

**From:** Board Secretary  
**Sent:** Monday, September 25, 2017 4:28 PM  
**To:** VTA Board of Directors  
**Subject:** From VTA: September 25, 2017 Media Clips



## VTA Daily News Coverage for Monday, September 25, 2017

1. [Here's where the VTA, BART staffs collided head-on over San Jose's subway \(Silicon Valley Business Journal\)](#)
2. [Roadshow: Lawsuit means delays on Measure B projects \(Mercury News\)](#)
3. [Palo Alto subsidized public transit \(KCBS Radio\)](#)

### [Here's where the VTA, BART staffs collided head-on over San Jose's subway \(Silicon Valley Business Journal\)](#)

The staffs of the two transportation agencies involved in San Jose's planned downtown subway came together in public for the first time Friday over the issue of what kind of tunnel should be built.

It was a head-on collision at the VTA board's [BART](#) extension workshop.

The question now is whether the Valley Transportation Authority and [BART](#) can resolve their differences over the single-bore/twin-bore issue within what already was a tight timeline for federal approval and not delay the project.

"I was disappointed," said VTA board chair [Jeannie Bruins](#) of Los Altos. "Having worked in high tech, I have to say that when you have major projects, it's hard to move past talking at each other and moving to talking with each other. I'm hoping that having had the forum today, we're all motivated to start working with one another a little more closely."

Members of both transit agencies staffs traveled jointly to Barcelona, Spain, in July to see the world's only operational single-bore subway line. VTA is in charge of building the San Jose line, a continuation of the line nearing completion to Berryessa, but [BART](#) will operate the trains.

The VTA and [BART](#) boards were already scheduled to meet Thursday to further discuss the construction plans, but the VTA board meeting set to make its decision on the tunneling method will now be used for another workshop on updated information from both staffs with the decision coming at a later date to be determined. BART's board must also meet to make a

recommendation. The results go to the Federal Transit Administration for a record of decision that local officials hoped would come by March.

San Jose Mayor [Sam Liccardo](#), vice chairman of the VTA board, did not attend Friday's workshop but said in an interview with the Silicon Valley Business Journal that he believes the single-bore tunnel, which is also favored by the city's staff, is the best design. The single-bore approach would create minimal disruption of Santa Clara Street during the five-year construction period and also offers better cost and safety benefits, Liccardo said.

But [BART's](#) staff at the VTA meeting disagreed with Liccardo on all the cost and safety aspects of the single-bore, which would be a first for a North American subway project. All of BART's subway segments are in twin tubes.

Friday's meeting was the first time that VTA's staff revealed its analysis for why it favors a single-bore tunnel beyond the acknowledged fact that it would cause less construction disruption.

Of the 11 tunnel, station and cost/schedule factors it studied, the staff concluded that single-bore construction was better on seven points and the other four were a wash. On the issues of safety and security in tunnels and stations, VTA's staff said the single-bore option was better because there are more safety cross passages between the inbound and outbound trains than in twin bore and the first point of safety in stations is easier to reach by passengers in case of an emergency. It also said construction — with its attendant costs — would be 10 months faster with the single bore.

[BART's](#) staff disagreed.

It is not clear whether VTA or [BART](#) will have the final say on how the subway is to be constructed based on the 16-year-old cooperative agreement the two agencies have been working under. Liccardo said he believes it should be VTA "because we're constructing the system."

But about \$1.5 billion in project funding is expected to come from the federal government, and local unity about exactly what a project entails has historically played an important role in gaining federal approval.

"The good news is we're very clear about who constructs this," Liccardo said. "It's not [BART](#). That's in the contract. FTA understands that as well. There's no disarray in how this gets built. The (Trump) administration doesn't have me on its Christmas card list, so I have no idea what the Department of Transportation is thinking. But what I'm hearing from the outside is they are very interested in this (single-bore) technology because they see something that looks faster, safer, cheaper that's being done somewhere else and they don't want to spend a lot of federal money on projects that cost more."

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## [Roadshow: Lawsuit means delays on Measure B projects](#) (Mercury News)

**Q:** I'd love to know why Highway 101 south onto Highway 87 is only a single-lane exit. Seems there is plenty of room for a two-lane exit and my guess is it would do wonders for the daily traffic snarl on 101 each afternoon. ... All they need to do is add a little paint to fix this.

**A:** Folks, I had hoped to be telling you that this much-needed second exit lane would soon be under construction after voters approved the 30-year half-cent Measure B tax by nearly a 72 percent margin last year for road and transit improvements in Santa Clara County. But everything is on hold until a lawsuit is settled challenging the tax.

That means pothole repairs, the federal push for funds to bring BART to downtown San Jose, Caltrain overpasses, more bus service, extending light rail to Eastridge and possibly up the median of Highway 85. upgrading Lawrence Expressway and redesigning Foothill-280, 85-237, 25-101, and 101-Zanker are now on hold. For how long? The VTA is seeking an expedited ruling, but "time spent on this legal battle could extend into years," said VTA board chair Jeannie Bruins.

This is depressing. We need something lighter today.

**Q:** I have an awesome idea. Why don't you have a contest for the first person to spot a new license plate that begins with an "8"? The winner could be treated to dinner of Mrs. Roadshow's famous shrimp rigatoni dish.

**Cherie Rasmussen**

*Sunnyvale*

**A:** Ah, Mrs. 'Show is kind of busy these days with her consulting work, her biscotti and caring for me, but let's track what numbers people are spotting.

**Q:** As one of those afflicted by "License Plate Trivia" I was absolutely thrilled to see one beginning with 8AB on Sept. 14.

**Bob Bergey**

*Santa Clara*

**A:** Boy, do I know.

**Like Mr. Roadshow's [Facebook page](#) for more questions and answers about Bay Area roads, freeways and commuting.**

**Q:** I just got plates for my new car in the mail — beginning with 8AC! ...I bought a new car in early August and got my new plates within three weeks — 8AAD. ... My new plates start with 8AB. ... I was on Interstate 5 in Commerce when I saw my first license plate that begins with '8' — at 8ADB. ... In Menlo Park. I spotted an 8AC plate.

**Maura Rees, Carla Klein, David Ventua,  
Penelope Bowen, Kevin Rooney and dozens of others**

**A:** But the leader in the clubhouse may be ...

**Q:** I saw an 8AAA license plate in south Palo Alto on a white Prius.

**Bob Cook**

*Palo Alto*

**A:** A Prius, of course.

[Palo Alto subsidized public transit \(KCBS Radio\)](#)

**(Link to audio)**

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Conserve paper. Think before you print.

**From:** Board Secretary  
**Sent:** Tuesday, September 26, 2017 1:33 PM  
**To:** VTA Board of Directors  
**Subject:** From VTA: September 26, 2017 Media Clips



### ***VTA Daily News Coverage for Tuesday, September 26, 2017***

1. [How to stop a speeding train: Funding is the most likely red light for rail system \(Silicon Valley Business Journal\)](#)
2. [Caltrain looks to fare hike, new sales taxes for financial fix \(San Francisco Business Times\)](#)
3. [Underpass safely connects east, west sides of Santa Clara at the Caltrain Station \(Silicon Valley Business Journal\)](#)
4. [Roadshow: Park Avenue bike lanes cause headaches \(Mercury News\)](#)
5. [Judge rewrites summary of proposed gas tax repeal initiative, saying it was 'fundamentally flawed' \(Los Angeles Times\)](#)
6. [Just another day on BART: Beer, urine and broken ticket machines \(San Francisco Chronicle\)](#)

#### **How to stop a speeding train: Funding is the most likely red light for rail system (Silicon Valley Business Journal)**

[Barack Obama](#) was elected president in the midst of a giant recession partly because his recovery vision included public investment in infrastructure projects like high-speed rail, which California voters chose to support in the same election.

Nearly a decade later, Obama is only 10 months from leaving office and the economy has been on a tear — at least in Silicon Valley — for several years.

But California's HSR system consists largely of some budding concrete structures in Fresno, PDF downloads from the system's website and \$9 billion in bond authority that's just been unblocked by a court. It will be nine more years — 18 years after Proposition 1A's passage — at the earliest, before anyone climbs aboard a 220 mph train in California.

What stands between us and the train we (once) wanted to ride?

Money, politics and a thousand-and-one legal vulnerabilities that certainly will take up many judges' waking hours if high-speed rail follows the normal path of infrastructure projects like freeways or major bridges.

Which is why [Dan Richard](#), a former infrastructure financier and [BART](#) board member from Piedmont who now chairs the California High-Speed Rail Authority, says, "I don't lie awake at night worrying about the lawsuits, and I don't even lie awake at night worrying about the funding."

But there are plenty of people who are not fans of the high-speed train and envision themselves as Richard's worst nightmare.

"They can fantasize all they want, but we'll see them in court," Oakland attorney [Stuart Flashman](#) told the San Jose Mercury News last week after one of his suits to block construction failed.

Richard does concede that "realizing" the funding from Prop 1A bonds, California's cap-and-trade system, perhaps more federal money and ultimately private investment is the single largest hurdle the rail authority must overcome.

Because each funding source has its own vulnerabilities, this realization depends on complex spending sequences for the authority to maintain fragile construction momentum with what's available while fighting off legal and political challenges to what else is needed.

The authority's overall strategy is to get a portion of the system up and running with public money as soon as possible, at which point its viability is supposed to be self-evident and private investors and an operating company will climb aboard.

That's the exact reason San Jose is now in line to be part of the line's first leg. The original plan called on the first line to connect Bakersfield to Los Angeles, but overcoming the Tehachapi Mountains proved to be expensive and slow-going. Building from San Jose to Bakersfield should go faster and be less expensive, which should put paying customers in seats sooner, proving the business model for private investors to step in and take over.

[Cindy Chavez](#), who represents downtown San Jose on the Santa Clara County Board of Supervisors and chairs the board of the [Santa Clara Valley Transportation Authority](#), is supportive of that approach.

"I think we have to build the program while we're pushing on the investment," she said. "We have to assume that this is the right direction and make it so instead of sort of standing around and waiting for all of the pieces to fall into place. Because if we do that, we won't move forward."

Private sector involvement — the system must be operationally self-sustaining — marks a departure from the full subsidization that is a hallmark of California's historic large infrastructure undertakings, like freeways and water projects.

Building the initial operating segment from San Jose to the town of Shafter near Bakersfield, which is proposed in last month's draft business plan, ultimately must be approved by the Legislature and will cost \$20.8 billion.

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## [Caltrain looks to fare hike, new sales taxes for financial fix](#) (San Francisco Business Times)

Transit officials are looking to Bay Area voters for help to get [Caltrain](#) back on track as it deals with a small drop in ridership and increasing competition from private transit companies.

Next year, voters will decide whether to approve new sales taxes and bridge tolls to generate millions of dollars for [Caltrain](#) and other transportation projects meant to reduce congestion and improve transit systems.

Starting Oct. 1, [Caltrain](#) is also hiking rates for its monthly parking pass from \$55 to \$82.50, as well as raising fare by 25 cents per zone.

Last week, Gov. [Jerry Brown](#) signed AB-1613, allowing [San Mateo](#) County Transit District to ask for a half-cent sales tax in the 2018 ballot. It needs two-thirds approval from voters and approval from the [San Mateo](#) County Board of Supervisors.

If approved, the measure could generate some \$80 million per year to go toward transportation projects across the county. The county said some of the priorities include completing [Caltrain](#) electrification, adding managed lanes and express bus service on Highway 101 and providing more transit connections to Caltrain and Bay Area Rapid Transit.

Officials say this will provide much needed funding in a region plagued by traffic congestion. In June, [Caltrain](#) approved a \$148.2 million operating budget, which includes using \$18 million in reserves to cover expenses, for fiscal year 2018. It said fare increases will help reduce the amount of reserves needed.

"The two most pressing problems in our county are housing and transportation. We now have virtual gridlock and severe congestion on the 101 corridor in both directions," said [San Mateo](#) County Supervisor [Dave Pine](#).

Recent polling showed a two-thirds voter approval for the half-cent measure is "achievable," according to Pine. But he said he is concerned that several other measures asking for tax increases next year will discourage voters from agreeing to more taxes.

The 101 corridor is a particular priority, he added. In 2016, Highway 101 northbound and Interstate 80 eastbound were the most congested segments in the region, according to the Metropolitan Transportation Commission.

The county's existing half-cent sales tax, or Measure A, will expire in 2023, and the new tax would backfill some of that funding. Measure A provided \$750 million to fund many of [Caltrain's](#) large projects, including the Baby Bullet and 11 grade separations to raise the tracks and lower the road, according to Tasha Bartholomew, spokesperson for Caltrain. The district said it will have received \$1.6 billion by the end of Measure A.

For [Caltrain](#), which faces at-capacity ridership, the half-cent sales tax is one of several ways it hopes to get funding for a number of improvement projects. Another sales tax sponsored by Sen. Jerry Hill to add a one-eighth-cent sales tax in San Francisco, [San Mateo](#) and Santa Clara counties.

If voters approve it, the measure is expected to raise \$100 million per year to go toward [Caltrain](#) operations and other capital needs throughout the region. It still needs to be signed by the governor, then approved by county and transit authorities in all three counties before getting on the ballot.

"The fact is we need both of those (taxes) to make a real dent in the unprecedented congestion in the [San Mateo](#) corridor and the county," said Seamus Murphy, spokesperson for [San Mateo](#) County Transit District.

Transit agencies are asking voters to help them set priorities, he said, whether it's [completing the Caltrain extension](#) in San Francisco to the Transbay Terminal or improving the Diridon Station in San Jose and expanding rider capacity. The San Francisco extension alone costs an estimated \$4 billion, depending on [which alignment](#) officials choose.

"We need (residents) to help us prioritize," Murphy said. "Then we'll need to figure out a different way to fund all these projects. If it doesn't happen, the need does not go away."

The agency is also advocating for another state bill to increase bridge tolls to support operations and capital needs. That bill, dubbed Regional Measure 3, is awaiting a signature from Gov. [Jerry Brown](#). It would then head to voters in Alameda, Contra Costa, Marin, San Francisco, [San Mateo](#), Santa Clara and Solano Counties.

Regional Measure 3 would increase bridge tolls by up to \$3 to address many of the Bay Area's transportation needs, including adding ferry service and improving [BART](#) and Muni services. The plan includes \$325 million for the [Caltrain](#) downtown extension project in San Francisco.

"Few, if any, of the enumerated projects, will be 100 percent RM3-funded. But transportation projects typically require multiple funding sources, so the RM3 funds make a meaningful difference," Pine said.

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## [Underpass safely connects east, west sides of Santa Clara at the Caltrain Station](#) (Silicon Valley Business Journal)

The days of soccer fans hopping the tracks at the Santa Clara Caltrain Station to get to Earthquakes games are over. The station's new underpass, which wrapped up in June, was designed to safely bridge the east and west sides of the city after officials said they saw a significant increase in illegal bike and pedestrian crossings.

Project officials hope the underpass will help to reduce traffic congestion, cut down on emissions and increase access to businesses on the east side of the tracks by encouraging people to bike and walk. They also hope the tunnel will increase transit ridership to soccer games. Avaya Stadium, where the Earthquakes play, is on the east side of the tracks and couldn't be reached easily by train before the tunnel was built.

- [WATCH: Here's a video of construction of the new underpass on Thanksgiving Day 2016](#)

The underpass connects Brokaw Road to the east and Railroad Avenue to the west. There's a 250-foot-long open-air ramp that leads from Brokaw to the tunnel.

"People are much more likely to use Caltrain and the other rail systems if they have a safe and easy way to get to the platform," [Ken Yeager](#), a Santa Clara County supervisor, said when the project broke ground.

### **Santa Clara Caltrain Station Underpass**

#### **Public/Civic Project**

**Location:** 386 Brokaw Road, Santa Clara

**Cost:** \$12.7 million

**Status:** Completed June 2017

**Features:** The underpass features an 80-foot-long pedestrian and bicycle tunnel with a 250-foot-long open-air ramp.

**Challenge:** To minimize disruption to the freight and passenger lines running daily on the existing tracks, construction crews had to install the entire underground structure of the tunnel over the Thanksgiving weekend in 2016. Crews were given a 96-hour window to install prefabricated concrete boxes, backfill the area and reinstall the tracks. If they missed that window, they would have had to wait another year. [Union Pacific](#) doesn't allow any other shutdowns long enough to complete the work.

**Tidbit:** The final station for the future [BART](#) expansion to Silicon Valley will be located on the east side of the Santa Clara Caltrain Station. The new underpass will directly connect BART to other rail and bus services. Officials hope the station will become a multimodal transit center.

**Background:** The Santa Clara Caltrain Station is currently served by Caltrain, Altamont Corridor Express trains and Amtrak California's Capitol Corridor trains.

**Nearby attractions:** Avaya Stadium is just east of the station along with Mineta San Jose International Airport. On the west side is the campus of Santa Clara University.

### **Key Players**

**Owner:** [Santa Clara Valley Transportation Authority](#)

**Engineer:** Biggs Cardosa Associates

**Subcontractor:** HMM Engineers

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### [Roadshow: Park Avenue bike lanes cause headaches](#) (Mercury News)

**Q:** The work on Park Avenue between Race Street and Montgomery/Bird Avenue in San Jose has been going on for months. The covers have started to come off the signage that was added between Race and Sunol and lo and behold there are no parking signs.

Where does the city expect people to park? This section is almost entirely surrounded by permit parking.

**Susan Gurka**

*San Jose*

**A:** Around 33 parking spaces are being removed. There will be parking on side streets and time limits will be in place.

Park Avenue woes dominate our discussion today.

**Q:** When is construction scheduled to be done on Park Avenue in San Jose? We are Rose Garden residents and work has been going on for months and months as they dig up the street and come back and dig it up again.

**Stefen Grace**

*San Jose*

**A:** Maybe by Halloween. The purpose of the Park Avenue project is to provide a pedestrian and bicycle corridor between Hedding and Montgomery streets, connecting residents and businesses in the downtown area.

This plan began four years ago. Due to the narrow road, the city worked with the community to remove parking and convert spaces that are most efficient for neighboring

residents/businesses. Paving has been delayed due to utility work by San Jose Water Company and Sanitary Sewer.

***Like Mr. Roadshow's [Facebook page](#) for more questions and answers about Bay Area roads, freeways and commuting.***

**Q:** After all the wind in San Jose recently, my neighborhood off Park Avenue has generated many giant leaf piles. This has exacerbated a problem with the bike lane between Meridian and Naglee. Much of the week, the bike lane is blocked with yard waste piles.

There are a ton of bicycle commuters that use this route, and they have to veer semi-unexpectedly into traffic each time the bike lane is blocked. ... On a recent Tuesday, four huge piles of yard waste appeared in the bike lane on Park near Sandringham Way, completely blocking the bike lane six days before the yard waste pickup on Mondays.

**Holly Atkinson, Peter Ross and others**

**A:** Here are the rules: Yard waste should be put out no more than 24 hours before pickup, and yard trimmings and piles should be kept out of bike lanes and red-curbed areas.

**Q:** We have newly painted lines on Crown Boulevard in San Jose. What do the lines mean? Cars can park on the right, and drive in the lane next to the center yellow line?

**Robin Williams**

*San Jose*

**A:** Striping is not yet complete. When done, pavement markings will indicate parking at the curb, then a bike lane, then a painted buffer.

**[Judge rewrites summary of proposed gas tax repeal initiative, saying it was 'fundamentally flawed'](#) (Los Angeles Times)**

A judge on Monday rewrote the title and summary for a proposed initiative that would repeal recent gas tax increases in California. He rejected a title and summary written by the state attorney general's office as "fundamentally flawed."

Sacramento Superior Court Judge Timothy M. Frawley criticized the attorney general's office for not mentioning in the title that the ballot measure would repeal newly approved taxes or fees.

"This is not a situation where reasonable minds may differ," Frawley wrote in his ruling. "The Attorney General's title and summary ... must be changed to avoid misleading the voters and creating prejudice against the measure."

The initiative proposed by Assemblyman Travis Allen (R-Huntington Beach) would repeal a bill approved in April by the Legislature and governor that would raise the gas tax by 12 cents per

gallon and increase vehicle fees in order to generate \$5.2 billion for road repairs and to improve mass transit.

The title and summary will be placed on petitions to be circulated by those trying to qualify the measure for the November 2018 ballot. The title and summary are also placed on the ballot if enough signatures are collected.

The original title written by Atty. Gen. Xavier Becerra's office was: "Eliminates recently enacted road repair and transportation funding by repealing revenues dedicated for those purposes."

Allen's attorneys argued the voter could read that to mean that the Legislature identified existing funds for transportation and the initiative would take those funds away.

The judge's title says: "Repeals recently enacted gas and diesel taxes and vehicle registration fees. Eliminates road repair and transportation programs funded by these taxes and fees."

The judge also made it clear in the summary that an Independent Office of Audits and Investigations that would be eliminated by the initiative is "newly established."

Representatives of the attorney general's office were not immediately available to comment on whether the ruling would be appealed.

### [Just another day on BART: Beer, urine and broken ticket machines](#) (San Francisco Chronicle)

Here's a tale of one casual BART rider that may help explain why the transit system has seen weekend ridership plummet 10 percent in the past two years.

**Jeffrey B.**, 53, of Pleasant Hill said his BART experience started out just fine at Orinda, where the station agent helped him with his ticket and alerted him that his train had just arrived and that he should "hustle up to the platform."

But it was all downhill from there, said Jeffrey, who asked us not to use his last name because it could jeopardize his wife's consulting work — which happens to be with BART.

His seat on the back of the nearly packed train reeked so badly of urine he had to give it up. A few stops later, a small group boarded and asked riders to clear an area of the car so they could show off some dance moves.

"They generally behaved as if they owned the BART car and made everyone uncomfortable," Jeffrey said. "They hustled \$10 to \$20 from that one car as we went under the bay."

After his shopping trip to Union Square, Jeffrey returned to the Powell Street station, where five of the eight ticket machines were out of order — and one that was working wasn't accepting cash.

Jeffrey then heard a man near the broken machines chanting: "\$10 BART ticket for \$5."

Looking closer, Jeffrey saw the barker had a “two-inch stack of mint BART tickets” inside his coat that he was pulling out one at a time and selling openly.

During his mid-afternoon ride home, there were many people eating and drinking on the trains, “including one gentleman quaffing a beer as he rode along.”

BART spokesman **Jim Allison** expressed regret over Jeffrey’s experience, and said the agency was doing its best to keep trains clean and disinfected, its ticket machines working and riders obeying its no eating and drinking rules. But he also urged the public to help by reporting bad or illegal behavior.

“BART is not immune to the intractable economic and social challenges of the Bay Area,” Allison said. “Simply put, the big city sometimes intrudes on BART riders.”

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Conserve paper. Think before you print.

**From:** Board Secretary  
**Sent:** Wednesday, September 27, 2017 2:30 PM  
**To:** VTA Board of Directors  
**Subject:** Message from Roland Lebrun, Interested Citizen regarding the Sept. 28th Joint BART/VTA Special Meeting Agenda Item 6.A

**VTA Board of Directors:**

Please see below an email from Roland Lebrun, Interested Citizen, regarding the September 28, 2017, joint BART/VTA Special Meeting **Agenda Item #6.A**. BART Extension to Silicon Valley: Phase II to Santa Clara.

Thank you.

VTA Office of the Board Secretary  
Santa Clara Valley Transportation Authority  
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San Jose, CA 95134  
[board.secretary@vta.org](mailto:board.secretary@vta.org) (e-mail)  
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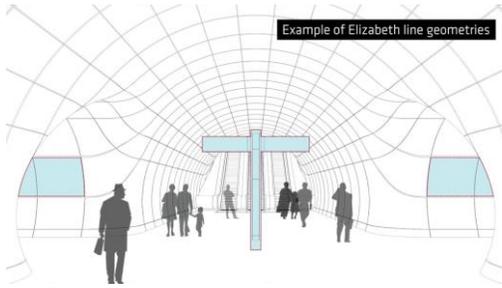


**From:** Roland Lebrun  
**Sent:** Wednesday, September 27, 2017 1:35 AM  
**To:** [BoardofDirectors@bart.gov](mailto:BoardofDirectors@bart.gov); Board Secretary  
**Subject:** Sept 28 Joint BART/VTA Board meeting item 6.A

Dear Chairs Saltzman and Bruins,

Further to my attached letter of April 23rd which echoed BART staff's concerns with safety and the timely evacuation of BART passengers and personnel in a single bore two-track tunnel configuration, please consider a twin-bore Downtown San Jose station design similar to London's Bond Street Crossrail station.

<https://youtu.be/7NsEJpY879I>



## Platform for Design: Bond Street station

[youtu.be](https://youtu.be/)

The Elizabeth line Bond Street station will help improve accessibility and increase capacity at one of the busiest shopping districts in the UK to accommodat...

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Thank You.

Roland Lebrun.

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Roland Lebrun

April 23 2017

Dear Mayor Liccardo and Members of the BART Silicon Valley Ad hoc committee,

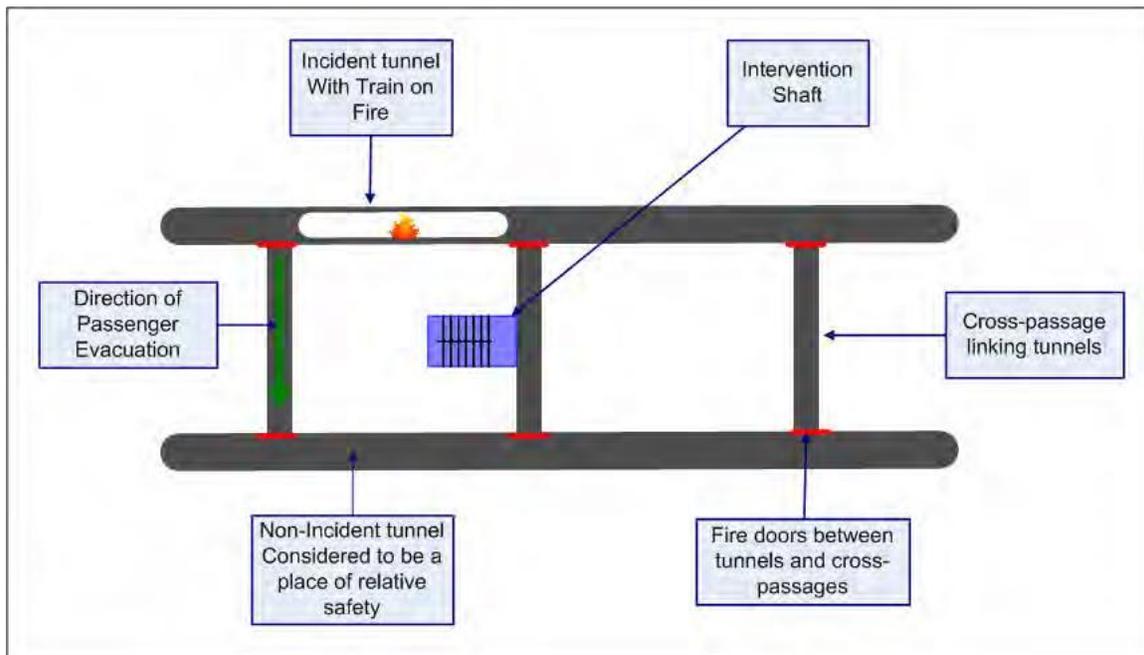
The intent of this letter is to substantiate and elaborate on the concerns I raised about safety issues related to the single-bore tunnel design proposed by the VTA consultants, specifically a couple of apparent fatal flaws in the downtown crossover design as well as potential difficulties evacuating underground stations in a timely manner.

The following text in *italic* is an extract of

<http://webarchive.nationalarchives.gov.uk/20110131042819/http://www.dft.gov.uk/pgr/rail/pi/highspeedrail/hs2ltd/routeengineering/pdf/appendixatok.pdf> (page A11 Tunnel Configuration).

### ***Twin Bore Tunnels***

***In the twin bore configuration, the benefit is that cross-passages linking the tunnel can be used by passengers to evacuate from incident to the non-incident tunnel (bore). The cross-passages can be designed as protected routes which are fire separated from each or the bores by fire resisting doors at each side of the cross-passage. The cross-passages may also be pressurized to prevent smoke entering the cross-passages area as passengers are escaping. Once within the non-incident bore, passengers are considered to be in a place of relative safety from where they can be rescued or continue self-evacuation to reach a vertical evacuation/intervention shaft or the tunnel portal.***

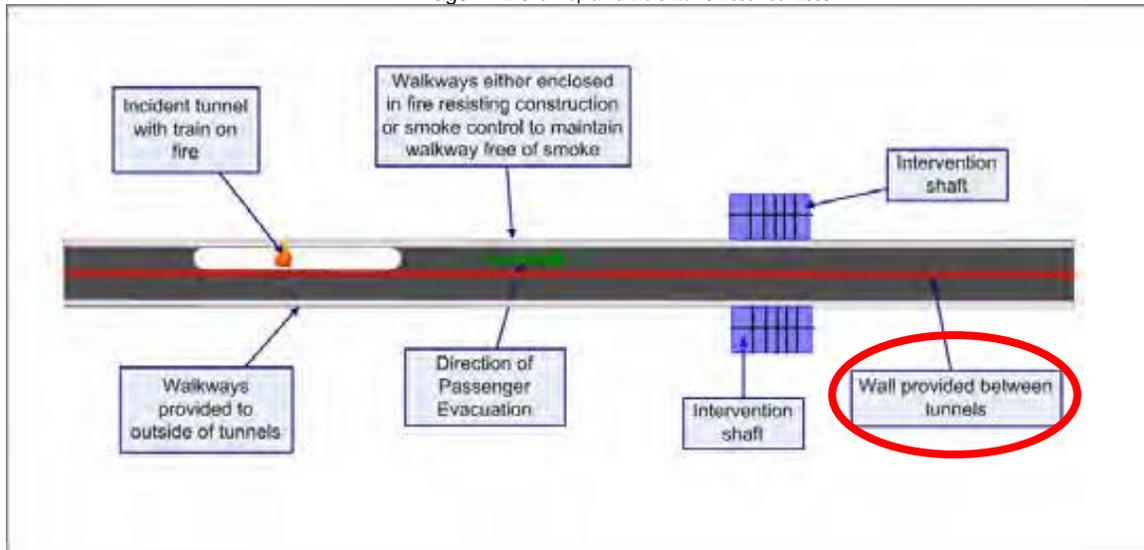


***Twin Bore Configuration - Plan View***

## Single Bore Tunnels

*In a single bore configuration, typically the bore will be subdivided by a central wall and a single door will separate the incident and non-incident tracks. To adopt a strategy where passengers evacuate from the incident side to the non-incident side of the tunnel (as outlined for the twin bore configuration above) it will be necessary to prevent the movement of the products combustion, smoke and heat, between the two tracks whilst passengers are evacuating.*

Page A12 Ove Arup & Partners Ltd 15 December 2009

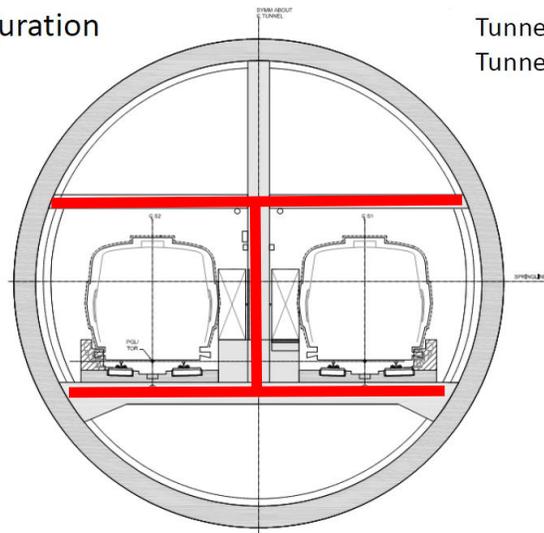


This criteria is met by the most of the designs presented to the Committee on 3/13/17.



## Tunnel Typical Sections

✓ Side-By-Side Configuration



Tunnel Inner Diameter: 41 ft.  
Tunnel Outer Diameter: 45 ft.

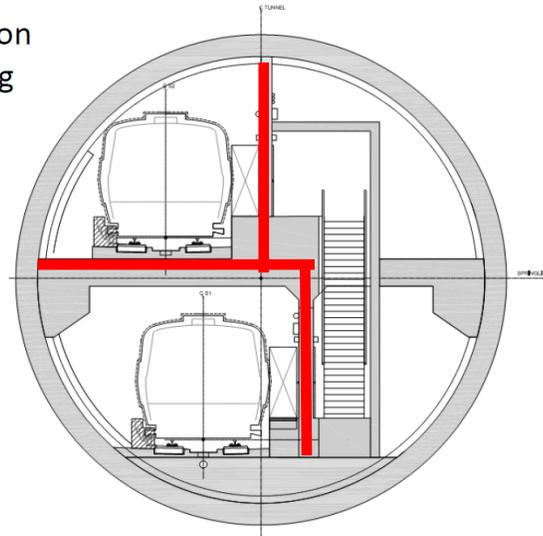




## Tunnel Typical Sections



Stacked Configuration  
approaching/ exiting  
Stations



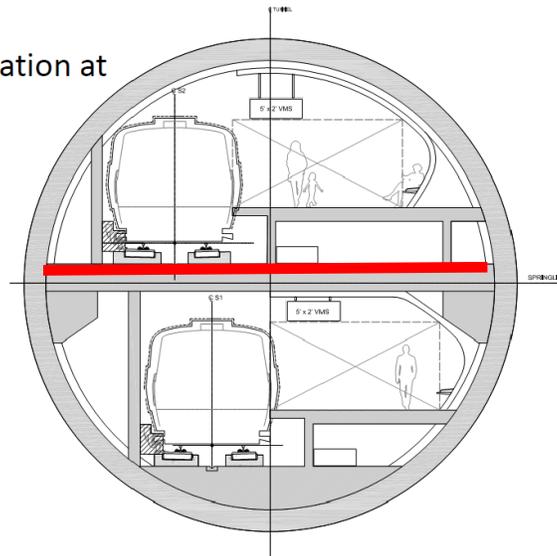
*Solutions that move you* 5



## Tunnel Typical Sections



Stacked Configuration at  
Stations



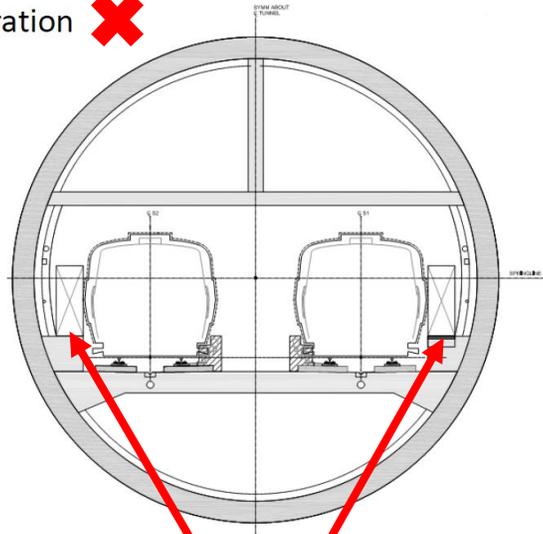
*Solutions that move you* 6

Please note that Platform Screen Doors (PSDs) are designed to stop smoke from entering the station platforms but are missing from the above diagram.



# Tunnel Typical Sections

✘ Crossover configuration ✘



Solutions that move you 7

**Non-existent doors/exits**



**The next fatal flaw is with the fire doors on opposite ends of the crossovers which are designed to prevent smoke/fire from entering the non-incident tunnel. These doors cannot possibly be closed if there is a disabled train in the passage at the time the ventilation system detects smoke in a tunnel, making it impossible to increase the pressure in the non-incident tunnel to turn it into a place of relative safety and/or an escape route.**



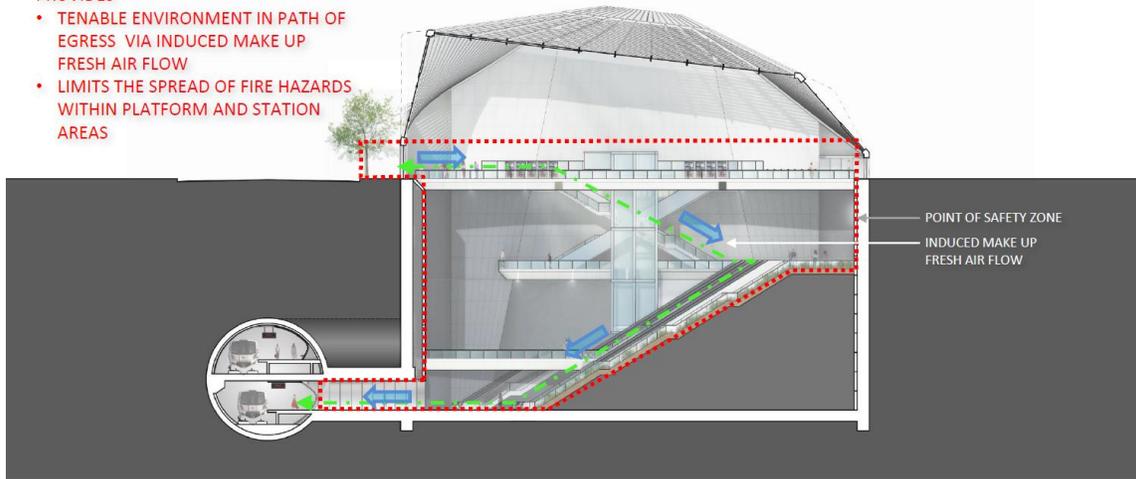


# Station design issues

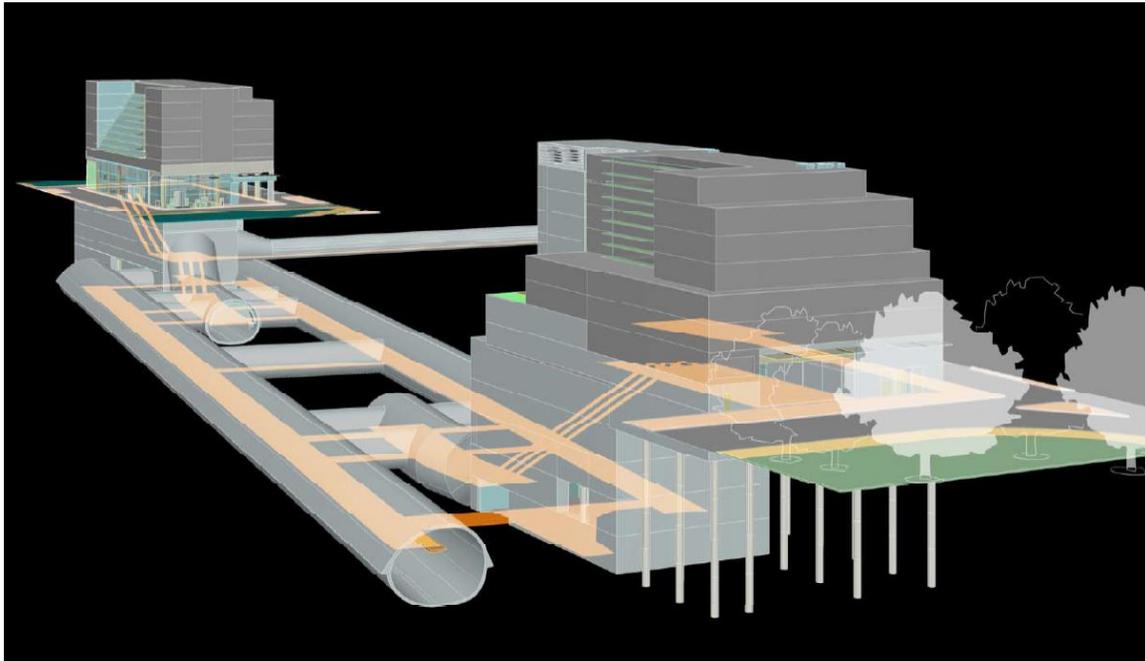
## Point of Safety

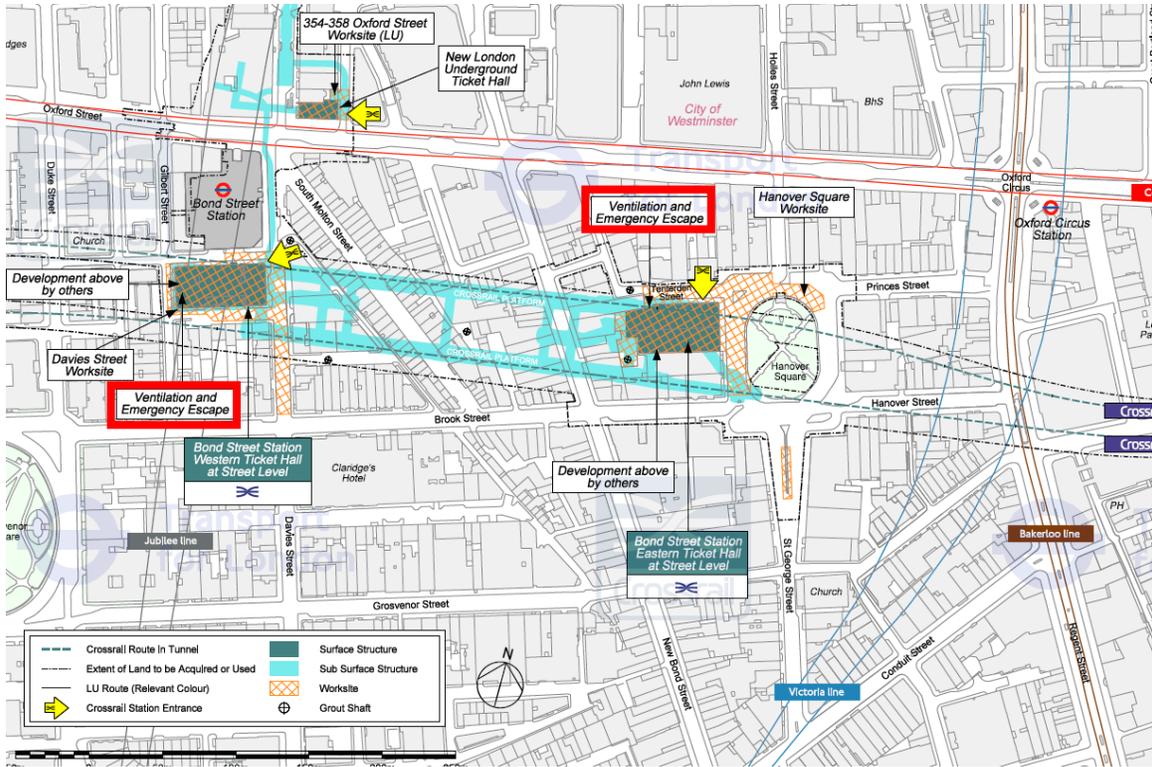
FORCED EXHAUST AIR VENTILATION PROVIDES

- TENABLE ENVIRONMENT IN PATH OF EGRESS VIA INDUCED MAKE UP FRESH AIR FLOW
- LIMITS THE SPREAD OF FIRE HAZARDS WITHIN PLATFORM AND STATION AREAS

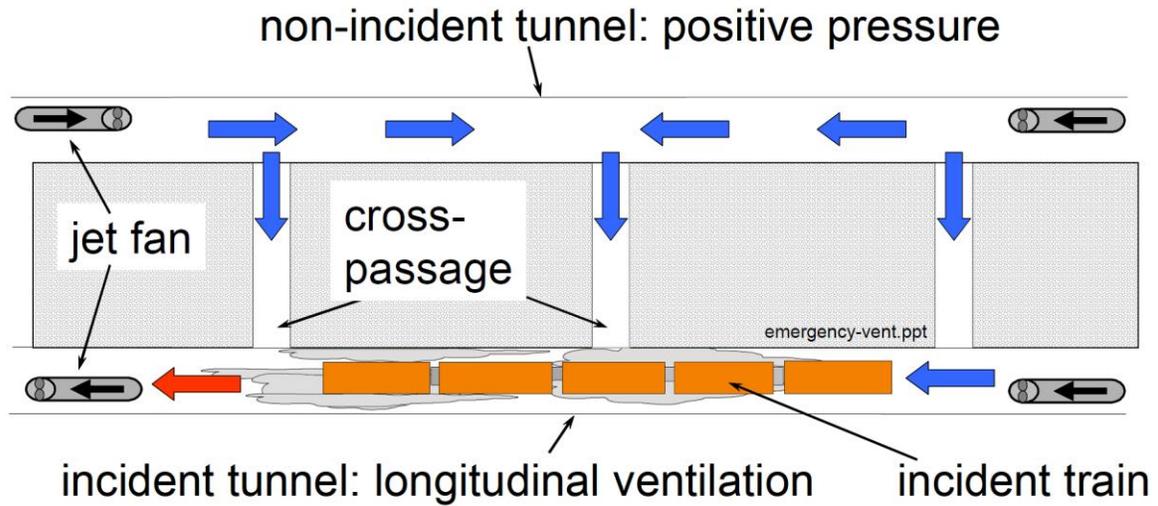


Once again, Crossrail station design is superior in an emergency because the incident platform (the platform connected to the incident tunnel) is connected via multiple cross-passages to the non-incident platform and/or the central circulation tunnel. Each platform and the central circulation tunnel are in turn connected to the station ticket halls located at the opposite ends of the platforms.





**This design eliminates the need for passengers to walk up to 300 feet along a smoke-filled platform to reach an emergency exit**



In closing, I hope that you will be able to verify the existence (or lack thereof) of the Barcelona L9 single bore crossover cross-passages and emergency exits during your visit to Barcelona and will do likewise during your Crossrail visit in London.

Sincerely,

Roland Lebrun

**From:** Board Secretary  
**Sent:** Wednesday, September 27, 2017 4:39 PM  
**To:** VTA Board of Directors  
**Subject:** From VTA: September 27, 2017 Media Clips



### ***VTA Daily News Coverage for Wednesday, September 27, 2017***

1. [It's been four months. What's happening with Google's Diridon plan? \(SV Business Journal\)](#)
2. [Pricey Mistakes, Public Demands and Transparency Issues Color San Jose's Google Negotiations \(San Jose Metro\)](#)
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#### **It's been four months. What's happening with Google's Diridon plan? (SV Business Journal)**

In June, [Google](#) made public its plan to build an 8 million-square-foot downtown San Jose campus — a development that could have as many as 20,000 Googlers walking through what city leaders describe as a bustling mixed-use, transit-oriented village with office space, retail and housing centered around Diridon station.

The news unleashed an immediate flurry of excitement and speculation about a San Jose renaissance, rising real estate prices and renewed interest in the city as a tech hub.

Four months later, everyone's still waiting for the bulldozers to show up.

So where's Mayor [Sam Liccardo](#)'s [Grand Central Station](#) of the West?

Stuck in negotiations.

“For me, (a done deal) would've been yesterday,” Liccardo said recently in a sit-down conversation with the Silicon Valley Business Journal.

The city and company [entered into an exclusive negotiating agreement in late June](#) to sell the publicly-owned land around the station to [Google](#), which is working with Texas-based developer Trammell Crow Co on the planned San Jose campus.

Negotiating over price "is everything now," Liccardo said.

The mayor has been adamant that whatever price the city and [Google](#) agree upon will be a "fair market price," which appraisers are diligently working to determine.

Still, it's not that easy. Among the issues that have to be hashed out at the negotiating table:

### **What's a fair price?**

The fair market price of a piece of downtown land is one thing. The value of that same land, now with the knowledge that [Google](#) wants it, is a different matter. (Almost immediately after the Google news broke, real estate agents said [speculation was driving up downtown home prices](#)).

Liccardo said the issue of determining fair market prices in light of [Google's](#) interest "is a subject of hot discussion" and admitted "we all recognize there's sort of an artificial stimulus here."

But, he cautioned, you can't assume the price can only go higher, either.

"The converse is also true," he said, "which is [Google](#) decides suddenly, 'Hey, we've just [bought a billion dollars worth of land at Sunnyvale](#) and we're going to focus on that. We'll let this land sit for a decade or more.' The price drops again."

### **A lot of parties at the negotiating table**

There are multiple parcels in downtown San Jose on the table, some owned by the city, some owned by an ambiguous agency called the Successor Agency to the San Jose Redevelopment Agency and yet others by private owners.

Some of the parcels need environmental clean-up and some are tied up in contracts that guarantee sufficient parking for the Sharks and SAP Center events, which also affects prices.

The city owns the fire department training site along the Caltrain tracks at Bird Avenue and land around the SAP Center.

"Let me just say this: I think the city and [Google](#) can pretty easily reach an agreement," Liccardo said.

But the parcels assembled in hopes of the Oakland A's building a ballpark adjacent to Diridon Station belong to SARA, the acronym for the successor agency formed when California's redevelopment agencies were abolished in 2012. San Jose's successor agency was established

by the city to dispose of agency-held properties, pay off its debts and distribute revenues to all the government entities that received property taxes from its holdings.

SARA's board includes two members representing the Santa Clara County Board of Supervisors, one each representing the county superintendent of education, the chancellor of the state community college system, the Santa Clara Valley Water District and the former redevelopment agency itself as well as the mayor.

"If this was just the city and [Google](#), I think we'd be moving on at this point," Liccardo said, "but there are a lot of cats to herd."

Liccardo said the government entities represented by seven members total more than a dozen, each with an interest in what the land sells for and the uses to which it is put.

"I'd like to believe in the next few weeks we're all going to agree on the appropriate price structure," Liccardo said. "I suspect that we're going to need some more prices on particular parcels where there is a difference of view about how much a factor affects that parcel."

### **How soon will Diridon transform?**

How soon [Google](#) plans to build something in San Jose is not entirely clear.

City leaders have painted a picture of a thriving, urban campus interspersed with public parks and retail, all within walking distance of a bustling transit hub that has Caltrain, [BART](#) and California high-speed rail bringing 140,000 passengers to and from downtown San Jose daily.

"This is not going to get built like the tech campuses of the past. This is not going to be a gated community. It's not going to be some spaceship surrounded by a sea of parking," Liccardo said. "This is a transit village with integrated retail office, residential, entertainment uses — all open to the community ... [Google](#), by the way, without any prodding, believes that this is how it should work. They understand they're in a transit center."

But [Google](#) also has ambitions elsewhere, including around its Mountain View headquarters. The company in the last few months [has snapped up dozens of Sunnyvale properties](#) in deals now valued at well over \$1 billion.

It hasn't revealed what it plans to do at those sites and it also has [several large campus developments in the works](#) in and around Mountain View, including Charleston East, a canopied campus near its [Googleplex](#) headquarters that it broke ground on earlier this year.

### **How many demands can the community make?**

Some community members have said they want [Google](#) to build affordable housing in San Jose and labor groups have said they hope the City Council will encourage, or even mandate, that the company use local construction workers.

Liccardo cautioned against asking too much. The city is unlikely to put forth extra requirements for the company, beyond the standard mandates that say, for example, housing developers have to make at least 15 percent of new units affordable.

"It's important for us to keep in mind that we're not the only city where [Google](#) could go, and these problems all existed before Google ever got here, whether the problem is the digital divide, whether it's a lack of affordability of housing, whether it's the growing gap of wealth," he said. "These are challenges we all are tasked with fixing and I'm certainly mindful of my responsibilities as the head of the city, but Google didn't cause them and Google is not suddenly going to fix them. We're certainly going to be looking at Google for a partnership."

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### [Pricey Mistakes, Public Demands and Transparency Issues Color San Jose's Google Negotiations \(San Jose Metro\)](#)

San Jose largely [rebuilt its downtown](#) by shelling out lavish, risky subsidies. From the 1980s on, the city lured developers to its hollowed-out center with cash incentives—\$38 million to the Fairmont, \$19 million to the Hilton and \$35 million to Adobe Systems. Though the exact accounting of direct subsidies remains un-tallied, estimates peg the total somewhere in the hundreds of millions of dollars out of the \$2 billion invested in downtown by the city's since-shuttered Redevelopment Agency.

As prophesied by regional business coalitions such as Joint Venture Silicon Valley and the Silicon Valley Leadership Group, wealth proliferated in the aspiring tech capital. Cisco, eBay, PayPal and other corporate powerhouses attracted a burgeoning influx of educated, well-heeled consumers. Per-capita incomes rose alongside property values. Public revenue gutted by California's tax revolt of the 1970s got a much-needed boost, which allowed local governments to invest in a new light rail system, a sports arena and other public infrastructure.

But prosperity was less equitable than predicted by business boosters. San Jose's economic ascent came with declining wages, a growing wealth gap and skyrocketing housing costs while tax-funded gifts to private companies came with few strings attached—and no enforceable commitments from them to buffer their own impact. Thus, Google's tentative plans to root itself in San Jose's core have understandably inspired polarized reactions and intense debate about how the city should negotiate over future growth.

With City Manager Norberto Dueñas' impending retirement and Assistant City Manager Dave Sykes stepping up as his successor, there's also the question of how the latter will lead the city's bureaucracy through the anticipated building boom. Meanwhile, given the way the city structured its agreement with the advertising giant, there's concern that it limits transparency and democratic input into a development that could potentially reshape San Jose's spatial economics.

Of course, the conversation isn't just about Google, whose proposal would bring an estimated 20,000 new jobs and 2,500 new homes to the city center, but also the inevitable transformation that a project of its size would precipitate.

If one thing is certain, San Jose Mayor Sam Liccardo insists, it's that the city's costly handouts to corporations are a thing of the past. He says that goes for Amazon, too, which recently called on cities to compete for the online retailer's second headquarters, which would come with a projected \$5 billion of investment and 50,000 new jobs.

"If we submit anything in response to Amazon's request, it will not include tax breaks, subsidies or any public dollars," the mayor says. "On the other hand, if there are any private property owners or developers that are interested in working together to make a pitch, the city is happy to facilitate that. But we're not in the business of throwing taxpayer dollars at corporations."

As with any company, Liccardo says, Google will pay a fair price for city land around Diridon train station, the site of the proposed 8 million-square-foot Googleplex.

"We've made it clear that we're not offering any subsidies to Google and that they're going to make the full market price for city-owned land," Liccardo says. "I want to illustrate that we've come a long, long way from the time when we sort of prostrated ourselves at the feet of corporations."

But to stakeholders and people who live in the shadow of Google's planned expansion, assurances about what the city *won't* do is less important than what it *will* do to advocate for their interests. By that measure, things seem off to a shaky start. That the city struck up negotiations with Google over land sales without even broaching the subject of community benefits marks a missed opportunity, according to some observers. Other major cities—Los Angeles, Oakland and Portland, to name a few—initiated those kinds of discussions far earlier in the process, says Ben Beach, who heads the Oakland-based Community Benefits Law Center. Since a landmark community benefits deal secured by the city of Los Angeles with [construction of the Staples Center](#) in 2001, he adds, these types of agreements [have become pretty standard](#) for major developments.

"That's exactly the time to be having this conversation, before the most important transaction in the project," Beach says. "Once the city sells the land to Google, it's going to have a lot less leverage."

Councilman Don Rocha made that point back in June, when he cast the lone vote against the city's exclusive talks with the multi-national company. He still says the city should have at least issued a set of guiding principles from the very beginning. Additionally, he objects to the way the deal was crafted to allow the city manager to extend negotiations for another year without necessarily having to bring it back to the City Council.

“My vote against this had nothing to do with Google,” says Rocha, who plans to run for Santa Clara County supervisor after he terms out from the council next year. “It was a statement to my colleagues that we could have done this differently.”

Though he commends the mayor for requiring public outreach as it works out a deal with Google, the District 9 councilor wanted to take a stronger stance on “community benefits”—a phrase preferred by activists and labor unions—by heeding the direction of freshman Councilman Sergio Jimenez, who penned a memo that would have formalized certain expectations at the outset.

Jimenez says he wanted the city to at least consider in its negotiations how Google’s pitch fits into the broader goals of creating sustainable wages, preventing displacement and alleviating the affordability crisis. If anything, he adds, it could have reassured residents and garnered more widespread support for the project. But the council killed his motion, and Jimenez voted in favor of commencing negotiations with Google anyway.

Evelyn Robinson, who lives in downtown’s eclectic Delmas Park neighborhood in the path of Google’s planned expansion, says the city should not only have drafted guidelines from the get-go, it should have hosted public discussions about Google’s—or any company’s—planned move long before striking up negotiations.

“I know the city’s saying it’s still early in the process, but when you’re talking about a project of this size and with this impact, it’s not early enough,” says Robinson, who has rented from a 117-year-old Victorian triplex in the Diridon area for 25 years. “They’re putting the cart before the horse.”

But cities hesitate to ask too much, Robinson says. The fact remains, local officials have to woo global corporations that have the ability to take their business elsewhere, which puts cities and states in competition with one another to lower taxes and standards. It’s a reality that leaves little room for public demands, she laments.

At a forum hosted last week by a coalition of community groups called [Silicon Valley Rising](#) to discuss the Google project, many attendees expressed anxiety that urban policy no longer attempts to shape economic growth so much as hew to the market in search of the greatest returns.

In breakout discussions at the Washington Community Center, they plotted how to advocate for the public’s interest in a system that turns cities into entrepreneurial ventures, landowners into power brokers and in which the working poor, renters, small businesses and ethnic minorities tend to lose out.

[Debra Watkins](#), founder and director of the [California Alliance of African American Educators](#), told the people at her table that she’s skeptical of Google’s ability to spur equitable growth, considering the company’s overwhelmingly white workforce and its reliance on a low-wage subcontracting class disproportionately staffed by people of color. If the community had these

discussions when she and her husband came to the region 40 years ago, she said, perhaps Silicon Valley's present inequalities would be less pronounced and discussions about future growth would be less fraught.

"I don't want another generation of the digital plantation taking over Silicon Valley," Watson stated emphatically. "We just want to make sure that black people aren't marginalized once again."

In a brief address at the start of the forum, downtown Councilman Raul Peralez defended the city's decision to start negotiating with Google before conducting any public outreach. He echoed Liccardo's claims that it's too early in the process. Like the mayor, he talked about how Google can help the city chart a new course from a history in which San Jose houses the region's workers while its neighbors reap tax revenue from their employers, a history in which San Jose has failed to capture enough of the region's wealth to sustainably fund public services.

"I definitely think that we have plenty of examples for lessons learned, and not just within our own city," Peralez told San Jose Inside in a phone call days before the meeting. "We need to learn from the missed opportunities here, but also the way things have turned out in other parts of the region. Look at Cupertino and the Apple project, which wasn't built with the community in mind. We need to be firm and clear about what it is we want in terms of development. And that does mean we have to talk about development in the context of its broader impacts."

As Jimenez sees it, however, San Jose has long lacked the confidence to request much from its corporate suitors. He says some of his colleagues consider the city a wallflower that should be grateful if anyone asks to dance.

"But Google came to the dance, they bought tickets, they're choosing to dance with us," Jimenez says. "It takes two. And it shouldn't be presented as though the city is turning them upside down and shaking every last penny out of them."

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## [Santa Clara to survey residents about Levi's concert curfew extension \(Mercury News\)](#)

The hotly-contested 10 p.m. curfew will remain at Levi's Stadium — at least for now.

City leaders debated the divisive issue again Tuesday night, one month after lawmakers [denied an hourlong extension](#) for a Coldplay concert scheduled Oct. 4 at the billion-dollar venue. The heated talks came a few days after the San Francisco 49ers, who manage the \$1.3 billion venue, said pop star [Ed Sheeran pulled out](#) of talks for a 2018 tour stop because of the weeknight curfew.

“I can assure you this — there is no money from the Ed Sheeran show as a result of the curfew,” said Jim Mercurio, a top San Francisco 49ers official who manages the stadium. He urged Mayor Lisa Gillmor and her colleagues to “set aside arguments and political agendas” and to become leaders on the issue.

“The fact of the matter remains: Promoters will not come if you have these regulations,” Mercurio continued. “I promise you, mayor, you will not have any additional concerts Sunday through Thursday with a 10 p.m. curfew.”

The council voted unanimously Tuesday to launch an outreach plan, proposed by Councilwoman Teresa O’Neill, to mail letters gathering comment from residents and businesses near the stadium. The plan includes an online survey to gauge residents’ concerns and satisfaction with how Levi’s is operated — giving top priority to those who live within a mile of the stadium.

O’Neill also suggested focus groups and phone surveys of neighboring residents, asking questions about noise, traffic, parking and the curfew. It was unclear who would conduct the surveys or write the questions.

The plan comes after interim City Manager Rajeev Batra canceled a public meeting about the curfew following questions from Gillmor, one of the 49ers’ harshest critics. It was a move Vice Mayor Dominic Caserta called “sheepish” on Tuesday — but blamed a “chilling effect” caused by Gillmor. Anyone who questions the mayor, Caserta said, is ousted. He pointed to three city administrators who left after Gillmor took over.

Batra is also leaving City Hall, attending his final meeting on Tuesday. The new city manager, Deanna Santana, begins next week.

“This is a political vendetta that has nothing to do with following the law,” Caserta said.

Gillmor maintained that Santa Clara promised people living near Levi’s Stadium that noise would be controlled and concerts would end early on weeknights. She said it’s critical for the city to keep those promises.

But most residents at Tuesday’s meeting voiced support for an hour-long extension. Niners officials initially requested four extensions a year, arguing that the amusement park Great America is granted 30 exemptions to its curfew every year. The NFL team offered donations to local nonprofits in exchange for lifting the curfew.

Without easing the restrictions, team officials warned, Santa Clara could lose more major concerts in the future — causing the city to lose out on hundreds of thousands of dollars in revenue that could fund city services like police, fire and road repairs.

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## [Opinion: Self-driving cars — when an exemption is not an exemption](#) (Mercury News)

With passage of the SELF DRIVE Act in the House, and Senate action expected soon, this bipartisan action has set the right tone for a self-driving future. Yet opposition groups have begun to mischaracterize an obscure but critical portion of auto safety regulations: Exemptions.

In the past, the exemptions process created a pathway to deploy new safety features that are now standard on many vehicles, including emission-reduction measures. It enables automakers to deploy new technology, before our bureaucracy goes through the years-long process of formally updating regulations.

However, under the guise of safety, critics of autonomous vehicle legislation have misconstrued this process and are trying to limit this lane for developers of AV technology. The term “exemption” should instead be considered a “modern safety certificate” to more accurately capture the process and intention behind the responsible, real-world deployment of innovative vehicle designs—which AV developers should be encouraged to pursue.

Today’s cars have more computing power than NASA had during the Apollo mission; we cannot rely on a regulatory framework that predates the moon landing to halt this revolution in transportation.

Exemptions are the only reason that safe and petroleum-free hydrogen vehicles are now available to consumers. The SELF DRIVE Act would create a similar pathway for AVs until the U.S. Department of Transportation (DOT) can issue standards specific to AVs. This is a common-sense approach.

Despite the name, the exemptions process does not release vehicles from safety standards. When processed by the DOT, companies are required to prove their vehicles are as safe as existing designs, providing reams of data to substantiate those claims. Vehicles that undergo this scrutiny are among the most vetted cars on our streets.

Under current law, automakers have two choices to demonstrate vehicle safety. The first is to self-certify that they meet established standards. But when automakers develop technologies or innovative designs that are beyond the scope of those standards, they can utilize this second path, exemptions, for a limited number of vehicles.

Exemptions enable companies to think outside the traditional vehicle box, allowing designers to rethink automobile design from seat positioning to size and shape. Only 1 percent of the energy currently used to power an automobile actually moves the passenger from Point A to Point B. Everything from efficiency and light-weighting to right-sizing cars and improving handicapped access can be redesigned from the ground up.

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Expanding exemptions is necessary to unlock the potential of AVs. The upside cannot be ignored: Saving many of the 40,000 lives lost on roadways every year; improving transportation access for the disabled, seniors, disabled veterans and others; and reducing congestion, pollution and our dangerous dependence on oil.

These are bold and far-reaching goals, which leave little space for the type of misinformation and hyperbole that can threaten this process. It's time to maximize the benefits and ensure that at the core of AV policy, we remove prescriptive regulatory obstacles that have nothing to do with safety.

The House and Senate should ignore the inaccurate calls and focus instead on creating the best route for timely, widespread, safe deployment of life-saving AV technology.

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### [Residents reaffirm support for Caltrain trench](#) (Palo Alto Weekly)

Palo Alto's effort to separate the railroad tracks from local streets will, by any account, likely require the seizure of private property, cause years of traffic disruptions and cost more than \$1 billion, much coming from who-knows-where.

But at Saturday's city workshop on grade separations, which aimed at narrowing down design alternatives, talk quickly turned to the perils of doing nothing. City Manager James Keene set the tone early when he cited Caltrain's plan to modernize, which will add trains to the city's 4-mile corridor, and the state's looming high-speed rail project, which would share the tracks with Caltrain.

If both of these projects are in place by 2025, the number of trains will rise from the current level of six during the average peak hour (or 10 in the busiest hour) to about 20 per hour. This will require the crossing gates to be closed for 45 seconds every 3 minutes, according to a presentation by Chief Transportation Official Joshua Mello.

In other words, during peak commute hours, gates at the city's four rail crossings would be closed 25 percent of the time. The change is projected to lengthen the vehicle delays by 60 percent during the morning commute. During the evening rush, the already insufferable delays would be about twice as long by 2025, according to Mello.

At the city's three busiest grade crossings — Churchill Road, Meadow Drive and Charleston Road — cars looking to cross the tracks or to turn left from Alma will line up in "unclearable queues," and the capacity of the local roadways will decrease by 20 percent over the current levels.

That, in a nutshell, is Palo Alto's "do nothing" alternative — one that city officials and residents alike are willing to do anything to avoid.

"In the not too distant future, as Caltrain electrification proceeds and potential high-speed rail looms, as we shall see, our town can be impossibly divided if we do nothing," Keene told the roughly 90 residents who assembled at the Palo Alto Art Center. "We're here to remedy that."

Palo Alto isn't the only Peninsula city grappling with the future of its rail corridor, though it may be the only one where the most bitter debate hasn't been about the actual design but about the process of choosing one. Earlier this month, the council squabbled over whether a "stakeholder group" should be appointed to help shepherd the process along (council members ultimately opted, by a split vote, not to form the group) and over whether the process they are pursuing can rightly be described as "Context Sensitive Solution" even without the stakeholder group. (They decided, by another split vote, to keep the description.)

Some of the residents most engaged in the debate, including former Mayor Pat Burt and members of the local watchdog group Californians Advocating Responsible Rail Design, have been calling on the current council to change course. He and others argued that a stakeholder group involving both technical experts and community stakeholders is vital to ensure community buy-in.

Councilman Tom DuBois, who chairs the council's Rail Committee, agrees. At a Sept. 5 discussion, DuBois said he was troubled by the concerns that he's already hearing from the community about the project, which he said will be bigger than the construction of Oregon Expressway in terms of its disruption.

"I worry if we continue in this way, it's going to blow up on us," DuBois said.

But for all the bickering about the process, residents and city leaders appear to be in a remarkable lock-step about the change they would like to see. Palo Alto's menu of options may still include everything from submerged roads and permanently closed grade crossings to "hybrid" options that include a combination of somewhat lowered trains and slightly raised roads (or vice versa), but the answer that keeps resurfacing at every discussion of grade separations is one the council has been favoring for nearly a decade: a Caltrain trench.

In fact, if there was one key takeaway from Saturday's workshop it's that this remains the residents' preferred alternative, by a wide margin, even if takes the council another six months of meetings, design workshops and consultant studies to officially adopt it as such.

Even after hearing about the drawbacks of building a trench — the high price tag, the years of construction, the potential impact on groundwater — residents overwhelmingly picked it as their preferred design for each of the four city's rail crossings, with roughly 90 percent choosing this option over others, according to surveys taken at the event's conclusion.

The idea of a putting trains underground surfaced in late 2008, when the California High-Speed Rail Authority announced plans to build elevated tracks along the rail corridor, triggering a ferocious citizen backlash. The rail project prompted the council to create a Rail Committee,

which adopted a preference for an underground rail system as its official guiding principle and which commissioned an engineering study evaluating the costs of the project.

The city also launched in 2010 a rail-corridor study and appointed a 17-member committee to explore ways to improve local grade crossings. In 2012, a specially appointed citizens committee issued a report that identified as a preferred alternative "a trench option through Palo Alto with opportunities for trench covers in key locations."

The workshop suggested that public attitude hasn't changed much since then, despite the fact that a trench now comes with an estimated \$1.15 billion price tag — roughly six times the cost of going "hybrid" with tracks slightly raised and a road slightly lowered or submerging the road under the rail tracks. The cost of raising roads over the rail corridor is a comparative bargain at \$43 million.

The city expects to get some help for funding the project from Measure B, which Santa Clara County voters approved last November and which allocates \$700 million for grade separations in Sunnyvale, Mountain View and Palo Alto. The funds from the measure are being administered by the Santa Clara Valley Transportation Authority (VTA), and some Palo Alto officials, including Mayor Greg Scharff, have been adamant about the need to move faster on picking a design alternative so as not to fall behind the other two cities in a race for county cash.

Some of those anxieties were quelled on Sept. 5, when VTA board Chair Jeannie Bruins assured the council that the agency does not intend to distribute the funds on a first-come-first-served basis. Bruins, who is a member of the Los Altos City Council, said VTA staff is still putting together the framework for administering the funds.

"We're trying to avoid this rush to be the first in line," Bruins said. "This is not about who gets to be the BART of grade separations and consume all the money — and then anyone at the end gets nothing."

Even the VTA funding will not be enough, however, to fully pay for a trench. Ultimately, the project would require additional contributions, potentially from local residents.

Council members also acknowledged this month that the project will require significant sacrifices by those who live near the tracks and whose lives and properties will be affected by the project.

"We're going to talk about disrupting Alma Street for two years or more," Vice Mayor Liz Kniss said at the Sept. 5 meeting. "We're going to be talking about asking people if they would mind leaving their homes. We're really embarking on an incredible process."

Given the significance of the project, Councilman Greg Tanaka offered another idea: letting the broader community choose a preferred alternative. He proposed having the council narrow down the options to two or three and then letting the voters decide.

"No matter what decision we make, there's going to be some really hard trade-offs," Tanaka said. "The best way to get a community buy-in is to get it validated by the voters."

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## [Massive Stanford project for El Camino up for approval; will increase traffic \(Palo Alto Daily Post\)](#)

Concerns about road congestion have prompted some residents to say the city ought to push Stanford to do more about the traffic that would be created by the project, which extends from the Stanford Park Hotel to Big 5. The project could be approved by City Council on Tuesday.

More than 40 residents have written to the city about the office, retail and housing project, according to Associate Planner Corinna Sandmeier. Some welcome the replacement of the abandoned car lots that currently sit there.

"It looks lovely and it's better than what we have now," resident Sharon Delly told the Post in March. "But, of course, I'm worried about traffic."

"How do we add homes and offices to our community without traffic? I would like those ugly lots developed ASAP," resident Karen Greenlow wrote to the Planning Commission.

Resident Perla Ni wrote to council saying the project should not go forward until there is a discussion with residents about traffic solutions. She points out in her letter that El Camino Real in Menlo Park is already "failing," according to traffic standards, and "for the sake of Menlo Park residents, as well as the future residents/workers in the Stanford development, adequate measures to mitigate traffic are essential."

### **Stanford's points**

The project calls for 215 apartments, 10,000 square feet of retail and 144,000 square feet of office space. In its project's transportation demand management plan, Stanford points to the location of the project, near both Palo Alto and Menlo Park Caltrain stations, and notes it is along lines for both SamTrans and Stanford's free Marguerite Shuttle.

Stanford says that it also will reduce traffic by giving residents subsidies to ride public transit, install changing rooms and showers in the office area for bicyclists and offer preferential parking for carpoolers.

The project is expected to cause a "significant" impact to 12 intersections in Menlo Park and Atherton that will not be fixed due to railroad crossings, so there is a need to acquire extra space to expand the road, according to Sandmeier's report. Another issue is that Menlo Park does not control El Camino since it's a state highway.

The affected intersections are: Middlefield and Marsh roads, Middlefield and Glenwood Avenue, Middlefield and Ravenswood Avenue, Middlefield and Willow Road, El Camino Real

and Ravenswood, El Camino Real and Live Oak Avenue, El Camino and Middle Avenue, El Camino Real and College Avenue, El Camino Real and Partridge Avenue, El Camino Real and Harvard Avenue, El Camino Real and Creek Drive and University Drive and Middle Avenue.

### **Other concerns**

While traffic is a concern to residents, more have been concerned about the amount of money Stanford is giving the Menlo Park Atherton Education Foundation, which raises funds for the Menlo Park City School District.

The project is estimated to add 39 or so students to the district, but because of Stanford's nonprofit status, the school district will not be getting the property tax revenue from the development to help make up for the cost of new students.

Stanford was originally going to give the schools \$100,000 a year for 10 years, but has changed the amount to a lump sum of \$1.5 million so the foundation can begin an endowment.

### **Greenheart**

Comments from residents saying they are ready to see the lots go despite the added traffic echoes those made about the project less than a mile down the road at 1300 El Camino Real, the Greenheart project.

The environmental impact report for Greenheart, which was approved earlier this year, said it would increase traffic at nearby intersections by 25%.

The Stanford project will be the third major development before council this year. The others are Greenheart and the Facebook expansion along Constitution Drive.

Greenheart will have 200,000 square feet of office space while Facebook will add about 1 million square feet of office space to the city.

### **Arillaga**

John Arrillaga, the billionaire developer and Stanford benefactor, is involved in the Stanford project, according to Stanford's John Donahoe. Arrillaga is the developer for the office space, but the project is a Stanford development, Donahoe said.

Arrillaga also is working with the city to potentially fund up to \$35 million for a new main library at Burgess Park.

Menlo Park City Council meets Tuesday (Sept. 26), 7 p.m., 701 Laurel Street.

Transbay Transit Center downtown extension may cost \$200 million more

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## [Trans Bay Transit Center downtown extension may cost \\$200 million more \(San Francisco Examiner\)](#)

The multibillion dollar tunnel set to serve the new Transbay Transit Center, known as the “Grand Central Station of the West,” may become far more expensive.

Instead of excavating from the street down into the new tunnel from Mission Bay to downtown, which is a construction technique called “cut and cover” and would potentially hurt merchants all along the route, much of the tunneling may instead be achieved by boring machines.

The catch, however, is that it would be costly to do.

Swapping out a cut-and-cover technique for the tunnel’s entrance, or “throat,” may stretch the budget upward of \$200 million, Mark Zabaneh, executive director of the Transbay Joint Powers Authority, told the San Francisco County Transportation Authority board Tuesday.

The cost jump was revealed at the SFCTA board’s regular meeting, where transportation officials expressed optimism that less-impactful construction may be possible for the Phase 2 of the tunnel.

The project is overseen by the Transbay Joint Powers Authority, which is comprised of representatives from the San Francisco Municipal Transportation Agency, the Mayor’s Office, the Board of Supervisors, AC Transit and Caltrain.

“I’m reluctant to share costs, it’s a preliminary number,” Zabaneh cautioned. “We need to do a little more vetting.”

Indeed, outside the meeting, Zabaneh told the San Francisco Examiner that the cost was likely on the low side.

The \$200 million number is also close to the amount — \$260 million — that San Francisco already spent on a bailout for Phase 1 of the project in May 2016, after it was discovered multiple errors sent project costs soaring to \$2.259 billion.

Initially, Phase 1 of the project was set to cost \$1.189 billion.

Supervisor Aaron Peskin, who serves as chair of the SFCTA board, recalled this bailout when told of the potential skyrocketing costs of the downtown extension tunnel.

“The elephant in the room is we borrowed a significant amount of money from Phase 2 to pay for the Transbay Terminal in Phase 1,” Peskin told the board.

Peskin also said there must be a less disruptive construction process, which the spiraling expense may achieve. He warned against turning downtown streets into “an open pit for four years ... so we do not eliminate a neighborhood that is vibrant.”

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**From:** Board Secretary

**Sent:** Thursday, September 28, 2017 4:15 PM

**To:** VTA Board of Directors

**Subject:** VTA Correspondence: Comments on Running of Early Morning/Late Night Service when BART to Silicon Valley Opens

**VTA Board of Directors:**

We are forwarding you the following:

<b>From</b>	<b>Topic</b>
Member of the Public	Comments regarding running of early morning/late night service when BART to Silicon Valley opens

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](mailto:board.secretary@vta.org)



/ Thursday September 28'th, 2017

BART Board of Directors (and other district officers / decision makers, including VTA Board and officers)

RE: Running of "Early morning and Late Night 'In- Service' Trains" when new extension opens to north San Jose

Dear BART Board of Directors (and other BART / VTA directors and officers),

I am asking for your review and consideration, and in conjunction with "VTA Board members and officers, so whoever decisions rest upon, at least initial public requests can potentially and hopefully be seriously considered. And this input / comment is not only from myself, but also in talking with other individuals who also wish to comment too. Remember, that when one member of the public speaks up, there are probably at least 10, if not more others, who remain silent.

There are those who would like BART to seriously consider running of "In Service Trains" in the early morning hours from the Bay Fair BART station into the Milpitas and Berryessa stations, when trains from the Dublin / Pleasanton stations arrive Bay Fair at 4:31AM and 4:36AM. Currently, while the 3'rd train from Dublin / Pleasanton arriving at 5:01AM can have passengers connect to a "Fremont" train at 5:03AM, and then upon arrival in Fremont at 5:20AM, connect to a Warm Springs train at 5:31AM, it would make more sense, to help reduce car trips on I-680, to have some earlier trains leave the "Hayward Yard" to Bay Fair, so that patrons on early train from Dublin / Pleasanton, could have service into Milpitas (where connections can be made to potential "early VTA Light-Rail trains" into downtown San Jose) as well as into Berryessa (where connections can be made to "early VTA new BUS 500 Service").

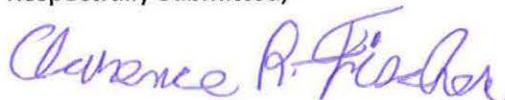
On the flip side, late at night, when people living in southern Alameda County and Dublin / Pleasanton, who might attend evening sports events, or cultural events in San Jose, could then have additional Light Rail and new route #500 bus service that might arrive before new "11:56PM and 12:16AM" trains leave Berryessa station to just Bay Fair station (arriving Bay Fair at 12:47AM and 1:07AM"), where, just like patrons from Richmond / Berkeley / Oakland can arrive at Bay Fair to transfer to the last train heading towards Dublin / Pleasanton at 1:10AM, those who live in that area, could also now catch some late trains from the "south bay" as well, and still catch a train back home as late at 1:10AM.

This "short-line Berryessa – Bay Fair" concept is the same as the current "short-line Dublin – Bay Fair" late night train which leaves Dublin / Pleasanton at 12:45AM, arriving at Bay Fair at 1:03AM, where those patrons can still transfer to a train currently heading into southern Alameda county at 1:10AM down to Warm Springs currently, and eventually into north San Jose once those stations open for revenue service next summer.

While I hope I have made this description clear, for those policy makers and decision makers at both BART and VTA, so that once service starts, that this can at least be tried out for a minimum of six (6) months to see if ridership would warrant making this a permanent service, should the description, which I have brought forth, again, from others and myself to you, seem confusing at all, please let me know, and I would be happy to sit down with any individual(s) from both BART and VTA, to discuss this in greater detail, so that when the extension opens to north San Jose, that these service ideas can be tried out for at least the initial six (6) months of service. While I have spoken to a few individuals in BART's "Transportation Department" and "Government Affairs Department", I have been told to "Bring it to The Board".

Lastly, not only would I like to be e-mailed a "FULL 48 STATION" proposed fare chart, but some of us have wondered if the "proposed fares" into downtown S.F., based upon "distance fares" might be \$0.15 – 0.20 higher than they should be, as there is a \$0.50 bump up from entering at "Berryessa" as opposed to entering at "South Fremont" station. What is the actual distance to these 2 new stations (using the official "BART blue colored Mile Post Indicators" ???).

Respectfully Submitted,



Clarence R. Fischer

**From:** Board Secretary  
**Sent:** Thursday, September 28, 2017 5:40 PM  
**To:** VTA Board of Directors  
**Subject:** From VTA: UPDATED - September 28, 2017 Media Clips



### ***VTA Daily News Coverage for Thursday, September 28, 2017***

1. [Man Struck By VTA Light Rail \(Los Altos Patch\)](#)
2. [Man struck by VTA light-rail train in San Jose \(KTVU Ch. 2\)](#)
3. [San Jose: VTA train hits man on Capitol Avenue \(Mercury News\) Collision pins man underneath light-rail train near McKee Road on Thursday afternoon](#)
4. [Joint BART VTA Board Meeting \(KCBS Radio\) Link to Audio](#)
5. [Joint meeting notice \(ABC7 News\) Link to Video](#)
6. [Levi's Stadium Denied Concert Curfew Waiver for Coldplay \(KPIX CBS\) link to video](#)
7. [Washington backlash against Silicon Valley? Guardino didn't feel it \(Silicon Valley Business Journal\)](#)
8. [More downtown Palo Alto drivers leaving cars behind \(Mercury News\)](#)
9. [North Bayshore Plan Would Add Students, Housing, Traffic \(Los Altos High School Newspaper The Talon\)](#)

#### **[Man Struck By VTA Light Rail \(Los Altos Patch\)](#)**

UPDATED: A Santa Clara Valley Transportation Authority light-rail train struck a man in San Jose this afternoon, according to a VTA spokeswoman. The southbound Santa Teresa train struck the man around 1 p.m. Thursday as he was crossing either McKee Road or North Capitol Avenue, VTA spokeswoman Linh Hoang said.

San Jose fire personnel were able to extract the man, who was unconscious, from beneath the train and take him to a hospital. Twelve passengers on the train weren't injured, but an onlooker unrelated to the VTA collision was treated for an unknown medical condition.

San Jose fire officials didn't have an update this afternoon on the victim's condition.

Service remained disrupted on VTA's blue line as of 3:15 p.m.

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## [Man struck by VTA light-rail train in San Jose \(KTVU Ch. 2\)](#)

A pedestrian was struck by a Santa Clara Valley Transportation Authority light-rail train this afternoon in San Jose, according to fire officials

Male victim alive and under tight front wheel. [@SCCoSheriff@sipolice](#) [@SJFD](#) trying to remove victim. Traffic back up on McKee & N. Capitol

A man was struck by a light-rail train at McKee Road and North Capitol Avenue just before 1 p.m. today, San Jose Acting Fire Capt. Joshua Padron said.

Firefighters arrived to find a man unconscious underneath the train. He was extricated from beneath the train and taken to a hospital at 1:22 p.m., Padron said.

The incident occurred on the VTA's blue light-rail line that travels between the Alum Rock and Santa Teresa stations.

The VTA sent out an alert this afternoon saying there will be bus shuttles between the Alum Rock and Hostetter stations because of a service interruption and said to expect delays.

No further information was immediately available.

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## [San Jose: VTA train hits man on Capitol Avenue \(Mercury News\)](#)

### **Collision pins man underneath light-rail train near McKee Road on Thursday afternoon**

A man was hit by a light-rail train along North Capitol Avenue near McKee Road on Thursday afternoon, authorities said.

The victim, described as a man between 35 and 40 years old, was in a crosswalk at McKee Road when he was hit by a southbound train and then got pinned underneath, said Valley Transportation Authority spokeswoman Linh Hoang.

The collision occurred around 1:05 p.m. on the tracks. The victim was alive as crews from the San Jose Fire Department and the VTA worked to move the train off him and load him into an ambulance.

The man was taken to the hospital, but his condition was not immediately known. Also, an apparent onlooker was taken to the hospital for an unrelated ailment, Hoang said.

VTA ran a bus bridge between the Alum Rock and Hostetter stations while the Santa Clara County Sheriff's Office — which serves as the county's transit police — examined the scene, Hoang said. Light-rail service through the area was restored around 4:30 p.m.

Additional details about what led up to the collision were not available Thursday afternoon.

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[Joint BART VTA Board Meeting \(KCBS Radio\)](#) **Link to Audio**

[Joint meeting notice \(ABC7 News\)](#) **Link to Video**

[Levi's Stadium Denied Concert Curfew Waiver for Coldplay \(KPIX CBS\)](#) **link to video**

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[Washington backlash against Silicon Valley? Guardino didn't feel it \(Silicon Valley Business Journal\)](#)

A [new narrative about Silicon Valley's tech giants](#)— one that has to do with their outsized influence in our lives through their sheer size, that's focused on power, monopoly and the way different rules apply to founders and stockholders, companies and customers — is gaining traction in business media.

[Silicon Valley Leadership Group](#) chief [Carl Guardino](#) ran into it earlier this week on the group's most recent lobbying trip to Washington. Writers from Bloomberg, Politico and the San Francisco Chronicle peppered him with questions about the backlash in their interviews.

Among the questions: Is there a need for more government regulation — this time espoused by conservatives and the alt-right — to reign in corporate power wielded by liberal California CEOs?

Reporters had plenty of questions for Guardino. But the 30 senators and representatives — Democratic and Republican — he met with or the bureaucrats in the executive agencies?

“Not a peep,” he said.

Instead, he called the most recent of his nearly 50 D.C. lobbying trips as leaving him “more inspired than not.”

Perhaps that's because it could have been much worse.

The Trump administration [rolled out a tax reform plan Wednesday](#) that has a lot of stuff that tech companies want: lower corporate rates, repatriating offshore profits and R&D write-offs.

But [the details are very sketchy](#)— a massive restructuring of the nation's tax system condensed to a mere nine pages — and the elimination of state and local tax deductions “would be crippling to California's families and employers, and we simply cannot allow that to be in any final package,” Guardino said.

He found bipartisan support for preserving the Deferred Action for Childhood Arrivals, or DACA, program, the Obama-era policy of shielding children from deportation who were brought to the United States illegally. But the larger issue of immigration reform, heavily supported by tech, is “the labyrinth that no one can seem to find their way out of.”

And on transportation funding, one of the issues closest to Guardino's heart, he noted that the Trump administration's initial reluctance to continue capital grants for new projects, on which Caltrain's electrification project nearly foundered, seems to have dissipated for now.

Maryland — “a blue state,” Guardino pointed out — was recently awarded a \$900 million grant, similar to what the Valley Transportation Authority will be seeking next year for its [BART](#) subway, to build a 16.2-mile light rail line in suburban Washington.

But the FTA's new acting administrator, K. Jane Williams, who recommended the grant's approval, is the republican former head of the [Maryland Department of Transportation](#).

This is the leadership group's second Washington lobbying trip since the advent of the Trump administration and “as a state and as a region, we still have our work to do when it comes to how we most successfully work with this new administration,” Guardino said. “It's appropriate when we come to transportation infrastructure, I can best describe it as a need to build bridges.”

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### [More downtown Palo Alto drivers leaving cars behind](#) (Mercury News)

After learning that a 2015 initiative to get commuters out of cars and using transit saw marked improvements in the past year, Palo Alto's elected officials have stepped the plan into high gear.

Members of the Palo Alto Transportation Management Association (TMA), whose mission is to find ways to reduce single-occupancy vehicles to and from downtown, told the City Council at its Sept. 18 meeting that the overall number of solo drivers has dropped from 57 percent to 53 percent in the past two years.

The association, which is managed by the Silicon Valley Community Foundation until it receives its 501(c)(3) exemption from the IRS, has so far received \$200,000 from the city's University Avenue Park Fund, which is replenished by downtown garage and parking lot permit fees that were increased in June. The association said it has received an additional \$50,000 from membership fees and a few small grants to run the program.

The council authorized an additional \$480,000 in the 2018 fiscal year for the association, which plans to hire a permanent executive director next year and push for an additional 10 percent reduction in solo drivers.

“I think tonight you’ve proven yourself,” Councilman Adrian Fine, said, noting that the association’s data also show the city’s residential parking permit in the downtown area is working. “Twenty percent used to park in neighborhoods and it’s down to 7 percent.”

The association reported that service workers accounted for the biggest reduction in solo drivers the past year — 10 percent — through such incentives as free Caltrain Go Passes.

“In the past year, focusing on service workers, we have made it possible for them to take transit,” said Wendy Silvani, the association’s acting executive director. “It used to be one of the most expensive ways for them to get to work ... if you could park for free on a neighboring street instead.”

“Transit is up 2 percent overall (in the past year) and 6 percent among service workers,” added Rob George, the association’s board chairman. Overall, the tech sector has the lowest rate of solo drivers at 30 percent and the service sector the highest at 70 percent.

Additional incentives that could further cut that percentage include charging for parking and limiting parking “to get people to use alternative transportation modes,” Silvani added.

Councilman Cory Wolbach suggested that a business license tax could provide additional revenue for the association and other programs.

“We want Palo Alto residents to say the TMA has made Palo Alto a better place to live, that’s the goal,” Wolbach said.

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## [North Bayshore Plan Would Add Students, Housing, Traffic](#) (Los Altos High School Newspaper The Talon)

District officials and developers are discussing ways to mitigate impacts of the North Bayshore Precise Plan, which would add a projected 1,108 students to the MVLA District if approved. The Precise Plan would add 9,850 housing units to the North Bayshore area of Mountain View and will be voted on by the Mountain View City Council this November.

The Precise Plan, which aims to address North Bayshore’s jobs and housing imbalance, will create an influx of students in a district that is struggling to accommodate a growing population in facilities which have already reached full capacity. The district is working on an agreement with Mountain View that would mitigate the impact of increased enrollment.

Accommodating the vast increase in students will likely involve building new schools, but the district is uncertain whether it would be able to attain the land and funding to do so. Building a comprehensive high school would be unfeasible as they require large plots of land, and land prices in Los Altos can range from \$5 million to \$15 million per acre. Los Altos occupies around 35 acres, but the district built the high school when land was much less expensive.

To account for the lack of land area for schools, Superintendent Jeff Harding proposed the possibility of an innovation high school that would be more compact. An innovation high school would exclude football and soccer fields, eliminating the need for larger land plots.

“A smaller school on a smaller footprint without the football and soccer fields seems more practical,” Harding said. “There just aren’t plots of land of 35 acres sitting around.”

The district will begin negotiating and communicating with City Council and developers after the vote happens, with the goal of reaching an agreement where developers could offset some of the impacts of construction by providing the school district with land, buildings or money.

“At this point we’re just at the discussion phase,” Harding said. “We have made no proposal, and we are trying to understand the complexities of the project. We want the city council to be able to communicate what their issues are, but it’s safe to say that this number of students would have a dramatic impact on our campuses.”

Some residents have opposed City Council’s housing plans, believing that a high density of people in North Bayshore will amplify traffic congestion for work commutes. However, the Precise Plan is designed to decrease congestion on a larger scale by allowing people to walk and bike to work by situating people closer to their workplace and incentivizing people to find alternatives to driving by using VTA buses or the BART system.

However, the council is not solely counting on the probability that most people moving in will be nearby workers. To expand alternative transport options, the Precise Plan lays out plans to construct a reversible bus lane where traffic can travel both ways on Shoreline. The council has also been developing a plan to create an automatic or driverless transit system connecting North Bayshore with downtown Mountain View.

“The real key to encouraging ridership is to make the transit system convenient,” Council member Margaret Abe-Koga said. “The problem with our system right now is that it doesn’t run very often, and it doesn’t get people to where they want to go in a short enough time to make it worth giving up your car.”

Uncertainty over transportation has led to a debate over how the project should be phased, and in June, the council came to a 3-3 tie over the issue. Half the council believed that the initial part of building should be paused once 1,500 to 3,000 housing units are built, at which point the city would evaluate the state of transportation before deciding on whether to continue housing development. The other half believed that the city should follow the original Master Plan approach, which is to have periodic check-ins without pausing development. Mayor Ken Rosenberg was absent to break the tie, but sent in a note to express his

**From:** Board Secretary  
**Sent:** Friday, September 29, 2017 4:50 PM  
**To:** VTA Board of Directors  
**Subject:** From VTA: September 29, 2017 Media Clips



## VTA Daily News Coverage for Friday, September 29, 2017

1. [Exclusive: San Jose BART timeline at risk with agencies stuck at impasse \(Silicon Valley Business Journal\)](#)
2. [Work on San Jose's Minnesota Avenue road diet starts ahead of schedule \(Mercury News\)](#)
3. [California lawmaker wants to ban gas car sales after 2040 \(Capitol Alert\)](#)
4. [The C-Suite Unplugged: What You Have to Do to Provide Excellent Paratransit Service \(Mass Transit Magazine\)](#)
5. [Democrats introduce bill mandating sleep apnea testing \(Progressive Railroading\)](#)

### [Exclusive: San Jose BART timeline at risk with agencies stuck at impasse \(Silicon Valley Business Journal\)](#)

It's still nine years before the first [BART](#) train is to burrow beneath downtown San Jose.

But with years of construction to come and multiple hoops to jump through for federal environmental clearance and funding decisions, the chair of the Valley Transportation Authority is concerned that her agency and [BART](#) are not yet on the same page regarding the subway tunnel design.

"This difference of opinions at the staff level is evident and something we are facing as we reach critical decision-making deadlines," [Jeannie Bruins](#), a Los Altos City Councilmember, said in an email interview following Thursday's joint meeting of the two transportation agency boards. "And, yes, I am concerned."

The VTA, which will build the subway, favors the newest in subway design — a large single-bore tunnel pioneered by the Barcelona, Spain, subway system — because it would cause minimal construction disruption downtown.

And [BART](#), which will run the trains, has long favored the twin-bore method it uses elsewhere because of its familiarity and comfort with the operational, maintenance and safety aspects of that design.

A [BART](#) representative could not be reached for comment.

### **Crucial federal funding**

The two boards are to make their tunnel recommendations next month in hopes of getting federal environmental clearance in the spring to stay on schedule for 2026. Last week's VTA board workshop, [where both agencies' engineering staffs made presentations leading to opposite conclusions](#), highlighted the stark differences that experts have yet to overcome.

The \$4.7 billion project is getting \$1.5 billion from Measure B, which Santa Clara County voters approved last November. Another \$1.5 billion is slated to come from the Federal Transit Administration, but it has in the past simply refused to deal with projects on which local partners can't agree.

"We need to present the best project possible to the Federal Transit Administration, and this includes a project that has a solid foundation of its partners," Bruins said.

In the current Washington administration, in which it's uncertain whether these types of grants will even continue, a local split could be even more problematic.

Bruins said Thursday's joint meeting of the VTA and [BART](#) boards was intended as an information meeting — with presentations from both staffs on the project — not necessarily a meeting to bring them closer to agreement.

But time is precious and "both boards demonstrated their willingness to take steps to understand and be open to the incredibly technical and thorough information that has been compiled by engineering professionals, both on the VTA and consultant side."

### **BART stations signal westward shift**

Earlier this month, San Jose city staff recommended the single-bore [BART](#) subway and suggested the exact locations for the city's two stations along Santa Clara Street, which will have important implications for future development and transportation connectivity.

The suggested station locations underpin a westward shift of downtown toward Diridon — the booming development area where [Google](#) has proposed an 8 million-square-foot project.

City staff recommended the west option for [BART's](#) Downtown Station — which is closer to the city core and creates the most convenient connection with light rail — over the east option, which would be at City Hall and more convenient for San Jose State University passengers.

City staff also recommended the north option at Diridon Station, which lies directly beneath Santa Clara Street. The north option would be a shallower station than the southern alternative, which would be closer to the current above-ground station building but would require a deeper tunnel to get below underground parking planned for the 1 million square-foot mixed-use Diridon Station project by [Google's](#) development partner, Trammell Crow.

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## [Work on San Jose's Minnesota Avenue road diet starts ahead of schedule](#)

### **(Mercury News)**

San Jose road crews went to work this week in Willow Glen, prepping Minnesota Avenue for a road diet sooner than planned.

The four-lane road will be whittled down between Weaver Drive and Lelong Avenue to one in each direction plus a center turnout lane. Work was supposed to start later next month but circumstances allowed an earlier start.

"The contractors became available earlier than anticipated," District 6 Councilwoman Dev Davis said in a written statement. "In some other areas, the road work has to be done after other utilities, such as sewer and water, are done with their work. In contrast, Minnesota Avenue is ready to go."

Neighbors weighed in on the changes during a Sept. 5 public meeting at Willow Glen Elementary School, where an overwhelming majority favored the change.

But one resident emailed the Resident later saying the city should consider restricting left turns onto cross streets such as Blewett, Settle, Kotenberg and Curtiss avenues during certain hours because "people will cut through to Willow (Street) when traffic is backed up to turn left onto Bird Avenue northbound."

Some design changes were made after the meeting, including extending the project's eastern boundary to Lelong, but none included turn restrictions. Crews will instead "enhance access to Blewett from eastbound Minnesota, in the area just west of Blewett, by adding a two-way center turn lane to northbound Blewett," transportation official John Brazil said in a written statement.

The eastbound right-turn-only lane approaching Lincoln Avenue will be shortened in front of Willow Glen Elementary School, thereby increasing pickup and dropoff space in front of the school. Access to northbound Milton Way from eastbound Minnesota will be improved with a two-way center turn lane, and traffic capacity turning north onto Bird Avenue from Minnesota will be increased by widening the westbound bike lane approaching Bird.

"Staff was able to finalize the design quickly, including some modifications to make traffic flow more smoothly," Davis said. "I'm looking forward to seeing the new bike lanes on Minnesota. It will be great to have them available for people to more safely travel to school, transit, and the library."

Street parking will be removed between Lincoln and Lelong to make room for the new bike lanes, but residents at the meeting didn't seem to mind. Davis previously told the Resident

many neighbors said they don't park along that stretch of road because "you're basically in a lane of traffic when you park there."

Davis said the road work should be completed by the middle of November.

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## [California lawmaker wants to ban gas car sales after 2040 \(Capitol Alert\)](#)

France and the United Kingdom are doing it. So is India. And now one lawmaker would like California to follow their lead in phasing out gasoline- and diesel-fueled vehicles.

When the Legislature returns in January, Assemblyman Phil Ting plans to introduce a bill that would ban the sale of new cars powered by internal-combustion engines after 2040. The San Francisco Democrat said it's essential to get California drivers into an electric fleet if the state is going to meet its greenhouse gas reduction targets, since the transportation sector accounts for more than a third of all emissions.

"The market is moving this way. The entire world is moving this way," Ting said. "At some point you need to set a goal and put a line in the sand."

California already committed five years ago to putting 1.5 million "zero-emission vehicles," such as electric cars and plug-in hybrids, on the road by 2025. By that time, the state wants these cleaner models to account for 15 percent of all new car sales.

But progress has been modest so far, as consumers wait for prices to drop and battery ranges to improve, or opt for large trucks and SUVs that are not available among electric offerings. Slightly more than 300,000 zero-emission vehicles have now been sold in California, and they accounted for just under 5 percent of new car sales in the state in the first half of the year.

Ting is among the policymakers pushing to [increase incentives for drivers](#) to ditch their gas guzzlers. He is also working on legislation that would overhaul California's electric car rebate program by making more money available for rebates, then ratcheting down the value of those discounts as the state hits sales targets.

"California is used to being first. But we're trying to catch up to this," Ting said.

France and the United Kingdom both [announced this summer](#) that they would ban the sale of new gas and diesel cars after 2040. India is [aiming to get there](#) by 2030. And China [said this month](#) that it would stop the production and sale of vehicles powered solely by fossil fuels in the coming years.

Mary Nichols, chair of the California Air Resources Board, caused a stir [earlier this week](#) when she told Bloomberg News that California might consider doing the same.

“I’ve gotten messages from the governor asking, ‘Why haven’t we done something already?’ The governor has certainly indicated an interest in why China can do this and not California,” she said.

Her remarks were met with skepticism from automakers and industry analysts, and outrage from many drivers. But Ting said the state must be aggressive in establishing a vision for reducing greenhouse gas emissions.

“If you had told me five years ago that we might have autonomous vehicles on the road soon, I would have laughed,” he said. “The technology is moving so quickly, I don’t know if by 2040 we’ll be owning our own cars.”

### [Where greenhouse gases come from](#)

Despite problems with its ‘cap and trade’ carbon market, California has made progress in reducing greenhouse gas emissions. Here are the six main sources of greenhouse gas emissions in the state.

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## [The C-Suite Unplugged: What You Have to Do to Provide Excellent Paratransit Service \(Mass Transit Magazine\)](#)

When MTA Baltimore’s Mobility Services closed out their August reporting they had a whopping 95.49 percent on time performance (OTP) rate, an all-time record for a month at MTA while providing service in the nation’s fifth most congested city.

Additionally, the average P-AFR (preventable accident frequency rate) is about 1 accident per 100,000 miles, again one of the best across the country for an urban area. These two key performance indicators (KPIs) of OTP and P-AFR are generally considered the most important in determining the safety and reliability of paratransit services.

How did Marlon Bates — who served as director of mobility services at the MTA in Baltimore, Maryland for the past year — achieve this feat working with three ADA contractors (Transdev, First Transit and MV) along with non-ADA paratransit service through sedan/taxi services, while still providing between 8-10,000 trips every week day?

### **Where the Industry Finds Itself**

The industry is now at a time where the total per passenger cost to provide ADA service is topping \$45 per trip, well over 10 times the cost to provide an individual fixed route bus trip. On average, paratransit makes up about 1-2 percent of system total ridership, but at least 9 percent of operating cost, according to a TCRB report.

Making the scenario even more interesting, paratransit customers have become some of the most vocal advocates of increasing public subsidy and support for transit services and often rely on them for life's essential mobility. Across the nation, transit systems' paratransit riders advisory committee meetings are often a lively mix of complaints about individual trip quality and more policy oriented discussions on parameters around providing this service, such as how far into a public building a driver can go to announce his presence for a pickup and "grandfathering" in ADA certified passengers in areas where fixed route service is being eliminated.

### **Hot Trends**

Trends in providing paratransit service now include utilizing shared ride services (such as Lyft) to supplement service. The average cost to an agency of using these providers (as well as traditional taxi services) can often be about half the normal cost. Additionally, many transit systems are now adopting the use of trip broker software, which allows the reservationist to see the projected cost of a trip at booking and choose the provider based on that cost. This can eliminate expensive trips such as individual late night van trips from a traditional contract provider and it can help lower overall costs when used effectively.

Other trends include lowering or eliminating the fare for ADA certified passengers to use fixed route bus/rail service (a much lower cost option) and increasing travel training for regular ADA users so they can adopt fixed route transit usage for their primary mode of mobility.

### **How to Reach Top Performance in Paratransit Service?**

Part of Bates' success was building on the foundation left by his predecessor, Carl Parr. Parr has a long history with improving paratransit services across the nation for some of the major private contract providers through the use of better systems and technology.

He states there are two principles he lives by in order to provide quality paratransit service:

1. **Give them the tools to succeed** — Parr said, "Nothing bugs me more than a manager telling someone they have to do better when they haven't provided them the best and proper tools/systems/automation to make it so"
2. **Individual accountability** — He said, "Breaking down each and every person's job/role into something measurable. Create a matrix by which to measure performance, such as a daily or weekly scorecard. When possible, post the results, encouraging an internal instinct/competition for employees to outperform their peers"

As for Bates, his focus is on the people who provide the service. He says that the system's high performance was directly the result of his staff's professionalism, perseverance and teamwork. These attributes on the part of the behind-the-scenes reservationists, schedulers, dispatchers, the safety and maintenance teams, and road supervisors helped make MTA's paratransit

service one of the nation's safest, most efficient, most reliable, and customer-focused systems.

"We started our journey by... soliciting feedback from stakeholders at all levels (passengers, drivers, dispatchers, mechanics, etc.) to develop a plan that was not only doable but sustainable. We weren't afraid to ask our providers for their input regarding best practices from around the nation," Bates said. "We increased the number of subscription trips allowing for better use of the vehicles through grouping. We also made sure our reservations agents were effectively utilizing the trip booking software to more efficiently negotiate trip times."

As cost and procurement time cutting measures, MTA also recently purchased nearly 150 sedans replacing many of the traditional larger wheelchair lift equipped vans in their fleet. These are used for ambulatory passengers and are much more efficient to operate and maintain.

### **What You Can Do About it**

As paratransit costs escalate, these are some examples of an agency taking innovative approaches to ensure our most vulnerable passengers get the very best service. What methods are you trying to keep costs down but service quality high?

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## [Democrats introduce bill mandating sleep apnea testing](#) **(Progressive Railroading)**

Members of Congress representing New York and New Jersey have introduced a bill that would require the U.S. Department of Transportation (USDOT) to mandate sleep apnea tests for commercial truckers and rail operators.

The legislation would reverse a recent decision by President Donald Trump's administration to reverse the department's proposed rule to require truck drivers and train operators to be tested for sleep apnea and, if diagnosed with the condition, receive treatment for it.

Introducing the bill in the Senate were Cory Booker (D-N.J.), Robert Menendez (D-N.J.) Charles Schumer (D-N.Y.) and Kirsten Gillibrand (D-N.Y.). Introducing the bill in the House were U.S. Reps. Bill Pascrell Jr. (D-N.J.) and Albio Sires (D-N.J.).

The bill was introduced on the heels of the [National Transportation Safety Board's \(NTSB\) findings](#) released last week that confirmed the engineer involved in the deadly 2016 crash of a [New Jersey Transit](#) train in Hoboken, New Jersey, was diagnosed with obstructive sleep apnea after the incident but not tested during an examination two months prior.

The NTSB report also confirmed that the operator of an [MTA Long Island Rail Road](#)(LIRR) train that crashed Jan. 4 at the Atlantic Terminal in Brooklyn, New York, was diagnosed with sleep apnea after the incident occurred.

Although the agency has not yet ruled on the cause of the accidents — including whether the operators' sleep apnea conditions were factors — the lawmakers said they believed their legislation was necessary to help prevent fatigue-related accidents in the future.

"The recent findings released by NTSB on the Hoboken and LIRR crashes underscore just how shortsighted and reckless the Trump administration's recent decision was to reverse the rule requiring sleep apnea testing and treatment," said Booker, the top-ranking Democrat on the Senate subcommittee overseeing U.S. rail infrastructure. "It's imperative that we take immediate steps to strengthen rail safety standards, and sleep apnea testing is a commonsense safety measure that could prevent crashes and save lives."

In March 2016, President Barack Obama's administration proposed a rule that would have expanded sleep apnea testing and treatment required for train operators and commercial truck drivers. Last month, the Trump administration announced the rule was withdrawn.

In August, Sens. Booker, Schumer, Menendez and Gillibrand wrote to U.S. Transportation Secretary Elaine Chao to ask for the data that the USDOT relied on to make its decision to withdraw the rule, along with its plan to identify and treat rail operators and truckers diagnosed with obstructive sleep apnea.

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Conserve paper. Think before you print.

**From:** Board Secretary

**Sent:** Friday, September 29, 2017 5:28 PM

**To:** VTA Board of Directors

**Subject:** VTA Correspondence: Opposition Letter/SB 649 (Hueso); Support Letter/SB 797 (Hill); Support Letter and Possible Site for Bridge Housing; Bus Route 45; Downtown San Jose BART Station-West Option

**VTA Board of Directors:**

We are forwarding you the following:

<b>From</b>	<b>Topic</b>
VTA	Letter of Opposition to SB 649 (Hueso)
City of Palo Alto	Letter of Support for SB 797 (Hill)
Member of the Public	Letter of Support for Bridge Housing
Member of the Public	Possible VTA Site for Bridge Housing
Member of the Public	Comments Regarding Route 45
Member of the Public	Letter of Support for the West Option as the Location of the Downtown San Jose BART Station

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](mailto:board.secretary@vta.org)





September 27, 2017

The Honorable Edmund G. Brown Jr.  
Governor, State of California  
State Capital  
Sacramento, CA 95814

**Re: REQUEST FOR VETO: SB 649 (Hueso)  
Wireless and Small Cell Telecommunications Facilities**

Dear Governor Brown:

The Santa Clara Valley Transportation Authority (VTA) opposes SB 649 (Hueso) and respectfully requests that you veto this bill. We believe it is unprecedented and detrimental to the public welfare to give essentially free access to public property, funded by the taxpayers, to enable private wireless corporations to install their equipment and sell their services for a profit.

Eliminating fair market leases for the use of public property provides a substantial benefit to the wireless service providers. While this bill does not appear to apply to special districts such as VTA, it can cause a chilling effect on our ability to negotiate fair market rates for wireless providers who wish to add services or re-negotiate existing leases on VTA property. The payments currently made by wireless service providers provide a much needed source of revenue for the day to day operation of vital transit services.

We believe it is important to provide digital services to the community. But the method of deployment must not eliminate the need for local communities to act in the best interest of the community as a whole. The bill appears to allow wireless providers to place equipment, in some cases substantial amounts of equipment, on public property with little to no oversight. It further eliminates any incentive to modernize the equipment used to provide this private service. It provides no compensation for the fair market use of the public's property and may provide an unfair competitive advantage to some wireless providers.

We join with the mayors of San Francisco, Oakland, San José, Los Angeles and Bakersfield in requesting your veto of this legislation.

Sincerely,

Jeannie Bruins, Chairperson  
Board of Directors  
Santa Clara Valley Transportation Authority

September 19, 2017

Via email: [board@caltrain.com](mailto:board@caltrain.com)

The Peninsula Corridor Joint Powers Board  
1250 San Carlos Ave.  
San Carlos, CA 94070-1306

*Re: City of Palo Alto support for SB 797 (Hill)*

Members of the Peninsula Corridor Joint Powers Board:

I write today to inform your Board of the Palo Alto City Council's support of SB 797 (Hill). As you are aware, this bill enables the creation of a new funding stream to be used for Caltrain's operations and capital costs by ultimately asking voters of three Bay Area counties to increase the sales tax by 1/8 cent. This new funding would replace the revenue currently supplied by three Bay Area transportation agencies.

If passed by voters, we understand Caltrain will receive approximately \$60 to \$70 million annually, revenue that will fund, in part, corridor electrification, the addition of high performance electric trains, infrastructure improvements, and station upgrades. We are pleased to support SB 797 as our Council's priorities include promoting electrification initiatives and regional transportation. Additionally, as a Bay Area City that hosts two Caltrain stations (including the second busiest in the whole system) and is impacted daily by thousands of freeway commuters, most in single-occupancy vehicles, we support the improvement of established regional public transportation.

At the same time that we support improvements to the Caltrain system, our Council is concerned over equitable and effective governance of Caltrain. It is our goal to improve this gap in Caltrain governance for the benefit of its users, and make other governance changes that will be needed to align with modernization of the Caltrain system. And while our support for SB 797 is strong, our concern about governance reform and fair and effective representation could temper our ongoing support, if real efforts to make needed changes do not occur in parallel with the funding approval steps outlined in SB 797.

We strongly support Caltrain obtaining a secure funding stream, the modernization of Caltrain, and modernization of the governing structure for Caltrain to match and ensure those objectives.

Yours,



H. Gregory Scharff  
Mayor, City of Palo Alto

Cc: Valley Transportation Authority (VTA)  
Santa Clara County Board of Supervisors  
Palo Alto City Council  
Palo Alto City Manager James Keene

September 11, 2017

VTA Board of Directors  
3331 North First Street  
San Jose, CA 95134

Dear Chairperson and VTA Board Members:

Every night in San Jose 4,000 individuals must find shelter. With a lack of options, these individuals often turn to transportation infrastructure for refuge including VTA park-and-ride lots and transit centers, highway bridges, bike/ped trails, and freeway on/off ramps.

Many individuals, particularly homeless youth, depend on VTA for transportation to jobs, shelters, and social services. Passengers often report homeless individuals sleeping on trains and buses. Unfortunately, this has been attributed to a feeling of lack of safety and poor passenger experience amongst transit riders. There are concerns that transit ridership will continue to decrease if action is not taken to address homelessness.

San Jose's homeless crisis is highly visible along roadways. Encampments can be seen from highways and local roads. These encampments are often blamed for contributing to the pollution of our waterways with litter and debris. Also visible along roadways, light rail tracks (such as from Santa Teresa to Children's Discovery Museum) and near encampments, is an increasing amount of graffiti on bridge columns and roadway signs. As a congestion management agency, VTA is partly responsible for maintaining roadway infrastructure and participates in the City of San Jose's Anti-Litter and Graffiti Program.

These examples show the connections between homelessness and transportation. That is why we must work together to explore every viable option to provide housing opportunities for homeless individuals. As such, I am writing, as a VTA employee and San Jose resident, to request your assistance on a pilot "Bridge Housing" project, also known as "tiny homes."

The City is currently evaluating 99 city-owned parcels as potential sites for a pilot bridge housing community, however, many of the parcels have constraints. Therefore, the City is looking to its partner agencies to consider leasing underutilized properties at little to no cost. Would you work with the City Housing staff to provide a list of vacant or underutilized sites VTA might consider leasing to the City?

There is an urgency to address the immediate needs of the thousands of unsheltered people living in Santa Clara County, especially as the cold winter months approach us. I appreciate your consideration and compassion on this human rights issue. Thank you for your timely response.

Sincerely,



Keelikolani "Lani" Ho

**From:** Karen Lattin

**Sent:** Friday, September 08, 2017 5:28 PM

**To:** Board Secretary

**Cc:** Sergio Jimenez; Helen.Chapman@sanjoseca.gov; ray.bramson@sanjoseca.gov

**Subject:** Possible VTA site for Bridge Housing

VTA Board,

I am writing to you as a concerned citizen of Council District 2 to inquire, urge and encourage VTA to work with the City of San Jose regarding a Bridge Housing project. I am not sure if you are aware that San Jose is looking for possible sites to host a small, temporary tiny-home bridge housing community in sites across San Jose (20 unit, max of 25 occupants, sunsets in 2022). In District 2, two city-owned sites have been suggested but there are significant problems with both sites, including egress, ingress, on a busy thoroughfare, proximity to residential neighborhoods, one is near a school bus stop and a bar. There are other issues that can be debated, but these stated are factual attributes of the current proposed sites.

At the recent City Council Meeting on 8/29/17, it was discussed that the City would reach out to other government entities and agencies to see if they had any parcels of land that could be negotiated to be used for a temporary bridge housing community. I immediately thought of the area in back of the Santa Teresa Light Rail station. I found out there is a parcel owned by VTA that I believe backs up against Via Del Oro. It has many of the features that the city is looking for including size, access to transportation, access to city sewage and electrical. The benefits of this parcel over the two parcels in or near D2 include: It is not on a major thoroughfare. It is farther away from residential, parks and schools than the other parcels. It would be safer for the occupants. It has ready access to services such as stores and groceries (midway between two shopping centers). It is in a more industrial, commercial location rather than right next to two neighborhoods.

I am writing to urge you to at least have a dialogue with the City of San Jose Housing Department or Councilman Sergio Jimenez's office to further discuss this parcel as a potential location for a Bridge Housing Community. There are other people in the community who also support this location for bridge housing and you may hear from them as well.

Thank you for your consideration.

Karen Lattin

Los Paseos Neighborhood

City of San Jose Resident

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

From: Frank Ciuba

Sent: Sunday, September 10, 2017 11:39 PM

To: District4@sanjoseca.gov; mayoremail@sanjoseca.gov; Board Secretary;

District5@sanjoseca.gov; Herbert, Frances; Winston, Ethan

Subject: Sept. 7 2017 VTA Board of Directors Meeting result

Read in the latest VTA Connections newsletter the Board voted September 7 to discontinue Bus Route 45. Mr. Mayor, Mr. Diep, you did not come through to support one of your San Jose communities.

VTA Board of Directors Meeting September 7, 2017, on the agenda was Item 7.2 Route 45 and Route 500

It is disappointing how VTA Staff was allowed to use deceptive language and questionable leverage to affect the vote to terminate Bus Route 45. How they manipulated the Board to end Route 45 is despicable. The Board was presented action item 7.2, a combined plan that 1) discontinues 45, 2) approves 500. Since the board was no way going to shoot down 500, seems staff virtually handcuffed the Board of Directors to discontinue 45. Staff also directed the Board with faulty analysis and miss-leading statements to in their presentation of route 45 merits.

In short, Route 45 picks up commuters at their residences, mostly West of White Rd in East San Jose and delivers them to light rail. These commuters later get picked up at light rail and take 45 back home. Bus 45 just circles the community once an hour 12 times a day beginning and ending at light rail.

pg 446 of the Sept.8 meeting agenda .pdf concerning bus 45: staff says most boardings occur West of White Rd and are covered by other routes. This is true but miss-leading. Almost half of route 45 boardings are transfers after riding light rail, which is located West of White Rd., so yes boardings are concentrated West of White Rd.

Staff analysis goes on to say "Other routes will provide better service for areas with most riders" This is incorrect analysis. Without bus 45 those transfers from light rail will no longer be riding VTA. The so called "coverage by other routes" does not transit their neighborhoods West of White Rd. Those commuters from will be in their cars driving to work and not riding VTA. That is the effect of cancelling Bus Route 45, not taking "other coverage" as staff has wrongly counseled.

VTA had an opportunity to come through and support an East San Jose community by improving connection to transit, ie the proposal to run from BART to Light Rail through this neighborhood. Updating Route 45 would slowly but surely have resulted in improved ridership numbers. Instead VTA staff was relentless pursuing discontinuing bus 45 now making our nearest transit connection more than 1 mile distant. They have successfully isolated our community from transit using unsavory methods to get Board compliance in this matter.

After losing this effort to keep Route 45 alive my opinion of VTA is described in their own Sept.7 meeting agenda document in Table 3.1 on page 249 in the agenda PDF. "Table 3.1: Focus Area evaluation criteria" where staff's "lightest weighted" importance is "Residents who

**From:** Richard Hackmann

**Sent:** Thursday, September 28, 2017 1:25 PM

**To:** Board Secretary

**Subject:** Signed Comment Letter from Grocery Outlet to VTA Board of Directors on Downtown San Jose BART Station Location

Attached is a letter from Grocery Outlet to the VTA Board of Directors in support of the West Option as the location of the downtown San Jose BART station.

Could you please add this letter to the public record?

Thank you and please let me know if you have any questions.

Regards,

Richard

---

Richard Hackmann | [Lighthouse Public Affairs](#)

MAIN (415) 364-0000 | MOBILE (312) 450-4096

# Downtown San Jose

**GROCERYOUTLET**  
bargain market

September 28, 2017

**Subject: Support the West Option - Downtown San Jose BART Station Location**

Chair Bruins, Vice Chair Liccardo, and Board Members,

We are Chevonne and Darren Johst, the owner-operators of the Grocery Outlet store located at 272 East Santa Clara Street in downtown San Jose and we are writing to ask you to vote for the West Option as the location of the downtown San Jose BART station. The West Option was unanimously supported by the San Jose City Council and our hope is that the West Option will be unanimously supported by the VTA as well.

The location of the downtown San Jose BART station is of particular significance to us because the East Option would result in the closure of our store. As life-long San Jose residents, and five-plus year San Jose business owners, we cannot tell you how disappointing this prospect is. San Jose is where we decided to buy a business and raise our family but, due to the current real estate market, if our store is closed a suitable relocation alternative doesn't exist in the area. Therefore, it seems likely that if the East Option is selected we will no longer have the ability to do business in the community we love.

Support for the West Option has been tremendous and that's because it's appropriately located in the heart of downtown San Jose. In addition to the San Jose City Council, the West Option is supported by numerous community groups and business organizations including SPUR San Jose and the San Jose Downtown Association. Further, the West Option has a lower overall base cost regardless of which tunneling method is selected. Conversely, the East Option moves the station away from its optimal location in the downtown core and lacks public support.

Recognizing that decisions like this are not made based on any single factor, below are just a few examples of the contributions Grocery Outlet makes to the community for you to consider when making your decision:

- Only value grocer located in downtown San Jose;
- Only source of low-cost organic fruits and vegetables in downtown San Jose;
- 35 San Jose resident jobs;
- 12 San Jose State University student jobs;
- Over \$100,000 in donations to schools, recovery programs, and youth groups.

Thank you very much for your time. We hope you will consider this letter when making your decision.

Sincerely,



Chevonne Johst  
Owner-Operators  
Grocery Outlet of Downtown San Jose



Darren Johst

CC: Bay Area Rapid Transit Board of Directors

Commute". I see why the roads are so awful in region where VTA holds sway. VTA is trying to operate like a for profit corporation, but no company could survive operating this way VTA does business. Even in the private sector you have to serve customers, not expect the customers serve you. Wish VTA would serve the community, not the other way around.

Sincerely,

Frank Ciuba

San Jose Resident, Taxpayer, HOA President, former VTA rider/supporter