

**From:** Board Secretary

**Sent:** Wednesday, November 08, 2017 11:06 AM

**To:** VTA Board of Directors

**Subject:** VTA Community Meeting, November 15, 2017: Tamien Station Development Plan

**VTA Board of Directors:**

Development plans for the parking lot at VTA's Tamien Light Rail Station are moving forward, and there's an upcoming chance for you to learn more about the plans.

On Wednesday, November 15, VTA will hold a community meeting from 6 to 8 p.m. to introduce the development team, UrbanCo-Tamien LLC, and share next steps in building a residential community and parking for VTA and Caltrain customers.

Zoning for the project permits the development of up to 440 units of multifamily housing and 3,000 square feet of commercial retail space. In our effort to be a good neighbor, VTA welcomes your comments on how this future development should be shaped. Construction is anticipated to begin in 2019/2020.

Please attend the community meeting on November 15 at the San Jose Elks Lodge No 522, 444 West Alma Avenue, San Jose. The presentation will begin at 6:30 p.m.

You can learn more about this project by visiting: <http://www.vta.org/tamien-parking>.

Please share with your constituents. Thank you.

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**From:** Board Secretary  
**Sent:** Wednesday, November 08, 2017 5:22 PM  
**To:** VTA Board of Directors  
**Subject:** From VTA: November 8, 2017 Media Clips



### ***VTA Daily News Coverage for Wednesday, November 8, 2017***

1. [BART Spurring Development in Milpitas \(ABC 7 News\)](#)
2. [VTA Fare Increase \(KRON 4\)](#)
3. [VTA Fare Increase \(KPIX 5\)](#)
4. [New BART Cars Fail Testing \(ABC7 News\)](#)
5. [VTA Fare Policy \(KCBS Radio\)](#)
6. [New VTA Fares and Extended Services to Begin in 2018 \(NBC Bay Area\)](#)
7. [Downtown San Jose residential towers may sprout near planned Google transit village \(Mercury News\)](#)
8. [BART's new train cars failed key safety inspection, calling into question Thanksgiving rollout \(East Bay Times\)](#)

[BART Spurring Development in Milpitas \(ABC 7 News\)](#)

(Link to video)

[VTA Fare Increase \(KRON 4\)](#)

(Link to video)

[VTA Fare Increase \(KPIX 5\)](#)

(Link to video)

[New BART Cars Fail Testing \(ABC7 News\)](#)

(Link to video)

[VTA Fare Policy \(KCBS Radio\)](#)

(Link to audio)

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[New VTA Fares and Extended Services to Begin in 2018 \(NBC Bay Area\)](#)

This New Year all Santa Clara VTA riders can expect to see some changes.

Starting Jan. 1, 2018, [VTA will be implementing](#) new increased fares for adults, free two-hour transfers, lower youth fares and expanded hours of services.

[According to VTA](#), their new fare policy will change adult fare from \$2 to \$2.25 per ride and youth fares will drop from \$1.75 to \$1 per ride. Other fare changes include day passes increasing from \$6 to \$7, monthly passes increasing \$70 to \$80 and more.

The new fare structure comes with free transfers for two hours between VTA vehicles for riders using Clipper cards. The only exception to this new change applies to Express bus trips, where free transfers will only be valid between two Express buses.

As a part of the new Transit Service Redesign, VTA will be improving and expanding their hours of service. [According to VTA](#), light rail 902 (Mountain View to Winchester) will increase from 30 minutes to every 15 minutes during the week.

VTA plans to have more changes to go into effect once [VTA's BART Silicon Valley Extension](#) begins which is anticipated for June 2018. By then, commuters can expect to have new maps and time guides.

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### [Downtown San Jose residential towers may sprout near planned Google transit village \(Mercury News\)](#)

A plan for two new residential towers to rise near a proposed transit-oriented Google village would bring a touch of Manhattan and big-city dwelling, along with badly needed housing, to downtown San Jose.

Together, the two high rises would bring up to 124 residential units. Both would be within a block of the proposed Google office campus near Diridon Station and the SAP Center.

"This is happening right across from Google village," said Kurt Anderson, principal executive with Campbell-based Anderson Architects, which designed the towers.

The high rises are being developed by a group of Bay Area realty investors, Anderson said.

One residential tower would be 10 stories, built at 565 Lorraine Ave. near the corner of South Montgomery Street. It would contain about 54 residential units and ground-floor retail, according to city planning documents submitted by Anderson Architects. The high rise, known as Montgomery 7, would have minimal parking, primarily for customers of the retail shops.

The other tower, planned for 543 Lorraine Ave., near Montgomery Street, would be 11 stories high and have 70 residential units, according to Anderson. This project, known as Montgomery 2, would have no car parking, although it would include ground-floor retail.

An advantage for residents of the towers would be their proximity to the Diridon transit station, where plans to tie additional rail links into the station would give residents more commuting options without relying on vehicles.

"These are transit-oriented developments," Anderson said. "They are completely urban projects."

The Montgomery 7 project would have studio apartments with what Anderson called convertible living spaces that would make it easier to fit a bed, couch and closet into a relatively small space with all modern appliances.

To compensate for the lack of parking, residents of each tower would be given transit, biking, and other transportation-related passes, Anderson said.

"It will be exciting to see if this works out," said Bob Staedler, principal executive with Silicon Synergy, a San Jose-based land use and planning consultancy. "Developing these without parking is an interesting case study for downtown San Jose. If they can get financing for something this innovative, it will show what would really be possible for the downtown." These towers would be built next to the urban campus proposed by Google and its development ally, Trammell Crow. Google hopes to build a transit-oriented village consisting of 6 million to 8 million square feet that could accommodate 15,000 to 20,000 Google workers. Mountain View-based Google has been drawn to the location because the Diridon transit station — already a hub for Caltrain, Amtrak, the ACE Train, light rail vehicles and buses — might someday add stops for BART trains and a high-speed rail line. The developers of the towers say they will engage San Jose residents in their proposal for the second high rise, Montgomery 2.

"We will reach out to neighborhood groups to get their input and, hopefully, their support," Anderson said.

The builders are closing in on a financing deal to bankroll construction of the Montgomery 7 tower.

"We anticipate breaking ground in the next four to six months" on Montgomery 7," Anderson said.

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[BART's new train cars failed key safety inspection, calling into question](#)

[Thanksgiving rollout \(East Bay Times\)](#)

BART's new train cars failed a key safety inspection on Friday, raising questions about whether commuters will be riding the new train by Thanksgiving, the transit agency's latest target for rolling out the first cars in its new fleet.

BART is replacing its 669 train cars with 775 new ones, a \$2.6 billion project to update its aging fleet with more reliable cars, add capacity throughout the system and improve passengers' experience. The effort has been fraught with delays since the start, frustrating passengers eager to see the new cars come online.

For years, San Ramon resident Jennifer Jones commuted on BART nearly every day but started looking for alternatives last year when she got fed up with riding on crowded, dirty trains, she said.

"I get on at the second stop and the train is packed like sardines going into San Francisco," she said. "And then add in gross trains that are always packed (and) disgusting BART stations. It's like an unsafe cesspool."

In a letter sent to BART on Monday, staff from the California Public Utilities Commission (CPUC), which regulates transit operators across the state, said BART can't use the new cars until it corrects the problems uncovered during a Nov. 3 inspection, according to the letter obtained by the Bay Area News Group.

Inspectors from the state regulatory agency said the 10-car train failed to recognize all the cars in the line-up, instead recognizing only three of the cars on the train. At the same time, the train operator was unable to open the doors at platform stops, Elizaveta Malashenko, the director of the CPUC's Safety and Enforcement Division, said in her letter to BART's general manager.

“Please diagnose the issue and provide a detailed written explanation to the CPUC staff regarding the cause of the failure and how it has been corrected,” Malashenko wrote. “After the corrections have been made, another test run will be required for CPUC staff observation.” The doors didn’t open on seven of the cars in the 10-car train, said Jim Allison, a BART spokesman.

But, so far, he said it’s unclear what caused the glitch. BART engineers and staff from the train manufacturer, Bombardier, Inc., are working to identify the problem, Allison said. That will help determine whether the trains can run around Thanksgiving, he said.

BART submitted its final set of safety certification documents to the commission on Oct. 30, and were waiting on the CPUC to give BART its final green light, a process Allison said typically takes up to 21 days. Once BART fixes the glitch, staff from the CPUC will run another test, running the new train throughout the entire system, including stops at all 46 station platforms.

It’s too early to tell what exactly this will mean for commuters, said Rebecca Saltzman, president of BART’s governing board. Whether the problem causes a short delay or a long delay will be up to staff to determine, but Saltzman said it’s better to have all the kinks worked out before more train cars start coming online, and she urged passengers to remain patient.

“We’re really close,” she said. “We don’t know the exact date, but we’re really close to having these first ten train cars in service and once (that happens), the rest of the train cars should come online quite a bit quicker.”

“People should start to see many of them running next year, and it should have a big impact,” she said.

The latest snag is one of many to dog BART’s rollout of its new fleet. Problems with a critical power supply system on the trains plagued the cars’ design early on, and then testing hiccups further slowed the train cars’ rollout. BART had hoped to get its first production vehicle, or train cars that have already incorporated changes identified during testing, in December last year but didn’t start getting them until last month.

That’s pretty normal for any transit agency hoping to integrate a new fleet into an old system, said Randy Clarke, the vice president for operations and member services at the American Public Transportation Association. He used to work for the Massachusetts Bay Transportation Authority in Boston, where part of his job involved overseeing the procurement of new train cars for their system. It’s never a simple process to bring new train cars online, he said.

“It’s not just that I have my railroad, and it runs in a certain way, and I can just put new trains on there like a Lego set,” he said. “It’s an integrated system, and almost everyone who gets new vehicles ... has some issues.”

Often, Clark said transit agencies will have delays during the design and testing phases and then make up lost time during production.

BART is hoping to do just that. Agency officials have said in the past they’ll still be able to meet a 2021 target for replacing the entire fleet by ramping up production. It needs a certain number of new cars running by the time the new Berryessa station in the South Bay opens, projected for mid-2018, in order to maintain its current level of service.

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**From:** Board Secretary  
**Sent:** Thursday, November 09, 2017 2:01 PM  
**To:** VTA Board of Directors  
**Subject:** From VTA: November 9, 2017 Media Clips



### ***VTA Daily News Coverage for Thursday, November 9, 2017***

1. [VTA Business Diversity Event \(KCBS radio\)](#)
2. [VTA Business Diversity Event \(NBC Bay Area\)](#)
3. [VTA SR 85 Corridor Study \(NBC Bay Area\)](#)
4. [Driverless Vehicle Crash in Las Vegas \(VTA/AV crash mentioned\) \(NBC Bay Area\)](#)
5. [VTA fare changes include .75-cent decrease for children](#)
6. [Emissions fall under California's cap-and-trade program \(Los Angeles Times\)](#)

#### [VTA Business Diversity Event \(KCBS radio\)](#)

**(Link to audio)**

#### [VTA Business Diversity Event \(NBC Bay Area\)](#)

**(Link to video)**

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#### [VTA SR 85 Corridor Study \(NBC Bay Area\)](#)

**(Link to video)**

#### [Driverless Vehicle Crash in Las Vegas \(VTA/AV crash mentioned\) \(NBC Bay Area\)](#)

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#### [VTA fare changes include .75-cent decrease for children](#)

The Santa Clara Valley Transportation Authority announced Monday that a new fare structure will see adult fares increase and youth fares decrease among a handful of changes for 2018.

Adult fares will increase \$0.25, from \$2 to \$2.25 per ride and youth fares will decrease from \$1.75 to \$1.

In addition to the fare changes, VTA officials said free transfers will be provided to Clipper Card users for up to two hours. Those wishing to switch from an express bus to a local bus must pay a fare differential.

Light rail users on the Mountain View to Winchester line will see trains arrive every 15 minutes instead of every 30 minutes during the week.

Other local bus routes will also experience service extensions.

More planned service changes will take effect once the VTA's BART Silicon Valley Extension begins service in June 2018. For more information on service changes, visit the VTA's website at [nextnetwork.vta.org](http://nextnetwork.vta.org).

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### [Emissions fall under California's cap-and-trade program](#) (Los Angeles Times)

Industries regulated under California's cap-and-trade program reduced greenhouse gas emissions by nearly 5% in 2016, according to new data released by state officials.

Richard Corey, executive director of the California Air Resources Board, said the numbers show the state is on track to meet its emission-reduction targets in 2020 and 2030.

"This is also further proof that cap-and-trade is now part of the fabric of the California economy," he said in a statement.

The cap-and-trade program requires oil refineries, food processors and other industries to purchase permits to release emissions into the atmosphere, a system intended to create a financial incentive to cut pollution. Gov. Jerry Brown [signed legislation](#) this summer to extend the program until 2030.

The nearly 5% reduction outpaces the state's progress in previous years, which ranged from 0.7% to almost 2%.

Chris Busch, research director at Energy Innovation, a San Francisco think tank, said the results were "definitely better than expected."

However, he reiterated concerns that there are too many permits available in the cap-and-trade market, something that could make it more difficult for the state to achieve its emission-reduction goals.

"That could eventually weigh down the effectiveness of the system," Busch said.

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**From:** Board Secretary  
**Sent:** Thursday, November 09, 2017 4:23 PM  
**To:** VTA Board of Directors  
**Subject:** VTA Standing Committee Agenda Packets - November 2017 Meetings

**VTA Board of Directors:**

You may access your VTA Standing Committee Agenda Packet for **the November 2017, Regular Meetings** by clicking on the links below:

- **Congestion Management Program and Planning (CMPP) Committee** – [CMPP Packet](#)
- **Administration and Finance (A&F) Committee** – [A&F Packet](#)
- **Safety, Security and Transit Planning & Operations (SSTPO) Committee** – [SSTPO Packet](#)

We would like to thank you for your support of VTA's Sustainability Program and to “**GO GREEN**” by subscribing electronically to the packets.

Thank you.

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**From:** Board Secretary  
**Sent:** Thursday, November 09, 2017 5:14 PM  
**To:** VTA Board of Directors  
**Subject:** VTA Correspondence: VTA's Fare Structure/Service Changes Effective January 1, 2018

**VTA Board of Directors:**

We are forwarding you the following:

From	Topic
VTA	VTA's Fare Structure/Services Changes Effective January 1, 2018

Thank you.

Office of the Board Secretary  
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November 6, 2017

## **VTa to Increase Fares, Offer Free Two-Hour Transfers, Lower Youth Fare, and Extend Service in January 2018**

**SAN JOSE** – Beginning January 1, 2018, the Santa Clara Valley Transportation Authority (VTA) will implement its new fare structure and phase in elements of its New Transit Service Redesign.

VTA's new fare policy includes Youth Fares dropping from \$1.75 to \$1.00 per ride and Adult Fares changing from \$2 to \$2.25 per ride.

With this new fare structure comes free transfers for two hours between all VTA vehicles for riders who purchase fares via electronic media (Clipper®). The exception is Express bus trips, where free transfers for two hours will be allowed when the passenger transfers between two Express buses; otherwise, a price differential would apply. Additional price adjustments are shown in the table below.

Also taking effect January 1, 2018 are frequency improvements and expanded hours of service. These improvements are part of the New Transit Service Redesign. On light rail, riders can expect frequency on Line 902 (Mountain View to Winchester) to increase from 30 minutes during midday to every 15 minutes during the week.

Passengers riding VTA buses will benefit from:

**Rapid 522 (Palo Alto to Eastridge):** Evening hours of service extending during the week from 10 p.m. to 11 p.m.; earlier service hours on weekends, with Saturday beginning at 6 a.m. instead of 8 a.m., Sunday service beginning at 6 a.m. instead of 9 a.m. and later service hours on weekends, with Saturday service ending at 11 p.m. instead of 10 p.m. and Sunday service ending at 10 p.m. instead of 6 p.m.

**Bus Route 72 and 73:** Between 5:30 a.m. and midnight, Monday through Friday, frequency will increase from every 20 minutes to every 15 minutes. Between 6:30 p.m. and 9 p.m., evening service will increase from approximately every 30 minutes to every 20 minutes, after which service will operate hourly until midnight instead of approximately 10 p.m. Evening hours will also be extended on the weekend with Saturday service ending at midnight instead of approximately 9 p.m., and Sunday service ending at 11 p.m. instead of approximately 8 p.m.

The remaining planned service changes under the New Transit Service Redesign will go into effect once passenger service of VTA's BART Silicon Valley Extension begins, currently anticipated for June 2018. At that time, VTA will have new system maps and time guides, light rail lines easily designated by color, new station signage, and more descriptive bus stop signage.

For more details of system enhancements and modifications planned for next year, please visit <http://nextnetwork.vta.org/>.

*Fare table below.*

***Effective January 1, 2018:***

<b>Adult Fares</b>	<b>Current Price</b>	<b>New Price</b>
Single Ride	\$2.00	\$2.25
Community Bus	\$1.25	<i>Not Applicable</i>
Light Rail Excursion Pass	\$4.00	\$4.50
Day Pass	\$6.00	\$7.00
Monthly Pass	\$70.00	\$80.00
Prepaid 12-Month Pass	\$770.00	\$880.00
<b>Adult Express Fares</b>	<b>Current Price</b>	<b>New Price</b>
Single Ride	\$4.00	\$4.50
Day Pass	\$12.00	\$13.50
Monthly Pass	\$140.00	\$160.00
Prepaid 12-Month Pass	\$1540.00	\$1760.00
<b>Youth Fares</b>	<b>Current Price</b>	<b>New Price</b>
Single Ride	\$1.75	\$1.00
Community Bus	\$0.75	<i>Not Applicable</i>
Light Rail Excursion Pass	\$3.50	\$2.00
Day Pass	\$5.00	\$3.00
Monthly Pass	\$45.00	\$30.00
Summer Blast Pass	\$75.00	\$60.00
Prepaid 12-Month Pass	\$495.00	\$330.00
<b>Senior/Disabled Fares</b>	<b>Current Price</b>	<b>New Price</b>
Single Ride	\$1.00	\$1.00
Community Bus	\$0.50	<i>Not Applicable</i>
Light Rail Excursion Pass	\$2.00	\$2.00
Day Pass	\$2.50	\$3.00
Monthly Pass	\$25.00	\$30.00
Prepaid 12-Month Pass	\$275.00	\$330.00

### ***About VTA***

*Santa Clara Valley Transportation Authority (VTA) is an independent special district that provides sustainable, accessible, community-focused transportation options that are innovative, environmentally responsible, and promote the vitality of our region. VTA is responsible for bus, light rail and paratransit operations and also serves as the county's congestion management agency.*