

From: VTA Board Secretary

Sent: Tuesday, January 02, 2018 2:12 PM

To: VTA Board of Directors

Subject: VTA Information: January 4, 2018, Revised Agenda to the VTA Board of Directors Regular Meeting

VTA Board of Directors:

You may now access the updated **VTA Board of Directors Regular Meeting Agenda Packet**, with a revised agenda, scheduled for January 4, 2018, on our website [here](#).

Thank you.

Office of the Board Secretary
Santa Clara Valley Transportation Authority
3331 North First Street, Building B
San Jose, CA 95134-1927
Phone [408-321-5680](tel:408-321-5680)



Conserve paper. Think before you print.

From: VTA Board Secretary
Sent: Wednesday, January 03, 2018 4:26 PM
To: VTA Board of Directors
Subject: From VTA: January 3, 2018 Media Clips



VTA Daily News Coverage for Wednesday, January 3, 2018

1. [VTA Fare Policy/Ridership \(KPIX\)](#)
2. [El Camino Bus Rapid Transit – policymakers seek a next step \(Greenaltrain.com\)](#)
3. [FTA letter casts doubt on federal support of Gateway tunnel project \(Progressive Railroading\)](#)

[VTA Fare Policy/Ridership \(KPIX\)](#)

(Link to video)

[El Camino Bus Rapid Transit – policymakers seek a next step \(Greenaltrain.com\)](#)

On Thursday, El Camino Bus Rapid Transit [Policy Advisory Board](#) members turned down a move to kill the project outright, and decided instead to bring a proposal for a right-lane pilot back to corridor cities in a roadshow to be completed by next June.

Despite urging by County Supervisor Simitian, whose initial motion was to end the initiative outright except for minor improvements, and by Supervisor Yeager, who wanted to re-purpose the money for bus rapid transit on Stevens Creek, the city council members in Sunnyvale, Santa Clara, Palo Alto, Mountain View, and Los Altos did not want to give up.

Since the last discussions of BRT, which were quieted in the run-up to the 2016 election in which the [Measure B transportation tax passed](#)

* Sunnyvale has been working on a plan for El Camino Real and Council has given direction for a mix of uses with lots of housing

* Mountain View has been adding mixed-use housing developments following the policies in the Precise Plan passed several years ago

* Santa Clara is working on its own plan for El Camino, and earlier in the week [approved an 150-unit senior housing project](#) with overwhelming support

* Palo Alto has [approved a 50-unit housing/mixed use project on El Camino](#) near Fry's, the second such project it has approved in about a year.

* Los Altos Council ended its moratorium and set zoning rules for housing on El Camino

As the development and planning has moved forward, bus rides have gotten slower. VTA staff reported at the meeting that 522 Rapid travel time has declined from 75 minutes in 2009 to 97 minutes in 2017.

The concept that will be brought back for consideration to corridor cities is a pilot for a peak-period right-hand bus lane that allowed public buses, private shuttles, and also (maybe) high-occupancy vehicles. A benefit of a right-lane project is that it could also speed up the 22 local bus.

The idea of including carpools has issues including the fact that it's not clearly legal under state law to convert a general-purpose lane to an HOV lane, and the challenge of enforcement. There are already challenges with enforcement in highway carpool lanes; this could be more challenging on El Camino, with driveways and cross streets where drivers come and go more frequently.

Another question raised with a right-hand pilot is safety for cyclists. Santa Clara council member Teresa O'Neill mentioned that earlier in the week the Council met with the Bicycle/Pedestrian Advisory committee, and ECR bicycle lanes were discussed favorably; apparently much of the on-street parking on ECR in Santa Clara is underutilized and businesses have alternative space for customers. Mountain View has set a long-term goal for bike lanes on ECR, but currently there are some businesses that don't have good alternatives for parking,

The right-lane pilot represents a substantial compromise from the center-running dedicated lane, which would have made the Rapid bus time-competitive with driving, but attracted opposition from residents and businesses concerned that the lanes would not get enough use, and would push drivers to quieter side streets. Preliminary analysis by VTA staff suggested that a right-lane project would do much less to speed buses, in part because El Camino has many driveways, and buses will still need to slow for entering/existing cars. Another question is safety. With all the driveways, there will be many drivers that need to pull into and out of the driveways across the bus lane.

If you live or work on or near the El Camino Corridor in Santa Clara County, the road show discussing the potential for a right-lane pilot will be coming to a City Council near you. If city councils want to support the pilot, this recommendation will be brought to the VTA board for a decision.

If you are interested in improving bus service and safety, and the role of transit in supporting mixed-use development on ECR, keep an eye out for the meetings – we'll keep you posted.

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[FTA letter casts doubt on federal support of Gateway tunnel project](#) **(Progressive Railroading)**

President Trump's administration has cast doubt on the amount of federal funding available for the proposed construction of a new Hudson River railroad tunnel that connects New York and New Jersey.

In a [letter obtained by Crain's New York Business](#), Federal Transit Administration Deputy Administrator K. Jane Williams informed New York and New Jersey officials late last week that a "50/50" agreement between the [U.S. Department of Transportation](#) (USDOT) and the two states to share the cost for the proposed "Gateway" tunnel project is "non-existent."

"There is no such agreement," Williams wrote. "We consider it unhelpful to reference a non-existent agreement rather than directly address the responsibility for funding a local project where nine out of 10 passengers are local transit riders."

A proposal in which the federal government would pay for half of a "mega project" would be more than existing precedent for federal support of other mega projects, she added. Moreover, the amount the project proposed to receive in federal Capital Investment Grants "lacks recognition of the impact that such funding would have on the availability of funds for the remainder of the country."

Williams' letter appears to erase a 2015 deal made between President Obama's administration and New York and New Jersey state officials in which the states would share half the cost of the proposed project and the federal government would cover the other half.

In response to Williams' letter, [New York State Budget Director Robert Mujica Jr. wrote](#) that the Gateway tunnel project is "critical to the long-term vitality of the entire Northeast region and, as a result of significant damage caused by Hurricane Sandy in 2012, is now considered the nation's most urgent major infrastructure project."

The states, in partnership with the Port Authority of New York and New Jersey, [in December announced details](#) to fund all of their local share of the Gateway tunnel, Mujica noted.

Not only did the federal government "publicly" announce its 50 percent commitment in 2015, but the 50-50 framework was discussed at an August 2017 meeting at the White House between the New York and New Jersey governors, President Trump and Transportation Secretary Elaine Chao, according to Mujica's letter.

"The USDOT stepping away from the 50-50 framework now would represent stepping away from a previously agreed upon path and the entire basis for getting critical national infrastructure project done," he wrote.

Mujica also disputed Williams' contention that the states' and port authority's use of federal loan programs to pay for their half of the infrastructure project would result in "federal dependency."

"The fact that these funding commitments would utilize federal loan programs should in no way be misinterpreted as 'federal assistance' or 'federal dependency.' Doing so would go against decades of precedent when it comes to funding infrastructure projects of this scale and importance," Mujica's letter stated. "The people of the bi-stated region are paying for the commitment and the very economy of the Northeast depends on it."

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Conserve paper. Think before you print.

From: VTA Board Secretary
Sent: Thursday, January 04, 2018 12:38 PM
To: VTA Board of Directors
Subject: From VTA: January 4, 2018, Media Clips



VTA Daily News Coverage for Thursday, January 4, 2018

1. [Morning quake shakes parts of the Bay Area \(Mountain View Voice\)](#)
2. [Pay VTA Fares In New App \(Milpitas Patch\)](#)
3. [More city workers make the switch to Caltrain \(Palo Alto Weekly\)](#)
4. [Bike advocates put their bodies on the line to protect riders \(San Francisco Chronicle\)](#)

Morning quake shakes parts of the Bay Area (Mountain View Voice)

An earthquake with a magnitude of 4.4 shook parts of the Bay Area early this morning, according to the U.S. Geological Survey. Many in the Midpeninsula who also felt the jolt took to social media with their reactions.

The quake had a had a preliminary magnitude of 4.7, but USGS officials have since revised the magnitude.

The earthquake struck at 2:39 a.m. in Berkeley near the Claremont Hotel, just south of the University of California, Berkeley campus. It was more than 7 miles deep, and centered about 1.9 miles east-southeast of Berkeley, 4.3 miles north of Oakland and 11.2 miles east-northeast of San Francisco.

The Santa Clara Valley Transportation Authority ran routine system checks through its system in response to the quake and advised commuters of minor delays.

People who felt the temblor in Palo Alto and East Palo Alto took to Twitter this morning with their reactions. Many estimated the quake lasted a few seconds and was strong enough to shake up their homes. One user reported feeling the jolt from the Lucile Packard Children's Hospital Stanford newborn nursery.

Los Altos police used the earthquake as an opportunity to remind people to have "go bags" with essential items packed and ready, just in case.

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[Pay VTA Fares In New App \(Milpitas Patch\)](#)

Save yourself a ton of trouble by just handling fares in your phone.

The Santa Clara Valley Transportation Authority has unveiled a new, free mobile payment app called EZfare.

The app, available for both Android and iPhone, allows transit riders to purchase single rides, day passes and express passes. Single ride fares that are purchased on the app are valid for two hours and include free transfers on buses and VTA's light-rail system.

If any part of a rider's two-hour trip includes an express bus, express bus fare will be required.

On their website, VTA officials use Levi's Stadium event fare as an example of a ticket that can be purchased. They emphasize the importance of checking the app prior to travel since ticket options do vary by event.

Any purchases will be saved in the app history so that riders can access stored, active and expired tickets at any time.

Rider history can also be accessed on other smart devices using the account created with the app and a function called "Retrieve My Tickets." Riders can view current pricing for cash or prepaid fares at

www.vta.org/getting-around/fares.

[More city workers make the switch to Caltrain \(Palo Alto Weekly\)](#)

Palo Alto sees steady increase in Go Pass program participants.

As traffic problems continue to plague downtown Palo Alto, more City Hall workers are opting to swap their car keys for Caltrain passes, with help from the city.

In early December, the City Council approved spending \$83,838 to renew its participation in Caltrain's Go Pass program, which allows big employers to purchase passes for a flat rate for all employees. The rate is based on the number of eligible employees -- rather than the number of those who actually use the passes.

In Palo Alto, the number of City Hall employees eligible for the passes is 353. According to a [report](#) released last month, 200 employees participated in the Go Pass program as of Nov. 7, an increase of 16 percent from 2016.

In 2015, when the council began participating in the Go Pass program on a trial basis, only 51 employees participated.

Two-thirds of the staff who responded to the city's end-of-the-year survey said they use Caltrain for at least three roundtrips per week, according to the report from Human Resources Department.

Participation in the program has gotten somewhat more expensive, with Caltrain recently raising by 25 percent the cost per eligible employee (from \$190 to \$237.50). The growing cost was offset somewhat by the city's recent audit, which led to the reduction of eligible employees from 402 to 353. The reduction limited the rate increase for the city to 10 percent, with the program cost going up from \$76,380 last year to \$83,838.

For the city, the program serves two objectives. It's an incentive for employment: The recent survey indicated that most workers "highly rate this benefit as a valuable incentive." In addition, it helps the city meet its broader goal of reducing downtown's rate of solo-occupant vehicles – an [official goal](#) of the City Council and the overriding mission of a recently formed nonprofit, Palo Alto Transportation Management Association.

Palo Alto officials expect that the Caltrain ridership by city workers will continue to increase, the Human Resources report states. Extending the Go Pass program, according to the report, "will continue to reduce the inflow and outflow of traffic during peak hours and help address record level congestion."

In addition, Palo Alto may soon offer the benefit to city workers outside City Hall. The new report notes that staff will continue to evaluate "the effectiveness of implementing the Go Pass at all City work sites in the coming year and will be promoting increased use of the Go Pass in conjunction with other TDM initiatives currently being considered."

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[Bike advocates put their bodies on the line to protect riders](#) (San Francisco Chronicle)

On a dark December night, with a chilly breeze blowing from the west, a dozen bicyclists parked their rides on the sidewalks of Market Street at Octavia Street, pulled bright-yellow T-shirts over their work apparel and grabbed glow sticks and signs.

Then they wandered into the street, placing themselves in a line between evening commute traffic and a steady stream of cyclists pedaling home in a bike lane separated by a slender white, painted stripe.

"Join us," they yelled, as portable speakers boomed "The Safety Dance," a 1983 pop hit. "Protect the bike lanes." The group quickly grew to about 70 people.

This was the latest rendition of People Protected Bike Lane, an amalgam of performance art, political protest, street party and community organizing event that was born in San Francisco

and has quickly spread to cities across the country and around the world. The goal is to get local governments moving on building barriers to separate bike lanes from vehicle traffic on some of the city's most dangerous streets.

“What you see with People Protected Bike Lane is folks who care so passionately about bicyclists dying or getting injured on our streets that they are willing to literally put their bodies in between people driving too fast and people riding their bikes,” said Brian Wiedenmeier, executive director of the San Francisco Bicycle Coalition.

They seem to be getting their message across.

A day after the Dec. 4 event, Ed Reiskin, the Municipal Transportation Agency's transportation director, announced that a compromise had been reached between the agency and the Fire Department for construction of a protected bike lane on upper Market Street that would begin early this year. It had been stalled since it was approved by the agency in May by Fire Department concerns over the ability of ladder trucks to maneuver in the area.

Similarly, after a pair of People Protected Bike Lane appearances on busy Valencia Street last spring, the Board of Supervisors, meeting as the San Francisco County Transportation Authority board, approved funding for a study of protected bike lanes on the street.

Demonstrators form a "people protected bike lane" as they protest the city's slowness in installing a real protected bike lane at one of the city's most dangerous intersections on Monday, December 4, 2017 in San Francisco, Calif.

“It does work,” said Maureen Persico, 53, an avid bicyclist, San Francisco mother and grocery store management trainee who came up with the idea for People Protected Bike Lane.

“Whoever makes the loudest noise gets the attention. When we get hit by a car, we're often alone and may not even report it. We're isolated, but this brings us together.”

Persico said she thought of the idea last spring, considering it an updated version of “Hands Across America,” a 1986 event in which 6.5 million people held hands in a line across the country.

“I was thinking of the symbolism of us taking care of ourselves,” she said. “We cannot rely on our national government nor can we rely on our local government.”

The people behind People Protected Bike Lane are an informal group that determines its targets on an as-needed basis, and doesn't maintain a list or schedule. However, their next event is likely to pop up along the Embarcadero, which Persico regards as a dangerous mess for cyclists.

Ben Jose, an MTA spokesman, said the agency agrees with the need for protected lanes and other bike-safety improvements, but said “crucial streetscape transformations take time.”

In 2010, he said, protected bike lanes were nonexistent in San Francisco. The city now has 16 miles of them integrated into a bike-lane network that covers 447 miles.

“We definitely appreciate and hear the advocacy and concern this group is raising,” he said. “We’re always looking for opportunities to do more.”

Persico was also moved to act, she said, by her 15-year-old son, who feels unsafe riding his bike on city streets. Using social media, she bounced her idea off Matt Brezina, another San Francisco bike advocate, and the People Protected Bike Lane idea was born. It was inaugurated during the morning commute on Valencia Street in May.

A demonstrator wears a shirt that says Protected Bike Lanes Save Lives as he and others form a "people protected bike lane" to protest the city's slowness in installing a real protected bike lane at one of the city's most dangerous intersections on Monday, December 4, 2017 in San Francisco, Calif.

“When she told me the concept, I thought it was brilliant,” Brezina said. “It has become a powerful tool to transform our streets.”

Since then, the People Protected Bike Lane concept has spread into a bit of an international movement. Events have been held in New York, where 300 people lined streets in Manhattan, Boston, Boise, Dublin and Berlin. And there have been four more San Francisco events.

What makes the concept work, Persico said, is that anyone can participate, even for 10 or 15 minutes — on their ride home from work or school or en route to the grocery store. In addition to veteran bike activists, the December event at Market and Octavia drew homeward-bound commuters, families and politicians, including state Sen. Scott Wiener and Supervisor Jeff Sheehy, who said his first job was as a bicycle messenger.

“So I know how important it is to have safe places to bike,” Sheehy said. “We need an integrated system of protected bike lanes.”

David Gouldin, 36, a software developer who lives in Hayes Valley, was also part of the event. He said he often bikes with his children, Eden, 3, and Alana, 1, tagging along in a trailer. They’ve had some close calls, he said, with ride-hailing cars pulling over to disgorge passengers in front of them, and drivers using the green-painted bike lane as a traffic lane.

“We came here tonight,” he said, “because separating bikes and cars is the safest way to handle traffic.”

Wiedenmeier agrees, and said he expects the People Protected Bike Lane movement to keep rolling, in tandem with a clandestine group, the [San Francisco Municipal Transformation Agency](#), which surreptitiously installs unsanctioned posts, barricades and markers overnight where it believes safety improvements are needed. The city typically is quick to remove them.

“As long as people are being hit and injured on the streets, there will be a need for urgent action to call on the city to make the streets safer more quickly,” Wiedenmeier said. “Until biking is safe and pleasant all over the city of San Francisco, I think people will be willing to get out there and put their bodies on the line to get quality improvements quickly.”

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Conserve paper. Think before you print.

From: VTA Board Secretary

Sent: Thursday, January 04, 2018 4:09 PM

To: VTA Board of Directors

Subject: Agenda Item #7.2 - 2018 Appointments to Board Standing Committees, Joint Powers Boards, Policy Advisory Boards, and Ad Hoc Committees

VTA Board of Directors:

Attached please find the following Agenda Item for the Thursday, January 4, 2018, Board of Directors Meeting:

Agenda Item #7.2 – 2018 Appointments to Board Standing Committees, Joint Powers Boards, Policy Advisory Boards, and Ad Hoc Committees

Paper copies will be provided for you at the meeting.

You may access the link [here](#).

Please contact the VTA Board Secretary's Office at 408.321.5680 if you have questions. Thank you.

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Date: January 4, 2018
 Current Meeting: January 4, 2018
 Board Meeting: January 4, 2018

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Board of Directors

FROM: Board Chairperson, Sam Liccardo

SUBJECT: 2018 Appointments to Board Standing Committees, Joint Powers Boards, Policy Advisory Boards, and Ad Hoc Committees

Policy-Related Action: No

Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Approve appointments to Board Standing Committees, Joint Powers Boards, Policy Advisory Boards, and Ad Hoc Committees for 2018.

BACKGROUND:

The VTA Administrative Code specifies five Board standing committees:

- 1) Administration and Finance (A&F)
- 2) Congestion Management Program and Planning (CMPP)
- 3) Safety, Security, and Transit Planning and Operations (SSTPO)
- 4) Capital Projects Oversight Committee (CPOC)
- 5) Governance and Audit (G&A)

The Administrative Code further specifies that at its first meeting in January, the Board of Directors approves the members and chairpersons of all Board standing committees based on recommendations for these positions provided by the Board Chairperson. The term of appointment is one year, coinciding with the calendar year. Only directors, not alternates or ex-officio members, are eligible for appointment to standing committees. However, Board alternate members are eligible for VTA appointment to joint powers boards (JPBs), policy advisory boards (PABs), and ad hoc committees.

PABs are established by the Board of Directors for each major transit and highway corridor under study by VTA. They provide input, perspective and recommendations to the VTA Board of Directors and administration. The purpose of the PABs is to ensure that the local jurisdictions most affected by major transportation capital improvement projects are involved and have a voice in guiding the planning, development and design of those projects. The Board establishes each PAB with a defined purpose, and once that purpose has been fulfilled it is the Board's purview to retire the PAB from service.

DISCUSSION:

Submitted for consideration are recommended appointments to the indicated committees:

- ***Board Standing Committees***

- Administration and Finance (A&F)

- Teresa O'Neill, Chair
 - Larry Carr
 - Sam Liccardo
 - Ken Yeager

- Congestion Management Program and Planning (CMPP)

- Johnny Khamis, Chair
 - John McAlister
 - Raul Peralez
 - Savita Vaidhyanathan

- Safety, Security, and Transit Planning and Operations (SSTPO)

- Cindy Chavez, Chair
 - Charles "Chappie" Jones
 - Lan Diep
 - Bob Nunez

- Capital Projects Oversight Committee (CPOC)

- Larry Carr
 - Cindy Chavez
 - Charles "Chappie" Jones
 - Bob Nunez
 - Raul Peralez
 - Savita Vaidhyanathan

- Governance & Audit (G&A)

- Sam Liccardo Board chair (also serves as G&A chairperson)
 - Teresa O'Neill Board vice chair (also serves as G&A vice chairperson)
 - Teresa O'Neill A&F chairperson
 - Johnny Khamis CMPP chairperson
 - Cindy Chavez SSTPO chairperson

- ***Joint Powers Boards (JPBs)***

- Peninsula Corridor (Caltrain) Joint Powers Board

- Jeannie Bruins
Cindy Chavez
Devora “Dev” Davis

- Capitol Corridor Joint Powers Board

- Teresa O’Neill
Raul Peralez

- I-680 Sunol SMART Carpool Lane Joint Powers Board

- Lan Diep

- Santa Clara Valley Habitat Plan Joint Powers Board

- Ann Calnan¹
Lani Lee Ho¹, Alternate

- ***Policy Advisory Boards (PABs)***

- County Expressways Policy Advisory Committee

- Johnny Khamis
Teresa O’Neill

- Diridon Station Policy Advisory Board

- Cindy Chavez

- Eastridge to BART Regional Connector Policy Advisory Board

- David Cortese
Sylvia Arenas

- El Camino Real Rapid Transit Policy Advisory Board

- Jeannie Bruins

- Silicon Valley Regional Interoperability Authority (SVRIA)

- Larry Carr

- ***Other***

- VTA’s BART Silicon Valley Ad Hoc Governance Negotiation Committee

- Sam Liccardo
Cindy Chavez
Ken Yeager
Teresa O’Neill

- VTA Committee for Transportation Mobility & Accessibility (ex-officio member)

- Cindy Chavez (Board chairperson or his/her designee serves as representative)

The appointments will take effect immediately following Board approval.

1. The Santa Clara Valley Habitat Conservation Plan (SCVHCP) JPB allows VTA to appoint staff members. The recommended appointees are two VTA Environmental Planning managers that have served as the VTA representatives on this committee for several years. These individuals possess the experience, expertise, and long history with the SCVHCP JPB that allow them to well-represent VTA's interests.

FISCAL IMPACT:

There is no fiscal impact.

Prepared by: Jim Lawson, Director of Government Affairs & Executive Policy Advisor
Memo No. 6352

om: VTA Board Secretary
Sent: Friday, January 05, 2018 1:52 PM
To: VTA Board of Directors
Subject: From VTA: January 5, 2018, Media Clips



VTA Daily News Coverage for Friday, January 5, 2018

1. [EZ Fare app](#)
2. [New Fares \(KTVU Ch. 2\)](#)
3. [New Housing Near VTA Bascom Station \(KTVU Ch. 2\)](#)
4. [Roadshow: Will express and carpool lanes lead to driver revolution? \(Mercury News\)](#)
5. [Proposed \\$3 toll hike moves closer to June ballot \(Mercury News\)](#)

EZ Fare app

(Links to video)

([KRON 4](#))

([ABC 7](#))

[New Fares](#) (KTVU Ch. 2)

(Link to Video)

[New Housing Near VTA Bascom Station](#) (KTVU Ch. 2)

(Link to video)

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[Roadshow: Will express and carpool lanes lead to driver revolution? \(Mercury News\)](#)

I'm compelled to write after reading about the new express lane hours in Contra Costa County that limit access from 5 a.m. to 8 p.m. I have a question. When did the motorists of California become such sheep?

Dan Martin

Hollister

A Sheep? You need to explain.

Q: I am so sick of having toll lanes, express lanes and carpool lanes shoved down my throat. I can't afford an electric vehicle or one with ugly stickers. Too bad for me. So I stay out of the privileged lanes.

Unfortunately, I drive for my job. I can't carpool and I don't feel I should have to pay extra to use lanes I already pay taxes for.

I thought a democracy was about the good of the majority. Well, the majority of drivers aren't getting the benefit. I'm calling on the motorists of California to rise up and let your voices be heard. We need better and more mass transit.

Carpool, toll and express lanes do nothing to solve the congestion on freeways. They just shift it around for the benefit of the minority while the majority still suffer. Yet, the state will happily take our taxes. Has anyone heard of taxation without representation?

It's time for a road revolution. Contact your political leaders, today.

Stop being sheep!

Dan Martin

A: Whoa, Dan. Brace yourself. The express lanes on Interstate 880 and Highway 237 have shaved several minutes off the commute for both express lane users and solo drivers in regular lanes. These lanes won't solve traffic delays, but they are an option to the gridlock on the rest of the freeway.

And more trains will be coming — Caltrain, BART, light rail and ACE all are expanding, along with rapid bus lines.

Q: As more cars clog the freeways, I wonder if removing a lane for special use at peak hours is good judgment. Is there any real data that prove carpool lanes really work?

Dick Yaeger

Sunnyvale

A: There's tons of data, both pro and con. A few years ago two professors at UC Berkeley looked at Interstate 880. One said those carpool lanes helped ease traffic, but the other said they created more delays. Go figure.

But diamond lanes haven't been the hit many have hoped and they haven't boosted the creation of more carpools. In Santa Clara County, more than 70 percent of commuters drove solo to work 25 years ago. Today, it's about the same percentage.

Yet carpool lanes are filling up. Allowing drivers of electric cars to use them is one reason. But the chief reason is the number of cheaters — as many as 30 percent.

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[Proposed \\$3 toll hike moves closer to June ballot \(Mercury News\)](#)

Transportation officials are expected to vote next week to place a [proposed \\$3 toll hike](#) on the June ballot in all nine Bay Area counties.

If approved by voters, the tolls would go up on all Bay Area bridges, with the exception of the Golden Gate, beginning on Jan. 1, 2019 with a \$1 increase. That would be followed by subsequent \$1 increases in 2022 and 2025, when the tolls would reach \$8 on all bridges except the Bay Bridge, where it would increase to \$9 during peak commute times.

The proposal includes a 50 percent discount for drivers who cross more than one bridge in a day. And, it requires the [Bay Area Toll Authority](#), which collects tolls on all seven state-owned bridges spanning the bay, to establish an independent oversight committee.

Once approved, the toll authority can vote to index the tolls to increase with inflation without having to come back to voters for approval.

There is [majority support](#) for the proposal, which is expected to raise roughly \$5 billion over 25 years, [according to a recent poll](#). The poll, by consulting firm EMC Research, surveyed more than 4,100 likely voters across the nine-county Bay Area in December in telephone and online interviews, asking whether they would support the full \$3 increase or lesser amounts of \$1 or \$2.

Cost didn't appear to be a factor for likely Bay Area voters, the poll found. Support dropped by only 2 percent, from 56 percent in favor to 54 percent, when respondents were asked whether they would vote to approve a \$1 or \$3 toll, respectively. The poll's margin of error is 2.6 percent.

Support grew to over 70 percent when pollsters asked respondents about [specific projects in their counties](#) the toll hike would fund. There are 35 projects earmarked for the toll funds, including money to [buy more BART cars](#) so the agency can expand its capacity with longer trains, extend Caltrain to downtown San Francisco, increase bus and ferry service and improve pedestrian and bicycle infrastructure near transit stations.

There's also money in the plan to add toll lanes on major freeways ringing the bay, improve [several key interchanges](#) and increase the flow of goods and freight service in Alameda County.

The toll increases, which won't fund any project in its entirety, are the first step in a larger vision for the Bay Area, said Randy Rentschler, a spokesman for the Metropolitan Transportation Commission, a regional agency that determines how toll revenues are allocated. Bay Area transportation officials are considering a [multi-billion transportation funding measure](#) in the coming years, which would make significant investments in the region's roads and rails.

With that proposal still years away, Rentschler said the toll increases could have a large impact on a small number of projects.

"Regional Measure 3 is the best step toward (a larger measure) we have right now," Rentschler said. "It's not a substitute for it, and it's not different from it. It's a step towards it."

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Conserve paper. Think before you print.

From: VTA Board Secretary

Sent: Friday, January 05, 2018 4:59 PM

To: VTA Board of Directors

Subject: VTA Correspondence: Government Affairs Report; Caltrain JPB Meeting Summary; Curtner Station Joint Development Project-Community Meeting

VTA Board of Directors:

We are forwarding you the following:

From	Topic
VTA	1) Items provided at January 4, 2018, Board Meeting: a. Agenda Item #8.1.B - Government Affairs Report; b. Agenda Item #8.4.D - Caltrain JPB Meeting Summary <hr/> 2) Information re: Curtner Station Joint Development Project Community Meeting

Thank you.

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GOVERNMENT AFFAIRS REPORT

January 4, 2018

FEDERAL

FY 2018 Appropriations: On December 21, Congress passed H.R. 1370, a Continuing Resolution (CR) that keeps the government funded at FY 2017 levels through January 19, 2018. Since September Congress has passed three continuing resolutions, initially to prevent a government shutdown before the new federal fiscal year began on October 1, and subsequently to keep the government funded into the new calendar year. Complicating negotiations on a budget deal are a number of other issues, including disaster relief funding, the fate of the Children's Health Insurance Program (CHIP) and Deferred Action for Childhood Arrivals (DACA) Program, as well as a desire on the part of Republicans to increase spending for defense, while Democrats push for more funding for domestic programs. Before they can arrive at an agreement on appropriations for the coming year, Congress also needs to raise spending caps defense and domestic programs, or risk across-the-board spending cuts, known as "sequestration", if current caps are exceeded.

On an annual basis, Congress considers appropriations bills for all federal agencies, departments and programs. These measures provide the legal authority for federal agencies to spend money during the upcoming fiscal year for the programs they administer. In developing these appropriations bills, Congress may allocate funding for programs within a particular policy area up to the maximum amount included in the related authorizing legislation. In the case of surface transportation, the Fixing America's Surface Transportation (FAST) Act guides the annual appropriations process through FY 2020.

The budget caps required pursuant to the Budget Control Act of 2011, for FY 2018 and FY 2019, must be raised to fund defense and domestic programs at authorized levels. As an example, President Trump has already signed the National Defense Authorization Act for Fiscal Year 2018 (NDAA) that authorizes a defense funding level of \$626.4 billion for FY2018, \$77.3 billion above the FY 2018 defense cap. However, Congress cannot appropriate defense funding at this level until the defense spending cap is raised, or risk the entire increase being cancelled through sequestration. The non-defense spending cap for FY 2018 is \$516 billion, which Democrats also want raised in parity with defense spending.

Key surface transportation programs that receive General Fund money, and are subject to the threat of sequestration, include the Federal Transit Administration's (FTA) Capital Investment Grant (CIG) Program, which includes New Starts, Small Starts and Core Capacity projects, and the Transportation Investment Generating Economic Recovery Program (TIGER). Appropriating funding at the level authorized under the FAST Act will be critical to allow to receive the final allocation needed to close out VTA's BART Silicon Valley Berryessa Extension Full Funding Grant Agreement (FFGA) and maintaining the CIG program in future years will be needed to support the second phase of the BART extension, as VTA will seek \$1.5 billion from CIG for the project. As Congress convened the second session of the 115th Congress on January

3, Leadership had yet to reach agreement on spending caps, making an additional continuing resolution a strong possibility.

National Infrastructure Initiative: The Trump Administration has announced its intent to release a detailed proposal for a national infrastructure initiative in mid-January, though pressing budget and policy negotiations could force the White House to share an updated outline in the short-term and a more detailed proposal as part of the President's budget recommendations in February. Early indications are that this proposal will focus on some form of matching grant funding program, support for innovative technologies such as automated vehicles, and projects of regional and national significance. These projects would not be limited to surface transportation but include water and other infrastructure investments as well. Since its initial budget proposal for FY 2018, the Administration has signaled a desire to narrow federal investment in infrastructure and leverage private funding. However, the vast majority of infrastructure investment already occurs at the state and local levels. According to the Congressional Budget Office, three-quarters of the more than \$416 billion spent on transportation, drinking water, and wastewater infrastructure in the United States in 2014 came from state and local governments.

STATE

Legislative Session Begins: Legislators returned to Sacramento this week, as the second year of the 2017-2018 Legislative Session began on January 3, 2018. Early deliberations center around California's response to the federal tax reform effort known as the "Tax Cuts and Jobs Act", signed into law by President Trump on December 22, 2017. States with higher average incomes and taxes face a challenge in 2018 when the new law limits deductions of up to \$10,000 in State and Local Taxes. In California, it is estimated that 34 percent of tax payers make use of this deduction. One strategy being discussed at the moment would have the state recoup a higher proportion of revenues from payroll taxes on employers, which remain fully deductible, instead of income taxes. Another option, expected to be introduced by Senate President Pro Tem Kevin de Leon, would allow tax payers to make a federally tax deductible donation to the state in lieu of paying income taxes. State transportation tax and fee increases that began going into effect on November 1, 2017, pursuant to the passage of SB 1 (Beall) the "Road Repair and Accountability Act of 2017", face a different political challenge in new year. Republican lawmakers are expected to lead a repeal effort of the legislation, leaving an approximate annual \$3 billion in highway and local road repairs, and overall more than \$5 billion annually in transportation investments, at risk.

With the beginning of the session, Governor Brown and the Legislature face a number of upcoming deadlines. First, the Governor must submit his budget for the upcoming year by January 10. Secondly, January 31 is the last day for each house to pass bills that had been introduced in that house last year but did not make it to the Governor's desk. Finally, new bills must be introduced by February 16.

Two-year bills of note include ACA 4 (Aguilar-Curry) and SCA 6 (Wiener). Both of these bills would amend the California Constitution to lower the voter threshold for the approval of the imposition of a special tax by a local jurisdiction, from the current two-thirds requirement to 55 percent. ACA 4 would lower the threshold for taxes that would fund a range of

infrastructure and affordable housing projects, including transit projects and streets and highways construction and maintenance. SCA 6 would do so specifically for transportation purposes.

REGIONAL

Regional Measure 3: On December 20, 2017, MTC conducted a workshop on a potential Bay Area bridge toll increase, which would be known as Regional Measure 3 (RM 3). Signed into law on October 10, 2017, SB 595 (Beall) authorizes the Metropolitan Transportation Commission (MTC), acting as the Bay Area Toll Authority (BATA), to pursue voter approval for a bridge toll increase not to exceed \$3. Revenues generated would fund a defined program of projects designed to reduce congestion or make travel improvements in the toll bridge corridors. This expenditure plan is projected to raise approximately \$375 million per year. In Santa Clara County, the framework includes the following regionally significant projects:

- BART Silicon Valley Extension Project, Phase 2 = \$375 million.
- Expansion of the San Jose Diridon Station Complex = \$100 million.
- Eastridge to BART Regional Connector = \$130 million

Express Lanes projects in Santa Clara County are eligible to compete for a portion of the RM 3 funding, and VTA may conduct, administer and operate express lanes to the border with the City and County of San Francisco, subject to an agreement with the City/County Association of Governments of San Mateo County and the San Mateo County Transportation Authority.

The workshop provided feedback on several outstanding questions regarding a ballot measure, but MTC will formally take action and approve a resolution at the January 24 Commission meeting. First, the authorizing legislation does not specify an election date for RM 3, and leaves it to MTC to determine when to place it on the ballot. MTC is developing a schedule and plan that would bring this measure to the voters in June, 2018.

Secondly, MTC is authorized to select the toll increase amount up to \$3, but could choose a smaller amount. If a smaller increase is approved, funding for each of the projects would be reduced proportionally.

Further, MTC has the option to phase in the toll increase. If approved by the voters, the Bay Area Toll Authority would be authorized to phase in the toll increase beginning six months after the election.

At the workshop, the Commission also received the results from a public opinion poll of likely Bay Area voters regarding the potential measure. This early polling found support for a regional transportation measure, and relatively consistent support for a number of different funding amounts and phasing options. BART to Silicon Valley, Phase 2 received broad support across the region.

Caltrain JPB Meeting Summary

Caltrain JPB Meeting Summary

At its January 4, 2018 meeting, the Caltrain JPB:

- Appointment of Director Jeannie Bruins as new Chair of Caltrain JPB.
- Resolutions of appreciation for Rose Guilbault and for Ken Yeager for their years of service to the JPB.
- Accepted the Peninsula Corridor Joint Powers Board's (JPB) Fiscal Year (FY) 2017 Comprehensive Annual Financial Report (CAFR).
- Awarded contract to Granite Rock Company for the Grade Crossing Improvement Project in the total amount of \$1,635,795.
- Awarded contract to J. Powers Recruiting, Inc. of Sacramento, California to provide technical recruiting services for a not-to-exceed amount of \$3.5 million for a five-year term.
- Adopted Ordinance No. 2 – Establishing administrative penalties, fees, and hearing documents for passengers riding Caltrain without proper fares and proof of payment.
- Received an update on the Caltrain Business Plan. The Board will review and approve the draft Business Strategy Principles and Draft Caltrain Business Plan Scope of Work at their February 2018 meeting.
- Received an update on the Caltrain Fare Study. The next steps include to test and analyze potential fare scenarios with reports back in March/April 2018 and a draft final report in March/April 2018 as well as a plan to integrate this analysis and findings into Caltrain Business Plan.

The Caltrain JPB will next meet on
February 1, 2018, at 10 a.m.
San Mateo County Transit District Administrative Building
Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

Community Meeting

Curtner Station Joint Development Project

Dear Neighbor,

You're invited! The Santa Clara Valley Transportation Authority (VTA) would like to invite you to a community meeting about a proposed transit oriented development (TOD), located on VTA's Curtner Transit Center Parking along Highway 87 at Curtner Avenue in San Jose.

VTA staff will be facilitating the meeting and will provide you with an opportunity to learn about the proposal, provide input, and receive answers to your questions. VTA is very interested in your input on this proposal and encourages your attendance at this meeting.

Thursday, January 11, 2018, 6:00 – 7:30 p.m.

San Jose Scottish Rite, 2455 Masonic Drive, San Jose, 95125

Individuals who require language translation are requested to contact VTA Community Outreach at (408) 321-7575/TTY (408) 321-2330, or email community.outreach@vta.org, by January 8, 2018. Additional information available www.vta.org/curtnerstation.



Reunión comunitaria

Proyecto de Desarrollo del Conjunto Habitacional de la Estación Curtner

Estimado vecino:

¡Esta usted invitado! VTA (Santa Clara Valley Transportation Authority) desea invitarle a la reunión comunitaria sobre la propuesta de desarrollo habitacional orientado en función del transporte público (TOD, por sus siglas en inglés), que estará localizado en el estacionamiento del Centro de Tránsito Curtner, perteneciente a VTA y que se encuentra al lado de la autopista 87 en Curtner Avenue, San Jose, CA 95125.

El personal de la VTA dirigirá la reunión y le dará la oportunidad para enterarse acerca de la propuesta, dar sus sugerencias y recibir respuestas a sus preguntas. VTA quiere escuchar sus sugerencias sobre esta propuesta y le alentamos a que asista a la reunión.

ueves, 11 de enero de 2018, 6:00 a 7:30 p.m.

San Jose Scottish Rite, 2455 Masonic Drive, San Jose, 95125

Las personas que requieran traducción a un idioma, deben comunicarse con el departamento de Alcance a la Comunidad de VTA al (408) 321-7575/TTY (408) 321-2330, o al correo electrónico community.outreach@vta.org, antes del 8 de enero de 2018. Puede encontrar información adicional en el sitio web www.vta.org/curtnerstation.

Họp Cộng Đồng

Dự Án Họp Tác Phát Triển Trạm Curtner

Kính Thưa Quý Hàng Xóm,

Mời quý vị tham dự! Cơ Quan Quản Lý Giao Thông Santa Clara Valley (VTA) kính mời quý vị tham dự một cuộc họp cộng đồng về việc phát triển theo định hướng phát triển giao thông được đề xuất (TOD) tại Bãi Đậu Xe Trung Tâm Giao Thông Curtner của VTA, dọc theo xa lộ 87, trên đường Curtner Avenue, San Jose, CA 95125.

Nhân viên VTA sẽ điều hợp cuộc họp và sẽ tạo cơ hội để quý vị tìm hiểu về đề xuất này, cũng như đóng góp ý kiến, và trả lời các câu hỏi của quý vị. VTA rất quan tâm đến ý kiến đóng góp của quý vị về đề xuất này và khuyến khích quý vị tham dự cuộc họp.

Thứ Năm, Ngày 11 Tháng 1 Năm 2018, 6:00 – 7:30 p.m.

San Jose Scottish Rite, 2455 Masonic Drive, San Jose, 95125

Các quý vị có nhu cầu trợ giúp ngôn ngữ, xin liên lạc với Ban Tiếp Cận Cộng Đồng của VTA theo số (408) 321-7575/TTY (Dành Cho Người Khiếm Thính) (408) 321-2330, hoặc gửi email đến community.outreach@vta.org, đến ngày 8 tháng 1 năm 2018. Thông tin bổ sung có sẵn tại www.vta.org/curtnerstation.

**Community Meeting
Curtner Station
Joint Development Project**

**Thursday, January 11, 2018
6:00 – 7:30 p.m.**

San Jose Scottish Rite
2455 Masonic Drive, San Jose, 95125

您能看懂本文件嗎？

如您不能，我們可以請人幫助您。如需幫助，請致電 VTA 社區外展部，電話是 :(408) 321-7575。

이 문서를 읽으실 수 있습니까?

그렇지 못하실 경우, 읽으실 수 있도록 도와드릴 사람이 있습니다. 무료로 도움을 받으시려면 VTA 지역봉사부 (408) 321-7575 로 전화 주십시오.

Mababasa mo ba ang dokumentong ito?

Kung hindi, maari kaming kumuha ng taong tutulong sa iyo na basahin ito. Para sa libreng tulong, mangyaring tumawag sa VTA Community Outreach sa (408) 321-7575.