From: Board.Secretary
Sent: Tuesday, October 04, 2016 11:29 AM
To: VTA Board of Directors; VTA Advisory Committee Members
Subject: VTA Connections Newsletter - October 2016

VTA Board of Directors and VTA Advisory Committee Members:

Below is VTA's newsletter for October 2016. It can also be accessed using this link: https://content.govdelivery.com/accounts/CAVTA/bulletins/1671849.

Please share with your constituents.

Thank you.

Office of the Board Secretary
Santa Clara Valley Transportation Authority
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San Jose, CA 95134
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October 2016

VTA Connections

Stay in the know about
transportation in Silicon Valley

Hostetter Trench/BART SV Extension

Meet the Board

A monthly feature on VTA leadership

IN THIS ISSUE

- Meet the Board

Perry Woodward - VTA Board Member, Gilroy Mayor

In his role as a member of the VTA Board of Directors and former Board chair, Director Woodward has championed transportation infrastructure investments that improve residents' quality of life and play a vital role in Silicon Valley's growing economy. The SR 152 Trade Corridor Project, the SR 25/US 101 Interchange Improvements Project and the recently reconstituted Santa Clara/San Benito Counties Mobility Partnership are key efforts to improve the safety and efficiency of a critical regional goods movement corridor.

As a member of the Mobility Partnership with San Benito County, Director Woodward has worked with elected officials in both counties to fund and build the SR 152 Improvements Project. Director Woodward also supports actions to repave urban sections of SR 152, which will be funded through a $5.5 million advance in Vehicle Registration Fee (VRF) funds.

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Glenn Hendricks - VTA Board Member, Sunnyvale Mayor

As the Mayor of Sunnyvale, Glen Hendricks represents a city that epitomizes the challenges that the red-hot Silicon Valley economy poses for

- BART Berryessa Electrification
- Students Lead on Rail Safety
- I-280 Interactive Map and Survey
- VTA's Strategic Plan Update
- Congestion Management Award

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

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our region's transportation infrastructure. Sunnyvale is home to an ever-growing list of technology employment centers, including new facilities for LinkedIn and Google.

This has led to significant traffic impact on the Mathilda interchange at State Route 237 and U.S. 101, known to commuters in the area as the 'Mathilda Monster'. With director Hendricks' leadership, VTA is designing a wide range of improvements for drivers, bikers and pedestrians, including modifications to on- and off-ramps; the removal, addition, and signalization of intersections; and provision of new left-turn lanes. As a member of VTA's Congestion Management Program and Planning Committee, Director Hendricks oversees major congestion management projects like this located throughout the county.

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BART Berryessa Electrification

Instagram, and YouTube

The electrified third rail of the Berryessa BART Extension is undergoing testing.

System testing is underway on VTA's 10-mile, two-station BART Berryessa Extension. Unlike VTA's light rail trains that are powered by overhead lines, the BART system consists of two high voltage substations, six traction power substations, and contact rails. The contact rails located alongside the train tracks, known as the ***third rail,*** will be powered by 1,000 volts of electricity.

Read more **here**.

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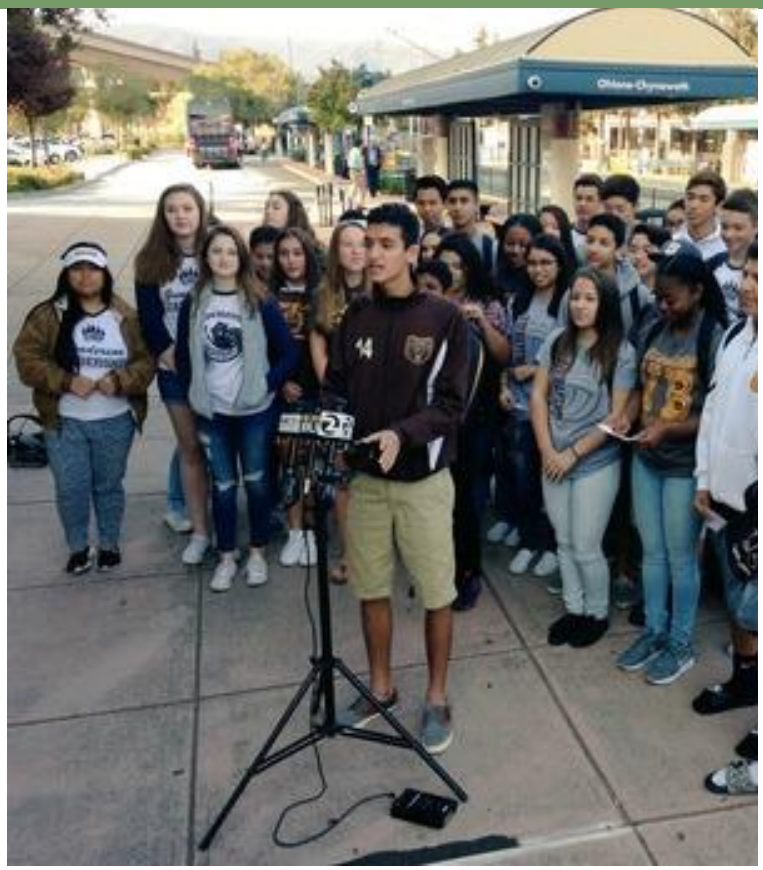
Students Lead on Rail Safety



Gunderson High School students pledge to take safety precautions around light rail tracks.

The message from Gunderson High School students was "Stay Safe, Stay Alive" as they took a public pledge for safety around the rails.

Dozens of students from the South San Jose school gathered at the Ohlone/Chynoweth light rail station Monday Sept. 19, as their classmates arrived on light rail and headed to school.

Read more **here.**

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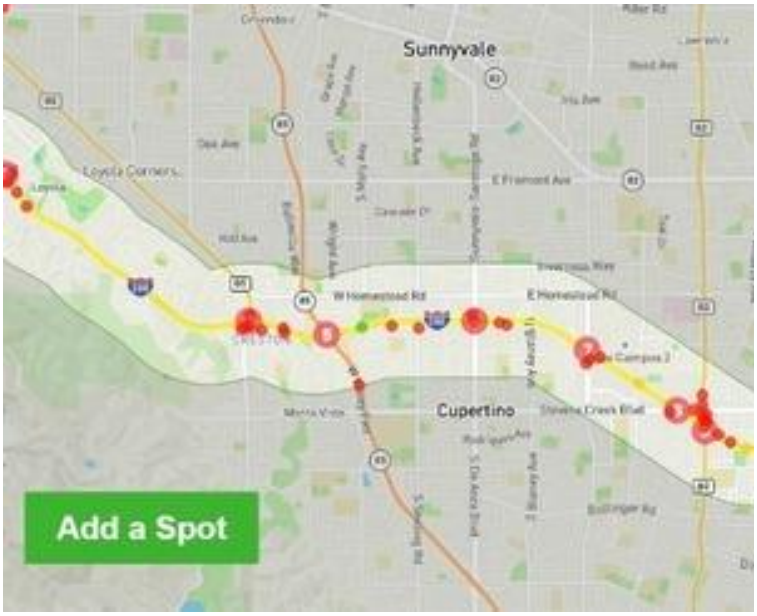
I-280 Interactive Map and Survey



Take the Interstate 280 Transportation Survey

Here is your chance to provide input on how VTA should prioritize projects along the I-280 corridor.

There is a **newly published map and survey on the VTA website** that not only allows you to pinpoint problems on a corridor map, it also allows you to see what others are saying about that same area. There is also a brief, written survey you can use to provide more information.

Read more **here.**

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VTA's Strategic Plan Update

Given the number of major projects and initiatives currently underway, VTA is updating its Strategic Plan and is asking for public feedback.

Last updated in 2009, Board Chair Cindy Chavez prioritized this update for the organization. This process includes a review of VTA's current mission, vision, values and business lines.

Read more **here.**

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Congestion Management Award

Newly redesigned interchange at Highway 280/880 near Steven's Creek Blvd.

The American Society of Civil Engineers honored VTA in September with two project awards. The **Roadway and Highway Project Award** recognizes the work done on the Highway 280- 880/Stevens Creek Blvd. Interchange project. The **Transportation Project Award** pays tribute to the work on the Mission Blvd/Warren Ave./Freight Railroad Relocation Program.

See more VTA awards **here**.

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From: Board.Secretary
Sent: Thursday, October 06, 2016 6:49 AM
To: VTA Board of Directors; VTA Advisory Committee Members
Subject: VTA Safety Brochure and Panel

VTA Board of Directors and VTA Advisory Committee Members:

VTA is committed to providing a safe and comfortable environment to our customers.

Staff is working diligently to promote awareness of security resources and highlight safety practices around the light rail tracks and aboard the transit vehicles.

Please help us spread the word by sharing the attached safety and security brochure and panel with your constituents.

Together, we can help make every trip taken on VTA a pleasant journey!

Thank you.

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IS IT WORTH YOUR LIFE?

DRIVE SAFELY

VTA wants you to be safe.

1. **Cross tracks carefully.**
   Check for trains coming from all directions, including behind you.
2. **Obey the warning devices.**
   It's not safe to cross the tracks if audible warnings are sounding or crossing arms have lowered.
3. **Do not drive on the tracks.**
   Driving onto light rail tracks is extremely dangerous. Even if no one is hurt, vehicles are often badly damaged and must be towed.
4. **Watch traffic signals carefully.**
   Drivers in a left-hand turn lane need to be careful that the changing signal is for them and that they only proceed when they have a green arrow.
5. **Watch for pedestrians.**
   Pedestrians are typically present in areas near light rail stations. Look out for jaywalkers.

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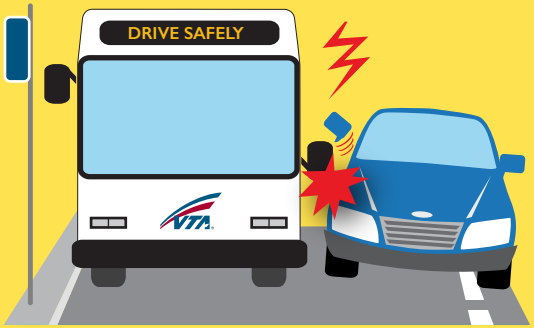
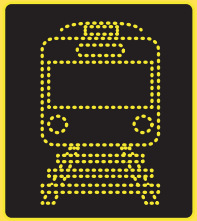


1. **Buses are very, very big.**
   Even VTA's smallest buses are long and the longest are 60 feet. Something that big deserves your full attention. Follow too closely and you risk being involved in a rear-end collision.
2. **Buses frequently merge in and out of the lane closest to the curb.**
   Swinging out too quickly to pass a bus on the left can result in you sideswiping it.
3. **Buses make wide turns.**
   Don't creep up on the right side of a bus. It's dangerous.
4. **Don't assume the operator sees you.**
   If you can't see the operator in the bus' side view mirror, the operator also can't see you.
5. **Don't drive distracted. Period.**
   Don't text and drive. Be present while driving.

BE SMART:
FOLLOW THE SIGNS.

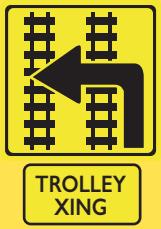
VTA provides informational traffic signs along its light rail system designed to help you be safe.



Train Approaching
This sign warns you a train is approaching. Do not cross the tracks while it is flashing.

Do Not Enter
These signs are seen where traffic lanes cross light rail tracks. Accidentally driving out onto light rail tracks is very dangerous.

No Vehicles on the Tracks
These signs are also located where traffic lanes cross light rail tracks. Do not stay in your vehicle if it becomes stuck on light rail tracks. Exit immediately and call 911.



Trolley Crossing
This sign is telling you to look for approaching light rail vehicles before crossing the tracks.

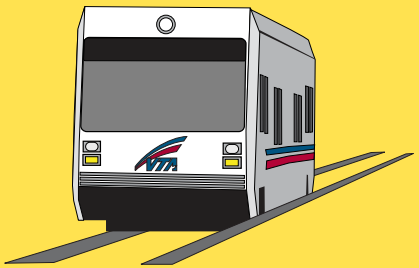
VTA is committed to providing a safe and comfortable environment for customers. The following resources are provided to you so, together, we can make every trip you take with us a pleasant journey!

VTAlerts

This free downloadable app (iPhone/iPad and Android smartphones) gives you the ability to call 911 in the event of an emergency or instantaneously report safety concerns directly to VTA Transit Security when traveling on our system. The VTAlerts mobile app has helped VTA respond more quickly to reports of vandalism, system safety, suspicious activity and issues such as unattended bags, assaults, fights, robberies and thefts.

Transit Live

Real Time Information helps find where your bus/train is now and when it will arrive at your stop on your computer, mobile device (with web access), and by phone using the Interactive Voice Response (IVR) by calling 511. You can also sign up for automatic text and email messages for specific routes. Visit *vta.org/transitlive* or contact 511.org.



Emergency Button

Each light rail train is equipped with multiple red "Emergency" buttons that notify the light rail operator that you are in need of assistance. Once pressed, the light rail operator will respond to your request when safe to do so. Clearly and succinctly inform the light rail operator of your needs and he/she will take appropriate action to help resolve any emergency.

Emergency & Information Telephone Towers

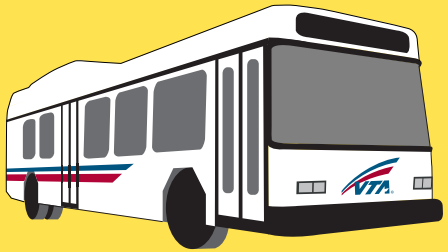
Emergency and Information Telephone Towers at light rail platforms are housed in a tall, blue tower in an ADA compliant structure. These telephones are free to use and will connect passengers to 24-hour automated bus and rail information or transfers the call to a VTA Customer Service Representative during normal business hours. The emergency button connects users to 911. A blue light on top of the unit moves into strobe mode and can be seen by anyone in the immediate area, when the 911 button is pressed.

Safe Place Program

A VTA bus operator will offer a "safe place" to any minor in need; including runaways, the homeless, the abused and/or neglected, and victims of domestic violence. The operator will ensure the child is safe and secure and will request a pick up for the child or victim, who will be taken to a location that has staff to assist.

Night Stop Program

A VTA bus operator can stop at a location that is closer to your final destination than the regular stop, providing it is along the designated route and the operator feels it is safe to do so. This service is available after evening peak hours until the morning rush hour, and is for deboarding only.



1608-0831

IS IT WORTH YOUR LIFE?

Be safe around VTA's light rail trains.

1. **Do not dash across busy streets to catch the light rail.** Instead, try to arrive early and be patient. Another will arrive shortly if you miss your train.
2. **Do not walk along the tracks.** Trains can come from either direction at any time.
3. **Cross the tracks with caution.** Use only designated crossings. Obey all signals and never go around activated warning gates. Look both ways before proceeding.
4. **Stand behind the yellow safety stripe.** Standing too close to the edge of the platform is dangerous.
5. **Use a Clipper card.** To avoid rushing to pay your fare at the TVM, just preload fare on your Clipper card and tag your card before boarding.
6. **Take a seat.** Injuries are most common for someone who is standing. Remain seated until the train stops.
7. **Help keep others from being injured.** Use the intercom to report spills or debris on the floor.

Trespassing on VTA property is a violation of CA Penal Code 602 and 369i. A complete list of prohibited conduct on VTA property is located on *vta.org/rules*.

vta.org/safety

(408) 321-2300 • TTY (408) 321-2330

VTA

1608-0832

From: Board.Secretary
Sent: Thursday, October 06, 2016 10:45 AM
To: VTA Board of Directors
Subject: VTA 10/06/16 Board of Directors Meeting Information: Agenda Item 2.2
Importance: High

VTA Board of Directors:

Attached for tonight's October 6, 2016, VTA Board of Directors Regular Meeting, **Agenda Item #2.2:** Resolution of Appreciation for Rod Diridon, Sr., for his retirement as Executive Director of Mineta Transportation Institute (MTI).

Thank you.

Office of the Board Secretary

Santa Clara Valley Transportation Authority

3331 N. First Street

San Jose, CA 95134

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Resolution

By the Board of Directors of the Santa Clara Valley Transportation Authority (VTA) a Special District of the State of California relative to commending the

HONORABLE ROD DIRIDON, SR.

WHEREAS, Rod Diridon is retiring after more than 20 years of service to the Mineta Transportation Institute, serving as its executive director from 1995 until 2014; and

WHEREAS, Rod Diridon guided the growth of the Mineta Transportation Institute following its creation by Congress in 1991; and

WHEREAS, under Rod Diridon's leadership, the Mineta Transportation Institute published more than 200 peer-reviewed policy research reports and produced hundreds of transportation leaders, including more than 230 Masters of Surface Transportation Management Program graduates; and

WHEREAS, Rod Diridon served six terms as chair of the Santa Clara County Board of Supervisors and the Santa Clara County Transit District; and

WHEREAS, Rod Diridon played a significant role in the creation of VTA in 1995 through the merger of the Santa Clara County Transit District and the Santa Clara County Congestion Management Agency in order to form a single entity responsible for making and implementing transportation policy in Silicon Valley; and

WHEREAS, Rod Diridon is called the "Father of Modern Transit in Silicon Valley" for his strong advocacy for investment in public transit, having led the first successful local sales tax measure for transit in California in 1976, and having championed numerous successful regional and statewide campaigns for transportation bonds and financing measures; and

WHEREAS, Rod Diridon's influence on transportation policy extended far beyond Silicon Valley, as he chaired the San Francisco Bay Area's three regional governments—the Metropolitan Transportation Commission, the Bay Area Air Quality Management District and the Association of Bay Area Governments—and received appointments to the California High Speed Rail Authority Board from Governors Gray Davis and Arnold Schwarzenegger.

NOW, THEREFORE. BE IT RESOLVED, that the VTA Board of Directors hereby commends and expresses its sincerest appreciation to Rod Diridon for his many years of exemplary public service and commitment to transportation; and

BE IT FURTHER RESOLVED, that this resolution is presented with the thanks and good wishes of VTA.

ADOPTED by the VTA Board of Directors this sixth day of October, 2016.

_____

Cindy Chavez, Board Chairperson
Santa Clara Valley Transportation Authority

From: Board.Secretary
Sent: Thursday, October 06, 2016 2:42 PM
To: VTA Board of Directors
Subject: October 6, 2016, Board Meeting Information: Letter from SPUR Regarding Agenda Item #6.21 - Next Network: Light Rail Service Plan Recommendation
Importance: High

VTA Board of Directors:

Attached is a letter from SPUR expressing support for Agenda Item #6.21 - Next Network: Light Rail Service Plan Recommendation.

Thank you.

Office of the Board Secretary
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SPUR
San Francisco | San Jose | Oakland

October 6, 2016

Board of Directors
Santa Clara Valley Transportation Authority
3331 N. 1st Street
San Jose, CA 95134

Re: Item 6.21 Next Network Light Rail Service Plan Recommendation

Dear VTA Board of Directors,

Thank you for your leadership on redesigning VTA's transit system to be more successful and usable. We appreciate and support staff's direction on the 2017 light rail operating plan.

As we described in our 2014 report *Freedom to Move*,[1] transit in Santa Clara County has not enjoyed consistent success.[2] The county's current transit system of buses and light rail was overlaid on a car-oriented landscape where transit stops are hard to get to, long distances separate homes and jobs, driving is typically fast and parking is free.

But opportunities for transit to turn a corner are emerging as the county absorbs an estimated 644,000 new people and more than 300,000 jobs within its existing urban growth boundary. As Jarrett Walker's *Next Network* report showed, adjustments to the current system's operations and service can better serve this growing market. We all need transit to succeed if the county wants to grow without gridlock.

SPUR strongly supports proposals that will: 1) increase frequency on lines that serve dense and growing mixed-use places and regional transit hubs; 2) grow the grid network to serve many different destinations so that parallel east-west and north-south routes intersect across the region.

The recommended changes to the 2017 light rail operating plan work towards these goals. Creating all-day frequent service on the Old Ironsides-Winchester line, for instance, creates better access to regional transit at Diridon Station and creates an opportunity for more transit-oriented development near Great America Station, which is quickly becoming a large center of round-the-clock activity.

We also strongly support the proposed wayfinding changes, which will make transit easier to use. As SPUR discussed in our 2015 report, *Seamless Transit,* poor information about how to

[1] http://www.spur.org/publications/spur-report/2014-07-17/freedom-move
[2] http://www.spur.org/publications/urbanist-article/2010-08-01/transit-valley

make a transit trip—especially multi-operator transit trips—deters potential riders and causes stress.

The map and station name changes proposed as part of the 2017 light rail operating plan go a long way towards providing riders with more confidence in the system. We recommend that such maps are developed through a rider-centered design process and coordinated with surrounding and overlapping transit systems/maps.

As a next step, we ask that VTA:

1. Add information about service frequency on the map in a visual format, in addition to what is written in the legend. Additional information about trip duration, particularly for the commuter express service, may also be helpful in attracting new riders.
2. Continue working with cities to create better wayfinding at each station. A starting point could be a program with the City of San Jose, which recently developed a comprehensive wayfinding plan for downtown San Jose.[3]
3. Quantify what proportion of VTA's budget will be spent on ridership services and coverage services if the proposed rail operating plan is adopted. This should also be evaluated in relation to proposed changes to the bus network.
4. Provide additional information about the commuter express service. Many jobs are located in north San Jose, north of where the proposed express service would terminate.
5. Continue working to improve the speed and reliability of light rail, particularly through downtown San Jose and north San Jose.

We support the direction of the 2017 recommended light rail operating plan and encourage VTA to continue making light rail more frequent, fast, reliable and easy to use. Thank you for your leadership on implementing VTA's Next Network and we look forward to your continued dedication to improving the *entire* transit network to make transit successful in Santa Clara County. Please feel free to contact me at 408-638-0083 with any questions.

Sincerely,

Teresa Alvarado
San Jose Director

cc: Laura Tolkoff, Ratna Amin

[3] http://www.spur.org/news/2015-10-15/how-apps-maps-and-other-tools-can-help-activate-downtown-san-jose

From: Board.Secretary
Sent: Friday, October 07, 2016 2:28 PM
To: VTA Board of Directors
Subject: VTA Correspondence: 1) Government Affairs Report; and 2) Alum Rock/Santa Clara BRT Project Update
Importance: High

VTA Board of Directors:

Attached are the following items that were provided at the October 6th Board meeting:

1) Government Affairs Report
2) Alum Rock/Santa Clara BRT Project Update

Thank you.

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GOVERNMENT AFFAIRS REPORT

October 6, 2016

FEDERAL

FY 2017 Transportation Appropriations Bill: Congress reconvened on September 6 following a seven-week recess. Given that all 12 appropriations bills for FY 2017 were still pending and there was little time left for Congress to wrap them up before the beginning of the new fiscal year on October 1, the House and Senate passed a short-term Continuing Resolution on September 29 that allows federal agencies and departments to keep their doors open and operate at FY 2016 spending levels until midnight on December 9. President Barack Obama signed this resolution into law, thereby avoiding a potential government shutdown.

Congress recessed shortly after completing the Continuing Resolution. Senators and House members are scheduled to return to Washington, DC, after the November 8 general election for a lame-duck session to determine the next steps for the appropriations process. Options to be considered include continuing to work on the 12 separate appropriations bills (so far, the Senate has passed three, while the House has completed five); packaging all of the appropriations bills into one massive omnibus spending measure or several smaller "minibuses;" or doing another Continuing Resolution that would carry into the next calendar year, thus deferring to the new Congress and presidential administration to complete the process. Which option is ultimately pursued will be influenced by the results of the November election.

Buy America: On September 1, the Federal Transit Administration (FTA) issued its final policy regarding the implementation of a phased-in increase in domestic content for public transit buses and rail cars under the Buy America statute, as amended by the Fixing America's Surface Transportation (FAST) Act. The FAST Act calls for increasing the domestic content for these vehicles from the current level of 60 percent to 65 percent by FY 2018 and to 70 percent by FY 2020.

STATE

Bills Signed by the Governor: The Legislature officially brought the 2015-2016 regular session to a close during the early morning hours of September 1, after determining the fate of hundreds of bills. Those measures that did not make it through the legislative process before lawmakers adjourned are dead. Those that did were sent to Gov. Jerry Brown, who had until midnight on September 30 to act on them.

Of the 790 pieces of legislation that lawmakers passed before ending the regular session, the Governor signed the following bills of interest into law:

- AB 1550 (Gomez) requires the three-year investment plan prepared by the Department of Finance for the expenditure of cap-and-trade auction proceeds deposited into the Greenhouse Gas Reduction Fund to do both of the following: (1) allocate a minimum of 25 percent of available dollars to projects located within the boundaries of a disadvantaged community;

and (2) allocate a minimum of 10 percent of available dollars to projects that benefit low-income households or that are located within the boundaries of a low-income community. Under the provisions of AB 1550, money allocated pursuant to one of the aforementioned cannot count toward meeting the other required minimum allocation. By contrast, current law requires a minimum of 25 percent of available cap-and-trade auction proceeds to be expended for projects that benefit disadvantaged communities, with 10 percent required to be located within such communities. The 10 percent counts toward achieving the 25 percent minimum.

- AB 1613 (Budget Committee) appropriates $900 million of the $1.4 billion in "uncommitted" cap-and-trade auction proceeds currently sitting in the Greenhouse Gas Reduction Fund to 16 different categories of expenditures. Included in the bill are appropriations for the Transit and Intercity Rail Capital Program ($135 million) and the Active Transportation Program ($10 million). With the enactment of AB 1613, there is roughly $500 million remaining in the Greenhouse Gas Reduction Fund that still needs to be appropriated by the Legislature.

- AB 1889 (Mullin) facilitates the expenditure of $1.1 billion in Proposition 1A bond proceeds appropriated to the California High-Speed Rail Authority in 2012 for projects in the northern- and southern-most portions of the state's high-speed train system, including $600 million dedicated to electrifying the Caltrain Corridor.

- AB 2196 (Low) makes a series of technical, clean-up changes to VTA's enabling statutes that are intended to revise provisions that are outdated, delete provisions that are obsolete or inoperable, and modify provisions that are unclear or inconsistent. In addition, AB 2196 adjusts certain VTA bidding thresholds for materials, supplies and equipment contracts to match federal procurement guidelines.

- AB 2374 (Chiu), among other things, deletes provisions in current law limiting the use of the Construction Manager/General Contractor (CMGC) delivery method for expressway projects to only those included in a voter-approved expenditure plan, thereby allowing VTA and other regional transportation agencies to use CMGC for <u>any</u> expressway project that is not on the state highway system.

- AB 2722 (Burke) creates the Transformative Climate Communities Program to be administered by the Strategic Growth Council and funded with cap-and-trade auction proceeds. Under this program, the Strategic Growth Council would award competitive grants for the development and implementation of neighborhood-level transformative climate community plans. Such plans must include multiple and coordinated greenhouse gas emissions reduction projects that would provide local economic, environmental and health benefits to disadvantaged communities. AB 1613 includes an appropriation of $140 million from the Greenhouse Gas Reduction Fund for the Transformative Climate Communities Program.

- SB 838 (Budget Committee) is the FY 2017 transportation budget trailer bill. Included in this legislation are provisions requiring the Controller's Office to use the same list of eligible

recipients and the same proportional operator shares from the fourth quarter of FY 2015 to distribute any unallocated FY 2016, and all FY 2017 and FY 2018 State Transit Assistance Program (STA) revenue-based funds. These provisions are intended to temporarily undo changes to the methodology used to distribute STA revenue-based funds that were implemented by the Controller's Office beginning with the first quarter allocations for FY 2016. In addition, SB 838 eliminates the 85,000 cap in current law and, instead, authorizes the Department of Motor Vehicles (DMV), until January 1, 2019, to issue an unlimited number of "green stickers" to allow carpool lane access for plug-in hybrid electric vehicles without the required number of occupants in the vehicle.

- SB 824 (Beall) provides a few more tools and a little more flexibility to enable public transit agencies to more effectively manage and utilize their formula shares under the Low Carbon Transit Operations Program (LCTOP). The modest changes to LCTOP proposed by this bill would put public transit agencies in a better position to be able to maximize reductions in greenhouse gas emissions by allowing them to expend their formula shares in a way that makes the most sense for their individual systems and their unique set of circumstances.

- SB 998 (Wieckowski) prohibits motorists from parking, stopping or driving in a roadway lane that has been designated for the exclusive use of public transit buses. While the Vehicle Code prohibits motorists from parking, stopping or leaving their cars at a curbside bus stop, there are no comparable provisions in state law relating to bus-only lanes. SB 998 corrects this deficiency, so that public transit agencies can address situations where motorists are inappropriately using bus-only lanes and obstructing the operation of their bus rapid transit (BRT) service.

- SB 1128 (Glazer) eliminates the January 1, 2017, sunset date pertaining to the Bay Area's ordinance that requires certain employers in the region to offer one of four specified commute benefits to their employees, and allows the Metropolitan Transportation Commission (MTC) and the Bay Area Air Quality Management District (BAAQMD) to continue to implement this ordinance on a permanent basis.

- SB 1383 (Lara) requires the California Air Resources Board (CARB) to approve and begin implementing a comprehensive short-lived climate pollutants strategy to reduce methane by 40 percent, hydrofluorocarbon gases by 40 percent, and anthropogenic black carbon by 50 percent below 2013 levels by 2030.

REGIONAL

Regional Infrastructure Bank: Meeting as the Bay Area Toll Authority (BATA) on September 28, the Metropolitan Transportation Commission (MTC) received a staff presentation proposing the creation of a Regional Infrastructure Bank for the Bay Area. The proposal, unveiled for the first time at the meeting without advance notice, calls for expanding the scope of the existing Bay Area Infrastructure Finance Authority (BAIFA), currently structured around MTC's Express Lanes Program, in order to provide a range of financing methods to support the delivery of regional infrastructure projects. One suggested financing method consists of bonding against the region's share of Federal Transit Administration (FTA) formula dollars, which is of concern to

VTA. Since November 2015, MTC has been exploring ways to gain this bonding authority for itself in order to advance BART and San Francisco Muni railcar procurements as part of its Core Capacity Challenge Grant Program. This authority has historically been exercised by individual public transit operators looking to advance projects by bonding against their own projected future share of FTA formula funding. However, if MTC bonds against the region's total projected share of FTA formula dollars in order to advance a specific public transit operator's project, this situation could create problems for other operators not benefiting from the bonding. These operators would see their expected future years' FTA formula shares diverted to pay debt service for another operator's project.

MTC commissioners indicated that the lack of notice about the Regional Infrastructure Bank proposal did not provide adequate time to research potential risks and conflicts of interest before the September 28 meeting. While the staff report recommended that the Commission approve the creation of a Regional Infrastructure Bank at its October meeting, the Commission instead directed staff to bring the proposal back in October as an informational item. Commissioners indicated that they would not be prepared to take action on the proposal until November at the earliest.

TDA and STA Allocations: At its September 28 meeting, MTC approved VTA's annual Transportation Development Act (TDA) and State Transit Assistance Program (STA) allocations, as follows:

- $105.4 million in TDA funds.
- $9.1 million under STA.

The total allocation of $114.5 million represents about 30 percent of VTA's annual operating funding for the year.

Alum Rock / Santa Clara BRT Project

Project Update
October 6, 2016

Community Outreach Activities: The Alum Rock Field Office continues in operation and is well used by members of the community seeking information about the project or upcoming construction activities. Staff also kept limited office hours at VTA's Downtown Customer Service Center while downtown stations were under construction (end of September). The parking lot at the corner of King and Alum Rock, provided by VTA in cooperation with the City of San Jose, continues to be lightly utilized. Average occupancy is five vehicles per day. The lease on this property will continue until spring 2017.

Construction Notices: These are produced on a bi-weekly basis. They are emailed, mailed and hand delivered to the businesses and residents along the corridor. Additionally the information is posted on the website. The next one is scheduled for October 14, 2016. Individual notices of construction impact are delivered to those businesses/residences that are directly impacted by a specific activity.

Community News Letter: A community newsletter highlighting activities in the Alum Rock/Santa Clara area is produced approximately bimonthly, focusing on completed milestones and providing updates on what is expected until the next newsletter is distributed. The next issue is scheduled to mail week of 10/9/16 and highlights that all curbside stations are complete, with a focus on the artwork at all the stations.

Holiday Lights: The Alum Rock Business Association is processing the formal agreement to accept the Holiday Lights that VTA installed last year. The lights were a great asset to the area and VTA received many positive comments about them. Having an organization in place to continue this holiday tradition will be an ongoing benefit to the area. The banners advertising the business district continue in place.

Holiday Event: A Holiday Tree Lighting Event, similar to last year's successful event will be held at the Alum Rock Field Office. Dates are being coordinated with the community and local officials. The planned event will include tree lighting, a visit from Santa Claus and refreshments from local businesses.

Construction: Substantial completion of the construction project is scheduled for December. There will be some clean-up work in January generally involving finishing work at the stations and traffic signals. This work should represent a minor impact to the community.

Small Business Sustainability Program: The SBSP was initially administered in two Tiers and awards were recommended by the Independent Administrator according to his independent judgment. The Board later directed a Reconsideration process to address the concerns of those businesses awarded a lesser amount than they had requested.

- Tier I - Qualifying small businesses in the subject area were eligible for $1,000 in financial assistance. Subject to verification of status and eligibility, checks were mailed within seven business days of receipt of completed paperwork.

- Tier II - Qualifying small businesses in the subject areas were eligible for between $1,000 and up to $50,000 in financial assistance. Requests of more than $1,000 required documentation supporting the additional financial assistance requested.

- Tier II Reconsideration - The Reconsideration process was established for businesses that received an award under Tier II and did not receive the full amount requested. They were eligible to request reconsideration in accordance with the rules and instructions directed by VTA's Board of Directors. Reconsideration was limited to new assertions and new supporting materials covering only the period up to the date of the award letter.

Our Independent Administer is currently reviewing these Reconsideration applications and plans to finish determinations by the end of October.

SBSP Economic Summary

- Tier I
  - Eligible Applications: 28 Payments: $28,000

- Tier II
  - Applications Received: 123
  - Eligible Applications: 117
  - Amount Requested: $5,034,451
  - Amount Paid: $2,312,405

- Tier II Reconsideration
  - Eligible Applicants: 99
  - Received: 36 (total of 38 less 2 ineligible)
  - Requested: $724,567
  - Approved: $79,050 (16 processed to date)

Balance Remaining: $599,795 available to fund Tier II Reconsideration.

A final report will be provided to the Board at the November Board of Directors Meeting.

From: Board.Secretary
Sent: Friday, October 07, 2016 5:23 PM
To: VTA Board of Directors
Subject: VTA Correspondence: Thank-You Letter from Caltrain for VTA's Support of Peninsula Corridor Electrification Project

VTA Board of Directors:

We are forwarding you the following:

From	Topic
Jim Hartnett, Executive Director of Caltrain	Thank you-letter for VTA's support of the Seven-Party Party Funding Supplement for the Peninsula Corridor Electrification Project

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

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EXECUTIVE DIRECTOR

September 8, 2016

The Honorable Cindy Chavez,Chairperson
Santa Clara Valley Transportation Authority
3331 North First Street
San Jose, CA 95134

Dear Chairperson Chavez,

Thank you for your support of the Peninsula Corridor Electrification Project (PCEP). We appreciated VTA's action to approve the 7-Party Funding Supplement which allowed Caltrain to issue the Limited Notice to Proceed for the PCEP.

This is a major milestone for the Project and a historic step towards a modernized Caltrain corridor that will better serve the mobility needs of the region and state. Not only will the project improve performance and increase capacity, it will provide substantial environmental benefits by reducing air pollution, greenhouse gases, and removing cars from our congested roads.

We couldn't do this without your agency's support and we are grateful for your leadership.

Best regards,

Jim Hartnett
Executive Director

cc: Peninsula Corridor Joint Powers Board of Directors
Santa Clara Valley Transportation Authority Board of Directors
Nuria Fernandez, VTA General Manager