

From: Board.Secretary

Sent: Friday, April 01, 2016 5:49 PM

To: VTA Board of Directors

Subject: VTA Correspondence: Support Letters; Jarrett Walker & Associates; Evelyn Park and Ride Lot in Mountain View

VTA Board of Directors:

We are forwarding you the following:

From	Topic
Chairperson Cindy Chavez	Support for AB 1595 (Campos), AB 1640 (Stone), AB 1746 (Stone), AB 2374 (Chiu), AB 2742 (Nazarian), SB 824 (Beall)
VTA Board Secretary	Response to Eugene Bradley Regarding Jarrett Walker & Associates
Ron Golem, VTA Deputy Director, Real Estate	Response to Serge Bonte, Member of the Public, Regarding Evelyn Park and Ride Lot in Mountain View

Thank you.

Office of the Board Secretary
Santa Clara Valley Transportation Authority
3331 N. First Street
San Jose, CA 95134
408.321.5680
board.secretary@vta.org

March 28, 2016

The Honorable Roger Hernandez, Chairperson
Assembly Labor & Employment Committee
State Capitol, Room 5016
Sacramento, CA 95814

Dear Chairperson Hernandez:

The Santa Clara Valley Transportation Authority (VTA) respectfully requests your support for AB 1595 (Campos) when this bill comes before the Assembly Labor & Employment Committee for a vote. AB 1595 requires a private or public employer providing mass transportation services in California to train its front-line employees on how to recognize signs of human trafficking and how to report those signs to the appropriate law enforcement agencies.

Last year, VTA was approached by the Santa Clara County Human Trafficking Commission about participating in an employer training effort geared toward creating employee awareness of human trafficking and providing workers with the skills to help them identify suspicious activity. Recognizing the important role that our front-line employees could play in preventing human trafficking, VTA agreed to participate in this effort, and worked with the county Office of Women's Policy to develop a training program and materials that would be appropriate for public transit workers.

VTA's training program consisted of an extensive roll-out according to a very aggressive schedule to our front-line employees, including bus and rail operators, maintenance workers, and other field personnel who would be most likely to observe suspicious human trafficking activity. Multiple sessions were conducted per day at each of VTA's Operating Divisions. The sessions included an overview by the South Bay Coalition to End Human Trafficking and an educational video about human trafficking. Over the course of four days, the awareness training and video were presented to more than 700 VTA employees.

Following this initial roll-out, VTA incorporated the training and video into the orientation process for new employees. To date, a total of 1,000 VTA employees have received the training. In addition, VTA worked with the Santa Clara County Sheriff's Office to develop a protocol for our front-line employees to follow when they observe and report suspected human trafficking activity.

AB 1595 is intended to encourage other private and public providers of mass transportation services to put in place a training program similar to ours for their employees who are likely to interact or come in contact with victims of human trafficking. Human trafficking affects more than 20.9 million people worldwide. California is considered to be one of the top four destinations in the United States for human trafficking. In California, 72 percent of human trafficking victims, who are overwhelmingly women and children, are United States citizens.

The Honorable Roger Hernandez
Support for AB 1595 (Campos)
March 28, 2016
Page Two

However, there is a lack of awareness with regard to human trafficking, such as who is at risk, how to identify the signs, and how to report those signs to law enforcement authorities. Often, the signs of human trafficking are in plain sight.

Front-line employees of private and public mass transportation providers, given the nature of their work, may come in contact with suspicious activity. With some level of awareness training, they could be instrumental in recognizing, reporting and, thus, helping to combat incidents of human trafficking. For this reason, we respectfully seek your support for AB 1595. Thank you for your consideration of our request.

Sincerely,

Cindy Chavez, Chairperson
Board of Directors
Santa Clara Valley Transportation Authority

March 29, 2016

The Honorable Rob Bonta, Chairperson
Assembly Public Employees, Retirement & Social
Security Committee
State Capitol, Room 6005
Sacramento, CA 95814

Dear Chairperson Bonta:

The Santa Clara Valley Transportation Authority (VTA) respectfully requests your support for AB 1640 (Stone) when this bill comes before the Assembly Public Employees, Retirement & Social Security Committee for a vote. AB 1640 clarifies that public transit employees hired between January 1, 2013, and December 30, 2014, are exempt from the Public Employees' Pension Reform Act of 2013 (PEPRA).

By way of background, shortly after the enactment of PEPRA in 2012, several unions representing public transit employees filed objections with the U.S. Department of Labor (DOL) contending that the changes to public employee retirement benefits in the new law restricted collective bargaining rights and, therefore, PEPRA violated a provision in federal law known colloquially as Section 13(c). Enacted in 1964 as part of the Urban Mass Transit Act, Section 13(c) requires DOL to certify that public transit agencies are preserving employee collective bargaining rights as a condition of receiving federal grant funding. In response to these objections, DOL began holding up grant applications submitted by California public transit agencies and urged that state legislation be enacted to exempt public transit employees from PEPRA. The Brown Administration, however, did not agree with DOL's interpretation of Section 13(c) relative to PEPRA and indicated that the issue should be litigated.

After several weeks of negotiations, DOL and the Brown Administration reached an agreement on a way to break the impasse. First, DOL notified the Sacramento Regional Transit District (SacRT) that it was refusing to certify one of its grants, a decision that provided an avenue for the filing of a lawsuit in order for the disagreement between DOL and the Brown Administration to get resolved in court. Then legislation was enacted in 2013 to exempt public transit employees from PEPRA while the Section 13(c) issue was litigated, which was enough to prompt DOL to begin certifying and releasing federal grant funds for California public transit agencies. This bill, AB 1222 (Bloom), stipulated that if the court were to rule in favor of DOL, the exemption for public transit employees would become permanent. On the other hand, the exemption would sunset either with a court ruling against DOL or on January 1, 2015 (later extended by AB 1783 to January 1, 2016), whichever occurred sooner.

On December 30, 2014, the U.S. District Court, Eastern District of California, ruled in favor of the state and SacRT, holding that DOL had erred in relying on PEPRA to withhold certification of federal grants for California public transit agencies. The court then remanded SacRT's grant to DOL for further proceedings consistent with its determination.

With the U.S. District Court's decision, public transit agencies began applying PEPRA to their employees hired after December 30, 2014. Less clear, however, is what should happen to those employees hired between January 1, 2013, when PEPRA took effect, and December 30, 2014, when the U.S. District Court issued its determination. This "gap" period is when the AB 1222 exemption for public transit employees from PEPRA was in place.

The Honorable Rob Bonta
Support for AB 1640 (Stone)
March 29, 2016
Page Two

In February 2015, the California Public Employees' Retirement System (CalPERS) issued a circular to its member public transit agencies stating that those employees hired during the gap period would no longer be "classic" employees; instead, they would convert to PEPRA, effective December 30, 2014. To the best of our knowledge, CalPERS is the only retirement system for public transit employees that is interpreting AB 1222 in this manner. In the case of public transit agencies that have their own retirement funds, that use city or county retirement plans, or that are members of other retirement systems, the status of their gap employees remains the same; they are still "classic" employees. Therefore, we have a situation where public transit workers hired during the gap period are being treated differently depending on which agency employs them.

We cannot find anything in the public records of the Senate or Assembly relative to AB 1222 clearly indicating that the retirement status of public transit employees hired while the exemption was in effect might change if the U.S. District Court ruled in favor of the state and SacRT, suggesting that CalPERS may be interpreting AB 1222 in a manner inconsistent with the Legislature's intent.

VTA believes this is a fairness issue. Public transit employees hired while the exemption was in place accepted their positions and came to work with the understanding that their retirement benefits would be those of a "classic" employee. CalPERS is now saying they became PEPRA employees effective December 30, 2014. As a result, their retirement benefits are being negatively impacted simply because they work for VTA or another CalPERS public transit agency. If they had been hired by an agency with its own retirement fund, such as SacRT, or that utilizes a city or county retirement plan, such as the Orange County Transportation Authority (OCTA), their retirement benefits would still be the same as the day they were hired.

AB 1640 seeks to clarify the Legislature's intent in enacting AB 1222. The bill amends current state law to make it clear that public transit employees hired between January 1, 2013, and December 30, 2014, are exempt from PEPRA for the duration of their employment. AB 1640 would neatly end any uncertainty and ambiguity regarding the application of PEPRA to these employees, and serve to prevent future costly administrative and legal challenges. It would also ensure that all employees hired by public transit agencies during the gap period are being treated fairly and in the same manner regardless of which agency they work for and which retirement system their agency uses.

We respectfully seek your support for AB 1640. Thank you for your consideration.

Sincerely,

Cindy Chavez, Chairperson
Board of Directors
Santa Clara Valley Transportation Authority

March 31, 2016

The Honorable Lorena Gonzalez, Chairperson
Assembly Appropriations Committee
State Capitol, Room 2114
Sacramento, CA 95814

Dear Chairperson Gonzalez:

The Santa Clara Valley Transportation Authority (VTA) respectfully requests your support for AB 1746 (Stone) when this bill comes before the Assembly Appropriations Committee for a vote. In 2013, legislation was enacted to authorize the Monterey-Salinas Transit District and the Santa Cruz Metropolitan Transit District to operate public transit buses on the shoulders of segments of the state highway system within their respective service areas, subject to the approval of Caltrans and the California Highway Patrol (CHP). AB 1746 extends this authority to VTA and six other agencies.

Operating public transit buses on the shoulders of state highways is a low-cost strategy for enhancing the reliability of public transit by minimizing congestion-related interruptions of service, while preserving the safety and structural integrity of the highway system. It also improves travel times for public transit relative to driving, thereby making public transit a more attractive mobility option. Numerous cities in the United States currently are utilizing the shoulders of state highways for operating public transit buses with positive results. Similarly, a recent bus-on-shoulders demonstration effort in San Diego was considered to be a success.

AB 1746 would provide VTA and several other agencies in California with the opportunity to work in collaboration with Caltrans and the CHP to determine whether operating their buses on the shoulders of certain segments of the state highway system would be an effective strategy for enhancing public transit for the communities that they serve. For this reason, we respectfully seek your support for AB 1746. Thank you for your consideration of our request.

Sincerely,

Cindy Chavez, Chairperson
Board of Directors
Santa Clara Valley Transportation Authority

March 29, 2016

The Honorable Jim Frazier, Chairperson
Assembly Transportation Committee
State Capitol, Room 3091
Sacramento, CA 95814

Dear Chairperson Frazier:

The Santa Clara Valley Transportation Authority (VTA) respectfully requests your support for AB 2374 (Chiu) when this bill comes before the Assembly Transportation Committee for a vote. AB 2374 authorizes VTA and other regional transportation agencies, as defined, to use the Construction Manager/General Contractor (CMGC) delivery method to design and construct projects on roadway ramps that are not on the state highway system. In addition, this legislation deletes provisions in current law that limit the use of CMGC for expressway projects to only those included in a voter-approved expenditure plan, thereby allowing a regional transportation agency to use CMGC for any expressway project, as long as it is not on the state highway system.

CMGC is an emerging procurement tool that combines elements of both design-bid-build and design-build to enhance project delivery. Under CMGC, a public agency engages a construction management firm to act as its consultant during pre-construction work and as the general contractor during construction. During the pre-construction phase, the construction management firm serves in an advisory role, providing constructability reviews, value engineering suggestions, construction cost estimates, and other construction-related recommendations. When project design has progressed to a sufficient point that construction may begin, the public agency and the construction management firm work out mutually agreeable terms and conditions for the construction contract. If the price and other terms of the contract are acceptable to both parties, the construction management firm then becomes the general contractor, and construction of the project commences before design is entirely completed.

There are a number of benefits to CMGC. For instance, it allows for continuity and collaboration between the design and construction phases of the project, provides earlier cost certainty and ensures project constructability. Moreover, under CMGC, the public agency does not sacrifice control over the design of the project. Finally, during the construction phase, the general contractor is very familiar with the project design, resulting in fewer disputes over design issues.

VTA is very interested in having the ability to take advantage of as many different and innovative tools as possible for delivering transportation projects. CMGC is one such tool that we believe has merit in terms of helping transportation agencies deliver their projects in a cost-effective and expeditious manner. Therefore, we respectfully seek your support for AB 2374 because it would extend the authorization for regional transportation agencies to use CMGC to more types of projects. Thank you for your consideration of our request.

Sincerely,

Cindy Chavez, Chairperson
Board of Directors
Santa Clara Valley Transportation Authority

March 29, 2016

The Honorable Jim Frazier, Chairperson
Assembly Transportation Committee
State Capitol, Room 3091
Sacramento, CA 95814

Dear Chairperson Frazier:

The Santa Clara Valley Transportation Authority (VTA) respectfully requests your support for AB 2742 (Nazarian) when this bill comes before the Assembly Transportation Committee for a vote. This legislation extends existing statutory authority for Caltrans and regional transportation agencies, including VTA, to utilize public-private partnerships for transportation projects to January 1, 2030. Without the enactment of AB 2742, this authority would expire on January 1, 2017.

As you may know, VTA is a special district that was created through the enactment of state legislation to perform a wide variety of multimodal transportation functions for the residents and communities of Santa Clara County, including planning, designing and constructing transportation capital improvement projects. As such, we are very interested in having the ability to take advantage of as many different and innovative tools as possible for delivering these projects. Public-private partnerships are one such tool. We believe public-private partnerships have merit in terms of helping transportation agencies such as VTA deliver certain types of projects in a cost-effective and expeditious manner.

We respectfully seek your support for AB 2742, so that VTA and other regional transportation agencies will not lose the ability to use this important project delivery tool when appropriate.

Thank you for your consideration of our request.

Sincerely,

Cindy Chavez, Chairperson
Board of Directors
Santa Clara Valley Transportation Authority

March 31, 2016

The Honorable Jim Beall, Chairperson
Senate Transportation & Housing Committee
State Capitol, Room 2209
Sacramento, CA 95814

Dear Chairperson Beall:

The Santa Clara Valley Transportation Authority (VTA) supports SB 824, your measure that would provide more tools and flexibility to allow public transit agencies to more effectively and efficiently manage and utilize their formula shares under the Low Carbon Transit Operations Program (LCTOP) in order to maximize greenhouse gas emissions reductions.

As you know, existing law continuously appropriates 5 percent of all cap-and-trade auction proceeds deposited into the Greenhouse Gas Reduction Fund to LCTOP, which is administered by Caltrans, in coordination with the California Air Resources Board (CARB). This formula-based program provides operating and capital assistance to public transit agencies to reduce greenhouse gas emissions, improve mobility, and enhance or expand service to increase mode share. Under LCTOP, funding flows to public transit agencies according to the State Transit Assistance Program (STA) formula. If a public transit agency's service area includes disadvantaged communities, current law requires that at least 50 percent of its funding be used for projects or services that benefit those communities.

If California is to be successful in achieving significant greenhouse gas emissions reductions from the transportation sector, a necessary outcome given that this sector accounts for roughly 40 percent of these emissions, it is important to ensure that the transportation-related programs under the SB 862 cap-and-trade investment framework are structured in a way that would maximize the total amount of reductions in greenhouse gas emissions that could be realized. Therefore, LCTOP should provide a wide variety of tools and as much flexibility as possible to help public transit agencies strategically manage and utilize their formula shares. Some of the key provisions in SB 824 that move in this direction are as follows:

1. Allows a public transit agency to "bank" its LCTOP formula share, so that it can save up and accumulate a sufficient amount of money to use for a larger, more meritorious expenditure at some later date.
2. Allows a public transit agency that is not ready to move forward with an expenditure to loan its LCTOP formula share in a particular fiscal year to another eligible recipient within the same region that is trying to advance a capital project or implement new service, but cannot fully fund it with its own LCTOP share.
3. Allows a public transit agency that has no intention of using its LCTOP formula share in a particular fiscal year to transfer the money to another eligible recipient. One of the issues that arose with the Proposition 1B transit capital program was that some agencies had formula shares that were so small, the agencies could not put the money to good use. As a result, money went unclaimed. To avoid this situation with LCTOP, SB 824 provides a public transit agency with the option to "give away" its formula share to another eligible recipient within the same region if the agency determines that it will never use its money.

The Honorable Jim Beall
Support for SB 824
March 31, 2016
Page Two

4. Allows a group of public transit agencies to enter into an agreement to “pool” their respective LCTOP formula shares. This tool may be of value to smaller public transit agencies with formula shares that are not sufficient to allow each agency to move forward with an eligible expenditure. Under SB 824, a group of smaller public transit agencies could come together, enter into an agreement, and pool their formula shares into one larger amount. Under such an arrangement, the use of the “pot” of pooled funds would rotate among the agencies from one fiscal year to the next.
5. Maximizes flexibility with regard to the types of expenditures that are eligible to be funded under LCTOP to ensure that public transit agencies are able to use their formula shares for the broadest array of projects and services that reduce greenhouse gas emissions, including the purchase of zero-emission electric buses to replace diesel buses, and the installation of the necessary infrastructure to support the operation of clean vehicles.
6. Clarifies that a public transit agency may continue to use its LCTOP formula share to support new or expanded service beyond the first year in which the service is implemented, so long as the agency can demonstrate that additional greenhouse gas emissions reductions will be realized.
7. Similar to provisions in SB 9 (Beall) from last year relating to the Transit and Intercity Rail Capital Program, allows a public transit agency to obtain a Letter of No Prejudice (LONP) from Caltrans, thereby enabling the agency to advance its project or service using local dollars and then get reimbursed with LCTOP funds when they become available.

The changes proposed in SB 824 would result in a more desirable outcome because they would help public transit agencies maximize the total amount of greenhouse gas emissions reductions that could be achieved with their LCTOP formula shares.

Thank you for authoring this important piece of legislation. We look forward to working with you to ensure its passage.

Sincerely,

Cindy Chavez, Chairperson
Board of Directors
Santa Clara Valley Transportation Authority

From: Board.Secretary
Sent: Wednesday, March 23, 2016 3:25 PM
To: 'ebradley
Cc: Board.Secretary
Subject: FW: VTA hiring Jarret Walker & Assoc.
Importance: High

Hello Mr. Bradley:

VTA hired Jarrett Walker and Associates on a two-year contract that began in August of 2015.

Question: How much did VTA spend in hiring Jarrett Walker & Associates last year?

VTA Staff Response: *VTA paid \$63,496.00 to Jarret Walker and Associates for work performed in calendar year 2015.*

Question: In what portion of the budget did the expenditure originate from?

VTA Staff Response: *The expenditures were paid from the VTA Transit Fund Operating Budget.*

If you have any additional questions, please reply to this e-mail.

Thank you.

Office of the Board Secretary
Santa Clara Valley Transportation Authority
3331 N. First Street
San Jose, CA 95134
408.321.5680
board.secretary@vta.org

-----Original Message-----

From: Eugene Bradley
Sent: Monday, March 14, 2016 9:38 AM
To: Board.Secretary; General Manager
Subject: Re: VTA hiring Jarret Walker & Assoc.

Dear Ms. Fernandez, VTA Board Members and Staff:

We have learned that VTA recently hired Jarrett Walker and Associates to help design the "Next Network" of bus and light rail service in Santa Clara County.

Our group already noted some of Mr. Walker and his group's work in cities like Houston in terms of improving transit ridership and efficiency.

To that end, we need to know the following:

- * How much did VTA spend in hiring Jarrett Walker & Associates last year?
- * In what portion of the budget did the expenditure originate from?

We could not find this information at all on the VTA web site nor in any other public documentation.

Your written response to these questions is appreciated.

Eugene Bradley
Founder, Silicon Valley Transit Users
<http://www.svtransitusers.org/>

From: Board.Secretary
Sent: Tuesday, March 22, 2016 5:33 PM
To: 'sbonte
Cc: Board.Secretary; Golem, Ron
Subject: FW: Shouldn't the Evelyn Park and Ride lot in Mountain View be declared surplus property?

Dear Mr. Bonte:

Thank you for your letter regarding VTA's property on Evelyn Avenue in Mountain View. I'm writing as VTA's Deputy Director for Real Estate to provide more background on the site and VTA's efforts.

The Evelyn Light Rail Station was permanently closed for the double-tracking project, an important element in VTA's plans to improve our light-rail transit service. The former park and ride lot is just over one-half mile from the downtown Mountain View Caltrain Station and the Mountain View Light Rail Station, which qualifies it for joint development pursuant to Federal Transit Administration guidelines. VTA's current plans for the property are to retain it for joint development. Joint development projects seek to generate revenues to support VTA's mission, as well as increase ridership through a mix of employment, residential, and other uses.

When VTA evaluates joint development opportunities, we start with the local jurisdiction's adopted plans for the property. The City of Mountain View's General Plan designates the Evelyn Avenue site for "high-intensity" office. However, the current zoning for the property is Industrial, which effectively makes it undevelopable. This situation led VTA staff to request that the City incorporate the property into the East Whisman Precise Plan, since the plan for that adjacent area is for high-intensity office. We also believe that the Evelyn site has strong potential for residential development, and would support a General Plan Amendment and rezoning for this use.

As you note, VTA's Board of Directors will be considering an affordable housing policy. If that policy is adopted and if the City allows residential uses on the site, it could result in more affordable housing being created than if the property were made surplus pursuant to AB 2135.

Absent inclusion in the East Whisman Precise Plan, or other City-initiated rezoning action, our understanding is that the large number of proposed rezoning actions – for projects with developers in hand, unlike ours – means that it may be a number of years before the City rezones the Evelyn site, whether for the General Plan use or another use. The Mountain View City Council, at its March 22, 2016 meeting, is scheduled to consider whether to expand the East Whisman Precise Plan study area, or provide other direction to staff regarding requests from VTA and other property owners in the Evelyn Avenue area.

Meanwhile, VTA owns a valuable although currently undevelopable property. We are seeking to generate near-term revenues to support VTA's mission, and are considering short-term leases

for the property at fair market value for uses that are consistent with its existing industrial zoning.

We appreciate your interest in VTA's Joint Development program. VTA relies on the support of interested citizens as it works with cities to maximize the potential of its joint development sites. I can be contacted at ron.golem@vta.org or 408-321-5791 for additional information.

Sincerely,

Ron Golem
VTA Deputy Director, Real Estate

From: Serge Bonte
Sent: Saturday, March 19, 2016 9:08 AM
To: Board.Sécretary; jbruins; McAlister, John; supervisor.simitian
Cc: supervisor.yeager; Showalter, Pat
Subject: Shouldn't the Evelyn Park and Ride lot in Mountain View be declared surplus property?

Dear VTA Board:
Dear Supervisor Simitian:
Dear Mayor Showalter:

I am writing with respect to a letter (attached) VTA sent to the City of Mountain View regarding the Evelyn "Park and (no longer) Ride" lot.

In its letter, VTA asks for the lot to be included in the East Whisman Precise Plan with the ultimate goal to "upzone" the property into high density office use (the current zoning is for general industrial).

Notwithstanding the fact that the lot is physically separated from the East Whisman area by four sets of tracks (Light Rail and Caltrain) and Central Expressway, I am disappointed that VTA would envision a project on public property that would only exacerbate the chronic jobs/housing imbalance in Mountain View.

Since the Light Rail double tracking project has been completed, VTA has no practical use for that property.

Why not declare the lot as surplus property? and use that public land to public good via the State Surplus Land Act which prioritizes affordable housing?

I understand that VTA is about to adopt a housing policy (see: http://vtaorgcontent.s3-us-west-1.amazonaws.com/Site_Content/af_031716_packet.pdf) stating that:

"AB 2135 also explicitly permits local agencies to sell properties at below market value. AB 2135 has not, however, changed the applicability of the properties to which the obligations under Section 54222 apply. Since its original adoption, this law has only applied to situations where a public entity disposes of property that it "determines" to be "surplus" to its needs. In the case of VTA, a joint development project that directly implements a public transit purpose is not "surplus" to

VTA's needs as VTA still retains an interest in the property, which is being utilized for a public transit purpose. As a result, such a project would not be subject to the provisions of the Government Code's surplus property sale requirements.
"

As a layman, it's difficult to not see the Evelyn "Park and (no longer) Ride" lot as anything but surplus property. It's also hard to see the proposed office development as having a "public transit purpose"...since VTA literally and permanently shut down the Light Rail station that sat across the Evelyn property !

I hope VTA will ultimately declare the lot as surplus and allow our community to build much needed affordable housing. In the short term, I would like VTA to put the lot to good use for our community. The City of Mountain View is trying very hard to establish a "Safe Parking" program for our many residents who are RV dwellers. The Santa Clara County is struggling to find homeless shelters in North County. The Evelyn lot would be of tremendous help for either of these efforts.

Respectfully,

Serge Bonte
Mountain View



March 1, 2016

Mr. Randal Tsuda, Community Development Director
City of Mountain View
500 Castro Street – P.O. Box 7540
Mountain View, CA 94039-7540

re: Expansion of study area boundary for East Whisman Precise Plan Area

Dear Mr. Tsuda: *Randy*

This letter is sent on behalf of VTA's Joint Development Program, to request that the City expand the study area boundary for the upcoming East Whisman Precise Plan, to include the immediately area to the south that contains the terminus of Whisman Road and is bounded by Evelyn Avenue, SR-85, and SR-237. The City's General Plan identifies High-Intensity Office as the land use for this area.

The two-acre site of VTA's former park and ride lot for the closed VTA Evelyn light rail station is located in the area proposed for addition to the Precise Plan. VTA's Joint Development Program is looking to realize significant value from our property in order to fund other VTA improvement projects. While the General Plan land use designation would allow an approximately four-story Class A office building on VTA's property, similar to other recent office development nearby on Evelyn Avenue, such a development is not possible based on the current General Industrial zoning.

We understand that property owners adjacent to our site are also interested in development for High-Intensity Office. It appears that the only practical opportunity for near-term development by any of the property owners in the area would be if it is included in the Precise Plan. Our concern is that a separate planning effort or an independent rezoning application would either be seen as lower priority by the City relative to other proposals, or create burdensome costs.

Thank you for your consideration of this request. Please feel free to contact me at 408.321.5791 or at ron.golem@vta.org for additional information.

Sincerely,

A handwritten signature in blue ink that reads "Ron Golem".

Ron Golem
Deputy Director, Real Estate

cc: John Ristow, VTA

Eakins Properties

Honorable Mayor Patricia Showalter and City Council Members
City of Mountain View
500 Castro Street
Mountain View, CA

March 17, 2016

Inclusion of the Pioneer Area in the East Whisman Precise Plan Study Area

Dear Mayor and City Councilmembers:

This letter is on behalf of the property owners located at _____ . We would like to respectfully request that the City Council consider expanding the E. Whisman Precise Plan study area to include the Pioneer Area (See Attachment 1) in conjunction with the upcoming East Whisman Precise Plan study. The adopted Mountain View General Plan designated this Pioneer area as "High Intensity Office use" the same as those properties in the East Whisman Change area. We believe including this area will be more efficient and allow the opportunity to improve this "entryway" into Mountain View.

We understand that the City is a recipient of a Whisman Station Priority Development Area (PDA) grant from the Valley Transit Authority (VTA) and that the City is considering amending the study area for this grant, we would like to request that the Pioneer Area be considered and included in this study. This area can contribute as well to the objectives of the PDA grant to: 1) increase employment near transit (the Pioneer Area is .5 to .7 miles) from the Downtown Transit Center; 2) improve ridership and accessibility to transit and 3) provide jobs near existing residential neighborhoods.

Further, we understand that a major source of funding for the E. Whisman Precise Plan study is through the VTA PDA grant. As a property owners, we would work with staff on sharing the additional costs if you would consider including this area.

Our sites are also adjacent to the 2 AC VTA park and ride lot and we understand they also support this request. If the Pioneer area is included at the same time as the E Whisman Precise Plan we think it would be a good opportunity to see this "entryway" into Mountain View improved in the near term.

Eakins Properties
57 E. Evelyn Avenue
Mountain View, CA 94041

Eakins Properties

Thank you for considering this request. If you have any questions or need additional information, please contact, Dan Eakins,

Sincerely,

Gil and Dan Eakins, Eakins Properties

Dr Suhas Patil, Property Owner

Mountain View

Mountain View

Attachment 1

Cc Dan Rich, City Manager
Randy Tsuda, Community Development Director
Terry Blount, Assistant Director, Community Development
Martin Alkire, Principal Planner
Lindsay Hagan, Associate Planner
Ron Golem, Deputy Director, Real Estate

Eakins Properties
57 E. Evelyn Avenue
Mountain View, CA 94041

From: Board.Secretary
Sent: Friday, April 01, 2016 2:18 PM
To: VTA Board of Directors
Subject: 2015 VTA's Annual Report

VTA Board of Directors and VTA Advisory Committee Members:

Attached is VTA's Annual Report for 2015.



Nuria I. Fernandez
VTA General Manager/CEO



Perry Woodward
*2015 VTA Board of Directors
Chairperson*



Cindy Chavez
*2015 VTA Board of Directors
Vice-Chairperson,
2016 Chairperson*

In a changing landscape, transportation agencies have to innovate or become irrelevant. As the lifeline for so many in Silicon Valley, the Santa Clara Valley Transportation Authority takes people to jobs, work, school and recreation. For us, irrelevance isn't an option.

So 2015 became the year we chose to innovate and position ourselves once again as a leader in transportation.

From the base of our core values – a commitment to safety and to customer service – we are rethinking all modes of transportation, embracing the true spirit of Silicon Valley, and giving the public a say in the process.

It's an exciting time in transportation as private companies evolve to challenge public transportation into

new ways of thinking. And this is an exciting place to do it. With its distinct neighborhoods spread across far-flung reaches, serving Silicon Valley is a challenge for a public transportation organization, but it's one that has driven the new ideas and creative thinking that marked 2015 for VTA.

We have made great strides in 2015, and look ahead to an exciting 2016 when so many of our ideas will come to fruition. Join us for the ride.

Be safe,

Thank you.

Office of the Board Secretary
Santa Clara Valley Transportation Authority
3331 N. First Street
San Jose, CA 95134
408.321.5680
board.secretary@vta.org

VTA Website: www.vta.org

Find us on [Facebook](#), [Twitter](#), [Instagram](#), [YouTube](#) and [LinkedIn](#)

2015 ANNUAL REPORT



real time

innovation

real time

progress



Santa Clara Valley Transportation Authority



Nuria I. Fernandez
VTA General Manager/CEO



Perry Woodward
2015 VTA Board of Directors
Chairperson



Cindy Chavez
2015 VTA Board of Directors
Vice-Chairperson,
2016 Chairperson

In a changing landscape, transportation agencies have to innovate or become irrelevant. As the lifeline for so many in Silicon Valley, the Santa Clara Valley Transportation Authority takes people to jobs, work, school and recreation. For us, irrelevance isn't an option.

So 2015 became the year we chose to innovate and position ourselves once again as a leader in transportation.

From the base of our core values – a commitment to safety and to customer service – we are rethinking all modes of transportation, embracing the true spirit of Silicon Valley, and giving the public a say in the process.

It's an exciting time in transportation as private companies evolve to challenge public transportation into

new ways of thinking. And this is an exciting place to do it. With its distinct neighborhoods spread across far-flung reaches, serving Silicon Valley is a challenge for a public transportation organization, but it's one that has driven the new ideas and creative thinking that marked 2015 for VTA.

We have made great strides in 2015, and look ahead to an exciting 2016 when so many of our ideas will come to fruition. Join us for the ride.

Be safe,

innovation

Technology is the lifeblood of Silicon Valley. It flows through all we do at VTA, from real time information on light rail platforms to on-demand service to the behind-the-scenes operation of the transit system. This year we have worked to integrate a new approach to transportation in our efforts to grow our ridership and better serve the public.

We began with the opening of our **Innovation Center**, a space where VTA teams, companies, startups and students can develop, test and implement next-generation transportation ideas. Then we set up a Transit Innovation Alliance with our partners in Los Angeles, Alameda County and Portland, Oregon; to collaborate on and pilot new ideas in public transportation.



Partnership is a key component of our efforts to innovate. One example of partnership is our work with Prospect Silicon Valley, a non-profit technology catalyst. Through Prospect Silicon Valley, VTA teamed with Swiftmile to pilot an **electric bike share program**. In a year-long pilot, we'll be testing different kinds of e-bikes, Bluetooth systems to lock or unlock bikes, and an app to locate the solar charging stations. This pilot is designed to help people solve the perennial "first and last

mile" problem of getting to and from public transit stops, where existing stops may be too far for some to walk.



innovation think big expand first to last mile

enhancing customer experience



Accurate, timely information is key to the transportation experience. VTA is making sure existing outside rider apps have the most up-to-date information about our system, and we're working to make sure that data updates even faster through a high-speed mobile network connecting the entire VTA fleet. Tapping into the community's experience and knowledge to improve the transportation experience is the motivation behind VTA's hackathons. **Hack My Ride 2.0** produced five winning teams with a variety of exciting ideas about transportation. We then work with

the civic hackers to develop potential partnerships to benefit the entire community.

At our busy light rail platforms we installed **digital message screens** to provide real-time information and other important service news.

We are continuing to add **Wi-Fi to every vehicle** in our 600 vehicle fleet. All express, articulated and newer 2014 buses are already outfitted as well as all trains. We will outfit the remainder of the bus fleet in 2016.

As we continue into 2016, we look to deliver public transportation in new ways. With that in mind, we spent 2015 planning **FLEX, a revolutionary on-demand bus service** we are piloting in north San José. This service lets you call a bus to pick you up on your schedule, and we keep costs down for the rider through ridesharing with multiple passengers. This is another way we are reimagining the transportation landscape.



ridership – In 2015, VTA invested in improving the transit system and the experience for riders. We understand that sometimes the construction of those improvements impacts our riders, but these temporary inconveniences will result in a better system ultimately providing greater benefit. Despite this impact, we saw an overall incremental increase of system ridership and a 2.3 percent increase in bus ridership.

Our Express Bus service continues to be popular, showing a 19 percent increase. As we roll out new, innovative services for the public throughout the coming year, we expect to see more increases in ridership.



bus rapid transit

Implementing BRT in Silicon Valley is bringing us on par with transit systems around the world, and will allow us to provide faster, more frequent and reliable light-rail-like service to an expanded area at a fraction of the cost of rail.



Current construction of Alum Rock-Santa Clara Bus Rapid Transit encountered some delays and ultimately led VTA to seek a new contractor to complete the work. We now expect to complete the project by late 2016.

Because we are sensitive to the effect of these delays on local residents and businesses, we

established a **Small Business Sustainability Program** to provide assistance to the businesses impacted by construction delays. We finished off the year with holiday celebrations at the local field office we opened to enhance engagement with the community.

faster service work customers play

We also continue to make progress on another planned BRT corridor, El Camino Real. We completed the environmental review process for the project and received the most public engagement on that than on any other in recent VTA history. Increased public engagement helps make VTA projects better for everyone. We will continue to work with stakeholders and the public in bringing the best project forward.

vta's bart silicon valley extension

Work continued throughout 2015 on VTA's extension of BART to Silicon Valley, and residents saw the stations take shape. The first phase of the project brings BART from Fremont through Milpitas to the Berryessa area of San José and involves the building of two stations.

In Milpitas, crews finished work on a 270-foot pedestrian overcrossing that connects the BART station to the Montague Light Rail Station, and will provide an important link between the two transit systems. We also reopened the Montague Light Rail Station after five months of construction to modify it and prepare it for BART.

At Berryessa, the platform and canopies rose, and construction of the parking garage began. And after a 10-month closure, Lundy Avenue, a major thoroughfare, re-opened to traffic.

While Phase I is on pace to begin carrying riders in Fall 2017, we have begun work on Phase II. This section of the extension will stretch from

Berryessa through San José and into Santa Clara. We kicked off Phase II in 2015 with three public meetings to start the environmental study on the second section of the project, and we look to continue working with the community in bringing the project to fruition.



service to major local venues

VTA has established itself as the hassle-free, convenient way to get to entertainment venues. In 2015, VTA safely and efficiently provided service for the second football season and major entertainment venues at Levi's® Stadium, providing a total of 384,000 trips for 28 events. For the three largest events alone, the Winter Classic Hockey Game, Wrestlemania and Grateful Dead concert, VTA delivered 104,576 trips. VTA also began providing service to the New Avaya Soccer Stadium where 23 events were held in 2015.

For the majority of 2015, VTA worked diligently to craft a Playbook outlining all the aspects of service, resources, security and communications to support **Super Bowl 50** at Levi's Stadium. Key aspects of the game plan included

limited-stop, direct light rail service to the stadium, bus bridging around secured areas, separate platforms for eastbound and westbound trains, added security measures and personnel, comprehensive ambassador program, extended customer service hours, special website section and links to sponsor and city sites, extensive use of social media and mobile ticketing.

All the 2015 efforts proved to score a win on February 7, 2016, when 9,477 passengers clad in team colors, merely flashed their valid mobile ticket, hopped on a special event train or bus and happily arrived at the stadium. After the game 10,500 passengers took VTA service home—most getting on their way in 10-minutes or less.

team
super service
social media transportation



major projects

VTA is more than a public transportation organization. We are a partner in making sure the entire transportation network serves the traveling public in the most efficient manner possible.

I-880/I-280/Stevens Creek Interchange Project

The completion of a major reconfiguration of the extremely busy intersection of Interstates 880 and 280 and Stevens Creek Boulevard demonstrates how innovation can improve our roadways.

The redesign of this major, outdated interchange now keeps traffic flowing better through a busy intersection of highways and local roadways. It also improved safety, not just for motorists, but also for bicyclists and pedestrians. This \$62.3 million project is an example of the importance of collaboration and innovation in modernizing elements of a transportation

infrastructure that weren't built for today's population and travel patterns.

Eastridge Transit Center

In Spring of 2015, we completed an important upgrade on one of the most heavily used transit facilities in the VTA system. After almost two years of work, we opened the improved Eastridge Transit Center to the riding public.

The center now has upgraded lighting, security, signs and amenities, more bus bays, a new, central walkway, a bike and pedestrian path, and new landscaping and bus shelters.



We reconfigured the way buses move through the center, which results in better bus operations and customer service. The upgrades will also support future Alum Rock-Santa Clara Bus Rapid Transit service. With the center serving some of our busiest bus lines, the improvements have already been well-used and provide an important benefit to the traveling public.

Envision Silicon Valley

In 2015, we were busy getting input from the community to see how to take Silicon Valley into the future through our Envision Silicon Valley program. With extensive community and stakeholder involvement, we created goals and evaluation criteria for the program to help us define the end result that we hope to achieve.

invent
 envision silicon valley
 challenge partnership business

Working with the cities, the County of Santa Clara and the public, we compiled a list of potential projects that would give us a long-term plan for an integrated, efficient, multimodal transportation system. As we contemplate a possible sales tax measure on the 2016 ballot to help fund projects on the list, we continue to involve the community with an online budget tool that lets the public tell us where they would like their money spent.

It's an innovative incorporation of technology into long-term planning and budgeting that will help us deliver a transportation system that matches the values of Silicon Valley. Be part of the future of transportation at www.envisionsv.org.



financials

Being good stewards of the public's money is very important to VTA, and over the past year, our efforts to spend responsibly were evident. While expenditures increased for the year as we provided additional service, total revenues also increased, offsetting the majority of the increase in costs. It helps that our sales tax-based revenues – a large portion of our income – held strong, and that for the year, **total expenditures were below budgeted levels while total revenues were higher than estimated.**

VTA uses a biennial budget, meaning we plan for two years' worth of spending and income at a time. The budget that the Board of Directors adopted in June included

increases for additional bus service hours, activities and other initiatives for the next two years.

A key portion of our funding comes from federal transportation dollars. In December 2015, a new long-term surface transportation authorization known as the Fixing America's Surface Transportation (FAST) Act was signed into law. The 5-year legislation provides an inflationary adjustment to current spending levels as well as a modest amount of growth over the authorization period. Funding from the act will go toward fixing roads and bridges, improving public transportation, railroads and highways, and vehicle and bus safety.



moving forward

This past year, VTA worked hard to re-envision the future of transportation in Silicon Valley. It reminded us of how much room there is for innovation in one of the most fundamental aspects of modern life: getting around. With driving and riding habits changing, especially among younger generations, sticking with the status quo means missing the opportunity to increase service to the public.

In 2015, we chose to innovate and to explore the possibilities that will keep VTA a relevant, integral part of the community, serving its needs in the best, most efficient way possible. 2015 started us on a trek, and in 2016, the adventure will continue.

We ask the community to join us in making Silicon Valley's transportation system a model of innovation and usefulness that will carry us all into the future.

2015 VTA Board of Directors

Perry Woodward, *Chairperson*, City of Gilroy

Cindy Chavez, *Vice Chairperson*, County of Santa Clara

Jason Baker¹, City of Campbell

Jeannie Bruins, City of Los Altos

Magdalena Carrasco, City of San José

Jose Esteves, City of Milpitas

Rose Herrera, City of San José

Ash Kalra, City of San José

Johnny Khamis, City of San José

Rich Larsen², Town of Los Altos Hills

Sam Liccardo¹, City of San José

David Whittum, City of Sunnyvale

Ken Yeager, County of Santa Clara

Larry Carr, *Alternate*, City of Morgan Hill

Dave Cortese¹, *Alternate*, County of Santa Clara

Jamie Matthews, *Alternate*, City of Santa Clara

Howard Miller, *Alternate*, City of Saratoga

Raul Peralez, *Alternate*, City of San José

¹ also serves on the Metropolitan Transportation Commission

² resigned and was replaced by Jeannie Bruins effective mid-August 2015

Board of Directors Email: board.secretary@vta.org

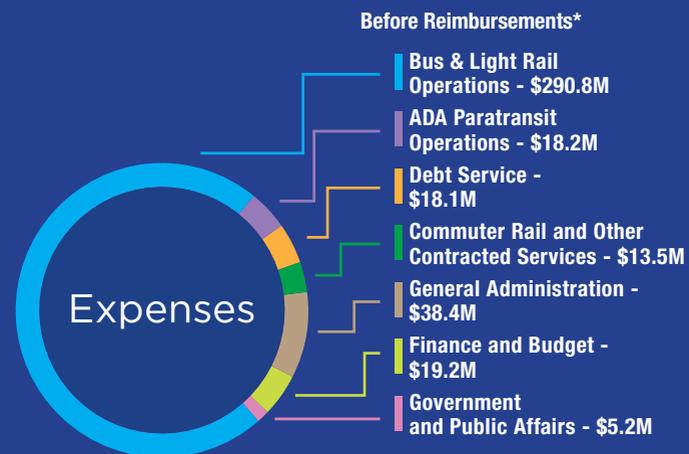
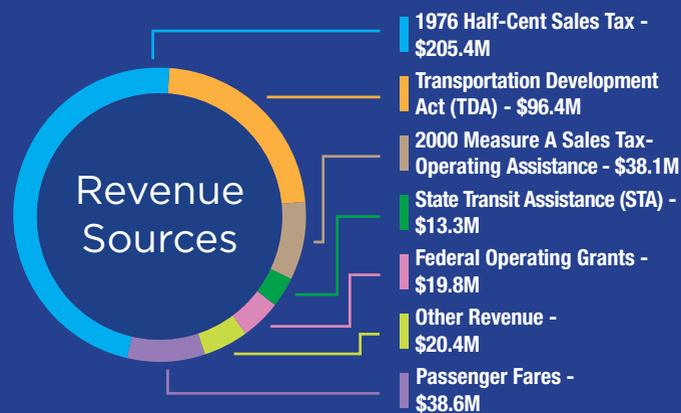
2015 Financial Picture: This data reflects calendar year 2015 actual Revenues and Expenditures for the VTA Transit Operating Fund.

Financial Highlights:

Sales Tax based revenues were \$17.1M or **5.3%** higher than the previous year.

Operating Revenues were \$17.6M or **4.3%** higher than budgeted.

Operating Expenditures were \$8.2M or **2.0%** lower than budgeted.



*Note: does not reflect Engineering and Transportation Infrastructure Development or Planning and Program Development Division expenses which are funded through capital programs, grants, federal, state, local and other funds.



**Santa Clara
Valley Transportation Authority**

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From: Board.Secretary
Sent: Friday, April 01, 2016 1:05 PM
To: VTA Board of Directors; VTA Advisory Committee Members
Subject: VTA April 2016 Take-One is now available

VTA Board of Directors and Advisory Committee Members:

The April 2016 Take-One is now available. Please click on the link below:

<http://www.vta.org/sfc/servlet.shepherd/document/download/069A0000001ELoEIAW>

Thank you.

Office of the Board Secretary
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408.321.5680
board.secretary@vta.org

From: Board.Secretary
Sent: Wednesday, March 30, 2016 12:00 PM
To: VTA Board of Directors
Subject: From VTA: Transit Choices Report

VTA Board Members:

Below is the link to the Transit Choices Report dated February 2016. Please note this was included in the Transit Planning Operations meeting packet for March 2016. It will also be included in the Board packet for April 2016. Thank you.

http://vtaorgcontent.s3-us-west-1.amazonaws.com/Site_Content/Transit_Choices_Report_Full.pdf

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