

**From:** VTA Board Secretary  
**Sent:** Monday, May 7, 2018 10:42 AM  
**To:** VTA Board of Directors; VTA Advisory Committee Members  
**Subject:** VTA Connections Newsletter - May 2018

**VTA Board of Directors and VTA Advisory Committee Members:**

Below is VTA's newsletter for May 2018. It can also be accessed using this link:

<https://content.govdelivery.com/accounts/CAVTA/bulletins/1ee1e21>

Please share with your constituents.

Thank you.

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Santa Clara Valley Transportation Authority  
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[board.secretary@vta.org](mailto:board.secretary@vta.org)



May 2018

## VTA Connections

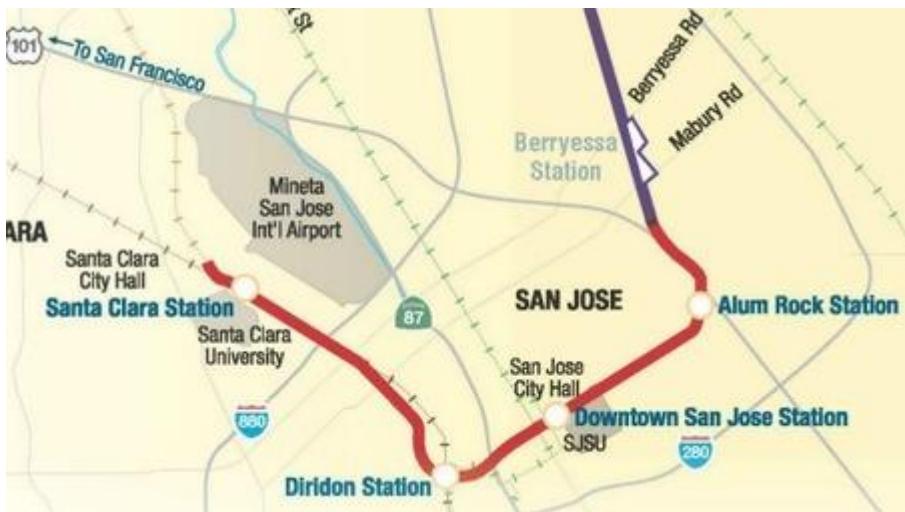
Stay in the know about  
transportation in Silicon Valley



## Critical State Funds Come Through for BART to Downtown San Jose

### IN THIS ISSUE

- [Critical State Funds Come Through for BART to Downtown San Jose](#)
- [Recommended Funding for Traffic Relief in Santa Clara County](#)



VTA reached significant milestones for bringing BART all the way to downtown San Jose and into Santa Clara with a \$730-million shot in the arm from California's Senate Bill 1, the newly passed gas tax.

Announced April 26th in Sacramento, the California State Transportation Agency funding helps pave the way to a \$1.5 billion request for federal funding to be made this summer.

[Read more](#)

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## Recommended Funding for Traffic Relief in Santa Clara County

- [Webinar on VTA's Joint & Transit-Oriented Development Program](#)
- [Tasman Corridor Complete Streets Study: Alternative Design & Online Survey](#)
- [Help for Human Trafficking Victims](#)

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## BOARD UPDATES

Approval of:

- Annual Operations Insurance Program Renewal
- 2016 Measure B Master Agreements
- Vehicle Registration Fee (VRF) Matching Grant Programming to the following projects: Los Gatos Boulevard; I-680 sound walls; Freeway Performance Initiative projects

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## UPCOMING EVENTS



The California Transportation Commission (CTC) staff recommendations for funding from Senate Bill 1, the newly passed California gas tax, bode well for Silicon Valley transportation needs.

All four projects VTA applied for are on the list to be given to the CTC Board for consideration May 16th. The total funding recommendations come to more than \$60 million dollars for desperately needed traffic relief programs throughout Santa Clara County.

[Read more](#)

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## Webinar on VTA's Joint & Transit-Oriented Development Program

**Wednesday, May 9**

**1:30 pm**

**Technical Advisory Cmte.**  
3331 N. 1st St., San Jose

**4 pm**

**Citizens Advisory Cmte.**  
3331 N. 1st St., San Jose

**6:30 pm**

**Bicycle & Pedestrian Advisory Cmte.**  
3331 N. 1st St., San Jose

**Thursday, May 10**

**4 pm**

**Policy Advisory Cmte.**  
3331 N. 1st St., San Jose

**10 am**

**Committee for Transportation Mobility and Accessibility**  
3331 N. 1st St., San Jose

**Friday, May 11**

**12 pm**

**Financial Stability Cmte.**  
3331 N. 1st St., San Jose

**For questions or more information about VTA please contact Customer Service 408.321.2300 or Community Outreach 408.321.7575**



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VTA partners with communities and developers to encourage mixed-use, mixed-income development near VTA-owned properties throughout Santa Clara County.

“Transit Oriented Development,” as it’s called, helps to increase long term revenue for VTA as well as increasing ridership on bus and light rail.

You can learn more about how VTA encourages this transit oriented relationship with an interactive webinar, **Tuesday, May 8 from 11 am to noon.** ([Register for the webinar here.](#))

[Read more](#)

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## Tasman Corridor Complete Streets Study: Alternative Design & Online Survey



Neighbors and staff members from San Jose  
Jose Councilmember  
Lan Diep's office seized the opportunity to help set the criteria for  
developing improved street designs along the Tasman Corridor,  
and it is not too late for you to participate.

On May 2, 2018, River Oaks Neighborhood Association residents joined VTA project staff in discussing the [Tasman Corridor Complete Streets Study](#) held at the Elan Apartments Community Room in San Jose.

[Read more](#)

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[Read about the Bascom Complete Streets community feedback here](#)

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## Help for Human Trafficking Victims



In an ongoing effort to provide important information about human trafficking, VTA in cooperation with the [State of California Department of Justice](#) has placed posters with resource information at VTA transit centers, bus shelters, and light rail stations. The multilingual posters provide information for victims and witnesses of human trafficking.

To further this awareness effort and work towards ending human trafficking, the Polaris Project's National Human Trafficking Resource Center offers a [list of "red flags"](#) that may indicate a human trafficking situation. The list is not exhaustive, but may provide useful insight in recognizing a person in need.

[\*\*Read more\*\*](#)

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**From:** VTA Board Secretary  
**Sent:** Monday, May 7, 2018 2:36 PM  
**To:** VTA Board of Directors  
**Subject:** From VTA: May 7, 2018 Media Clips



### **VTA Daily News Coverage for Monday, May 7, 2018**

1. [BART Sharks Lawsuit \(multiple broadcast outlets\)](#)
2. [San Jose Sharks Sue VTA Over South Bay Extension Project \(San Francisco Chronicle\)](#)
3. [BART to Berryessa and Antioch: New trains on the line \(Mercury News\)](#)
4. [Opinion: Regional Measure 3 improves Bay Area highways, transit \(Mercury News\)](#)
5. [Higher gas tax can cost 20 cents a day: Roadshow \(Mercury News\)](#)
6. [Mountain View mulls taxing large employers like Google millions \(Silicon Valley Business Journal\)](#)
7. [The Transportation Problem No One Is Talking About \(Fastcodesign.com\)](#)

#### **BART Sharks Lawsuit (multiple broadcast outlets)**

[ABC7 News](#)

[KTVU Ch. 2](#)

[KRON 4](#)

[NBC Bay Area](#)

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#### **[San Jose Sharks Sue VTA Over South Bay Extension Project \(San Francisco Chronicle\)](#)**

San Jose Sharks Sports & Entertainment LLC is suing the Santa Clara Valley Transportation Authority and all other agencies involved in the South Bay BART extension project, a spokesperson the hockey organization confirmed today.

John Tortora, the co-president of the Sharks entertainment company, stated that the Sharks "strongly support" the project through downtown San Jose but do not think that the current plan addresses issues pertaining to the SAP Center.

These issues include failure to ensure adequate parking in the proposed Diridon Station area and a safe accessible environment for customers during construction, Tortora said in a statement.

The entity has been pushing the VTA "for more than two years" to work with them on these components, the co-president said, but has had no success.

"We did not take this decision lightly," Tortora concluded his statement.

Sharks spokesman Jim Sparaco sent over a PDF of the Santa Clara Superior Court lawsuit filed against the VTA that names the Federal Transit Administration and BART as included parties.

BART spokeswoman Alicia Trost redirected comment to the VTA because it's a VTA project, as they will own the extension.

"The Sharks are challenging VTA's environmental document," Trost said in an email. "It's Sharks vs. VTA, the FTA and BART are simply listed as a party of interest as an FYI since the FTA is funding the project and BART will operate the service once the stations are opened."

The four-station extension set to provide service from Fremont into Santa Clara County through Milpitas, San Jose and Santa Clara will have a large impact on the SAP Center via the "most important planned station on the Phase II project route," the entertainment company said in the lawsuit.

The Sharks argued that the arena attracts more than 1.5 million people from various Bay Area cities, primarily suburban areas, and that "mass transit is not a viable option for the majority of the arena's patrons."

Sharks Sports & Entertainment LLC said that on top of not accounting for mitigating long-term parking impacts, the VTA plans to permanently eliminate 715 existing spaces in the area.

The final VTA environmental impact report provides "only inadequate, vague promises of future disclosure and future planning for mitigation," the lawsuit says. Any use of surrounding streets such as Autumn Street would block the arena on two sides and the main entrance blocked entirely.

The Sharks company is also concerned that the project is expected to take eight years but has already faced delays such as the VTA versus BART single or double bore tunneling debate that was settled at the end of March with a letter of support for double tunneling from BART's general manager.

The entertainment company says that it was understood, for more than a decade, that the BART Diridon Station would include a parking garage and would not dramatically disrupt traffic operations and pedestrian flow on Santa Clara Street where the SAP Center is located.

"It is obvious that Santa Clara Street in front of the arena will be disrupted for years," the lawsuit says.

The Sharks LLC states that they are not the only ones that will be affected by "unmitigated traffic disruptions." Nearby bars and restaurants that depend on sports games and concerts for business will also suffer from the poor access.

The Sharks Sports & Entertainment LLC demands in the lawsuit's conclusion that the VTA repeal the project's approval as well as approval of environmental documents for the project until the VTA has complied with the California Environmental Quality Act.

The CEQA is a set of guidelines requiring state and local agencies to identify notable environmental impacts of their actions and to eliminate or monitor the impacts if possible, a page dedicated to the act on the California state website explains.

The VTA acknowledged the lawsuit but declined to comment as spokeswoman Brandi Childress said that they will not issue any statements on pending litigation.

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## **BART to Berryessa and Antioch: New trains on the line (Mercury News)**

BART is on the move at 80 miles per hour in San Jose and Antioch.

Trains are making trial runs at that speed 20-hours a day, seven days a week from Fremont to the Berryessa area of San Jose east of Highway 101, testing the new 10-mile, \$2.4 billion route due to open next year.

In the East Bay, where trains are being tested too, BART's first ever diesel line will open May 26 to Antioch, and studies are almost complete on a possible long-awaited diesel connection to Livermore in the median of Interstate 580.

Testing of the Berryessa extension is a big step by the Valley Transportation Authority, which is overseeing BART construction within Santa Clara County. The VTA needs to complete the testing before handing it over to BART for its own testing, operator training and safety certifications.

"The goal, first and foremost, is safe and reliable service once opened to passengers," VTA spokesperson Brandi Childress said. "The start of passenger service will be determined by BART once they begin their phase of testing this summer."

The VTA is testing its automatic train operations system, but its communications systems continues to be the largest remaining technical challenge, particularly coordinating it with BART's operations control center in Oakland.

Finishing touches on both the Milpitas and Berryessa stations are almost done. This included 11 roadway projects that separated the rapid rail system from cars, pedestrians and bicyclists.

Nearby residents may experience sporadic noise and vibrations, the VTA said. The VTA built new sound walls, making the BART tracks quieter, and softening the noise from equipment. And homes where interior noise levels are greater than government thresholds have had multi-pane windows and insulation installed to reduce the noise levels.

Service between the Pittsburg/Bay Point Station and Antioch is 10 miles long and adds two new stations. The extension will be able to carry an estimated 2,400 people in each direction, per hour, during commute periods. That's equivalent to adding one lane on a highway.

"This is a new dawn for transit in this part of the Bay Area," said BART Director Joel Keller.

BART to Antioch is part of a widening project to expand Highway 4 between Pittsburg and Brentwood. The Antioch trains will run on their own tracks in the median of Highway 4 and will connect with BART at a transfer platform just outside of the Pittsburg/Bay Point Station.

The \$525 million cost of the extension is about half of the \$1 billion cost estimated for extending BART's traditional electric-powered line. The Antioch trains will use renewable diesel from hydrogenated vegetable oil.

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### **Opinion: Regional Measure 3 improves Bay Area highways, transit (Mercury News)**

The Bay Area once was an example of forward-thinking investment in transportation infrastructure but now it has fallen behind due to lack of investment. As a result, we suffer from gridlock and overcrowding of our public transportation networks.

This is a regional problem that impacts us all. In fact, the Bay Area leads the nation in "supercommuters" — people who commute 90 minutes or more to work daily. Traffic doesn't stop at city or county lines, and our jobs and lives don't either.

From our highways to crucial public transportation systems like BART, regional busses and ferries, to pedestrian and bike paths, we are relying on aging infrastructure that desperately needs improvement — and requires regional strategies to address.

Regional Measure 3 on the June ballot is a nine-county package of comprehensive congestion-relief efforts, estimated to generate \$4.5 billion over 25 years for transit projects, highway improvements, rapid transit expansions and better bicycle and pedestrian access.

RM3 will provide funding to complete many of the Bay Area's high-priority transportation projects like fixing the Interstate 680/Highway 4 interchange, upgrades in the Dumbarton bridge corridor and bringing safety improvements to regional roadways Highway 101, State Route 37, Interstate 680, and State Route 29. Plans also include projects like improved Richmond Bridge access, funding for major ferry enhancements, regional express bus operations, improvements to the Capital Corridor passenger rail, improving access to buses and transit facilities, and the Transbay Terminal and rail crossing.

RM3's investments will directly benefit our residents and commuters throughout the region, no matter which direction they are traveling. Completing BART to San Jose while adding BART cars to expand capacity for Bay Area residents will keep commuters moving, while improvements to I-80 and I-680 along with increased bus capacity will reduce gridlock.

Each of these carefully considered local projects are key pieces in a big-picture solution to the growing Bay Area congestion problem. Without funding through RM3, our traffic will only get worse, our access to public transit systems will remain overcrowded and our commuting frustrations will increase.

Nobody wants to pay more in tolls; any toll increase will always have detractors. However, with the federal government contributing less at a time when the need for investment is growing, we must raise funds to invest in critical infrastructure improvements. Detractors of RM3 do not bring solutions to our ever-growing congestion and ever-increasing commutes. They only offer myopic objections that do not solve anything. We cannot talk our way out of this problem, we need solutions and actions. RM3 is a real solution, now.

RM3 includes vital good-government protections. It includes guarantees on how the funds will be used, with monitoring by an independent oversight committee, which includes two representatives from each county, to ensure spending is consistent with the expenditure plan.

RM3 also creates an inspector general for BART to oversee audits and conduct investigations of how that money is spent. These provisions will hold our elected transportation leaders accountable for spending funds as taxpayers are promised.

RM3 will quickly activate projects that will make a difference for our citizens, ensure responsible oversight and fair funding, and offer a comprehensive approach to what is truly a regional problem. It addresses the transportation challenges that hit closest to home for each of our Bay Area communities.

Voting yes on RM3 is a vote for traffic congestion relief, to support economic vitality, to improve and expand our transit network, and to improve our commutes.

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### **Higher gas tax can cost 20 cents a day: Roadshow (Mercury News)**

What is the real cost of the new gas tax to the average California family? I am hearing widely divergent claims. The pro-gas tax people say it will cost the average family under \$80 per year while the con side says \$500. I imagine the real story is somewhere in between.

**Mike Bernal**

*Morgan Hill*

**A:** It is. For a car driving 15,000 miles per year and getting 25 miles per gallon, the additional annual cost of the 12 cents per gallon tax would be \$72 or 20 cents per day. But the new gas tax bill also raised registration fees \$25 for a car under \$5,000 while those valued up to \$25,000 will pay an extra \$50. Drivers of luxury cars will pay as much as \$175 more.

Of course, your driving habits — speeding, rapid acceleration, hard braking and other aggressive anti-Roadshow behavior — can lower mileage by as much as 30 percent at highway speeds and 40 percent in stop-and-go traffic. Each 5 mph you drive over 50 mph is like paying an additional 20-25 cents for a gallon for gas.

**Q:** So where is all the road repair we were promised? The higher gas tax been in place for over six months and we were told work would begin immediately. So far all I see are lots and lots of road signs saying that road work is happening but that's all that's happened, lots of signs and no progress. What gives?

**Linda Wuy**

**A:** Some work has started and if efforts to repeal the gas tax fail, much more is coming. San Jose may earmark \$13 million for maintenance on 23 miles of its busiest streets beginning in June. Nearly \$7 million will come from the higher taxes on gas and next year, the city is expected to receive \$17.5 million for work on more streets.

In addition, survey work to raise bridge decks at the MacArthur Maze has begun, while repaving Interstate 80 near Highway 4 and Highway 85 north of 101 in South San Jose is high on the list, along with restriping 101 on the Peninsula.

**Q:** Roads in poor repair are terrible to drive on but fixing roads (a prime example is Foxworthy Avenue in San Jose) encourages drivers to speed. Poor roads may be bad for cars but are better for the residents living on those streets.

**Sue Yeager**

*San Jose*

**A:** Well, that's another view.

**Q:** I would be able to accept the 12 cents a gallon gas tax hike if our politicians would find an efficient means to fairly tax the rapidly growing electric vehicle fleet in our state. Right now, it appears they are using public roads for free.

**Paul Prickett**

*San Jose*

**A:** A \$100 fee will be charged to owners of EVs starting in two years.

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### [The \\$5 million Google tax that could fix every Silicon Valley problem \(San Francisco Chronicle\)](#)

Mountain View's mayor, Lenny Siegel, says it has "too many good jobs" and not enough transit.

The solution: Slapping a multimillion-dollar tax on Google, by far the city's largest employer.

#### MOST POPULAR

The tax, which may end up on the November ballot, could charge Google as much as \$5.4 million annually, according to one option under discussion. Other large businesses in Mountain View like software firm Synopsys and financial software maker Intuit would pay thousands of dollars more each year, with a tax based on how many employees they have.

"Employment is growing faster than we can house people and provide transportation for them," Siegel said at a City Council committee meeting Thursday to discuss the issue.

Businesses shell out vast sums anyhow, he said: "They have to pay (higher) salaries because they can't find workers, or they pay the tax."

The idea of such a tax isn't new. San Jose, Redwood City and Sunnyvale have them. But even broaching the idea can provoke clashes with businesses. A 2016 proposal [by a former Cupertino mayor](#) to charge large companies \$1,000 per employee failed amid opposition from businesses.

Last week, Amazon suspended plans to build an office tower in its hometown of Seattle as it waits for the City Council to decide whether to impose a business tax based on the number of workers. It is also considering subleasing out another large space in the city, rather than adding Amazon employees there, for the same reason. The two projects together had been expected to add 7,000 jobs in the city.

Mountain View's tax could also drive workers away, said Kimberly Burham, a managing director for the Penn Wharton Budget Model, a University of Pennsylvania research project that

analyzes public policy's fiscal impact. Companies could add jobs in nearby cities that do not have the tax. "Over time, that location becomes a less significant part for that business," she said.

Though the majority of Google's Bay Area workforce is in Mountain View, [the company's offices sprawl across the region](#), with plans in the works to expand in San Francisco, [San Bruno](#), Sunnyvale and [San Jose](#).

Siegel says the colossal growth of Google, which has more than 23,000 employees in Mountain View, has [pushed some companies out of the city](#). "You want to make sure we have a climate that welcomes startups and growing companies," he said.

Google and Synopsys declined to comment. Intuit said, without addressing the proposed tax specifically, that "we support the City of Mountain View and the decisions made for the broader community."

If Mountain View moves forward with the new tax, it would need approval of the City Council and voters. The city could approve a measure for the November ballot in June. A council committee on Thursday discussed a model that would assess flat fees for smaller businesses and charge larger firms progressively more.

Many companies in Mountain View currently pay a \$30 annual business license fee, regardless of staff size. That flat rate, which the city also wants to increase for small employers, raises roughly \$250,000 a year for the general fund from the thousands of businesses registered in the city.

The state Department of Finance lists Mountain View with a population of 81,527, and the census says that 69,307 people work in the city. The city said that 3,661 businesses have officially reported that they have 64,442 workers.

Siegel is leaning toward a tax that could raise \$10 million — of which Google could pay roughly half. That proposal, potentially the most lucrative of several under consideration, would be far more expensive for big businesses than the similar taxes already in place in Sunnyvale and San Jose. For example, a business with 1,001 employees would pay \$147,255 under the Mountain View proposal. That same business would pay \$11,769 in Sunnyvale and \$60,135 in San Jose, according to Mountain View city data.

Other tax structures could raise less, although one critical question still under discussion is whether to cap the amount the largest businesses — read, Google — would pay. The particulars are still being discussed and are likely to change.

Tony Siress, CEO of the Mountain View Chamber of Commerce, said the city should worry about losing jobs to neighboring Sunnyvale.

He also expressed concern for smaller businesses that are just large enough to be charged based on the number of workers. He pointed to Pure Storage, a cloud data-storage company that has 950 employees, according to city data.

"If we don't pay close attention, we could lose (those businesses), or they may not show up here in the first place," Siress said at the recent committee meeting.

San Francisco, which used to have a payroll tax, now charges business taxes based on gross receipts. The city collected \$702 million in business tax revenue in its most recent fiscal year. Ted Egan, San Francisco's chief economist, said a per-employee tax is seen as more regressive than a payroll tax.

There are also concerns over how Mountain View will spend the tax money. Carl Guardino, CEO of the Silicon Valley Leadership Group, a trade association focused on public policy, said his members prefer that the revenue go toward a specific use. "We are not antitax, but we are pro accountability," he said.

Tech companies in the Bay Area have contributed money for transportation improvements — like Google's funding of the [Mountain View Community Shuttle](#) — but generally it is not nearly as much as communities want, which is why taxes based on workforce size are gaining support.

"If one city takes this action and it does well on the ballot, I think that would encourage other cities to look at this measure," said Rod Sinks, Cupertino's vice mayor. Barry Chang, a Cupertino councilman who pushed unsuccessfully for such a tax during a stint as mayor, said he plans to raise the concept at a City Council meeting next month — with worsening traffic as a prime incentive.

Siegel, the Mountain View mayor, said he would like to see most of the tax money go toward transportation. But he is open to also using some of the revenue for housing and other problems. If the city uses the tax for a specific purpose like transportation, it would require two-thirds voter approval in November. If the money were for general use, the tax would need approval from a majority of voters. In a recent city-funded survey of more than 1,300 voters, 67 percent said they would support an employer tax going toward general use.

Mountain View resident Donald Letcher told council members that the per-employee tax is perhaps the "only fair new tax that would be viable in the city for residents," because it would address the increased traffic caused by employers like Google.

The city is considering three measures that could be placed on the ballot, including a tax on retail sales of cannabis and a higher tax on hotel guests. Council members said that they would favor putting two of the three on the November ballot, and Siegel thinks the employee tax will be one of them.

"My personal belief is that the shortage of housing and the lack of good transit is more of a threat to the operation of our tech companies than the tax at the level that we are proposing," he said.

*Wendy Lee is a San Francisco Chronicle staff writer.  
Email: [wlee@sfchronicle.com](mailto:wlee@sfchronicle.com) Twitter: [@thewendylee](https://twitter.com/thewendylee)*

### **Mountain View's largest employers**

**Google** 23,324

**Symantec** 2,789

**El Camino Hospital** 2,500\*

**Synopsys** 2,377

**Intuit** 2,370

**Microsoft** 1,200

**LinkedIn** 1,177

**Samsung** 1,100

\*Nonprofits and medical facilities would be exempted from the proposed business tax increase.

Source: City of Mountain View

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### **Mountain View mulls taxing large employers like Google millions (Silicon Valley Business Journal)**

The city of Mountain View, wrestling with the impacts of Silicon Valley's jobs-to-housing imbalance, is considering a tax on large employers like [Google](#), the San Francisco Chronicle [reports](#).

"Employment is growing faster than we can house people and provide transportation for them," Mountain View Mayor [Lenny Siegel](#) said at a City Council committee meeting on Thursday to discuss the issue, according to the Chronicle.

The proposal, which may end up on the November ballot, could raise \$10 million a year for the city, with more than half of that coming from Mountain View-based search giant Google, according to one option of the proposal that was discussed.

Other large companies with offices in Mountain View, including Synopsys, Inc. and [Intuit](#) Corp., would also be taxed based on how many employees they have.

Siegel indicated that the city envisions the tax largely going to fund transportation improvements, but said some of the funds could also go toward housing. Last year, Mountain View [approved nearly 10,000 new housing units](#) to rise by Google's planned North Bayshore campus.

"My personal belief is that the shortage of housing and the lack of good transit is more of a threat to the operation of our tech companies than the tax at the level that we are proposing," Siegel said on Thursday, according to the Chronicle.

Other Bay Area cities, including San Jose, Redwood City and Sunnyvale, already have similar taxes on the books.

The majority of [Alphabet-owned](#) Google's Bay Area workforce — about 23,000 employees — are currently in Mountain View.

But even as it works on new offices in its hometown, Google has also been aggressively expanding its footprint elsewhere in Silicon Valley in the last year. In downtown San Jose, it's working on plans for an urban campus near the Diridon transit station [that could sprawl across 8 million square feet and host as many as 20,000 workers](#).

Last year, it also bought more than a billion dollars worth of land in nearby Sunnyvale, where it [plans a new 1 million-square-foot campus](#) for as many as 4,500 workers.

[Mountain View Chamber of Commerce](#) CEO Tony Siress said the tax proposal risks the city losing jobs to its neighbors. "If we don't pay close attention, we could lose (those businesses), or they may not show up here in the first place," Siress reportedly said at the meeting.

Google declined to comment to the Chronicle about the proposed Mountain View tax.

Seattle, also grappling with rising unaffordability, is pondering a similar "head tax" on large employers, based on how many workers they have. That proposal last week prompted the city's biggest employer, Amazon.com, to [abruptly halt construction on a downtown office tower](#) and threaten to move jobs out of its hometown.

### [\*\*Largest technology employers in Silicon Valley\*\*](#)

Ranked by Local employee headcount

Rank	Business Name	Local Employee Headcount
1	<b>Apple Inc.</b>	25,000
2	<b>Alphabet/Google Inc.</b>	20,000

Rank	Business Name	Local Employee Headcount
3	Cisco Systems Inc.	15,700

[View This List](#)

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### [The Transportation Problem No One Is Talking About \(Fastcodesign.com\)](#)

Right now, most self-driving cars—like those being developed by Google or Uber—can only operate in very limited urban areas of the United States. In part, that's because these cars need extremely accurate 3D maps that are constantly updated to function properly. That makes them impossible to use on millions of miles of roads outside cities—a problem that MIT engineers at the Computer Science and Artificial Intelligence Laboratory are tackling with a new system using just basic GPS, laser sensors, and artificial intelligence to navigate rural roads. Its name is MapLite.

Without public transit, rural areas are often in need of alternative modes of transit. “Urban areas already have many forms of transportation, including public transit and ride-sharing fleets, which give those who cannot drive their own vehicles a number of options,” says MIT CSAIL grad student and lead research author Teddy Ort over email. “[I]f autonomous cars can reach the millions of people who live beyond the city and are unable to pilot their own vehicles, they will be uniquely capable of providing mobility to those who have very few alternatives.” Plus, they could make rural roads—which are [statistically the most dangerous](#)—much safer.

[Image: MIT CSAIL]

MapLite is essentially an autonomous system that doesn't need a map. It uses GPS data to fetch a “rough estimate” of the car's location, but then relies on artificial intelligence and LIDAR—a laser technology that scans its surroundings to create a 3D map—to trace a correct and safe path to its ultimate destination. According to the researchers, MapLite doesn't depend on any physical road markings—it works by making the basic assumptions that the road will be relatively flat compared to the surrounding areas. The system also uses a set of rules that enable it to decide what to do in multiple situations, like when reaching an intersection or while driving through a specific type of road.

The engineers note that their experimental system isn't perfect. It won't work on mountain roads, for example, since it can't handle the changes in elevation. Yet they plan to keep working on it, teaching the system to respond to new road conditions and elevation changes. Eventually, MapLite could reach the accuracy of conventional, map-powered autonomous cars.

Ort doesn't think that this technology will fully replace detailed 3D maps in urban areas, though. "In the densely populated and highly structured environment of a city, it is unlikely that maps will be completely discarded," he tells me. "[H]owever, [MapLite] will still prove useful both as a method of learning when the map needs to be updated, and as a critical extra layer of safety in the event the vehicle is unable to localize on the map."

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Conserve paper. Think before you print.

**From:** VTA Board Secretary  
**Sent:** Wednesday, May 9, 2018 4:17 PM  
**To:** VTA Board of Directors  
**Subject:** From VTA: May 9, 2018 Media Clips



*Solutions that move you*

### ***VTA Daily News Coverage for Wednesday, May 9, 2018***

- 1. [AC Transit Bus Driver Arrested for Having Loaded Gun: Sheriff \(NBC Bay Area\)](#)**
- 2. [A look at two BART extensions: Roadshow \(Mercury News\)](#)**
- 3. [New rental bike services launch in MV \(Mountain View Voice\)](#)**

#### **AC Transit Bus Driver Arrested for Having Loaded Gun: Sheriff (NBC Bay Area)**

An AC Transit bus driver was arrested for allegedly being in possession of a loaded gun while on the job, Alameda County Sheriff's Office Sgt. Ray Kelly said.

The driver, identified as Stephen Williams, was arrested at 3 p.m. Tuesday at the Bayfair BART station in San Leandro.

Bus Drivers Concerned Over Delayed Emergency Response

Williams was transported to Santa Rita Jail in Dublin, according to Kelly.

No other information was immediately available.

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#### **A look at two BART extensions: Roadshow (Mercury News)**

I'd love to see you compare the East Bay's eBART extension with the South Bay's BART extension. Number of miles. Number of stations. Number of over/under crossings that had to be built. Best guess as to final cost.

**Bruce Ole Ohlson**

*Pittsburg*

**A:** Can do, and here we go:

- Types of trains: Diesel for the East Bay line from Bay Point to Antioch. Electrical for the Fremont to Berryessa line.
- Distance: 10 miles for each.
- Stations: Two each
- Road changes: The East Bay line was built in the median of Highway 4, five underpasses/overpasses were needed for BART and seven for the highway. The Berryessa BART line needed 11 overpasses and underpasses.
- Cost: \$1.8 billion for E-BART and Highway 4; \$2.4 billion for Berryessa.
- Opening: May 26 for East Bay. No date yet for San Jose line.

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### [New rental bike services launch in MV \(Mountain View Voice\)](#)

Up to 800 'smart bikes' available around the city LimeBike's Bay Area Operations Manager Megan Colford demonstrates how to scan a QR code to unlock a bike at its headquarters in San Mateo on Oct. 3, 2017. LimeBike is one of two companies that launched a pilot bike share program in Mountain View on May 8, 2018. Photo by Michelle Le

Starting Tuesday, hundreds of new "smart bikes" are being rolled out in Mountain View for anyone to rent out.

The new Mountain View bike services that started May 8 are being spearheaded by two private bicycle-sharing companies, San Mateo-based LimeBike and ofo, headquartered in Beijing. Last October, the City Council granted permission for both companies to distribute up to 400 bikes throughout the city.

For LimeBike, bicycles can be unlocked for \$1 for a half hour, with a 15-cent surcharge for each additional minute. LimeBike is distributing electric bicycles along with regular bikes, throughout the city.

Ofo charges \$1 per hour, and right now the company appears to offer only regular bikes.

The new program is part of a city [pilot to bring back](#) an improved version of the abandoned Bike Share program, which suffered from poor ridership and costly maintenance. That system attracted few customers because riders had to dock their bikes at a limited number of stations scattered throughout the city, and ended in late 2016.

The new services offered by ofo and Limebike don't require docking stations, and the bikes can be left pretty much anywhere. The bikes are equipped with GPS-tracking devices, allowing riders to locate unused bikes.

City officials are urging anyone who rents out the new bicycles to park them so they don't obstruct the sidewalks for pedestrians. This has recently become a [major problem](#) in other Bay Area cities with electric scooter rentals. Rental bikes left on the sidewalk must be placed in the "furniture zone," the area closest to the curb where fire hydrants, trees and utility poles are normally placed. Certain areas near Castro Street and San Antonio Road also have designated parking areas which should be identifiable through the smartphone apps.

The city's new bike-share pilot is expected to last for one year.

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Conserve paper. Think before you print.

**From:** VTA Board Secretary  
**Sent:** Friday, May 11, 2018 12:27 PM  
**To:** VTA Board of Directors  
**Subject:** From VTA: May 11, 2018 Media Clips



## **VTA Daily News Coverage for Friday, May 11, 2018**

1. [VTA says it's 'disappointed' about Sharks' lawsuit to block San Jose BART subway \(Silicon Valley Business Journal\)](#)
2. [Bike to work day: Get out of the car and onto two wheels! \(KTVU Ch. 2\)](#)
3. [Editorial: Vote 'no' on the toll hike, Regional Measure 3 \(Palo Alto Daily Post\)](#)
4. [City says Central Subway contractor laid down 3.2 miles of the wrong kind of track, prompting new delay \(San Francisco Examiner\)](#)

### [VTA says it's 'disappointed' about Sharks' lawsuit to block San Jose BART subway \(Silicon Valley Business Journal\)](#)

The Valley Transportation Authority says it's "disappointed that an organization like the Sharks would take a position to impede or try to prevent the delivery" of San Jose's BART subway project.

The comments, [posted this week on a VTA blog](#), are the agency's first public response to the [lawsuit filed last week](#) by the San Jose Sharks' parent company to block subway construction. The Sharks cite parking and construction mitigation issues in their complaint.

In its blog post, VTA says the federal environmental filing, which is central to the Sharks' lawsuit, was the result of "a three-year environmental review and comprehensive public process. During these three years, Sharks Sports & Entertainment, LLC. was afforded every opportunity to express their concerns, which have been fully addressed in the approved document."

VTA spokeswoman [Brandi Childress](#), author of the blog post, said she could make no comment on the 1,300-space parking garage that once was planned at the subway's Diridon Station stop, adjacent to the SAP Center where the Sharks play.

The Sharks say that garage was promised in an early planning iteration but is no longer in the environmental document to be filed with the Federal Transit Administration.

"The (blog) statement is all we have right now during pending litigation," Childress said in a text message to the Business Journal.

VTA and BART [recently resolved their differences](#) over the tunneling method to be used beneath Santa Clara Street, with the two agencies agreeing on a single-bore technique pioneered in Barcelona, Spain, that poses far fewer surface disruptions along the street than conventional twin-tunnel U.S. subways.

That agreement made the environmental filing possible as part of the process to obtain \$1.5 billion in funding for the \$4.7 billion BART extension from Berryessa, which is to open for service later this year, beneath downtown and terminating at a surface station in Santa Clara.

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### [\*\*Bike to work day: Get out of the car and onto two wheels! \(KTVU Ch. 2\)\*\*](#)

Thursday is Bike to Work Day and cities across the Bay Area are participating in the exercise-friendly, environmentally conscious effort.

This year marks the 24th year that Bay Area residents are encouraged to bike to work, as about 40 percent of commuters in the region live five miles from their office, according to the Silicon Valley Bicycle Coalition. If all those people ditched their cars for one day, 60,000 vehicles would be off the road, according to the coalition.

In other bike news, the bike and pedestrian path on the eastern side of the Bay Bridge will be open around the clock for a trial run starting on Thursday.

Caltrans said the 2.2-mile path from Oakland to Yerba Buena Island open for 24 hours for a ten-day period

Here's what's going on in [Oakland](#), [San Francisco](#) and [San Jose](#).

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### [\*\*Editorial: Vote 'no' on the toll hike, Regional Measure 3 \(Palo Alto Daily Post\)\*\*](#)

We urge you to vote "no" on Regional Measure 3 on the June 5 ballot, which would raise tolls by \$3 on seven of the bridges that cross the Bay.

Voters in Santa Clara, San Mateo, San Francisco, Alameda, Contra Costa, Solano, Sonoma, Marin and Napa counties will vote on the measure known as RM3. It needs a simple majority to pass.

If RM3 passes, tolls would rise over six years to \$9 on the Bay Bridge and \$8 on the other state-owned bridges, including the Dumbarton and San Mateo.

### **A regressive measure**

For the driver who uses the Dumbarton or San Mateo bridges and works 250 days a year, the tolls now cost him \$1,250 a year. If RM3 passes, that driver would be paying \$2,000 a year in tolls, an increase of \$750 a year, or \$62.50 a month.

To high-income people, \$62.50 more a month isn't a problem. But for the middle- and lower-income commuters, it's a serious hit.

This toll hike comes after Santa Clara County voters agreed a year and a half ago to raise the sales tax another half-cent to fund transportation projects. And a year ago, the Legislature decided to raise the gas tax 12 cents a gallon and impose a new car tax ranging up to \$175 a year.

Santa Clara County Board of Supervisors President Joe Simitian of Palo Alto and Mountain View Mayor Lenny Siegel have both come out against RM3.

### **'A bridge too far'**

Simitian said he supported the sales tax increase and the gas tax increase. But he says RM3 is "fundamentally unfair." He called it "a bridge too far."

Siegel's against RM3 because it doesn't put any money into transit routes that would serve people going to work in Cupertino, Mountain View, Sunnyvale and Palo Alto.

Siegel also opposes RM3 because it would help fund Express Lanes on Highway 101. Express Lanes are toll lanes for solo drivers. He said these lanes will discriminate against drivers who can't afford an extra toll and don't adequately discourage driving alone.

### **Too few benefits**

RM3 will raise \$4.45 billion, but only \$360 million will go to San Mateo County and \$675 million to Santa Clara County. The BART-to-San Jose project, with its proposed tunnel from the Berryessa Flea Market station to San Jose and Santa Clara, will take \$375 million of Santa Clara County's share. That project has already gobbled up 80% of the money from the 2000 and 2008 sales tax increases in Santa Clara County.

In the end, the mid-Peninsula will only get crumbs from RM3. There will be \$50 million to help pay part of the cost of upgrading the interchange at highways 92 and 101, and there will be \$130 million for the Dumbarton corridor rail project, though it is not enough to even tear down the rail bridge that was partially destroyed by a fire 20 years ago. The cost of building a new Dumbarton bridge for either buses or trains would range between \$615.1 million and \$1.829 billion, according to a SamTrans study.

RM3 is unfair to middle- and low-income residents, and only a small fraction of the money will return to the mid-Peninsula. It's a bad deal that voters should reject. Vote "no."

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## [City says Central Subway contractor laid down 3.2 miles of the wrong kind of track, prompting new delay \(San Francisco Examiner\)](#)

Construction contractors on the \$1.6 billion Central Subway project laid down 3.2 miles of the wrong kind of steel track, The City is alleging in a letter obtained by the San Francisco Examiner.

In the April 19 letter, The City ordered contractor Tutor Perini to pull out that track and lay higher-strength steel down in its place.

San Francisco Municipal Transportation Agency staff wrote to Tutor Perini alleging the contractor laid down 17,000 linear feet of “standard strength” steel, allegedly violating a contract with The City calling for “high strength” steel. The SFMTA said the higher-strength steel was selected to last longer before maintenance is required.

“This is not a safety issue,” SFMTA spokesperson Paul Rose wrote in a statement. But it may lead to another Central Subway delay.

Years ago, planners imagined Muni trains would roll through the Central Subway just after Christmas this year, on Dec. 26, 2018. But construction delays have seen that launch date slip to the end of next year. At an April 3 press event held 120 feet underground at Stockton Street, inside the future Central Subway Chinatown station, SFMTA Director of Transportation Ed Reiskin told reporters, “We’re holding with December 2019” for launch.

However, the allegedly incorrect track could lead to at least a month of delays, according to the agency, though the SFMTA is still negotiating its next steps with Tutor Perini. That lower-strength steel was laid from the opening of the tunnel at Fourth and King streets, near where the Central Subway starts, to just past Market and Stockton streets, according to the SFMTA.

When Supervisor Jane Kim was told of the allegations, she exclaimed “No!”

“I want answers,” she said, “I think it certainly raises a lot of questions about the quality of our contract work.”

Supervisor Aaron Peskin has called for a hearing into Central Subway delays, which Kim supports. The subway runs through neighborhoods that both supervisors represent.

The letter written by SFMTA Program Manager of Project Delivery Eric Stassevitch to Tutor Perini Central Subway Program Manager Pat Jennings alleges that Tutor Perini and subcontractor Con-Quest Contractors “have been installing steel rails that are not in compliance with [contract] specifications.” Those specifications call for “high-strength, control cooled or vacuum treated carbon steel tee rail” meeting specific requirements.

[Click here](#) to read the SFMTA letter to Tutor Perini.

"The SFMTA rejects the non-conforming standard strength rails," Stassevitch wrote. He added, the "Contractor shall without delay remove [the Non-Conforming steel rail Work] from the Site and replace it promptly with Work and Materials that conform to the Contract Documents."

Stassevitch also wrote that Tutor Perini must pay "all claims, costs, losses and damages."

Gerald Cauthen, a retired supervisor engineer who helped build Green and Woods Muni rail yards and worked with Muni when the agency first launched the metro subway in 1980, told the Examiner the mess-up may have to be paid for by Tutor Perini. However, it is likely they may try to file claims against The City to recoup their costs.

"If The City has the proof on this one, I don't see how Tutor can do anything but comply with it," Cauthen said. The City might also use the alleged mistake to negotiate away other claims against the agency, he said.

"They've got 'em by the ... you know," Cauthen said.

Cauthen said the higher-strength rail may add "years" to the life of the track before replacement is needed.

"Trains run over the steel and it causes vacuum pockets," he said. "Those pockets gradually get bigger and you can feel it if you ride that train."

The SFMTA said it is unknown how much this will cost Tutor Perini or The City. Though the letter states Tutor Perini must "promptly" replace the steel, Rose said "we are working with the contractors" to "evaluate whether or not any of the current track can be used going forward."

"These types of issues do come up on large projects like these," Rose said in a statement.

Kim said nearby businesses experienced hardship from nearby construction, and even a month-longer delay could harm them. "They operate on such slight margins," she said.

John Konstin, owner of John's Grill at 63 Ellis St., said Central Subway construction caused foot traffic to his business to slow.

"There's no accountability," Konstin said. "So many people would have been fired if I were part of this job. It just keeps going on and on and on."

*The date of the letter has been changed to reflect it is April 19, not April 18.*

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**From:** VTA Board Secretary  
**Sent:** Friday, May 11, 2018 5:35 PM  
**To:** VTA Board of Directors  
**Subject:** May Standing Committee Agenda Packets

**VTA Board of Directors:**

You may access your VTA CMPP, A&F, and SSTPO agenda packets via the links below.

- **Congestion Management Program and Planning (CMPP) Committee** – Thursday, May 17, 2018 at 10:00 a.m. – [CMPP Agenda Packet](#)
- **Administration and Finance (A&F) Committee** – Thursday, May 17, 2018 at 12:00 p.m. – [A&F Agenda Packet](#)
- **Safety, Security and Transit Planning & Operations (SSTPO) Committee** – Friday, May 18, 2018 at 2:00 p.m. – [SSTPO Agenda Packet](#)

Thank you.

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