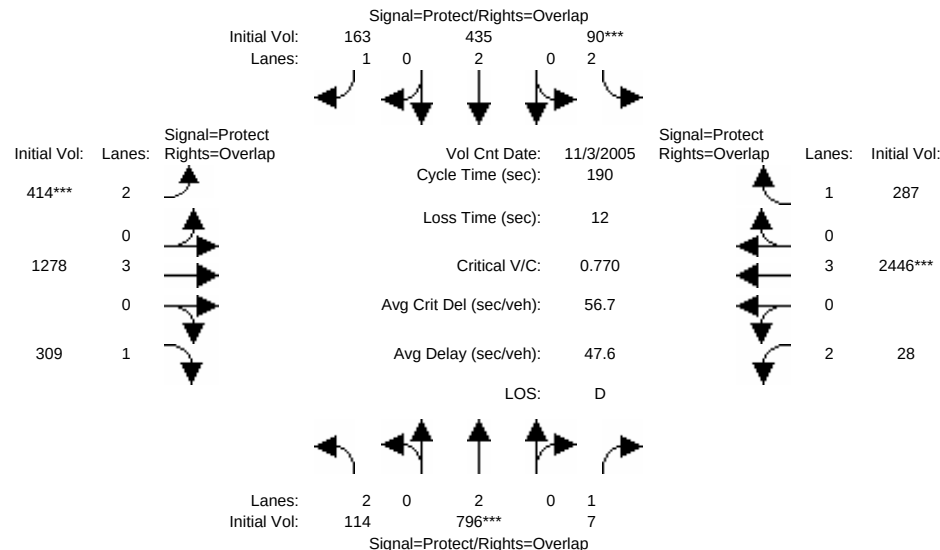


Street Name:	McCarthy Blvd						Tasman Dr								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7		10		10	7		10		10	7		10		10
-----	-----			-----			-----			-----					
Volume Module:	>> Count Date: 12 May 2005 <<														
Base Vol:	70		446		205	220		417		314	490		2225		73
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	70		446		205	220		417		314	490		2225		73
Added Vol:	0		5		0	0		15		0	0		91		0
Approved:	0		0		0	0		0		0	0		0		0
Initial Fut:	70		451		205	220		432		314	490		2316		73
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	70		451		205	220		432		314	490		2316		73
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	70		451		205	220		432		314	490		2316		73
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:	70		451		205	220		432		314	490		2316		73
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.83		0.99		0.95	0.83		1.00		0.92	0.92		0.98		0.95
Lanes:	2.00		1.36		0.64	2.00		1.00		1.00	1.00		2.90		0.10
Final Sat.:	3150		2543		1156	3150		1900		1750	1750		5429		171
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.02		0.18		0.18	0.07		0.23		0.18	0.28		0.43		0.43
Crit Moves:	****							****					****		
Green Time:	7.0		17.3		17.3	8.5		18.8		48.0	29.2		35.2		35.2
Volume/Cap:	0.25		0.82		0.82	0.66		0.97		0.30	0.77		0.97		0.97
Delay/Veh:	36.3		39.2		39.2	44.0		65.9		8.5	31.0		34.0		34.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	36.3		39.2		39.2	44.0		65.9		8.5	31.0		34.0		34.0
HCM2k95th:	2		16		16	6		24		8	17		32		31

Milpitas TASP Mitigation

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 2000 HCM Operations (Future Volume Alternative)
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Intersection #34: Montague Expwy / Zanker Rd

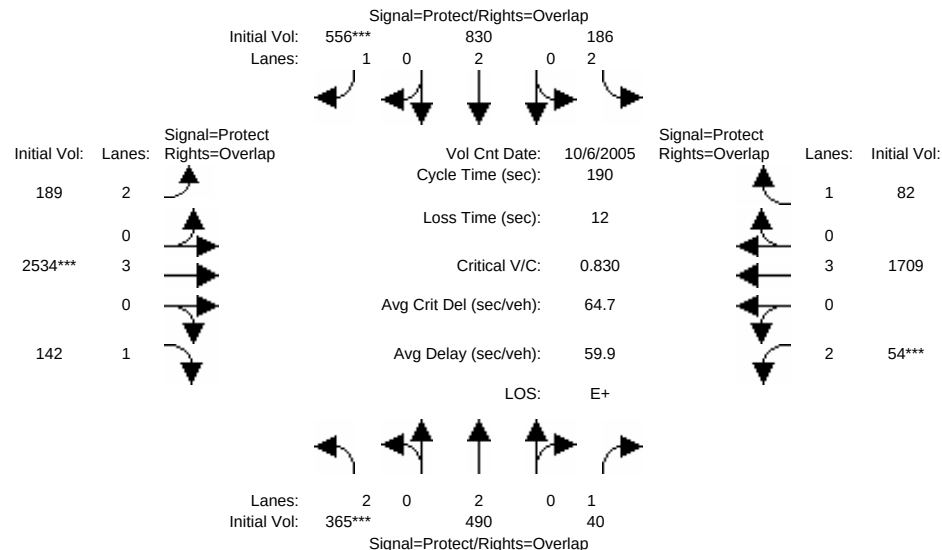


Street Name:	Zanker Rd						Monague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 3 Nov 2005 << 8:00-9:00am												
Base Vol:	114	796	7	90	435	163	414	1264	309	28	2146	287
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	796	7	90	435	163	414	1264	309	28	2146	287
Added Vol:	0	0	0	0	0	0	0	14	0	0	300	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	796	7	90	435	163	414	1278	309	28	2446	287
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.82	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	796	7	90	435	163	414	1214	309	28	2006	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	796	7	90	435	163	414	1214	309	28	2006	287
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	114	796	7	90	435	163	414	1214	309	28	2006	287
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.00	0.03	0.11	0.09	0.13	0.21	0.18	0.01	0.35	0.16
Crit Moves:	****			****			****			****		
Green Time:	14.3	51.7	69.3	7.1	44.4	76.9	32.4	102	116.0	17.6	86.8	93.9
Volume/Cap:	0.48	0.77	0.01	0.77	0.49	0.23	0.77	0.40	0.29	0.10	0.77	0.33
Delay/Veh:	85.8	67.3	38.5	116.9	63.4	37.3	81.9	26.2	17.7	79.1	44.7	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.8	67.3	38.5	116.9	63.4	37.3	81.9	26.2	17.7	79.1	44.7	29.3
HCM2k95th:	6	35	1	6	19	11	21	24	15	1	51	18

Milpitas TASP Mitigation

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #34: Montague Expwy / Zanker Rd

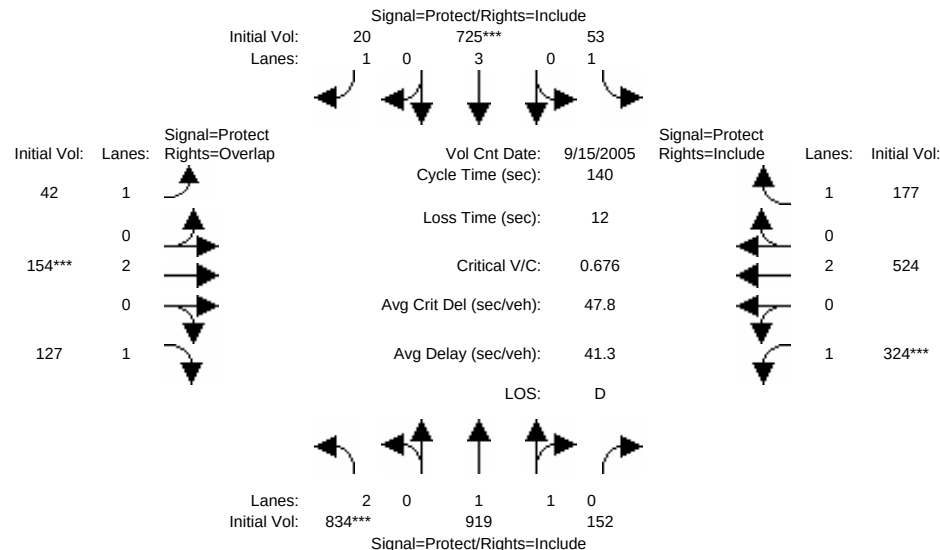


Street Name:	Zanker Rd						Monague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	100	10
Volume Module: >> Count Date: 6 Oct 2005 << 5:00-6:00pm												
Base Vol:	365	490	40	186	830	556	189	2177	142	54	1623	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	365	490	40	186	830	556	189	2177	142	54	1623	82
Added Vol:	0	0	0	0	0	0	0	357	0	0	86	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	365	490	40	186	830	556	189	2534	142	54	1709	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.95	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	365	490	40	186	830	556	189	2205	142	54	1624	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	490	40	186	830	556	189	2205	142	54	1624	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	365	490	40	186	830	556	189	2205	142	54	1624	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.02	0.06	0.22	0.32	0.06	0.39	0.08	0.02	0.28	0.05
Crit Moves:	****					****	****			****		
Green Time:	20.6	40.7	54.7	23.3	43.4	57.4	14.0	100	120.6	14.0	100	123.3
Volume/Cap:	1.07	0.60	0.08	0.48	0.96	1.05	0.81	0.73	0.13	0.23	0.54	0.07
Delay/Veh:	152.7	68.6	49.3	78.7	93.0	119.7	106.1	35.7	13.8	83.5	30.0	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	152.7	68.6	49.3	78.7	93.0	119.7	106.1	35.7	13.8	83.5	30.0	12.3
HCM2k95th:	24	23	3	10	42	59	10	49	6	3	34	3

Milpitas TASP Mitigation

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #41: N. Capitol Ave / Trade Zone Blvd-Cropley Ave

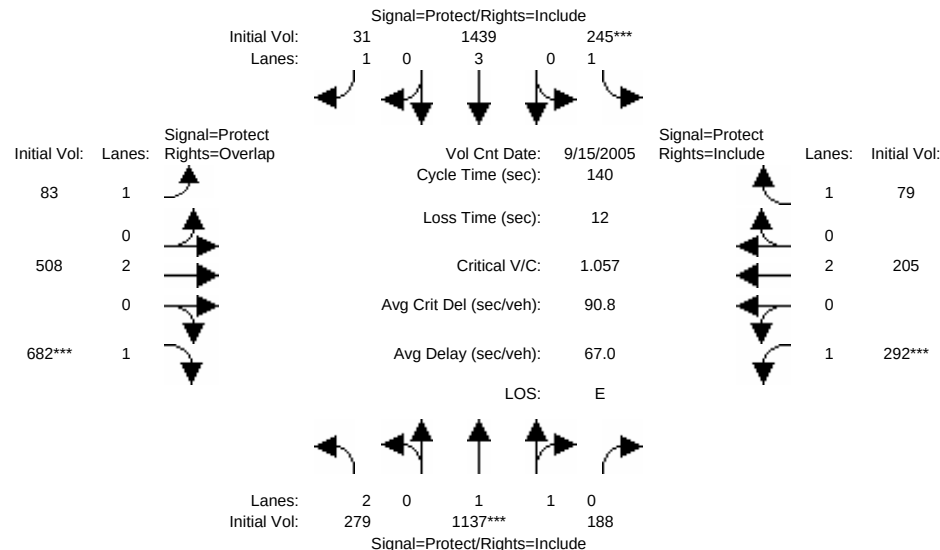


Street Name:	N. Capitol Ave						Trade Zone Blvd-Cropley Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 15 Sep 2005 <<												
Base Vol:	834	949	152	26	267	7	39	154	127	324	524	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	834	949	152	26	267	7	39	154	127	324	524	176
Added Vol:	0	-30	0	27	458	13	3	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	834	919	152	53	725	20	42	154	127	324	524	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	834	919	152	53	725	20	42	154	127	324	524	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	834	919	152	53	725	20	42	154	127	324	524	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	834	919	152	53	725	20	42	154	127	324	524	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.71	0.29	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3174	525	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.29	0.29	0.03	0.13	0.01	0.02	0.04	0.07	0.19	0.14	0.10
Crit Moves:	****				****			****				
Green Time:	54.1	68.3	68.3	11.8	26.0	26.0	12.7	10.0	64.1	37.9	35.1	35.1
Volume/Cap:	0.68	0.59	0.59	0.36	0.68	0.06	0.26	0.57	0.16	0.68	0.55	0.40
Delay/Veh:	37.4	26.3	26.3	62.0	55.0	47.0	60.2	65.7	22.3	49.9	46.3	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	26.3	26.3	62.0	55.0	47.0	60.2	65.7	22.3	49.9	46.3	44.3
HCM2k95th:	27	29	28	4	18	1	3	6	6	24	18	12

Milpitas TASP Mitigation

 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #41: N. Capitol Ave / Trade Zone Blvd-Cropley Ave



Street Name:	N. Capitol Ave			Trade Zone Blvd-Cropley Ave		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Volume Module: >> Count Date: 15 Sep 2005 <<						
Base Vol:	279	564	188	238	1345	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	564	188	238	1345	25
Added Vol:	0	573	0	7	94	6
Approved:	0	0	0	0	0	0
Initial Fut:	279	1137	188	245	1439	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	279	1137	188	245	1439	31
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	279	1137	188	245	1439	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	279	1137	188	245	1439	31
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	2.00	1.71	0.29	1.00	3.00	1.00
Final Sat.:	3150	3175	525	1750	5700	1750
Capacity Analysis Module:						
Vol/Sat:	0.09	0.36	0.36	0.14	0.25	0.02
Crit Moves:	****			****		
Green Time:	17.1	47.4	47.4	18.5	48.9	48.9
Volume/Cap:	0.72	1.06	1.06	1.06	0.72	0.05
Delay/Veh:	65.8	88.1	88.1	135.6	41.0	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.8	88.1	88.1	135.6	41.0	30.2
HCM2k95th:	14	59	58	24	30	2

APPENDIX D:
YEAR 2030 ROADWAY SEGMENT VOLUME METHEDOLOGY

Travel Demand Forecasting Model

Background

The travel demand forecasting model utilized in Santa Clara County is the Santa Clara Valley Transportation Authority (VTA) Countywide model. The VTA Countywide Model was developed by the VTA Congestion Management Program (CMP) staff and is consistent with the Metropolitan Transportation Commission (MTC) regional Travel Demand Forecasting model.

Travel Demand Forecasting Models are used to predict travel behavior in the future. This is accomplished by assigning trips from all modes to highway and transit networks. Travel modes include auto, carpool, bus, light rail, commuter rail and heavy rail. Non-motorized modes include walking and bicycling. The VTA maintains highway and transit networks for the base year (2000), 2015 and 2030. Each of these years also has land use data broken down into Traffic Analysis Zones (TAZ's). Figures D-1 and D-2 depict the Countywide and City of Milpitas TAZ's, respectively.

The VTA Countywide model contains 1492 TAZ's within Santa Clara County and 1300 TAZ's outside of the County. Twelve (12) surrounding counties are represented in the Travel Demand Forecasting Model. The City of Milpitas encompasses 70 TAZ's.

Milpitas Transit Area Specific Plan

In order to assess the long term cumulative transportation related impacts of the Milpitas Transit Area Specific Plan, the City purchased the VTA Countywide Model datasets and model scripts from the VTA CMP. The City previously purchased and licensed the Cube Voyager software package in order to run the Countywide Travel Demand Forecasting Model. City Staff in cooperation with VTA staff replicated base year 2000 and year 2030 committed scenarios on the City's computer system.

The Milpitas Transit Area Specific Plan area encompasses approximately 400 acres in the southern portion of the City. Six Countywide TAZ's contain land uses within the Specific Plan. In order to more accurately predict travel demand and interaction between complimentary land uses, the six County zones were subdivided into 22 project subzones. The County/Project zone correspondence table is shown in Table D-1.

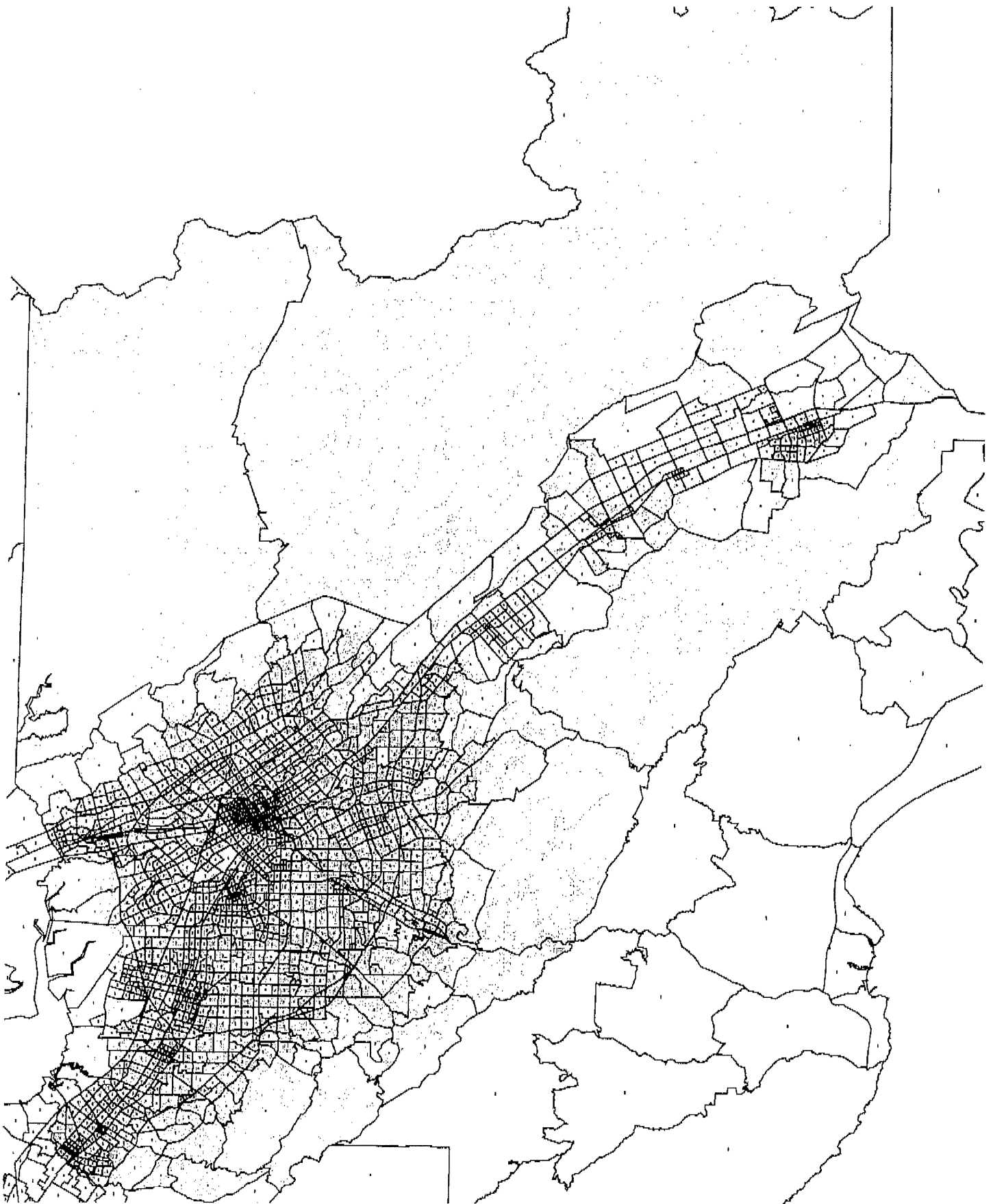


Figure 1 - Santa Clara County Regional TAZ's

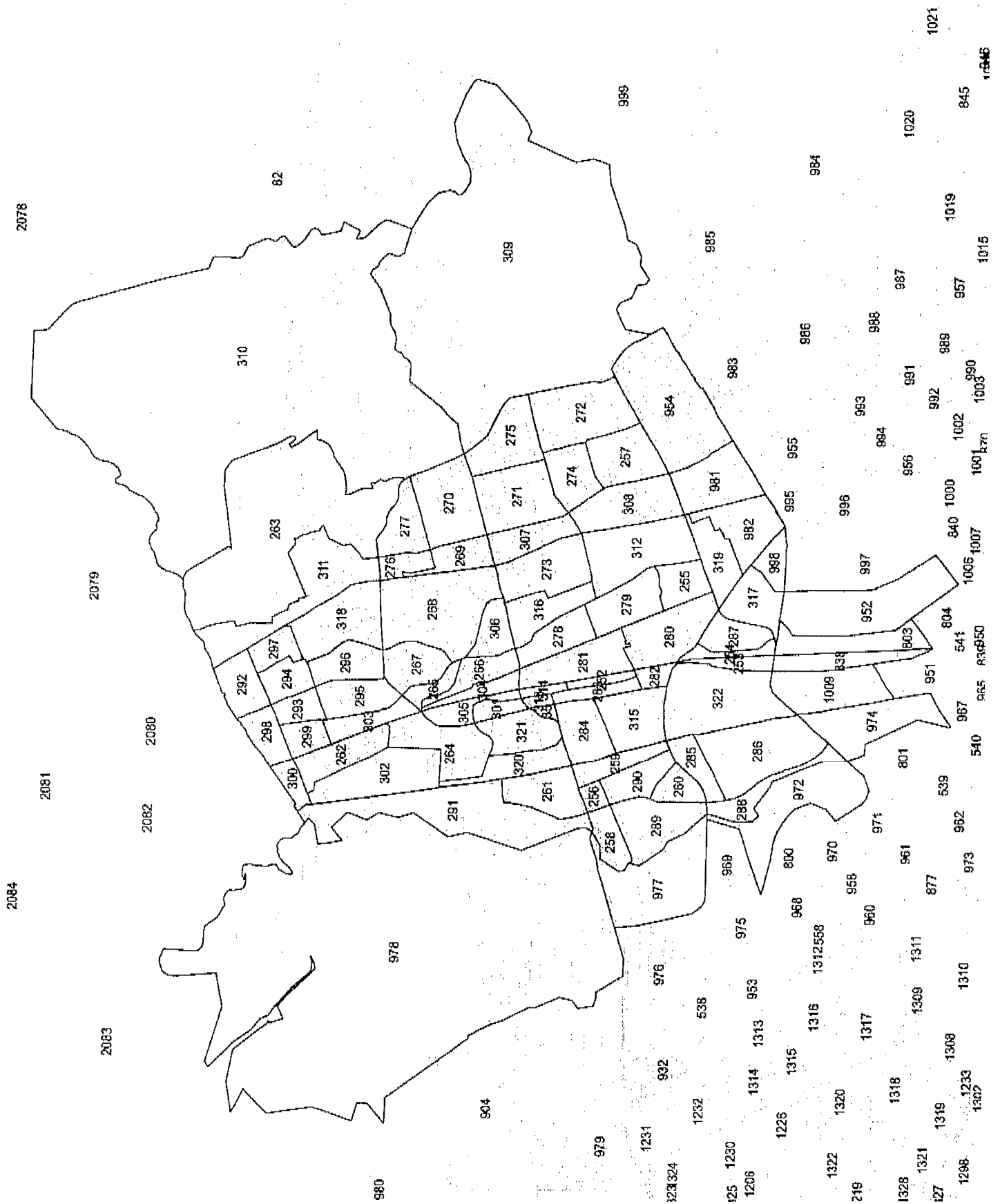


Figure 2 - City of Milpitas Regional TAZ's

Table D-1		
VTA TAZ/Milpitas Transit Area Specific Plan Subzone Cross Classification Table		
VTA TAZ	Subzone Map	TASP Model TAZ
254	254-1	254
254	243-2	1500
255	255-1	255
255	255-2	1501
255	255-3	1502
255	255-4	1503
280	280-1	280
280	280-2	1504
287	287-1	287
287	287-2	1505
287	287-3	1506
287	287-4	1507
287	297-5	1508
317	317-1	317
317	317-2	1509
317	317-3	1510
317	317-4	1511
317	317-5	1512
317	317-6	1513
319	319-1	319
319	319-2	1514
319	319-3	1515
319	319-4	1516

Figures D-3 and D-4 depict the year 2000 network in the VTA Countywide Model and the Milpitas Transit Area Plan Subarea Model. Year 2000 land use data from the six countywide model zones were disaggregated into the new 22 Transit Area Specific Plan subzones. This was accomplished by use of Building Permit data and aerial photos of the study area. Year 2000 traffic counts were also collected within the study area and summarized into eight screenlines. The year 2000 VTA validation model with the Transit Area Specific Plan subzones was run and screeline comparisons from each model run were summarized. These screenline comparisons can be found in Tables D-2 and D-3.

As shown on Tables D-2 and D-3, the eight screelines for the AM peak hour indicate that the estimated model volumes were two percent (2%) greater than the year 2000 ground counts for both VTA Countywide Model and Transit Area Specific Plan Subarea models. Under year 2000 PM peak hour conditions, the VTA Countywide Model over estimated traffic volumes by fifteen percent (15%). The Transit Area Specific Plan Subarea Model was slightly better during the PM peak hour, over estimating peak hour volumes by fourteen percent (14%). Generally, travel demand forecasting models are considered acceptable when they are predicting peak hour traffic volumes within fifteen percent of observed volumes at the screenline level.

Once we were confident that the Milpitas Transit Area Specific Plan Subarea Model was accurately predicting peak hour traffic under base year 2000 conditions, future year networks and land use assumptions were developed. The horizon year for the VTA Countywide Model is 2030. The 2030 transportation network includes highway and transit projects contained in the Valley Transportation Plan 2030 (VTP 2030), which is the adopted long-range transportation plan for Santa Clara County.

Land use projections for the horizon year (2030) are prepared by the Association of Bay Area Governments (ABAG) for all cities and counties in the San Francisco Bay Area (9 county area). These projections are in the form of households, population and employment. Employment is broken down into several categories such as retail, service, manufacturing, etc. To maintain Model Consistency, jurisdictions can reallocate population and employment within their local boundaries.

In order to assess long-term cumulative impacts of the Milpitas Transit Area Specific Plan on the surrounding transportation system, three land use alternatives for the horizon year were tested. These include:

- Year 2030 General Plan
- Year 2030 Preferred Transit Area Plan (Alt. 1)
- Year 2030 Alternate Transit Area Plan (Alt. 2)

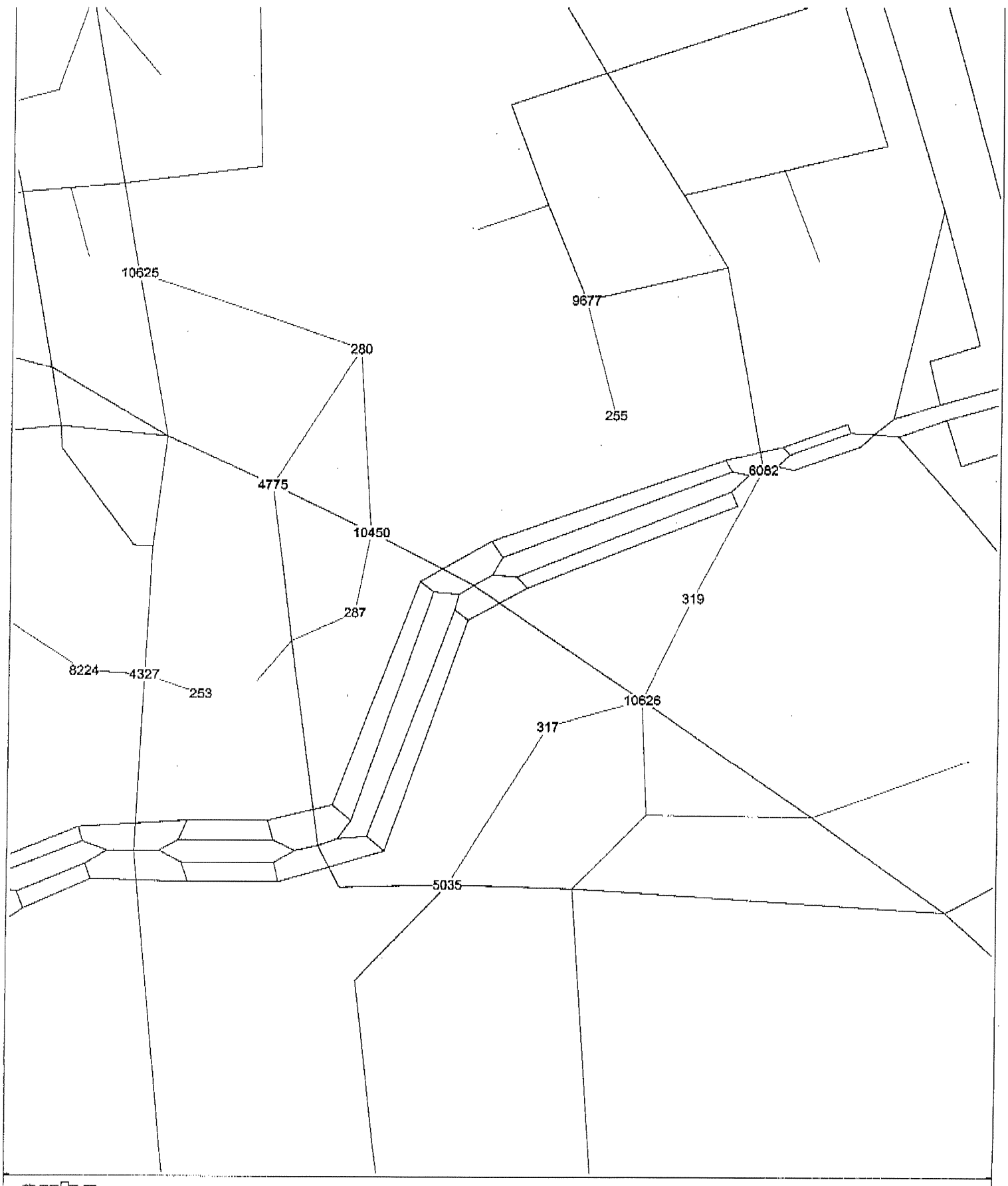


Figure 3 - VTA Regional Network in the TASP Study Area

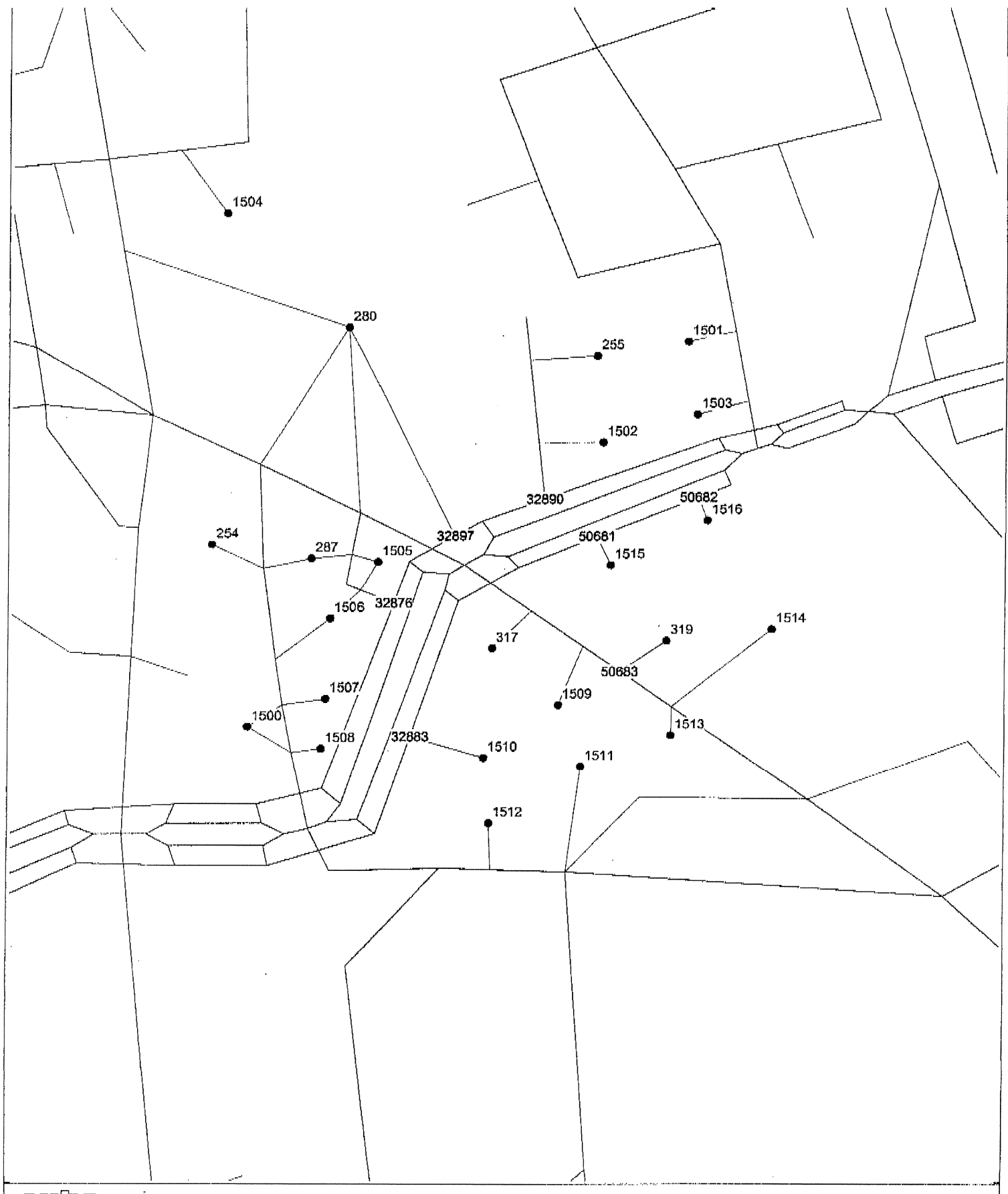


Figure 4 - TASP Detailed Network

Table D2 - Year 2000 Milpitas Transit Area Plan Screenline Analysis (AM Peak Hour)

Screenline	east/north	east/north	Est./Obs.	west/south	west/south	Est./Obs.	Total Est.	Total Obs.	Total Est./Obs.
	Est.	Obs.		Est.	Obs.				
#1 w/o I-880									
-SR 237	2650	4000	0.66	5060	5460	0.93	7710	9460	0.82
-Tasman	470	323	1.46	2940	3047	0.96	3410	3370	1.02
-Montague	1570	1587	1.14	4460	4344	1.03	6030	5931	1.02
Subtotal	4690	5910	0.79	12,460	12,851	0.97	17,150	18,761	0.91
#2 e/o I-880									
-SR 237	1900	1800	1.06	2910	4388	0.66	4810	6188	0.78
-Tasman	500	455	1.1	2540	2912	0.87	3040	3367	0.9
-Montague	1270	1452	0.87	4790	3271	1.46	6060	4723	1.28
Subtotal	3670	3707	0.99	10,240	10,569	0.97	13,910	14,276	0.97
# 3 w/o I-680									
-SR 237	810	762	1.06	1510	1983	0.8	2320	2745	0.85
-Capitol	430	637	0.68	1830	2293	0.8	2260	2930	0.77
-Montague	750	526	1.43	4250	3085	1.38	5010	3611	1.39
Subtotal	1990	1925	1.03	7600	7361	1.03	9590	9286	1.03
# 4 e/o I-680									
-SR 237	390	754	0.52	1350	1671	0.81	1740	2425	0.74
-Capitol	650	351	1.85	1460	784	1.86	2110	1135	1.86
-Montague	1020	917	1.11	1840	2,065	0.89	2860	2983	0.96
Subtotal	2060	2022	1.02	4650	4521	1.03	6710	6543	1.03
#5 n/o SR 237									
-McCarthy	380	366	1.04	160	340	0.47	540	706	0.76
-I-880	4930	5400	0.91	6830	6910	0.99	11,760	12,310	0.96
-Abel	950	323	2.94	1900	1240	1.53	2850	1563	1.82
-Milpitas	320	547	0.6	1530	1181	1.35	1850	1728	1.07
-I-680	6260	5460	1.15	6920	5940	1.16	13,180	11,400	1.16
-Park Victoria	300	220	1.36	740	526	1.41	1040	746	1.39
Subtotal	13,140	12,316	1.07	18,080	16,137	1.09	31,220	28,453	1.1
#6 s/o SR 237									
-McCarthy	650	405	1.6	1190	1019	1.17	1840	1424	1.29
-I-880	5140	3120	1.65	5680	5780	0.98	10,820	8900	1.22
-Abel	160	342	0.47	1170	719	1.62	1330	1061	1.25
-Milpitas	130	612	0.25	620	839	0.74	750	1451	0.52
-I-680	6060	6860	0.88	6960	5460	1.27	13,020	12,320	1.06
-Park Victoria	570	596	0.96	580	553	1.05	1150	1149	1
Subtotal	12,710	11,935	1.06	16,200	14,370	1.13	28,910	28,305	1.02

Table D2 - Year 2000 Milpitas Transit Area Plan Screenline Analysis (AM Peak Hour)

Screenline	east/north	east/north	Est./Obs.	west/south	west/south	Est./Obs.	Total Est.	Total Obs.	Total Est./Obs.
	Est.	Obs.		Est.	Obs.				
# 7 n/o Montague									
-McCarthy	1670	793	2.11	280	274	0.95	1950	1067	1.83
-I-880	4770	5940	0.8	4670	3710	1.26	9440	9650	0.98
-Main	790	504	1.58	910	634	1.44	1700	1138	1.49
McCandless	360	287	1.25	50	109	0.46	410	396	1.04
-Great Mall	1650	2598	0.64	590	356	1.66	2200	2954	0.74
-Milpitas	910	802	1.13	760	1030	0.74	1670	1832	0.92
-I-680	6060	6860	0.88	6960	5460	1.27	13,020	12,320	1.06
-Park Victoria	590	780	0.76	540	601	0.9	1130	1381	0.82
Subtotal	17,020	18,564	0.92	14,750	12,774	1.15	31,770	31,338	1.01
#8 s/o Montague									
-McCarthy	420	265	1.58	310	349	0.89	730	614	1.19
-I-880	4070	5940	0.69	4120	4290	0.96	8190	10,230	0.8
-Main-	550	976	0.56	730	551	1.32	1280	1527	0.84
McCandless	1740	499	3.5	850	782	1.09	2590	1281	2.02
-Great Mall	1340	1244	1.08	250	281	0.89	1590	1525	1.04
-I-680	7520	6900	1.09	5910	4680	1.26	13,430	11,580	1.16
-Park Victoria	340	776	0.44	450	394	1.14	790	1170	0.68
Subtotal	15,980	16,600	0.96	12,620	11,327	1.11	28,600	27,927	1.02
TOTALS	71,260	74,039	1	96,800	91,090	1.06	168,060	165,129	1.02

Table D-3 - Year 2000 Milpitas Transit Area Plan Screenline Analysis (PM Peak Hour)

Screenline	east/north	east/north	Est./Obs.	west/south	west/south	Est./Obs.	Total Est.	Total Obs.	Total Est./Obs.
	Est.	Obs.		Est.	Obs.				
#1 w/o I-880									
-SR 237	5770	3710	1.56	2880	5400	0.53	8650	9110	0.95
-Tasman	3050	3229	0.95	1740	597	2.81	4790	3826	1.25
-Montague	4680	3781	1.24	2350	1979	1.29	7030	5760	1.22
Subtotal	13,500	10,720	1.26	6910	7976	0.87	20,470	18,696	1.09
#2 e/o I-880									
-SR 237	2700	3441	0.77	1660	2064	0.77	4360	5505	0.77
-Tasman	2870	2371	1.21	1280	721	1.82	4150	3092	1.36
-Montague	5050	4197	1.16	2110	1758	1.26	7160	5955	1.19
Subtotal	10,620	10,009	1.06	5050	4543	1.12	15,660	14,552	1.08
# 3 w/o I-680									
-SR 237	1480	2954	0.55	520	1664	0.5	2000	4618	0.53
-Capitol	2280	2507	0.9	790	963	0.89	3070	3470	0.9
-Montague	4100	2690	1.53	1630	1221	1.21	5730	3911	1.43
Subtotal	7860	8151	0.96	2940	3848	0.76	10,800	11,999	0.9
# 4 e/o I-680									
-SR 237	1420	1719	0.71	860	1146	0.65	2280	2865	0.69
-Capitol	2050	909	2.16	1160	750	1.63	3210	1659	1.92
-Montague	2190	1799	1.27	1100	1145	0.93	3290	2944	1.14
Subtotal	5660	4427	1.28	3120	3041	1.03	8780	7468	1.18
#5 n/o SR 237									
-McCarthy	390	1885	0.21	480	741	0.66	870	2626	0.33
-I-880	7060	6120	1.15	6060	6260	0.96	13,120	12,380	1.06
-Abel	1070	1071	1	1180	643	1.07	2250	1714	1.31
-Milpitas	1500	1929	0.78	680	817	0.75	2180	2746	0.79
-I-680	7340	6120	1.2	6800	4850	1.36	14,180	10,980	1.29
-Park Victoria	980	589	1.66	950	419	2.6	1930	1008	1.91
Subtotal	18,340	17,714	1.04	16,150	13,740	1.18	34,490	31,454	1.1
#6 s/o SR 237									
-McCarthy	1640	1525	1.07	400	825	0.49	2040	2350	0.87
-I-880	5720	3150	1.78	5690	3870	1.42	11,410	7020	1.63
-Abel	1080	885	1.22	730	574	1.28	1810	1459	1.24
-Milpitas	1200	1473	0.81	460	747	0.62	1660	2220	0.75
-I-680	7520	6930	1.09	7170	4520	1.59	14,670	11,450	1.28
-Park Victoria	710	784	0.91	670	1093	0.61	1370	1877	0.73
Subtotal	17,870	14,747	1.22	15,120	11,629	1.3	32,990	26,376	1.25

Table D-3 - Year 2000 Milpitas Transit Area Plan Screenline Analysis (PM Peak Hour)

Table D-4 presents a summary comparison of year 2000 and year 2030 households and employment by County TAZ and Milpitas Transit Area Plan subzone. As shown on Table D-4, under General Plan conditions households would increase from zero in year 2000 to 4,700. Milpitas Transit Area Specific Plan preferred and alternate plans would increase the households to 8,490 and 6,804, respectively. Total employment increases from 7,450 in year 2000 to 10,650 under year 2030 General Plan conditions. The Milpitas Transit Area Specific Plan Preferred plan and alternate plans decrease total employment to 7,126 and 6,732, respectively. It should be noted, that approximately 4,500 jobs from the study area were moved over to Countywide TAZ # 291 (McCarthy Ranch Business Park) from the Milpitas Transit Area Specific Plan TAZ's. This was necessary, because existing General Plan and Zoning designations could not support the level of employment increase contained in the VTA Countywide Model for year 2030. General Plan and Zoning designations within TAZ # 291 could support the employment increases.

Table D-4							
Comparison of Year 2000 and Year 2030 Households and Employment By Subzone							
TAZ	SUB-ZONE	2000 HH	2030 HH	CHANGE	2000 EMP	2030 EMP	CHANGE
254	254-1	0	650	+650	450	600	+150
254	254-2	0	950	+950	300	600	+300
Subtotal		0	1,600	+1,600	750	1,200	+450
255	255-1	0	0	0	65	325	+260
255	255-2	0	0	0	35	250	+215
255	255-3	0	0	0	60	375	+315
255	255-4	0	0	0	40	350	+310
Subtotal		0	0	0	200	1,200	+1,000
280	280-1	0	0	0	2,500	3,500	+1,000
280	280-2	0	450	+450	0	0	0
Subtotal		0	450	0	2,500	3,500	+1,000
287	287-1	0	0	0	325	375	+50
287	287-2	0	0	0	300	350	+50
287	287-3	0	0	0	300	350	+50
287	287-4	0	0	0	400	450	+50
287	287-5	0	0	0	425	475	+50
Subtotal		0	0	0	1,750	2,000	+250
317	317-1	0	600	+600	250	0	-250
317	317-2	0	450	+450	250	0	-250
317	317-3	0	350	+350	250	250	0
317	317-4	0	0	0	200	400	+200
317	317-5	0	600	+600	500	800	+300
317	317-6	0	0	0	50	100	+50
Subtotal		0	2,000	+2,000	1,600	1,550	-50
319	319-1	0	0	0	125	375	+250
319	319-2	0	360	+360	125	200	+75
319	319-3	0	290	+290	250	375	+125
319	319-4	0	0	0	150	250	+100
Subtotal		0	650	+650	650	1,200	+550
TOTAL		0	4,700	+4,700	7,450	10,650	+3,200

Year 2030 Travel Demand Forecasts

The VTA Countywide Travel Demand Forecast Model with Transit Area Specific Plan subzones was run for the 2030 horizon year under the three scenarios:

- Buildout of the Milpitas General Plan
- Buildout of the Preferred Transit Area Specific Plan
- Buildout of the Alternative Transit Area Specific Plan

The transportation network assumed for all of the above scenarios was identical. Land use and transportation assumptions outside the City of Milpitas were consistent with model datasets provided to the City by the VTA.

Tables D-5 and D-6 show a comparison of the year 2030 AM and PM peak hour screenline volumes at eight major locations, respectively. The year 2000 peak hour volumes (both model estimated and observed) are also included in both tables. During the AM peak hour, total travel demand at the eight screenline is forecast to increase from 164,000 trips under year 2000 conditions to 240,500 under General Plan buildout. This is a 46 percent increase. The Preferred and Alternative Transit Area Specific Plans would add 2,700 and 250 trips, respectively under year 2030 buildout conditions.

Under year 2030 PM peak hour conditions, travel demand at the eight screenline is forecast to increase to over 285,000 trips from 170,000 under year 2000 conditions. This is a 68 percent increase in travel demand. The Preferred and Alternative Transit Area Specific Plans are projected to add 3000 and 750 trips, respectively over the General Plan buildout travel demand.

Year 2030 travel demand forecasts were prepared for the Milpitas General Plan, Preferred Transit Area Specific Plan (Alt. 1) and Alternative Transit Area Specific Plan (Alt. 2) for AM and PM peak hour conditions. City Staff and Fehr and Peers Staff performed adjustments to the raw model volumes based on comparisons of year 2000 screenline volumes, year 2030 screenline volumes and utilization of the NCHRP 255 Procedures.

A comparison of Milpitas General Plan and Preferred Plan Year 2030 traffic volumes, Volume to Capacity (V/C) and Level of Service (LOS) under AM and PM peak hour conditions is presented in the circulation section of the EIR.

Table D-5						
Year 2030 Milpitas Transit Area Specific Plan Screenline Volume Comparisons						
AM peak Hour						
Screenline	Estimated	Observed	Est./Obs.	2030 GP	2030 Alt 1	2030 Alt 2
#1 W/o I-880						
-SR 237	7,710	9,460	0.82	13,405	13,865	13,701
-Tasman	3,410	3,370	1.02	3,218	3,588	3,040
Montague	6,030	5,931	1.02	9,021	8,898	8,763
SUBTOTAL	17,150	18,761	0.91	25,644	26,351	25,504
# 2 E/o I-880						
-SR 237	4,810	6,188	0.78	4,549	4,613	4,786
-Tasman	3,040	3,367	0.90	4,616	4,656	4,498
Montague	6,060	4,723	1.28	8,662	8,479	84,27
SUBTOTAL	13,910	14,278	0.97	17,828	17,748	17,682
# 3 W/o I-680						
-SR 237	2,320	2,745	0.85	3,208	2,885	2,866
-Tasman	2,260	2,930	0.77	6,757	6,814	6,904
Montague	5,010	3,611	1.39	3,775	3,750	3,618
SUBTOTAL	9,590	9,286	1.03	13,741	13,449	13,388
# 4 E/o I-680						
-SR 237	1,740	2,425	0.74	2,157	2,36	2,038
-Tasman	2,110	1,135	1.86	2,797	3,079	2,960
Montague	2,860	2,982	0.96	3,335	3,128	3,312
SUBTOTAL	6,710	6,542	1.03	8,290	8,243	8,310
#5 N/o SR 237						
McCarthy	540	706	0.76	3,080	3,383	3,190
-I 880	11,760	12,310	0.96	22,201	22,343	22,611
-Abel	2,850	1,563	1.82	2,250	2,258	2,260
-Milpitas	1,850	1,728	1.07	2,381	2,000	2,051
-I-680	13,180	11,400	1.18	17,359	16,808	16,581
Pk Victoria	1,040	746	1.39	2,542	2,723	2,492
SUBTOTAL	31,220	28,453	1.10	49,813	49,516	49,184
#6 S/o SR 237						
-McCarthy	1,840	1,424	1.29	2,785	2,310	2,875
-I-880	10,820	8,900	1.22	13,356	13,217	13,371
-Abel	1,330	1,061	1.25	2,496	2,465	2,444
-Milpitas	750	1,451	0.52	2,106	2,356	2,209
-I-680	13,020	12,320	1.06	15,477	15,940	15,712
Pk Victoria	1,150	1,149	1.00	2,371	2,416	2,175
SUBTOTAL	28,910	26,305	1.02	38,590	38,705	38,886
# 7 N/o Montague						
-McCarthy	1,950	1,067	1.83	2,883	3,076	2,632
I-880	9,440	9,650	0.98	12,741	12,880	12,871

Table D-5

**Year 2030 Milpitas Transit Area Specific Plan Screenline Volume Comparisons
AM peak Hour**

Screenline	Estimated	Observed	Est./Obs.	2030 GP	2030 Alt 1	2030 Alt 2
-Main	1,700	1,138	1.49	3,468	3,502	3,731
McCandless	410	396	1.04	896	1,231	1,191
-Great Mall	2,200	2,954	0.74	3,914	4,106	3,757
-Milpitas	1,670	1,832	0.92	2,909	3,057	2,881
-I-680	13,020	14,160	1.06	15,477	15,940	15,712
-Pk Victoria	1,130	1,381	0.82	2,264	2,416	2,333
SUBTOTAL	31,770	32,578	1.01	44,541	46,009	45,108
# 8 S/o Montague						
-McCarthy	730	614	1.19	796	952	789
-I-880	8,190	10,230	0.80	12,929	13,179	12,7819
-Main	1,280	1,527	0.84	2,888	3,269	2,985
McCandless	2,590	1,281	2.02	3,645	3,822	3,649
-Great Mall	1,590	1,525	1.04	3,406	3,335	3,356
-I-680	13,430	11,580	1.16	16,250	16,401	16,624
-Pk Victoria	790	1,170	0.68	2,141	2,248	2,462
SUBTOTAL	28,600	27,927	1.02	42,055	43,206	42,685
TOTALS	168,060	164,130	1.02	240,512	243,226	240,756

Table D-6						
Year 2030 Milpitas Transit Area Specific Plan Screenline Volume Comparisons						
PM peak Hour						
Screenline	Estimated	Observed	Est./Obs.	2030 GP	2030 Alt 1	2030 Alt 2
#1 W/o I-880						
-SR 237	8,650	9,110	0.95	15,888	16,307	16,379
-Tasman	4,790	3,826	1.25	4,168	4,111	3,879
Montague	7,030	5,760	1.22	9,874	9,712	9,576
SUBTOTAL	20,470	18,696	1.09	29,910	30,130	29,834
# 2 E/o I-880						
-SR 237	4,350	5,505	0.77	6,444	6,508	6,453
-Tasman	4,150	3,092	1.36	5,063	5,301	4,939
Montague	7,160	5,955	1.19	9,015	8,880	9,135
SUBTOTAL	15,660	14,552	1.08	20,522	20,688	20,527
# 3 W/o I-680						
-SR 237	2,000	4,618	0.53	3,696	3,931	3,785
-Tasman	3,070	3,470	0.90	6,754	7,655	7,382
Montague	5,730	3,911	1.43	4,256	3,858	4,521
SUBTOTAL	10,800	11,999	0.90	14,705	15,444	15,488
# 4 E/o I-680						
-SR 237	2,280	2,865	0.69	2,836	3,433	2,644
-Tasman	3,210	1,659	1.92	4,640	4,286	4,356
Montague	3,290	2,944	1.14	4,445	4,267	4,619
SUBTOTAL	8,780	7,468	1.18	11,921	11,986	11,619
#5 N/o SR 237						
McCarthy	879	2,626	0.33	4,758	4,644	4,541
-I 880	13,120	12,380	1.06	34,541	24,780	24,820
-Abel	2,250	1,714	1.31	2,846	2,681	3,154
-Milpitas	3,180	2,746	0.79	3,358	3,326	3,483
-I-680	14,180	10,980	1.29	19,877	18,655	18,744
Pk Victoria	1,930	1,008	1.91	3,119	5,433	3,261
SUBTOTAL	34,490	31,454	1.10	57,499	57,520	58,033
#6 S/o SR 237						
-McCarthy	2,040	2,350	0.87	4,058	3,950	3,810
-I-880	11,410	7,020	1.63	15,266	15,409	15,094
-Abel	1,810	1,459	1.24	3,363	3,195	3,112
-Milpitas	1,660	2,220	0.75	3,201	3,229	3,092
-I-680	14,670	11,450	1.28	18,015	18,394	18,152
Pk Victoria	1,370	1,877	0.73	3,205	3,306	3,044
SUBTOTAL	32,990	26,376	1.25	47,107	47,483	46,304
# 7 N/o Montague						
-McCarthy	2,590	1,628	1.57	3,616	3,561	5,787
I-880	10,120	8,820	1.15	15,297	15,585	15,243
-Main	2,530	2,010	1.26	3,970	4,061	4,052

Table D-6

**Year 2030 Milpitas Transit Area Specific Plan Screenline Volume Comparisons
PM peak Hour**

Screenline	Estimated	Observed	Est./Obs.	2030 GP	2030 Alt 1	2030 Alt 2
McCandless	220	450	0.49	1,522	1,207	1,257
-Great Mall	4,160	3,101	1.34	4,834	5,002	4,859
-Milpitas	2,470	2,047	1.21	3,731	3,600	3,568
-I-680	14,670	11,450	1.28	18,015	18,394	18,152
-Pk Victoria	1,390	1,699	0.82	3,404	3,508	3,383
SUBTOTAL	37,170	31,380	1.18	54,388	54,918	54,301
# 8 S/o Montague						
-McCarthy	1,050	1,214	0.86	1,472	1,688	1,572
-I-880	8,820	7,160	1.23	14,819	14,961	14,810
-Main	1,610	1,956	0.82	3,687	3,707	3,721
McCandless	3,290	2,290	1.44	3,943	3,700	3,600
-Great Mall	2,360	2,913	0.81	4,008	4,322	4,277
-I-680	14,550	9,920	1.47	18,114	18,734	18,750
-Pk Victoria	1,310	1,875	0.70	3,582	3,422	3,555
SUBTOTAL	32,990	28,328	1.16	49,624	50,545	50,287
TOTALS	194,300	170,148	1.14	285,677	288,714	286,394

Appendix E

Notice of Preparation (NOP) of the Milpitas Transit Area Plan EIR

and

Public Comments on the NOP

CITY OF MILPITAS TRANSIT AREA SPECIFIC PLAN

REVISED NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)

Date: April 1, 2006

To: Responsible Agencies, and Interested Parties and Organizations

Subject: Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the Milpitas Transit Area Specific Plan

Location: City of Milpitas, California

This Notice of Preparation has been revised to re-schedule the Scoping meeting for the EIR, at which interested persons could address the areas and issues addressed by the EIR or have their questions answered about the EIR, from April 18, 2006 to May 2, 2006.

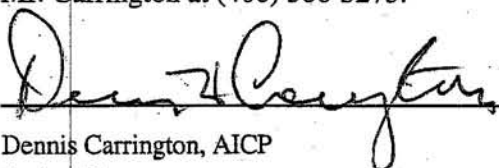
The City of Milpitas is preparing a specific plan for the area surrounding the future Montague/Capitol BART rail station, and has determined that an Environmental Impact Report (EIR) will be necessary pursuant to the California Environmental Quality Act (CEQA). The City of Milpitas requests your input on how the specific plan may affect the environment. More specifically, input is being solicited regarding the scope and content of environmental analysis that is relevant to your respective agency's statutory/regulatory responsibilities in order to ascertain potential impacts of the proposed project.

Although specific proposals and revisions for the Milpitas Transit Area Specific Plan have not yet been determined, we are soliciting your concerns now. This will allow your input to be taken into consideration during formulation of the Specific Plan, as well as issues to be addressed in the EIR. A description of the proposed action, location map, and preliminary identification of the potential environmental effects are contained in the attached materials.

If your agency is a responsible agency as defined by Section 15381 of the State CEQA Guidelines, your agency will need to use the environmental documents prepared by the City of Milpitas when considering your permit or other approval for the action.

Due to the time limits mandated by State law, your comments should be submitted by the earliest possible date, but not later than 30 days after your receipt of this notice per CEQA Guidelines Section 15082(b). Please send your written response, with the name of your agency contact person, to: Dennis Carrington, Senior Planner, 455 E. Calaveras Blvd., Milpitas, CA 95035. Responses can also be provided by email to dcarrington@ci.milpitas.ca.us or faxed to Dennis Carrington at (408) 586-3275.

A Scoping Meeting for the EIR will be conducted on Tuesday, May 2, 2006 from 5:30 P.M. to 7:00 P.M. in the Committee Meeting Room on the ground floor of the Milpitas City Hall at 455 E. Calaveras Boulevard, Milpitas, California. If you have questions regarding this NOP or the Scoping Meeting, you can call Mr. Carrington at (408) 586-3275.



Dennis Carrington, AICP
Senior Planner
City of Milpitas

4/1/2006

Date

PROJECT TITLE

Milpitas Transit Area Specific Plan

LEAD AGENCY

Planning Division
City of Milpitas
455 E. Calaveras Blvd
Milpitas, CA 95035

CONTACT PERSON

Dennis Carrington, Senior Planner
City of Milpitas
(408) 586-3275

PROJECT LOCATION AND BOUNDARIES

Location

The City of Milpitas is a largely residential community occupying a unique location in the southeastern Bay Area. It is located at the northern edge of Santa Clara County, and is bounded by San Jose to the south and west, Fremont to the north, and unincorporated land to the east. The city is at the crossroads of I-880 and I-680, Highway 237, and the Montague Expressway. The Milpitas Transit Area Specific Plan lies between these major vehicular routes at the southern edge of the city. The regional location of the city and the plan area are provided in Figure 1 on the following page.

Planning Boundaries

The Milpitas Transit Area Specific Plan Study Area is located on the southern edge of the City of Milpitas, centered on two existing light rail stations and the proposed BART station along the existing rail line near the intersection of Montague Expressway and Capitol Avenue. The Study Area generally consists of a ½ mile radius around the station plus connected properties along McCandless Drive. The boundaries, which are shown in Figure 2, are roughly the northern extent of the Great Mall, South Main Street on the west, Trade Zone Boulevard and the city limits on the south, the alignment of Milpitas Boulevard on the southeast, and the existing rail line in the northeast. The boundaries attempt to follow natural geographic breaks and pertinent property lines.

PROJECT SPONSOR'S NAME AND ADDRESS

Planning Division
City of Milpitas
455 E. Calaveras Blvd
Milpitas, CA 95035

MILPITAS TRANSIT AREA CONCEPT PLAN



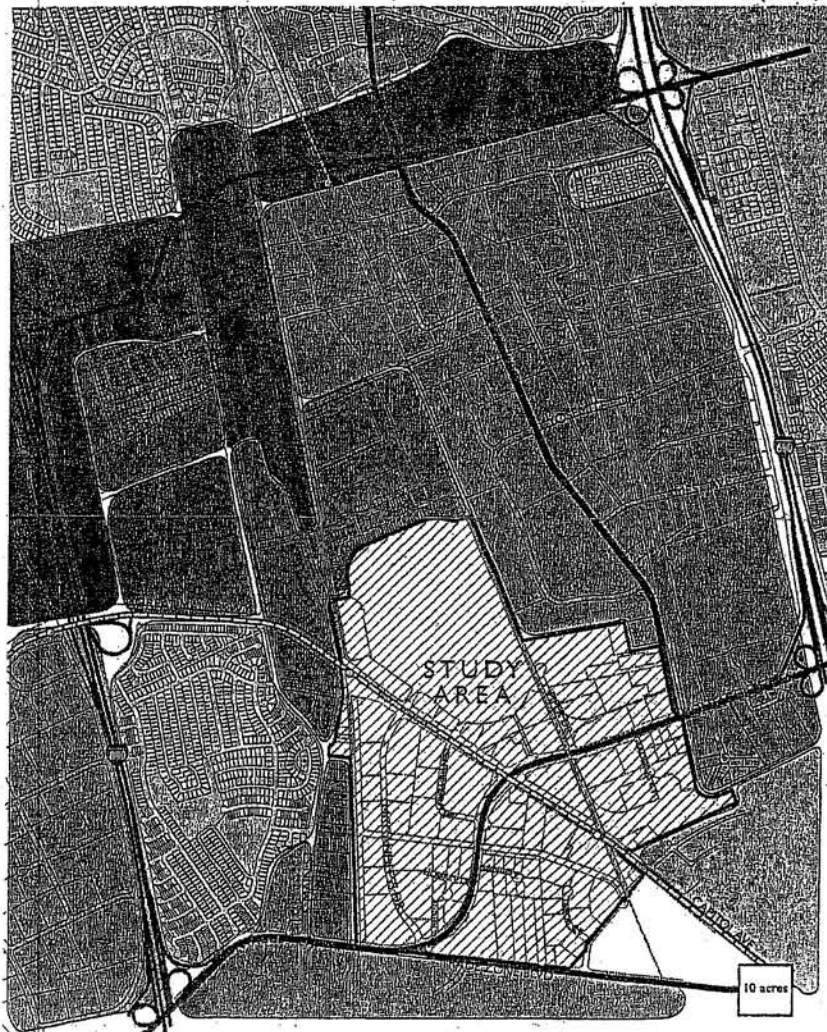
Regional Location

-  Milpitas Sphere of Influence
-  Study Area
-  BART
-  Proposed BART Extension
-  VTA Light Rail Transit
-  Caltrain



0 1 2 4
MILES

MILPITAS TRANSIT AREA CONCEPT PLAN



Surrounding Context

- Downtown
- Commercial Corridor
- Medium/High Density Residential
- Low Density Residential
- Light Industrial/R&D
- Institutional - Prison

- Study Area
- BART Extension
- VTA Light Rail Transit



GENERAL PLAN DESIGNATION

The 1994 Milpitas General Plan and its 2002 Update establish land use designations for residential, commercial, industrial, public facility, mixed use, technology park, recreation, and open space lands within the Milpitas Transit Area Specific Plan boundaries.

The Milpitas Midtown Specific Plan (2002) provides direction for the traditional downtown areas of the city in terms of land use, circulation, community design, and utilities and services and also addresses transit-oriented areas in the southern portion of Milpitas with a transit-oriented overlay zone. It requires a Precise Plan in this overlay zone before development can take place, and this requirement is addressed by the Transit Area Specific Plan.

Revisions to the land use designations as part of the Milpitas Transit Area Specific Plan have not yet been determined.

ZONING

The City's Zoning Code implements the General Plan land use designations within the Milpitas Transit Area Specific Plan boundaries. Existing zoning in the Transit Area Specific Plan is based on Midtown Specific Plan recommendations and includes the following uses and amenities:

- Industrial uses,
- High-density residential uses ranging from 12 to 40 dwelling units per gross acre,
- A transit-oriented overlay zone with residential densities ranging from 41 to 60 units per gross acre,
- Bicycle and pedestrian trails along drainage channels and railroad tracks, and
- Streetscape improvement projects along Capitol Avenue.

Amendments will be required to make the zoning consistent with the specific plan land use regulations and to implement some of the new development and design directives. The specific nature of the zoning amendments will be determined after the draft Milpitas Transit Area Specific Plan has been prepared.

DESCRIPTION OF PROJECT

The Santa Clara Valley Transportation Authority (VTA) and the San Francisco Bay Area Rapid Transit District (BART) are developing plans for a new BART Train Station near the intersection of Montague Expressway and Capitol Boulevard in south Milpitas. Parallel with this project, the City of Milpitas is preparing the Milpitas Transit Area Specific Plan to guide the development of land surrounding the BART station site, and land surrounding the two recently established light rail stations.

The City's Midtown Milpitas Specific Plan, adopted in 2002, requires a Precise Plan in its transit-oriented overlay zone before development can take place in that area. The Milpitas Transit Area Plan fulfills that requirement by providing a concept plan to guide developers and

decision makers in amending the Midtown Specific Plan amendment and the City Zoning Ordinance.

In April 2005, the City adopted a Milpitas Transit Area Concept Plan. This report represented the first major step in the process to create the new Specific Plan by summarizing the project's background and goals; identifying opportunity sites where land use conversions are expected within the next 10 years; and proposing the locations, types, and densities of new land uses in the study area. The Concept Plan split the Transit Area into five subareas and identified specific goals for each, described the various development types expected as a result of the plan, projected the range of residential and non-residential development in the Transit Area over the next 20 years, and recommended a two-phase plan completion strategy. The Concept Plan was prepared with extensive public input from key stakeholders, community members, the Planning Commission and City Council. A copy of the Concept Plan can be acquired by contacting the City of Milpitas Planning Department or on our website at <http://www.ci.milpitas.ca.gov/midtown/projects/tap/update.htm>.

Balancing City goals for fiscal health and quality development, regional goals for housing and transportation, and property owner goals, the City established the following overall vision and goals in the Concept Plan for the Milpitas Transit Area:

- Transition from an R&D/industrial area to one that supports higher intensity mixed uses.
- Strengthen the city's tax base – provide opportunities for office, retail, and hotel, ownership housing, and high-density employment uses.
- Build transit-oriented development around light rail and future BART stations, with an emphasis on housing to maximize transit ridership and meet regional housing/ transportation goals.
- Build quality neighborhoods and commercial districts that are desirable in the market place and hold their value over time.

The Concept Plan is being revised to take into account preliminary impact analysis and further research, resulting in a Preferred Concept Plan. The City is now gathering feedback to consider any additional policy issues in order to develop the Preferred Concept Plan in addition to input on the scope and content of the EIR.

The Draft Specific Plan will contain background information, goals, and policies addressing the following issues in the Milpitas Transit Area:

- Land Use, including development types and urban design;
- Transportation and Circulation;
- Open Space and Recreation;
- Pedestrian Connections and Streetscape Design;
- Environmental Issues;
- BART Station Area Layout;

- Public Services, including schools;
- Infrastructure; and
- Phasing and Implementation.

An essential component of the process is a comprehensive public participation program consisting of community workshops and meetings, interviews and a workshop with key stakeholders such as property and business owners, service providers, and public agencies, and presentations to the City Council and Planning Commission.

SURROUNDING LAND USES AND SETTING:

The area immediately surrounding the Specific Plan Study Area is characterized by light industrial uses, research and development, and medium-to-high density residential uses. Nearby land uses include low density residential, the commercial uses of downtown Milpitas, and Santa Clara County's Elmwood Jail.

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

No other public agency is required to approve the Milpitas Transit Area Specific Plan. However, development under the Plan may require approval of State, federal, and other responsible trustee agencies that may rely on the EIR for information relative to their area of expertise and jurisdiction.

POTENTIAL ENVIRONMENTAL IMPACTS TO BE CONSIDERED

The EIR will address the following environmental issues:

- Air Quality;
- Biological Resources;
- Cultural Resources;
- Geology, Soils, and Seismicity;
- Hazardous Materials;
- Land Use;
- Noise;
- Parks and Recreation;
- Population and Housing;
- Public Services and Safety;
- Transportation and Circulation;
- Urban Design and Visual Resources;
- Utilities; and
- Water Resources and Flooding.

In accordance with Section 16060(d) of the CEQA Guidelines, an Initial Study was not prepared for the project because it was determined that an EIR would clearly be required in light of the fact that development projects resulting from Specific Plan implementation will potentially result in environmental impacts. A program EIR will be prepared for the specific plan, analyzing impacts of development on an area-wide basis.

In addition to the potential environmental effects listed above, the EIR will evaluate potential cumulative effects of the proposed Milpitas Transit Area Specific Plan as well as alternatives to the proposed General Plan. The No Project alternative would evaluate the impacts resulting from continued implementation of existing plans, policies and regulations which govern the City. As appropriate, other alternatives which would avoid or lessen environmental effects related to the proposed Milpitas Transit Area Specific Plan will be discussed. These will be identified as the evaluation of environmental impacts is prepared for the EIR once the preferred plan has been determined.

For individual development projects proposed under the future specific plan, initial studies will need to be prepared to assess potential impacts specific to the projects, and determine what further environmental review may be required.

Dennis Carrington, Senior Planner
City of Milpitas, Planning Division
455 E. Calaveras Blvd.
Milpitas, CA 95035

April 11, 2006

**SUBJECT: NOTICE OF PREPARATION OF DRAFT EIR FOR THE MILPITAS
TRANSIT AREA SPECIFIC PLAN (File No. OA06-002)**

Dear Mr. Carrington:

The City of San Jose (CSJ) appreciates the opportunity to provide comments on the Notice of Preparation (NOP) for the Milpitas Transit Area Specific Plan referenced above. The Specific Plan proposes a very wide range of development, with 5,109 dwelling units and 2.01 million square feet of non-residential development at the low range; and with 10,630 dwelling units and 5.02 million square feet at the high range.

The City of Milpitas coordinated with the CSJ Department of Transportation to establish the traffic study scope within the CSJ for roughly 5,400 dwelling units and 2.5 million square feet of non-residential uses. That is about the mid-point of the ranges now proposed by the project as described in the NOP. The traffic study needs to be expanded to include more intersections in San Jose if the City of Milpitas intends to allow greater development of either residential or non-residential uses over those amounts originally proposed during the coordination process. Please contact Manuel Pineda, CSJ Department of Transportation, directly concerning the traffic analysis and the need for additional coordination between the CSJ and the City of Milpitas.

The CSJ looks forward to reviewing the Draft EIR when it becomes available for review. When available, please provide me with one hard copy of the complete Draft EIR, including all technical reports that may be contained in one or more volumes of the document. Please also include your web link to the complete Draft EIR, or an extra copy of the complete document on CD. You may send the document directly to my attention, since I will be coordinating with other CSJ departments in the review of the Draft EIR.

Thank you again for the opportunity to comment on the NOP for this project. If you need to contact me, you may reach me directly at (408) 535-7815.

Sincerely,



Janis Moore
Planner II

County of Santa Clara

Roads and Airports Department
Land Development and Permits
101 Skyport Drive
San Jose, California 95110-1302
(408) 573-2460 FAX (408) 441-0275



April 11, 2006

City of Milpitas
455 E. Calaveras Blvd.
Milpitas, CA 95035

Subject: Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for
the Milpitas Transit Area Specific Plan

Attn: Dennis Carrington, Senior Planner

Dear Dennis:

This is in response to your Notice of Preparation (NOP) of an Environmental Impact Report (EIR) issued to us on March 14, 2006 regarding the Milpitas Transit Area Specific Plan.

The review is complete and we have the following comments:

Highway Design

1. Need to address the effects on & possible implementation of the Comprehensive County Expressway Planning Study approved by the County Board of Supervisors in August 2003.

Traffic and Electrical Operations

1. Include traffic impact study on all Montague Expressway intersections between Hwy 680 to Trimble.
2. Contribute towards Montague widening Project.
3. Include transit center impact to Montague/Capitol intersection.
4. Identify mitigation needed on Montague and a plan to fund.

If you have any questions concerning the above, please contact me at (408) 573-2463.

Sincerely,

William Yeung
Associate Civil Engineer
Land Development and Permits

Marc B. Liebman, Ph.D.
Superintendent

1376 Piedmont Road
San Jose, CA 95132-2427



Phone: (408) 923-1800
Fax: (408) 923-0623

April 17, 2006

Dennis Carrington, Senior Planner
Planning Division
City of Milpitas
455 E. Calaveras Blvd.
Milpitas, Ca. 95035

RE: City of Milpitas Transit Area Specific Plan

The Berryessa Union School District is responding to the "Notice of Preparation of an Environmental Impact Report for the Milpitas Transit Area Specific Plan". The school district would like the following issues addressed;

Public Services

Northwood Elementary School in the impacted attendance areas is at capacity, and the school site property. In order to accommodate for the potential numbers of new children generated by the proposed residential developments, BUSD believes it will be necessary to acquire land and to build a new school facility. Such a new school facility could have a physical impact on the environment. It may then be necessary to provide an analysis of the fiscal impacts as well. At this time, the district does not have any mitigation agreements with any developer pertaining to this proposed development site.

Transportation

The project's traffic impacts will create the necessity for safe pedestrian crossings for children to cross from one side of Capital Avenue to the other. Also, to provide a safe crossing over the planned BART tracks. The addition traffic impacts may also increase the amount of drive time for the district to provide school transportation for special education children.

Board of Trustees

Kansen Chu

John Coyle

Francine Davis

Ray Kwok

Rudy Nasol

For all future correspondence related to this project please contact

Dr. Marc Liebman, Superintendent
Berryessa Union School District
1376 Piedmont Road
San Jose, Ca. 95132
Telephone 408-923-1811
Fax 408-923-0623

and

Chris Jew, Assistant Superintendent
Berryessa Union School District
1376 Piedmont Road
San Jose, Ca. 95132
Telephone 408-923-1861
Fax 408-259-3869

Respectfully,

A handwritten signature in cursive script, appearing to read "Chris Jew".

Chris Jew
Assistant Superintendent, Business Services
Berryessa Union School District



April 27, 2006

City of Milpitas
Planning Department
455 E. Calaveras Blvd.
Milpitas, CA 95035

Attention: Dennis Carrington

Subject: Milpitas Transit Area Specific Plan

Dear Mr. Carrington:

Santa Clara Valley Transportation Authority (VTA) staff has reviewed the Notice of Preparation (NOP) for the Milpitas Transit Area Specific Plan. VTA is very interested in working with the City on the Specific Plan because of its strong relationship to our transit service in the planning area. We have the following specific comments.

Silicon Valley Rapid Transit Corridor (SVRTC) Project

VTA recommends that the EIR for the Milpitas Transit Area Specific Plan identify the SVRTC project to be operating in 2016. In 2030, the Montague/Capitol Station will support approximately 31,145 daily boardings with a demand for 2,080 parking spaces. VTA also requests a series of meetings between the two partner agencies to discuss the 2 station campus options for the Montague/Capitol BART Station.

Land Use

VTA encourages the City to achieve the highest densities possible, along with an appropriate mix of land uses around Montague/Capitol Station. VTA's Community Design & Transportation guidelines recommend a minimum residential density of 55 du/acre with an average density of 75 du/acre for any regional station area. Regional station areas function as multimodal focal points where several transit lines and modes converge. The densities should be higher for developments closer to the station. The guidelines also recommend developing commercial space near any major transit center with a floor area ratio of 2.0 and higher. VTA encourages the City to work with developers to meet or exceed these guidelines. Achieving higher densities around rail facilities could potentially generate the ridership required to sustain high-quality service at a low cost, while allowing more users direct access to the transit system.

City of Milpitas
April 27, 2006
Page 2

The SVRTC ridership model assumes 2003 ABAG Land Use Projections. If the Milpitas Transit Area Specific Plan land use assumptions differ from the ABAG projections, please define the difference.

Station Area Development Strategy

VTa encourages the City to evaluate how the following SVRTC design options impact the city's development strategy for the station area:

- Retained Fill or Aerial BART alignment
- Maintaining or terminating freight service to businesses north of the Montague/Capitol Station area.

Additionally, the development strategy should evaluate how the SVRTC project's short-term and interim needs can be accommodated. These needs include availability of construction staging areas and surface parking.

Transportation and Circulation

The EIR should evaluate ingress/egress routes serving the Montague/Capitol Station. Auto, transit, bike and walk traffic resulting from development as well as the SVRTC project should be supported by the street network proposed in the EIR.

Transportation Demand Management Measures

The EIR should maximize TDM measures to minimize external trips and associated traffic impacts, such as parking pricing, shuttle service and car sharing. The EIR should also evaluate the feasibility of shared parking and other strategies that maximize parking utilization and minimize land for parking.

Transportation Impact Analysis Report

VTa's Congestion Management Program (CMP) requires the preparation of a Transportation Impact Analysis (TIA) for any project that is expected to generate 100 or more new peak-hour trips. We anticipate that development projects resulting from the implementation of the Specific Plan will generate more peak-hour trips and recommend preparation of a TIA report for this project.

VTa's Transportation Impact Analysis Guidelines should be used when preparing the TIA. These guidelines include procedures for the analysis of bicycle facilities, parking, site circulation

City of Milpitas

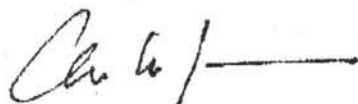
April 27, 2006

Page 3

and pedestrian access, as well as roadways and may be downloaded from [www.vta.org/news/vtacmp/Technical Guidelines](http://www.vta.org/news/vtacmp/Technical%20Guidelines). For more information on TIA guidelines, please call Murali Ramanujam, Development & Congestion Management Division at 408-952-8905.

Thank you for the opportunity to comment on the EIR scope. VTA looks forward to supporting you in this exciting transit supportive planning effort. If you have any questions, please call me at (408) 321-5872.

Sincerely,



Ann W. Jamison, AICP
Deputy Director, Congestion Management and Planning

AWJ:RM:kh

cc: Ebrahim Sohrabi, San Jose Public Works



Department of Toxic Substances Control

Maureen F. Gorsen, Director
700 Heinz Avenue, Suite 200
Berkeley, California 94710-2721



Arnold Schwarzenegger
Governor

Dan Skopec
Acting Secretary
Cal/EPA

May 4, 2006

Mr. Dennis Carrington
Senior Planner
City of Milpitas
455 East Calaveras Boulevard
Milpitas, California 95035

Dear Mr. Carrington:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the Milpitas Transit Area Specific Plan. As you may be aware, DTSC oversees the cleanup of hazardous substance release sites pursuant to the California Health and Safety Code, Division 20, Chapter 6.8. As a potential Responsible Agency, DTSC is submitting the following comments to ensure that the California Environmental Quality Act (CEQA) documentation prepared for this project and future associated development projects adequately address any remediation activities which may be required to address any hazardous substance releases.

The project description indicates that land use changes are proposed. For each site where development is to occur under the Specific Plan, current and historical land use records should be consulted to identify land uses that may have resulted in a hazardous substance release. In particular, properties where there has been industrial uses could potentially have contamination. Sampling and analysis of soil and groundwater should be conducted at sites where current or historical operations may have caused a hazardous substance release. The results of sampling should be discussed in the EIR or the CEQA documents for individual development projects, which the NOP states will be prepared. Screening levels or any risk assessments that are used in determining whether contamination poses a potential, significant human health or environmental risk should be identified and discussed. If volatile organic compounds are present in soil or groundwater, the potential human health risk from vapor intrusion into future buildings will need to be considered.

If remediation activities are required, these activities should be discussed in the EIR or CEQA documents for individual development projects along with the cleanup levels that will be applied and the anticipated regulatory agency oversight. Potential impacts associated with the remediation activities should also be addressed. For example, if the remediation activities include the need for soil excavation, the EIR or CEQA documents

Mr. Dennis Carrington
May 4, 2006
Page 2

for individual development projects should include: (1) an assessment of air impacts and health impacts associated with the excavation activities; (2) identification of any applicable local standards which may be exceeded by the excavation activities, including dust and noise levels; (3) transportation impacts from removal or remedial activities; and (4) risk of upset should there be an accident at the site or during the transport of contaminated soil.

DTSC can assist your agency in overseeing characterization and cleanup activities through our Voluntary Cleanup Program. A fact sheet describing this program is enclosed. We are aware that projects such as this one are typically on a compressed schedule, and in an effort to use the available review time efficiently, we request that DTSC be included in any meetings where issues relevant to our statutory authority are discussed.

Please contact Jacinto Soto at (510) 540-3842 if you have any questions or would like to schedule a meeting. Thank you in advance for your cooperation in this matter.

Sincerely,



Mark Piros, P.E., Unit Chief
Northern California - Coastal Cleanup Operations Branch

Enclosure

cc: without enclosure

Governor's Office of Planning and Research
State Clearinghouse
P. O. Box 3044
Sacramento, California 95812-3044

Guenther Moskat
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806



**California Environmental Protection Agency
Department of Toxic Substances Control**



The Voluntary Cleanup Program

The California Environmental Protection Agency's Department of Toxic Substances Control (DTSC) has introduced a streamlined program to protect human health, cleanup the environment and get property back to productive use. Corporations, real estate developers, local and state agencies entering into Voluntary Cleanup Program agreements will be able to restore properties quickly and efficiently, rather than having their projects compete for DTSC's limited resources with other low-priority hazardous waste sites. This fact sheet describes how the Voluntary Cleanup Program works.

Prior to initiation of the Voluntary Cleanup Program, project proponents had few options for DTSC involvement in cleaning up low-risk sites. DTSC's statutory mandate is to identify, prioritize, manage and cleanup sites where a release of hazardous substances has occurred. For years, the mandate meant that, if the site presented grave threat to public health or the environment, then it was listed on the State Superfund list and the parties responsible conducted the cleanup under an enforcement order, or DTSC used state funds to do so. Because of staff resource limitations, DTSC was unable to provide oversight at sites which posed lesser risk or had lower priority.

DTSC long ago recognized that no one's interests are served by leaving sites contaminated and

The Voluntary Cleanup Program

Step 1: Eligibility and Application

Most sites are eligible. The main exclusions are if the site is listed as a Federal or State Superfund site, is a military facility, or if it falls outside of DTSC's jurisdiction, as in the case where a site contains only leaking underground fuel tanks. Another possible limitation is if another agency currently has oversight, e.g., a county (for underground storage tanks). The current oversight agency must consent to transfer the cleanup responsibilities to DTSC before the proponent can enter into a Voluntary Cleanup Program agreement. Additionally, DTSC can enter into an agreement to work on a specified element of a cleanup (risk assessment or public participation, for example), if the primary oversight agency gives its consent. The standard application is attached to this fact sheet.

If neither of these exclusions apply, the proponent submits an application to DTSC, providing details about site conditions, proposed land use and potential community concerns. No fee is required to apply for the Voluntary Cleanup Program.

Step 2: Negotiating the Agreement

Once DTSC accepts the application, the proponent meets with experienced DTSC professionals to negotiate the agreement. The agreement can range from services for an initial site assessment, to oversight and certification of a full site cleanup, based on the proponent's financial and scheduling objectives.

The Voluntary Cleanup Program agreement specifies the estimated DTSC costs, scheduling for the project, and DTSC services to be provided. Because every project must meet the same legal and technical cleanup requirements as do State Superfund sites, and because DTSC staff provide oversight, the proponent is assured that the project will be completed in an environmentally sound manner.

In the agreement, DTSC retains its authority to take enforcement action if, during the investigation or cleanup, it determines that the site presents a serious health threat, and proper and timely action is not otherwise being taken. The agreement also allows the project proponent to terminate the Voluntary Cleanup Program agreement with 30 days written notice if they are not satisfied that it is meeting their needs.

Step 3: Site Activities

Prior to beginning any work, the proponent must have: signed the Voluntary Cleanup Program agreement; made the advance payment; and committed to paying all project costs, including those associated with DTSC's oversight. The project manager will track the project to make sure that DTSC is on schedule and within budget. DTSC will bill its costs quarterly so that large, unexpected balances will not occur.

Once the proponent and DTSC have entered into a Voluntary Cleanup Program agreement, initial site assessment, site investigation or cleanup activities may begin. The proponent will find that DTSC's staff includes experts in every vital area. The assigned project manager is either a highly-qualified Hazardous Substances Scientist or Hazardous Substances Engineer. That project manager has the support of well-trained DTSC toxicologists, geologists, industrial hygienists and specialists in public involvement.

The project manager may call on any of these specialists to join the team, providing guidance, review, comment and, as necessary, approval of individual documents and other work products. That team will also coordinate with other agencies, as appropriate, and will offer assistance in complying with other laws, such as the Resource Conservation and Recovery Act.

Step 4: Certification and Property Restoration

When remediation is complete, DTSC will issue either a site certification of completion or a "No Further Action" letter, depending on the project circumstances. This means "The Site" is now property that is ready for productive economic use.

To learn more about the Voluntary Cleanup Program, contact the DTSC representative in the Regional office nearest you:

Southern California

Tina P. Diaz
11014 North Grandview Avenue
Glenale, California 91201
(618) 571-2862

Central California

Tim Miles
8800 Cal Centre Drive
Sacramento, CA 95826-3200
(916) 256-3700

North Coast California

Lynn Nakashima and Naito
700 Heinz Avenue, Suite 200
Berkeley, California 94710-2737
(510) 540-3839 (510) 540-3833

Central California -

Fresno Satellite
Tom Kovacs
1516 Robinson Road
Clovis, California 93612
(209) 297-3939

(Revised 1/18/02)

Appendix F

Letters Pertaining to Tribal Consultation

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
Fax (916) 657-5380
Web Site www.nahc.ca.gov



September 19, 2007

Kelene Strain
DYETT & BHATIA
755 Sansome Street, Suite 400
San Francisco, Ca 94111

Sent by Fax: 415-956-7315
Number of Pages: 3

RE: Milpitas TASP, Santa Clara County

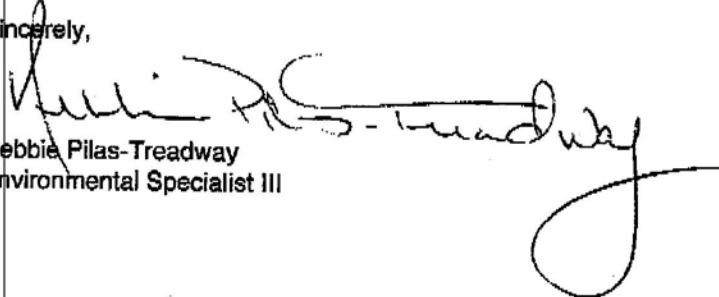
Dear Ms. Strain:

A record search of the sacred land file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 653-4038.

Sincerely,


Debbie Pilas-Treadway
Environmental Specialist III

Native American Contacts
Santa Clara County
September 19, 2007

Jakki Kehl
720 North 2nd Street
Patterson, CA 95363
jakki@bigvalley.net
(209) 892-2436
(209) 892-2435 - Fax

Ohlone/Costanoan

Amah/Mutsun Tribal Band
Irene Zwielerlein, Chairperson
789 Canada Road
Woodside, CA 94062
amah_mutsun@yahoo.com
(650) 851-7747 - Home
(650) 851-7489 - Fax

Ohlone/Costanoan

Amah Mutsun Tribal Band
Valentin Lopez, Chairperson
3015 Eastern Ave, #40
Sacramento, CA 95821
vlopez@amahmutsun.org
(916) 481-5785

Ohlone/Costanoan

Indian Canyon Mutsun Band of Costanoan
Ann Marie Sayers, Chairperson
P.O. Box 28
Hollister, CA 95024
ams@garlic.com
831-637-4238

Ohlone/Costanoan

Amah Mutsun Tribal Band
Edward Ketchum
35867 Yosemite Ave
Davis, CA 95616
aerieways@aol.com

Ohlone/Costanoan
Northern Valley Yokuts

Muwekma Ohlone Indian Tribe of the SF Bay Area
Rosemary Cambra, Chairperson
PO Box 360791
Milpitas, CA 95036
muwekma@muwekma.org
408-434-1668
408-434-1673

Ohlone / Costanoan

Amah/Mutsun Tribal Band
Michelle Zimmer, Cultural Resource Coordinator
P O Box 3892
Clear Lake, CA 95422
408-375-4281

Ohlone/Costanoan

The Ohlone Indian Tribe
Andrew Galvan
PO Box 3152
Mission San Jose, CA 94539
chochenyo@AOL.com
(510) 656-0787 - Voice
(510) 882-0527 - Cell
(510) 687-9393 - Fax

Ohlone/Costanoan
Bay Miwok
Plains Miwok
Patwin

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed Milpitas TASP, Santa Clara County.

09/19/2007 11:10 AM 010 007 0000 NARC 002/003

Native American Contacts
Santa Clara County
September 19, 2007

Trina Marine Ruano Family
Ramona Garibay, Representative
16010 Halmar Lane
Lathrop, CA 95330
510-300-5971 - cell

Ohlone/Costanoan
Bay Miwok
Plains Miwok
Patwin

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This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed Milpitas TASP, Santa Clara County.



CITY OF MILPITAS

455 EAST CALAVERAS BOULEVARD, MILPITAS, CALIFORNIA 95035-5479 • www.ci.milpitas.ca.gov

REVISED

September 26, 2007

Andrew Galvan
The Ohlone Indian Tribe
PO Box 3152
Mission San Jose, CA 94539

Dear Mr. Galvan:

The City of Milpitas is preparing the Milpitas Transit Area Specific Plan to guide the development of land surrounding the future Milpitas BART station site, and land surrounding the two recently established light rail stations. The Transit Area Plan proposes transit-oriented residential and commercial redevelopment on land around the existing (and future) stations, replacing existing industrial and other development. The Study Area is largely within the area of the Midtown Milpitas Specific Plan, adopted by the City in 2002. Dyett & Bhatia Urban and Regional Planners is preparing the environmental impact report (EIR) for the proposed Specific Plan. As part of the research we are contacting interested parties, including Native American groups and individuals to assist with the identification of any prehistoric sites or sacred sites or landscapes located in the Specific Plan Planning Area.

The Native American Heritage Commission (NAHC) in Sacramento and the Northwest Information Center (NWIC) at Sonoma State University, in Rohnert Park, have been contacted regarding the proposed Plan. We received a response back from the NAHC which stated that a record search of the sacred land file failed to indicate the presence of Native American cultural resources in the planning area. In addition, your name and address were provided to us by the NAHC which identifies you as an individual that may have knowledge about cultural resources in the area, and in accordance with Senate Bill 18, we are seeking your comments on the proposed Specific Plan.

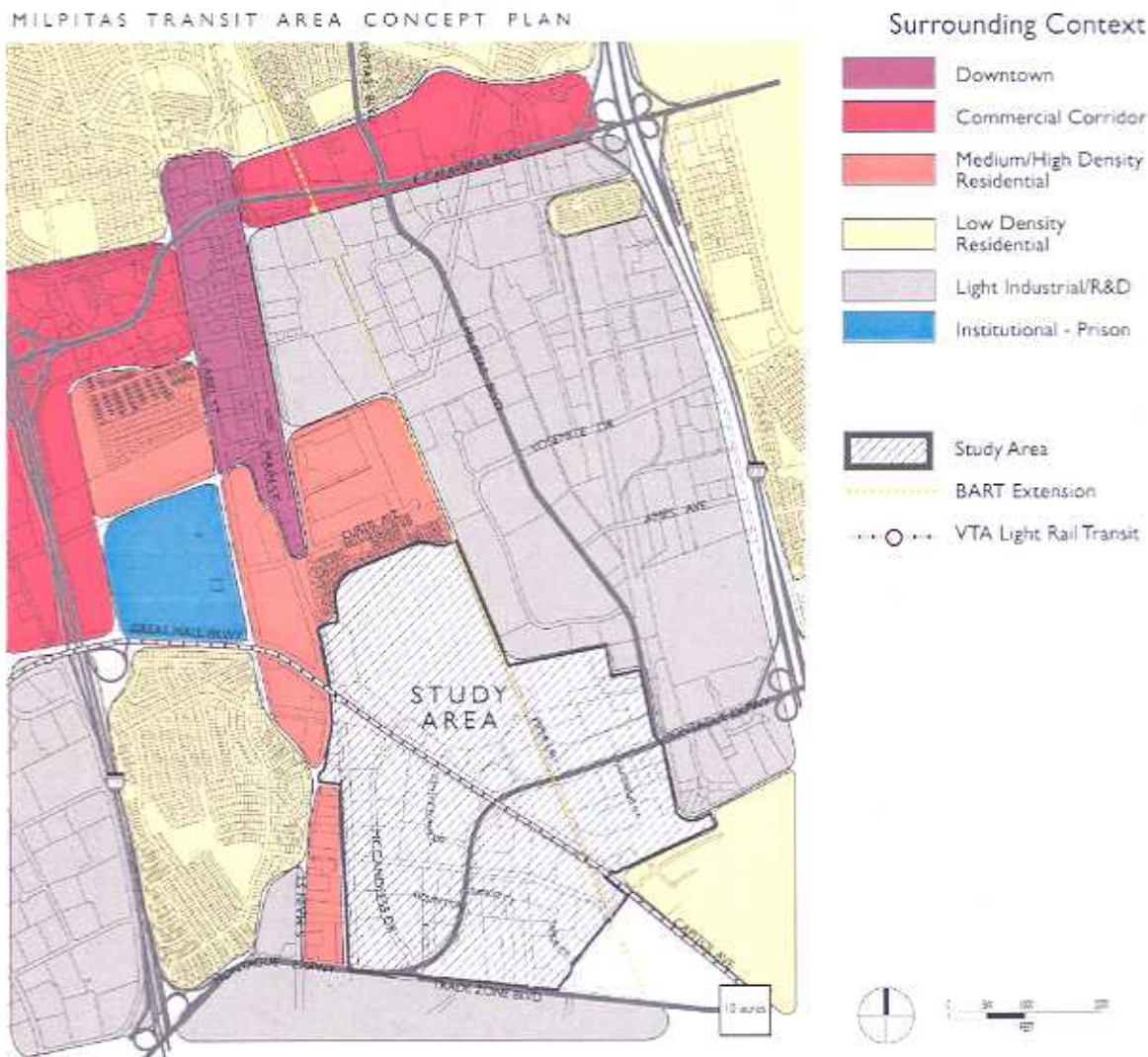
The Milpitas Transit Area Specific Plan Study Area is shown on the attached map, Figure 1. The Transit Area Plan Study Area consists of much of the southern portion of the Midtown Plan plus the Great Mall and an area northeast of Piper Drive and Montague Expressway. The boundaries are roughly the northern extent of the Great Mall, South Main Street on the west, Trade Zone Boulevard and the city limits on the south, the alignment of Milpitas Boulevard on the southeast, and the existing rail line in the northeast. For your information, we have also attached the draft Transit Area Plan drawing, Figure 2.

If you have any concerns or information regarding archaeological resources in the Study Area, please let us know. We would appreciate receiving your comments by October 3, 2007. Any responses received by that date will be included in the Specific Plan Draft EIR.

Sincerely,

Felix Reliford
Acting Planning & Neighborhood Services Director

Figure 1: Milpitas Transit Specific Plan Area





CITY OF MILPITAS

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REVISED

September 26, 2007

Ann Marie Sayers, Chairperson
Indian Canyon Mutsun Band of Costanoan
PO Box 28
Hollister, CA 95024

Dear Ms. Sayers:

The City of Milpitas is preparing the Milpitas Transit Area Specific Plan to guide the development of land surrounding the future Milpitas BART station site, and land surrounding the two recently established light rail stations. The Transit Area Plan proposes transit-oriented residential and commercial redevelopment on land around the existing (and future) stations, replacing existing industrial and other development. The Study Area is largely within the area of the Midtown Milpitas Specific Plan, adopted by the City in 2002. Dyett & Bhatia Urban and Regional Planners is preparing the environmental impact report (EIR) for the proposed Specific Plan. As part of the research we are contacting interested parties, including Native American groups and individuals to assist with the identification of any prehistoric sites or sacred sites or landscapes located in the Specific Plan Planning Area.

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Felix Reliford
Acting Planning & Neighborhood Services Director



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REVISED

September 26, 2007

Edward Ketchum
35867 Yosemite Avenue
Davis, CA 95616

Dear Mr. Ketchum:

The City of Milpitas is preparing the Milpitas Transit Area Specific Plan to guide the development of land surrounding the future Milpitas BART station site, and land surrounding the two recently established light rail stations. The Transit Area Plan proposes transit-oriented residential and commercial redevelopment on land around the existing (and future) stations, replacing existing industrial and other development. The Study Area is largely within the area of the Midtown Milpitas Specific Plan, adopted by the City in 2002. Dyett & Bhatia Urban and Regional Planners is preparing the environmental impact report (EIR) for the proposed Specific Plan. As part of the research we are contacting interested parties, including Native American groups and individuals to assist with the identification of any prehistoric sites or sacred sites or landscapes located in the Specific Plan Planning Area.

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Acting Planning & Neighborhood Services Director



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REVISED

September 26, 2007

Irene Zwierlein, Chairperson
Amah/Mutsun Tribal Band
789 Canada Road
Woodside, CA 94062

Dear Ms. Zwierlein:

The City of Milpitas is preparing the Milpitas Transit Area Specific Plan to guide the development of land surrounding the future Milpitas BART station site, and land surrounding the two recently established light rail stations. The Transit Area Plan proposes transit-oriented residential and commercial redevelopment on land around the existing (and future) stations, replacing existing industrial and other development. The Study Area is largely within the area of the Midtown Milpitas Specific Plan, adopted by the City in 2002. Dyett & Bhatia Urban and Regional Planners is preparing the environmental impact report (EIR) for the proposed Specific Plan. As part of the research we are contacting interested parties, including Native American groups and individuals to assist with the identification of any prehistoric sites or sacred sites or landscapes located in the Specific Plan Planning Area.

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Felix Reliford
Acting Planning & Neighborhood Services Director



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REVISED

September 26, 2007

Jakki Kehl
720 North 2nd Street
Patterson, CA 95363

Dear Jakki Kehl:

The City of Milpitas is preparing the Milpitas Transit Area Specific Plan to guide the development of land surrounding the future Milpitas BART station site, and land surrounding the two recently established light rail stations. The Transit Area Plan proposes transit-oriented residential and commercial redevelopment on land around the existing (and future) stations, replacing existing industrial and other development. The Study Area is largely within the area of the Midtown Milpitas Specific Plan, adopted by the City in 2002. Dyett & Bhatia Urban and Regional Planners is preparing the environmental impact report (EIR) for the proposed Specific Plan. As part of the research we are contacting interested parties, including Native American groups and individuals to assist with the identification of any prehistoric sites or sacred sites or landscapes located in the Specific Plan Planning Area.

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Acting Planning & Neighborhood Services Director



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REVISED

September 26, 2007

Rosemary Cambra, Chairperson
Muwekma Ohlone Indian Tribe of the SF Bay Area
PO Box 360791
Milpitas, CA 95036

Dear Ms. Cambra:

The City of Milpitas is preparing the Milpitas Transit Area Specific Plan to guide the development of land surrounding the future Milpitas BART station site, and land surrounding the two recently established light rail stations. The Transit Area Plan proposes transit-oriented residential and commercial redevelopment on land around the existing (and future) stations, replacing existing industrial and other development. The Study Area is largely within the area of the Midtown Milpitas Specific Plan, adopted by the City in 2002. Dyett & Bhatia Urban and Regional Planners is preparing the environmental impact report (EIR) for the proposed Specific Plan. As part of the research we are contacting interested parties, including Native American groups and individuals to assist with the identification of any prehistoric sites or sacred sites or landscapes located in the Specific Plan Planning Area.

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Felix Reliford
Acting Planning & Neighborhood Services Director



CITY OF MILPITAS

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REVISED

September 26, 2007

Valentin Lopez, Chairperson
Amah Mutsun Tribal Band
3015 Eastern Avenue, #40
Sacramento, CA 95821

Dear Mr. Lopez:

The City of Milpitas is preparing the Milpitas Transit Area Specific Plan to guide the development of land surrounding the future Milpitas BART station site, and land surrounding the two recently established light rail stations. The Transit Area Plan proposes transit-oriented residential and commercial redevelopment on land around the existing (and future) stations, replacing existing industrial and other development. The Study Area is largely within the area of the Midtown Milpitas Specific Plan, adopted by the City in 2002. Dyett & Bhatia Urban and Regional Planners is preparing the environmental impact report (EIR) for the proposed Specific Plan. As part of the research we are contacting interested parties, including Native American groups and individuals to assist with the identification of any prehistoric sites or sacred sites or landscapes located in the Specific Plan Planning Area.

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