

VTA Daily News Coverage for Monday, December 4, 2017

1. [Roadshow: Express Lanes, Caltrain main hopes for Highway 101 commute \(Mercury News\)](#)
2. [Roadshow: Electric cars with diamond-lane stickers rule the road in the Bay Area \(Mercury News\)](#)

Roadshow: Express Lanes, Caltrain main hopes for Highway 101 commute (Mercury News)

I drive Highway 101 from Mountain View to South San Francisco and it's a commute that is pure hell. Is there any hope that someday it may get better?

Fred W.

Mountain View

A: Not that much unless you are willing to pay a toll or hop on Caltrain. Plans to extend the carpool lane from Whipple Road in Redwood City to Interstate 380 and convert it into an express lane are moving ahead and more trains are coming.

It now takes 39 minutes at 8 a.m. to make this 11-mile jaunt going solo in your car and — yikes — could increase to 150 minutes by 2040. Add in the stretch from I-380 to South San Francisco, and you can add more minutes to your drive.

Meetings to look at the future of Highway 101 will be held Wednesday at Redwood City Hall, 1071 Middlefield Road, and Dec. 11 at the San Mateo City Hall, 330 West 20th Avenue. Both meetings will run from 6 p.m. to 8 p.m.

You can send comments on the \$500 million project via email to sm101DEIR_EA_comments@dot.ca.gov.

Public comments will be accepted until Jan. 19.

Like Mr. Roadshow's Facebook page for more questions and answers about Bay Area roads, freeways and commuting.

Q: I don't remember seeing this problem in your Roadshow article.

My wife has a handicapped placard. Occasionally we have parked in a handicapped space but forgotten to hang the placard on the mirror. Fortunately, we have not yet been cited for not having the placard hanging from the mirror. We don't intend to forget to hang the placard in the future but we probably will.

If we get cited for forgetting to display the placard what are the consequences?

Arlen Bilsborough

San Jose

A: A lot of self-inflicted hassle. You can get a license plate with the blue handicapped symbol and keep your placard as well. If cited in a private lot, your car could be towed and getting it back cost hundreds of dollars. Then you would still need to go to court and plead your case.

Q: You would think that after all the work grading and widening Calvert Drive in Cupertino over the last few months that the drainage problem that has plagued this area for years would have been addressed and solved. Apparently, that is not the case.

Driving down Calvert during the rainstorm the standing water was worse than before work was done. Is this problem not solvable?

Bill Blockie

A: City officials say they haven't noticed any ponding but will keep an eye on it during the next rainstorm. Some of the inlets may have gotten clogged. But the storm drain systems all drain to one main system which has an outlet here that is higher than the inlet and can lead to flooding.

[Back to Top](#)

Roadshow: Electric cars with diamond-lane stickers rule the road in the Bay Area (Mercury News)

Whoever told you that 8 percent of cars in the diamond lane is clean air cars is full of it. It's more like 50 percent during commute times on Highway 87, Highway 101 and Interstate 280.

Shawn Phillips

San Jose

A: You are among many disbelievers.

Q: I find it hard to believe that only 8 percent are electric vehicles. I ride a motorcycle on my commute on Highway 101 from San Jose to San Francisco. There is a hell of a lot more stickered cars — more like four of every eight. ... Where did you get this information that only 8 percent of those in the carpool lanes are electric vehicles? Anyone that drives carpool lanes would disagree. Prove me that I'm wrong.

Colette Aragon, Manjul Gupta, and others

A: This information came from a report from the Metropolitan Transportation Commission and is based on statewide data. But the Valley Transportation Authority conducted a study this year on how Express Lanes are working on Highway 237 and found that an average of 36 percent of all vehicles on westbound 237 during the peak morning hours were clean-air vehicles, and 30 percent of all vehicles in the eastbound direction during the peak afternoon hours were clean-air vehicles.

Q: I might believe that the overall state level of HOV lane use by electric or stickered vehicles is 8 percent, but that's not at all accurate around this area. At least on Highway 85 from I-280 to De Anza Boulevard. I have been counting them and it's well over 50 percent.

Alan Arndt

San Jose

A: You have a good point. Vehicles with clean-air stickers zoom to 18 percent in Silicon Valley and 38 percent in the nine Bay Area counties.

Like Mr. Roadshow's Facebook page for more questions and answers about Bay Area roads, freeways and commuting.

Q: I have bought my last two Prius's after your feedback, so why break a good habit.

I am planning to buy a Model S but I need clarification on the HOV sticker eligibility considering that this is a 2017 purchase. Most websites are reporting that stickers issued now will be good until 2022. Is that your interpretation, too?

Rupa Srivastava

A: Yes, it is. Stickers on cars purchased through 2019 are good until 2022. Stickers on vehicles bought after that are good for three years. The carpool perk ends in 2025.

Q: Hopefully, people noticed the improvements that have been made with funds from the new gas tax when they did their Thanksgiving drives. I drove up to Redding and noticed several stretches on Interstate 5 were resurfaced. Maybe when people start to see improvements on their drives, they'll calm down.

Taylor Howell

A: And maybe they'll stop calling me a schmuck.

[Back to Top](#)

From: VTA Board Secretary

Sent: Wednesday, December 06, 2017 3:41 PM

To: VTA Board of Directors

Subject: Agenda Item #7.5 - Commuter Shuttle Policy Public Comment and Agenda Item #8.1.C - VTA's BART Silicon Valley Phase II Extension

VTA Board of Directors:

Attached please find the following Agenda Item for the Thursday, December 8, 2017, Board of Directors Meeting:

Agenda Item #7.5 – Commuter Shuttle Program Policy Public Comment

Agenda Item #8.1.C – VTA's BART Silicon Valley Phase II Extension Status:
Environmental Clearance and Tunneling Methodology Review

Paper copies will be provided for you at the meeting.

You may access the link [here](#).

Please contact the VTA Board Secretary's Office at 408.321.5680 if you have questions. Thank you.

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WORKING PARTNERSHIPS USA

November 27, 2017

Dear Members of the Board of Directors of the Santa Clara Valley Transit Authority,

We are writing to express our strong support for the proposed Commuter Shuttle Policy that will come before you at the December 7, 2017 board meeting. As the Executive Officer of the South Bay Labor Council and the Executive Director of Working Partnerships, we represent the interests of hundreds of thousands of working, low income, and minority men and women in Santa Clara County, including thousands of VTA's operations and administrative staff. We believe that the current policy before you will increase fairness of access to VTA assets, incorporate commuter shuttles into VTA's transportation management efforts, and ensure that private companies who ferry their employees around the Silicon Valley pay their fair share for using public resources.

In recent years, the transportation crisis in the Bay Area has only gotten worse. By multiple metrics (traffic congestion, transit capacity, increased commute distances and times), the basic need to get around this region is becoming harder for everyone. Large tech companies like Google and Apple have created a separate, luxury transportation system to move more and more of their employees around our region without paying their fair share to help address our congestion challenges. This tech shuttle system has been running largely without regulation, using publically owned facilities for pickups, drop-offs, and idling without permits or remuneration. The result has been confusion around access, uneven enforcement of existing rules, and disruptions to regular VTA service operations.

In order to address this growing issue, we urge VTA to simply follow the lead of the SFMTA and hold commuter shuttle operators, and the tech companies that they work for, accountable to the public by adopting this commuter shuttle policy. We do not believe that this policy will restrict the use of commuter shuttles as a means of reducing the use of single occupancy vehicles. Instead, this policy will increase safety in and around VTA property, minimize the impact on the environment, and ensure that shuttles do not interfere with VTA operations. The permit process will allow for regular coordination between VTA and commuter shuttle operators including sharing data and creating a system to plan for the future growth of this sector. As the congestion management agency for Santa Clara County, VTA has a responsibility to exercise regulatory and operational powers to ensure that these tech shuttles use public resources responsibly.

As part of VTA's efforts to prevent disruptions in service at facilities it owns, we also believe that this policy should incorporate a Service Disruption Prevention Plan, which will promote labor harmony and ensure efficient and consistent service. Since the adoption of this policy at the SFMTA, there have been no reports of labor disputes or disruption at SFMTA properties. This policy would make clear that the workers who actually drive these shuttles and the unions who represent them are key stakeholders in advancing our goals of congestion management; and rather than being special interests, these are workers who deserve to have a voice on job, ensuring greater stability, accountability and safety for both workers and the public. We urge the Board to make this part of this policy to protect the agency, commuters, and workers.

WORKING PARTNERSHIPS USA

Thank you in advance for your consideration,

In solidarity,

Derecka Mehrens
Executive Director, Working Partnerships USA

Ben Field
Executive Officer, South Bay Labor Council



Date: December 6, 2017
 Current Meeting: December 7, 2017
 Board Meeting: December 7, 2017

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Engineering & Program Delivery Officer, Carolyn M. Gonot

SUBJECT: VTA's BART Silicon Valley Phase II Extension Status: Environmental Clearance and Tunneling Methodology Review

FOR INFORMATION ONLY

Phase II of VTA's BART Silicon Valley extension would extend BART from the San Jose Berryessa station into downtown San Jose and then into the City of Santa Clara. In 2014, planning efforts were renewed for Phase II and VTA staff identified as a viable option in delivering the next six miles of track a single-bore tunneling methodology, a configuration made practical by recent advancements in the use of large bore tunnel boring machinery. This memorandum summarizes further steps VTA will undergo to fully explore the single-bore design following input by a panel of its peers and the modification in the environmental clearance schedule to provide for the additional review of the tunneling options.

BACKGROUND:

Twin-bore tunnels, with a single track running in each tunnel and in opposite directions, are used in many subway systems, including the existing BART system. In a single-bore configuration, a single tunnel would house two tracks, each running within separate compartments and in opposite directions.

VTA staff spent the past two years engaging BART staff in exploring and undergoing a complete study of the viability of operating the BART system through a single-bore tunnel configuration for a section of Phase II of the BART Silicon Valley extension into downtown San Jose. VTA also engaged a number of third party consultants to conduct a comprehensive analysis of the single-bore tunneling configuration. During that analysis, evaluation criteria were established, with BART, to provide a qualitative and quantitative assessment of the single-bore option, and conduct further review of the twin-bore configuration. The draft environmental documents released for public review included an analysis of impacts related to both single-bore and twin-bore construction methodologies. Under consideration and study were the following: the feasibility to build and operate a single-bore tunnel design; specific fire/life/safety elements of each

configuration with respect to most recent codes and standards; and, the costs, schedule and risks associated with each tunnel configuration.

The various studies conducted by VTA indicate that the single-bore configuration can provide substantial advantages over the twin bore configuration in key areas, including safety, operational flexibility, passenger experience, and construction impacts. Attachment A includes information about the single-bore configuration that describes key benefits and advantages that VTA has identified for the single bore configuration, making it a viable option for the Phase II Extension.

Once the studies were complete, VTA and BART agreed to engage a panel of peers from public transit agencies currently operating heavy rail subway systems with deep stations to review the single-bore concept with a focus on operations and safety. The peer review panel met the week of November 13, 2017, and included current and retired managers from Los Angeles Metropolitan Transportation Authority (LAMTA), Washington Metropolitan Area Transit Authority (WMATA), Metropolitan Atlanta Rapid Transit Authority (MARTA), New York City Transit (NYCT), New York Metropolitan Transportation Authority (NYMTA), and San Francisco Municipal Transportation Agency (SFMTA). The key question asked was what are the risks and/or challenges associated with the single-bore option; and, can it be operated and maintained safely as an extension of the BART system?

After three days of meetings where VTA and BART staff presented relevant aspects of the single-bore and twin-bore options, the panel opined that with some adjustments to address BART's operational safety concerns: *the single-bore tunnel can be operated safely as an extension of the BART system.*

However, due to timing constraints related to the current federal funding schedule combined with BART's strong preference for operating what it is familiar with, the panel advised that at this time, twin-bore would be a preferred option for Phase II of VTA's BART Silicon Valley Extension.

DISCUSSION:

As the County of Santa Clara's Transit Agency and Congestion Management Agency and as the owner and builder of the BART Silicon Valley Extension, VTA has a responsibility to fully explore options that will result in the safest and most efficient system being built with the least amount of impact on its customers, businesses and the community.

As noted above, the peer review panel concluded that while the single-bore design could be safely operated as part of the BART extension, the twin-bore design was preferred. However, after noting that the panel's conclusions were based on the time constraints imposed by the timeline for a federal project to make its way into the federal funding process and thereby be eligible for federal grant funds, VTA decided to extend the project development timeline. This would allow VTA to fully embrace the conclusions of the peer review panel and demonstrate more thoroughly how the single-bore configuration can satisfy BART's operational safety

concerns. It would also allow VTA to further explore construction impact mitigation strategies for the Downtown San José stations.

VTA estimates the process to refine the relevant aspects of the single-bore design will take approximately three months. As such, VTA will request from the Federal Transit Administration, the federal oversight and funding agency, an extension of the time within which to proceed through the federal funding process. This extension will assure exhaustive due diligence has been made before recommending a tunneling methodology. As with all activities related to VTA's BART Silicon Valley Extension, VTA will continue to engage BART engineers and operations representatives in this process.

Following a thorough examination of all the foregoing considerations, VTA staff will provide a recommendation regarding tunneling methodology to the VTA Board of Directors and complete the environmental and funding processes for this critical and highly anticipated infrastructure project for Santa Clara County.

The remainder of this memo outlines specific areas for further analysis or consideration highlighted in the peer review findings.

Configuration Consistency

Based on information provided by BART, the peer review panel identified several aspects of the single-bore configuration that could be improved through the design process to better satisfy BART's operational preferences. The most important observation was the desire for a consistent configuration throughout the tunnel length to simplify training for train operators and first responders when implementing emergency procedures in the tunnel.

Although the single-bore tunnel option meets, and in some instances exceeds, all objective and regulatory fire/life safety requirements, the peer review panel acknowledged BART's concern that the trackway variations (stacked, transitions, and side-by-side) throughout the tunnel would result in additional training needed for train operators and first-responders. To address this concern, VTA will undergo additional analysis and characterization of the egress paths for operators, responders, and passengers.

Trackways at two different elevations

In the single-bore approach, some locations within the tunnel, including the stations, include the two trackways being configured one over the other versus side-by-side. Standard protocol for a disabled train in a tunnel is to conduct a train-to-train transfer of passengers from the disabled train to another train in the adjacent tunnel. When tracks are located one above the other in the single-bore configuration, the train-to-train transfer will be up or down and involve stairs. Though different than the side-to-side transfer, this approach is not entirely unprecedented in transit subways. In fact, even in the existing BART system, stairs are involved in train-to-train transfers within the Transbay tube running under the San Francisco Bay, as well as in other tunnels.

Another aspect of having the two trackways configured one over the other is that when evacuating a train in the upper level, passengers may need to go down to reach the non-disabled

train in the trackway below. BART is concerned that going down to evacuate a system may be non-intuitive to its passengers and cause confusion. Although all egress paths and exits will be well designated, VTA will explore the use of ADA-compliant ramps and other egress configurations between upper and lower trackways which may improve the ease and intuitiveness of egress.

Station Evacuation

The panel also identified important aspects of the single-bore configuration that significantly outperformed the twin-bore configuration. In particular, because the entire passenger space inside each ticketing halls (two per station) in the single-bore configuration can be maintained as a point of safety during a train fire emergency, passengers would not need to make their way all the way up to the street level to be safe. This aspect makes the single-bore an option which provides more rapid clearing of the boarding platform, and more rapid arrival to a point of safety than the twin-bore configuration. The panel recommended that if the twin-bore configuration is to be used, these aspects of the single-bore configuration should be adopted in its design.

Depth of the Stations

Although BART raised the depth of the stations as a major concern in various evacuation scenarios, the panel expressed that the depth of the station was not of particular concern for safety or passenger experience. In addition, as stated earlier, the more immediate point of safety offered in the single-bore configuration provided a model that could outperform the twin-bore configuration. The peer reviewers also expressed no particular concerns about the tunnel or station ventilation configurations.

To support its recommendation on tunneling methodologies for its Phase II BART Silicon Valley extension, VTA will examine these and other relevant topics during this extended project development period. VTA and BART are committed to continued cooperative and productive work in these efforts.

Prepared By: Dennis O. Ratcliffe, Deputy Director
Memo No. 6372

ATTACHMENT A

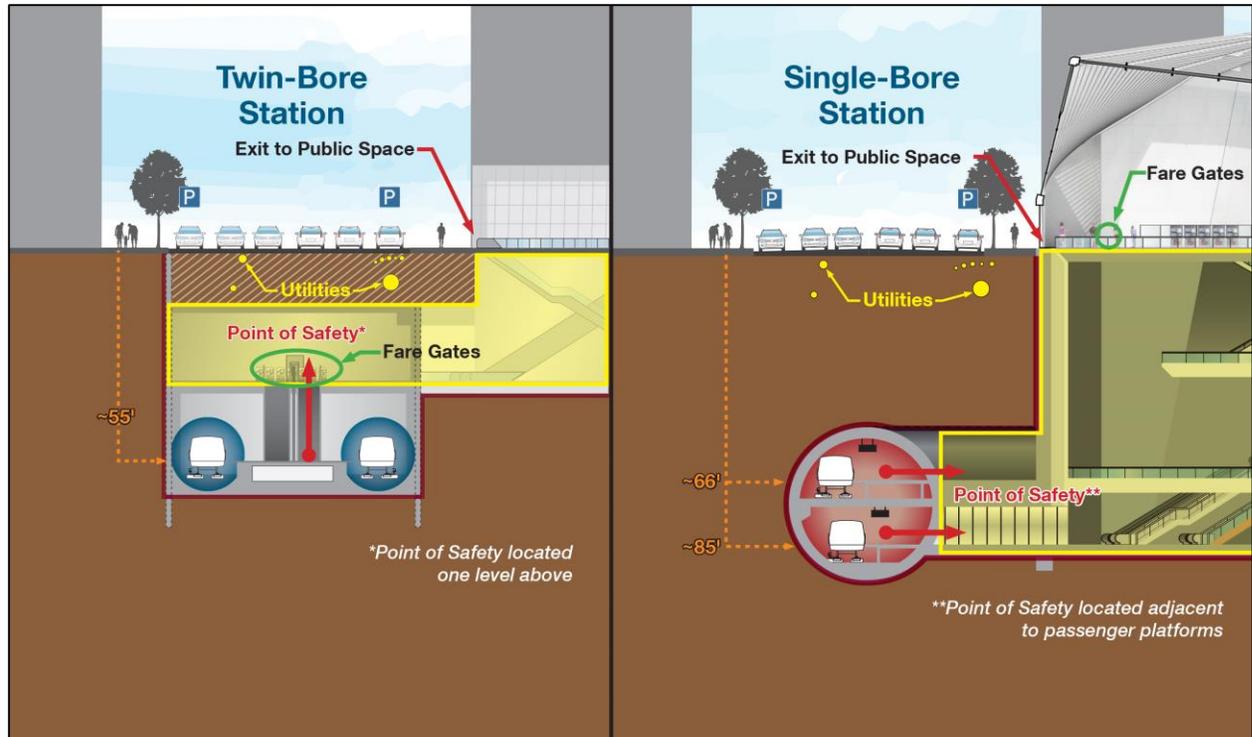
Single-Bore Tunnel Configuration for VTA's BART Silicon Valley Phase II Extension

Phase II of VTA's BART Silicon Valley Extension would extend BART from the future Berryessa/North San Jose Station through downtown San Jose to the City of Santa Clara. This configuration includes approximately five miles of tunnel, with much of the tunnel running beneath Santa Clara Street in downtown San Jose. Twin bore tunnels with a single track running in each tunnel are used in many subway systems including the existing BART system. VTA has done extensive design for the Phase II Extension under the twin bore configuration. As part of renewed planning efforts for the Phase II Extension, VTA staff identified a single bore tunneling methodology as a viable option in delivering the approximately five miles of tunnel. The single bore configuration has been made practical by recent advancements in the use of large diameter tunnel boring machinery. In a single bore configuration, a single, large diameter tunnel would contain two trackways, each running in separate compartments for opposite direction of travel. The figure below shows the twin-bore and single-bore station configurations.

Various studies conducted by VTA indicate that the single bore configuration can provide substantial advantages over the twin bore configuration in key areas, including safety, operational flexibility, passenger experience, and construction impacts. The information below describes key benefits and advantages that VTA has identified for the single bore configuration, making it a viable option for the Phase II Extension.

Safety

- For the single bore configuration, the Point of Safety (areas identified within the station where passengers are essentially safe from an emergency event) is located directly adjacent to the platforms allowing for lower emergency evacuation times. In comparison, for the twin-bore configuration, passengers have to travel up stairways to an upper concourse level to reach the Point of Safety.
- As illustrated in the figure below, the Point of Safety for the single bore configuration is located on the same level as the boarding platform, providing improved access for mobility impaired passengers.
- Station safety and security would be improved as fare gates would be located at the surface level, reducing fare evasion and unauthorized access to underground areas of the station.



- The location of escalator and stairwell landings would be located off of the platforms, allowing for larger unobstructed platform widths, enhancing passenger safety and unobstructed views of exit passageways.
- Under emergency situations within the tunnel (between station locations), more than twice as many locations would be provided to evacuate passengers to safe passageways for rescue from first responders or a rescue train.
- Wider stairwells could be provided allowing for increased passenger capacity and emergency response access during station evacuations.

Operational Flexibility and Maintenance

- A wider diameter single bore tunnel would provide the ability to construct storage tracks within the tunnel to store trains or equipment for special events and other operational and maintenance purposes.
- Crossover tracks provide operational flexibility to switch trains from one track to another. With a single bore tunnel configuration, crossover tracks could be constructed within the tunnel with limited impacts to surface activities, including the potential to construct a crossover between the Diridon and Santa Clara stations. This would provide operational benefits when events occur at SAP Center.
- Allows for track shifting and realignment that may be required as a result of geologic fault movements.

- Ground water intrusion from tunnel cross passages (mined connections between twin-bore tunnels) would be eliminated. The potential for ground water intrusion is a result of areas where cross passages tie-in to the tunnel.
- The single bore tunnel would be simple, stable, and waterproof, without complex structural interfaces.

Construction Impacts

- Single bore stations would not require cut and cover construction in the street right of way. The station would be constructed off-street, which would significantly reduce impacts to downtown:
 - Businesses
 - VTA light rail operations
 - VTA bus operations
 - pedestrians
 - bicyclists
 - automobile traffic
 - Utilities
- As would be required for a twin bore configuration, there would be no major utility relocations on three blocks of Santa Clara Street, which is a high risk activity with potentially severe risks to schedule. The concurrent construction of off-street stations and the tunnel would reduce schedule and risk cost.
- Construction-related traffic due to hauling of muck from the cut-and-cover station would occur for a period of time significantly shorter than twin-bore. Truck traffic estimated to be 50% less due to smaller excavation footprint.
- Based on information released by the USGS in 2010 about the Silver Creek Fault, the twin-bore tunnel configuration does not allow for periodic realigning of tracks after a seismic event involving the Silver Creek fault, including fault creep. With the twin bore configuration, potential changes to the tunnel configuration at this location could result in construction of a cut-and-cover box at this location. The single bore configuration accommodates a clearance envelope to allow for periodic re-aligning of tracks after a seismic event.
- Eliminates the need for, and risk associated with, the construction of twin bore cross passages. In many locations throughout the project alignment, the ground conditions where cross passages would be constructed are not suitable for mining and would require ground treatment (improvements to make the ground suitable for mining).
- Under the twin bore configuration, the Diridon Station would require construction of the station box that would be beneath the Caltrain tracks with Caltrain tracks supported.

Passenger Experience

- The elevator design allows for better access for mobility impaired passengers between paid areas at the surface and boarding platforms. This is made possible with the inclusion of a single elevator, rather than multiple elevators (in the case of the twin bore configuration), to travel between the surface and platform levels.
- The larger unobstructed boarding platform areas would assist in relieving platform crowding and queuing for the station's elevators and stairwells. Twin bore stations include vertical circulation elements such as elevators, escalators, and stairway landings on the platforms.

From: VTA Board Secretary
Sent: Wednesday, December 06, 2017 5:22 PM
To: VTA Board of Directors
Subject: From VTA: December 6, 2017 Media Clips



VTA Daily News Coverage for Wednesday, December 6, 2017

1. Why VTA asked feds to delay San Jose BART project (Silicon Valley Business Journal)
2. BGC Partners : NKF Capital Markets Arranges Approximately \$200 Million Loan from Blackstone Mortgage Trust for the Acquisition of 603,666-SF Office Property in San Jose, CA
4-traders.com
3. Lyft reveals top 2017 Bay Area, U.S. passenger destinations (East Bay Times)

Why VTA asked feds to delay San Jose BART project (Silicon Valley Business Journal)

Stymied by a peer review study recommending a conventional twin-tunnel subway for San Jose's BART extension, the Valley Transportation Authority will ask a federal agency to wait about three months for an environmental filing on the design, a move that would allow VTA to make a better case to BART for agreeing to the single-bore tunnel VTA wants to build.

VTA's board will discuss the issue at its monthly meeting Thursday afternoon.

VTA and BART have been at odds for months over the subway design, with VTA favoring a single-bore concept used only in Barcelona, Spain. That's because it would cause less surface disruption in downtown San Jose along Santa Clara Street during its construction years.

BART wants the twin-bore subway that it uses elsewhere in its system because of its familiarity with safety and operational aspects of that design. The twin-bore is also common around the world.

A peer review panel of six U.S. transportation agencies — one each from Los Angeles, Washington, Atlanta and San Francisco, and two representing New York — convened by VTA reported last month that it was possible to build a safe single-bore subway in San Jose.

But given BART's preference — it will operate the subway that VTA designs and builds — and the time constraints imposed by the Federal Transit Administration's environmental review deadline — the peer panel recommended doing things BART's way.

BART wants to use a twin-bore option for its San Jose BART extension. With this approach, inbound and outbound trains will run through separate tubes bored without disturbing the surface.

The delay would allow "VTA to fully embrace the conclusions of the peer review panel and demonstrate more thoroughly how the single-bore configuration can satisfy BART's operational safety concerns," Carolyn Gonot, VTA's chief engineering and program delivery officer, wrote in

a memo to VTA's board. "It would also allow VTA to further explore construction impact mitigation strategies for the Downtown San José stations."

BART's safety concerns center on the different safety procedures required for single-bore tunnels from the ones its crews are used to and possible passenger confusion during emergencies. For example, the safest escape route for passengers in a train evacuation scenario could be to go to the lower half of a single-bore tunnel rather than going up toward the surface. Gonot's memo says these problems can be addressed and that there are places on BART's current system, such as the Transbay Tube between San Francisco and Oakland, which present similar escape scenarios for passenger evacuation as a single-bore tunnel would.

[Back to Top](#)

BGC Partners : NKF Capital Markets Arranges Approximately \$200 Million Loan from Blackstone Mortgage Trust for the Acquisition of 603,666-SF Office Property in San Jose, CA 4-traders.com

NKF Capital Markets has arranged approximately \$200 million in financing for the acquisition of HQ@first, a state-of-the art, three-building creative office tower property that totals 603,666 square feet and is located at 110, 120, and 130 Holger Way in San Jose.

NKF Capital Markets Vice Chairman Ramsey Daya and Managing Director Chris Moritz of the debt and structured finance team in the San Francisco office executed the financing on behalf of the buyer, Lane Partners and its capital partner. The loan was placed with Blackstone Mortgage Trust.

Built in 2010 the Class A property is situated on just under 10 acres at the intersection of Highway 237 and North First Street in the heart of Silicon Valley. The LEED Gold certified project features a campus environment with landscaped paths, natural light, views of the bay and hills, outdoor BBQ and patio areas, basketball court, top-of-the-line fitness center and locker rooms, a game room, an expansive executive business center and a 300-plus seat cafeteria.

"Given the strength of the sponsorship and quality of the asset, the debt markets showed a strong interest in this opportunity. Blackstone demonstrated an exceptional amount of commitment to the deal and our NKF Capital Markets team is pleased to have successfully closed on this transaction with them on behalf of Lane Partners and Lane's capital partner," said Ramsey Daya. "[HQ@first is truly a trophy asset that is San Jose's most walkable and amenitized campus. We see this project gaining even more momentum and value over the coming years as the Silicon Valley market continues its upward growth.](#)"

HQ@first is adjacent to multiple VTA Light Rail stations that connect to Caltrain, AMTRAK, ACE Train, and eventually BART and offers abundant parking. The property offers immediate access to a restaurant, retail and hotel amenity base with the @first retail center across the street. @first tenants include Chipotle, Chick-Fil-A, Five Guys, Panera, Coffee Bean, CVS, Target, Chase, Courtyard by Marriott and Hyatt House.

[Back to Top](#)

Lyft reveals top 2017 Bay Area, U.S. passenger destinations (East Bay Times)
Where are Silicon Valley's hot spots?

One barometer comes from the ride service Lyft, which on Wednesday announced its 2017 Lyftie Awards. These bragging rights go to the destinations that logged the most passenger drop-offs during the year.

In Silicon Valley, the most visited restaurant was actually several restaurants — those that make up the San Pedro Square Market in downtown San Jose. The top bar destination was Splash, a popular nightclub on parking-challenged Post Street, also downtown.

“Trending destination” honors went to the Winchester Mystery House, which extended hours for Halloween tours this year and perhaps received a boost in visitors from the publicity surrounding the upcoming movie starring Helen Mirren, “Winchester: The House That Ghosts Built.”

Levi’s Stadium in Santa Clara was the most visited event space and San Jose State the most visited university. The Tech Museum of Innovation got “Only in ...” honors for frequent visitors. San Francisco’s Souvla eatery — a Middle Eastern fave — was not just the most Lyfted-to restaurant in that city but also in the entire country. Other S.F. hot spots are SF MOMA, a Trending Destination; Mission Dolores Park; and Zeitgeist, a Mission district beer garden. AT&T Park was, not surprisingly, the Most Visited Event Venue there.

Besides Souvla, national bragging rights went to the Metropolitan Museum of Art in New York for Most Visited Museum, Miami’s American Social for Most Visited Sports Bar and two Southern California destinations — Catch LA in West Hollywood as the Most Likely Place to Spot a Celebrity and Los Angeles’ Good Times at Davey Wayne’s as Most Visited Bar. New Orleans’ Café Du Monde was the Most Visited Coffee Shop nationally.

Lyft does not track trips for the East Bay or the Peninsula for its Lyftie Awards.

For the full list of national Lyfties, from Atlanta to Seattle, go to

<https://take.lyft.com/thelyftieawards/>.

Back to Top

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From: VTA Board Secretary
Sent: Thursday, December 07, 2017 11:39 AM
To: VTA Board Secretary
Subject: From VTA: December 7, 2017 Media Clips



VTA Daily News Coverage for Thursday, December 7, 2017

1. [VTA needs three more months to work on San Jose BART tunnel plan \(Mercury News\)](#)
2. [BART Discusses Tunnel Options for Downtown San Jose \(NBC BayArea.com\)](#)
3. [Why VTA asked feds to delay San Jose BART project \(Silicon Valley Business Journal\)](#)
4. [BART SV Tunnel Issue \(KPIX 5\)](#)
5. [BART races to make deadline for new cars \(Curbed San Francisco\)](#)

VTA needs three more months to work on San Jose BART tunnel plan (Mercury News)

The Santa Clara Valley Transportation Authority says it needs another three months to finish a design for its single bore tunnel option for San Jose's BART project.

The request is part of the ongoing issue of whether BART trains should traverse downtown San Jose through one or two tunnels.

The \$4.7 billion project will extend BART about six miles — from the new Berryessa station to central San Jose.

While a panel of experts favors two tunnels, VTA says a one-tunnel project would be faster, cheaper and less disruptive to pedestrians and traffic. It would cut 10 months off the four-year tunneling phase and reduce costs by \$50 million, according to VTA.

But the one-tunnel design has not been as widely used as the bores with two tunnels.

Last month, it seemed that the issue was close to being settled. But the panel of experts agreed at a mid-November meeting that issues of fire and safety needed to be better addressed.

The panel's conclusions mean that more time is needed, VTA spokeswoman Brandi Childress wrote in a post on the agency's website.

"VTA will extend the project development timeline to demonstrate more thoroughly how the single-bore configuration can satisfy BART's operational safety concerns," she wrote.

VTA also is exploring how to reduce the impact of construction, according to the statement.

[Back to Top](#)

[BART Discusses Tunnel Options for Downtown San Jose \(NBC BayArea.com\)](#)

(Link to video)

The city of San Jose on Thursday could learn more about BART's plans for building a tunnel under the South Bay city as the transportation agency continues its expansion project.

BART's Board of Directors is expected to discuss how to connect the yet-to-be-opened Berryessa Station with future stops planned in or near the downtown San Jose area.

From the Berryessa BART station, the transportation agency will extend another six or so miles with stops in Alum Rock, downtown San Jose, Diridon Station and Santa Clara.

The question at the table is how will BART tunnel underneath downtown San Jose. The transportation agency can either utilize a single-bore option — deeper underground tunnel with trains running above and below of each other — or go with a double-bore option — wider underground tunnel with trains running parallel to each other.

Santa Clara Valley Transportation Authority, which is leading the project, favors the single-bore option.

According to the Mercury News, VTA is asking for another three months to finish its design for a single-bore tunnel, which would measure about 45 feet in diameter.

VTA prefers the single-bore option because it would only take three years and two months to complete, and it would be about \$50 million cheaper than the double-bore option, which would take about four years to complete.

BART's extension into San Jose and Santa Clara is expected to be completed by 2026 at a cost of \$4.7 billion.

[Back to Top](#)

[Why VTA asked feds to delay San Jose BART project \(Silicon Valley Business Journal\)](#)

Stymied by a [peer review study recommending a conventional twin-tunnel subway](#) for San Jose's BART extension, the Valley Transportation Authority will ask a federal agency to wait about three months for an environmental filing on the design, a move that would allow VTA to make a better case to BART for agreeing to the single-bore tunnel VTA wants to build.

VTA's board will discuss the issue at its monthly meeting Thursday afternoon.

VTA and BART have been at odds for months over the subway design, with VTA favoring a single-bore concept used only in Barcelona, Spain. That's because it would cause less surface disruption in downtown San Jose along Santa Clara Street during its construction years.

This is a rendering of the single-bore tunneling option that VTA may use for the San Jose BART extension. It shows how the two lines are stacked within a single 45-foot diameter tube allowing room within the tube for a station.

BART wants the twin-bore subway that it uses elsewhere in its system because of its familiarity with safety and operational aspects of that design. The twin-bore is also common around the world.

A peer review panel of six U.S. transportation agencies — one each from Los Angeles, Washington, Atlanta and San Francisco, and two representing New York — convened by VTA reported last month that it was possible to build a safe single-bore subway in San Jose.

But given BART's preference — it will operate the subway that VTA designs and builds — and the time constraints imposed by the Federal Transit Administration's environmental review deadline — the peer panel recommended doing things BART's way.

BART wants to use a twin-bore option for its San Jose BART extension. With this approach, inbound and outbound trains will run through separate tubes bored without disturbing the surface. However, building the stations along Santa Clara Street in a twin-bore design would require digging up the... [more](#)

The delay would allow “VTA to fully embrace the conclusions of the peer review panel and demonstrate more thoroughly how the single-bore configuration can satisfy BART's operational safety concerns,” [Carolyn Gonot](#), VTA's chief engineering and program delivery officer, [wrote in a memo to VTA's board](#). “It would also allow VTA to further explore construction impact mitigation strategies for the Downtown San José stations.”

BART's safety concerns center on the different safety procedures required for single-bore tunnels from the ones its crews are used to and possible passenger confusion during emergencies. For example, the safest escape route for passengers in a train evacuation scenario could be to go to the lower half of a single-bore tunnel rather than going up toward the surface.

Gonot's memo says these problems can be addressed and that there are places on BART's current system, such as the Transbay Tube between San Francisco and Oakland, which present similar escape scenarios for passenger evacuation as a single-bore tunnel would.

— [Read the full VTA memo here.](#)

[Back to Top](#)

[BART SV Tunnel Issue \(KPIX 5\)](#)

(Link to video)

[BART races to make deadline for new cars](#) (Curbed San Francisco)

“It may happen within the week; then again, it may not”

BART is racing to keep its new trains on schedule, with a looming, self-imposed December 15 deadline to get at least as handful the multi-million dollar, upgraded vehicles operating.

[KTVU 2](#) reports a pre-2018 roll-out now “appears unlikely,” although the network doesn’t cite any particular source saying that this is the case; it appears to be more of a judgment call based on the constant sequence of delays and redacted deadlines all year long, plus the latest batch of technical difficulties.

Even BART is not yet sure about the timetable for their new coaches. Agency spokesperson Jim Allison tells Curbed SF via email:

“The 10 pilot cars are still being tested and are not yet ready for passenger service. Two steps need to occur: we need to schedule the CPUC [California Public Utilities Commission] to come back for another inspection ride and, assuming everything goes as planned, the CPUC needs to formally approve the cars for passenger service.

Both of those steps could happen within the next week; then again, they may not.”

Not much concrete to work with there. But BART is at the mercy of timing and technology, after the new vehicles [failed a last-step CPUC test](#) in November.

In a letter [released this week](#), BART gives the gritty details on what derailed the test. First, two train systems that monitor how many cars are running (there were ten at the time, but only three registered) came up with different results and confused the system:

The resulting mismatch between the two, independent train-length measuring schemes forced the [vehicle] to re-identify as a three, according to the safety protocols programmed into its vital software.

[...] For the short term, Bombardier [the train manufacturer] will design and install a rotary train-length switch in each cab car. The train operator will be required to manually rotate the switch to indicate the number of cars in the train.

On top of that, most of the doors on the ten-car test train wouldn’t open at the station:

During the test, one of the two TWC boards [Train/Wayside/Communication antenna] experienced a hardware failure in the lead car. [...] With this condition, even the manual door-open push button is disabled, which explains the train operator’s announcement that they “lost control of the doors.”

Some assembly required. *Photo courtesy of BART*

The doors on the opposite side did open at the next station, because a second, non-failing device manages those doors. BART's letter tells regulators that the equipment responded to the malfunctions as designed, which, ironically, caused the problems in the first place.

Originally, [BART hoped](#) to have a few cars in service by the end of 2016. Then the plan changed to 60 by the end of 2017. Now it's a race against time and technology to see if ten can make the grade for the holidays.

[Back to Top](#)

Conserve paper. Think before you print.

From: VTA Board Secretary
Sent: Thursday, December 07, 2017 11:43 AM
To: VTA Board of Directors
Subject: Agenda Item #7.5 - Commuter Shuttle Policy Public Comment

VTA Board of Directors:

Attached please find the following Agenda Item for the Thursday, December 7, 2017, Board of Directors Meeting:

Agenda Item #7.5 – Commuter Shuttle Program Policy Public Comment

Paper copies will be provided for you at the meeting.

You may access the link [here](#).

Please contact the VTA Board Secretary's Office at 408.321.5680 if you have questions. Thank you.

Office of the Board Secretary
3331 N. First Street
San Jose, CA 95134
board.secretary@vta.org (e-mail)
(408) 321.5680 (telephone)
(408) 955.0891 (fax)



LAW FOUNDATION of Silicon Valley

Fair Housing Law Project

152 North Third Street, 3rd Floor

San José, California 95112

Fax (408) 293-0106 • Telephone (408) 280-2435 • TDD (408) 294-5667

By Electronic Mail

December 6, 2017

Members of the Board of Directors
Santa Clara Valley Transit Authority
3331 North First Street
San Jose, CA 95134-1927

**Re: Board of Directors Meeting, December 7, 2017
Agenda Item 7.5, Commuter Shuttle Program Policy**

Dear Members of the Board of Directors:

The Law Foundation of Silicon Valley strongly supports staff's proposed Commuter Shuttle Program Policy. We believe that the proposed Policy will increase fairness of access to VTA assets, incorporate commuter shuttles in VTA's transportation management efforts, and ensure that private companies who ferry their employees around the Silicon Valley pay their fair share for using public resources.

In recent years, the transportation crisis in the Bay Area has only gotten worse. By multiple metrics (traffic congestion, transit capacity, increased commute distances and times), the basic need to get around this region is becoming harder for everyone. Large tech companies like Google and Apple have created a separate, private transportation system to move more and more of their employees around our region without paying their fair share to help address our congestion challenges. This tech shuttle system has been running largely without regulation, using publicly owned facilities for pickups, drop-offs, and idling without permits or remuneration. The result has been confusion around access, uneven enforcement of existing rules, and disruptions to regular VTA service operations.

Contrary to prevailing stereotypes, most commuters into Santa Clara County are not high-income tech workers, but working class and low-income, with over one-third of commuters earning less than \$40,000, and 18 percent earning less than \$15,000 per year.¹ This is due in large part to the lack of affordable housing near job opportunities.² These working class and low-income commuters are disproportionately people of color.³ They are the retail clerks, restaurant workers, office assistants, janitors, health care aides, security guards and many other service workers and represent the most rent-burdened and economically-distressed households in and around Santa Clara County.⁴ As a result, low-

¹ Urban Habitat, Nonprofit Housing Association of Northern California, *Moving Silicon Valley Forward: Housing, Transit & Traffic at a Crossroad* (2012) 2, available at <http://www.reimaginerpe.org/files/MovingSiliconValleyForward1.pdf>.

² *Id.* at 1, 5, 8.

³ *Id.* at 1, 5.

⁴ *Id.* at 1, 5.

Letter to Santa Clara County Valley Transit Authority Board of Directors, December 6, 2017

Re: Board of Directors Meeting, December 7, 2017
Agenda Item 7.5, Commuter Shuttle Program Policy

Page 2

income people of color rely on VTA-operated transit at a higher rate than white and higher-income households in Santa Clara County.⁵

In order to address these growing issues, we urge VTA to simply follow the lead of SFMTA and hold commuter shuttle operators and tech companies accountable by adopting the proposed Commuter Shuttle Program Policy. The proposed Policy will still allow commuter shuttles to alleviate traffic from single-occupancy vehicles, but it will also increase safety in and around VTA property, minimize environmental impact from commuter shuttles, and ensure that commuter shuttles will not interfere with VTA operations. The permit process will allow for regular coordination between VTA and commuter shuttle operators, including sharing data and creating a system to plan for the future growth of this sector. As the congestion management agency for Santa Clara County, VTA has a responsibility to exercise regulatory and operational powers to ensure that these tech shuttles use public resources responsibly.

Thank you for considering the Law Foundation's comments. I can be reached at mariel.block@lawfoundation.org and (408) 280-2458.

Sincerely,

A handwritten signature in cursive script that reads "Mariel Block".

Mariel Block
Senior Attorney
Law Foundation of Silicon Valley

⁵ *Id.* at 8.

TEAMSTERS JOINT COUNCIL No. 7

Affiliated with the International Brotherhood of Teamsters



Organized November 18, 1907
United with JC# 38 January 1, 2010

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Trustee

December 6, 2017

Ms. Jeannie Bruins, Chairperson
Board of Directors
Santa Clara County Valley Transportation Authority
3331 North First Street
San Jose, CA 95134

Dear Chairperson Bruins:

On behalf of 100,000 Teamsters in Northern California and Nevada, including nearly 10,000 in Santa Clara County, I am writing to urge your support for the proposal to establish a commuter shuttle program.

The Teamsters are proud partners with the Valley Transportation Authority (VTA). As you know, Teamsters Local 287 represents VTA's contracted paratransit drivers. Teamsters Local 853 members make your buses at Gillig in Livermore.

In the last few years, our union has organized over 1,000 contract commuter shuttle bus drivers serving most of Silicon Valley's tech firms. Our members work for Bauer's Intelligent Transportation, Compass Transportation, Hallcon Corporation, and WeDriveU. They serve Cisco, Facebook, Apple, Yahoo, eBay, PayPal, Evernote, Genentech, Salesforce, LinkedIn, Twitter, Electronic Arts, Netflix, Intuit, and Tesla. Every day, they perform a vital service, reducing single occupancy vehicle trips in the Bay Area.

However, this service comes with some problems. In our opinion, insufficient investment in public transportation has led to an explosive growth in private transportation in the Bay Area to fill perceived gaps. According to a 2016 report by the Metropolitan Transportation Commission and the Bay Area Council, the present commuter shuttle system represents the 7th largest transportation system in the Bay Area. While the private sector should be lauded for their efforts, it is important to remember that these buses (a) do not serve the public, and (b) they are not integrated into local or regional transportation planning systems. The proposed commuter shuttle program aims to address that.

In San Francisco, the Teamsters worked closely with the San Francisco Municipal Transportation Agency (SFMTA) to establish their commuter shuttle program. The high tech companies, represented by the Bay Area Council, were

Ms. Jeannie Bruins, Chairperson

Page 2

December 6, 2017

strongly supportive and cooperative partners in that effort. That program, started as a pilot in 2014 and adopted as a permanent program in February this year, has been successful in ensuring efficient and cooperative use of San Francisco's bus stops by both public and private buses.

Here in Santa Clara County, the Amalgamated Transportation Union Local 192 (ATU) has repeatedly raised concerns about the use of VTA bus stops by commuter shuttle buses. The staff report aptly describes problems that arise from the lack of guidelines, including buses piggybacking each other at VTA bus stops and blocking access to curb space. Our members who drive these buses strongly support clear policies dictating the use of VTA stops. In the words of one of our drivers serving Cisco, "We can't play the game if we don't know the rules."

By voting for the commuter shuttle policy, you will authorize staff to develop those policies to bring some order to what is essentially a "Wild West" situation right now. While Santa Clara County may not currently have the problems that San Francisco was experiencing prior to implementing their program, establishing a VTA commuter shuttle policy is sound planning to pre-empt future problems here.

Additionally, I want to address a provision of the SFMTA policy that has caused some confusion here, namely the so-called "labor harmony" provision. The term "labor harmony" is a little misconstruing as some people interpret it to mean the permitted private shuttle bus companies have to be union companies, have to pay certain wages/benefits, or have to stay neutral if their workers choose to organize a union. Some think it means that the VTA has to get involved as an arbitrator in the private labor relations of shuttle companies. None of that is true. The majority of the permitted companies in the SFMTA's commuter shuttle program are in fact non-union companies.

Labor harmony, as written into the SFMTA Policy, simply requires the "submission of a Service Disruption Prevention Plan that describes the shuttle operators' efforts to ensure efficient and consistent service in the event of potential disruptions, including labor disputes." This is of obvious interest to VTA's ridership and bus operators, especially as we enter into contract negotiations with three of our four commuter shuttle employers. Simply put, our problems should not become yours.

VTA staff have reviewed the service disruption plans submitted to the SFMTA for your reference. Staff also indicated to the Congestion Management and Planning Committee that the VTA's proposed program would also account for a similar provision to deal with service disruptions.

Ms. Jeannie Bruins, Chairperson

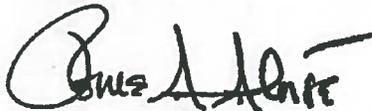
Page 3

December 6, 2017

Finally, we take objection to the use of the term "special interests" by the Silicon Valley Leadership Group at several of the committee meetings where this program was discussed. Our members drive many of these buses and will be subject to the policy. We, along with VTA's own bus operators and passengers and many others, are important stakeholders in this effort.

I thank you for your consideration and strongly urge your support.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Rome A. Aloise". The signature is stylized with a large initial "R" and a long horizontal stroke at the end.

Rome A. Aloise
President

RAA/jos.ibt856

From: VTA Board Secretary
Sent: Friday, December 08, 2017 3:47 PM
To: VTA Board of Directors
Subject: From VTA: December 8, 2017 Media Clips



VTA Daily News Coverage for Friday, December 8, 2017

1. [How much risk is San Jose taking with the BART delay? \(Silicon Valley Business Journal\)](#)
2. [BART Tunnel Decision Extended \(KPIX CH. 5\)](#)
3. [Longer Version of BART Tunnel Decision \(KPIX Ch. 5\)](#)
4. [BART Tunnel Decision \(KNTV\)](#)
5. [SCVTA to continue analysis of tunnel options for BART extension \(RT&S\)](#)
6. [How Google's future campus could be a game-changer for Silicon Valley \(Curbed.com\)](#)

How much risk is San Jose taking with the BART delay? (Silicon Valley Business Journal)

San Jose and the Valley Transportation Authority are asking for a delay in building the city's BART subway even as the Trump administration is trying to eliminate funding for such projects.

Despite hearing a report Thursday night on the extremely risky federal funding environment for transportation infrastructure, VTA's general manager will ask Washington to wait three-months for the environmental paperwork required for \$1.5 billion in needed funds.

VTA board vice chair and San Jose Mayor [Sam Liccardo](#), and board member [Cindy Chavez](#), a county supervisor, grilled the facilitator of a peer review panel that recommended against VTA's preferred tunnel design whether he thought the single-bore concept could be tweaked to the panel's satisfaction during the wait.

Transportation consultant [Daniel Hauber](#) said such a conclusion "seems reasonable" based on what he heard during the peer review panel's three days of work.

This is a rendering of the single-bore tunneling option that VTA may use for the San Jose BART extension. It shows how the two lines are stacked within a single 45-foot diameter tube allowing room within the tube for a station.

That was minutes before VTA's Washington lobbyist described the disruption of long-established federal transportation funding mechanisms since President Trump's inauguration

saying “it’s unclear right now” that the administration will put any more money at all into rail projects like BART.

[Steve Palmer](#), vice president of Washington lobbying firm [Van Scoyoc Associates](#), told the board that the new administration “essentially identifies transit as a local issue — it should really be funded by local interests, not a federal responsibility.”

Caltrain’s electrification project was nearly wiped out earlier this year by Republicans in California’s congressional delegation before the administration was forced to accept it in a budget deal to keep the government open.

Palmer’s comments prompted [Nuria Fernandez](#), VTA’s general manager, to joke, “It feels like ‘Other than that, how was the play, Mrs. Lincoln?’”

Nevertheless, she said the delay letter she would sign this morning “keeps us within the safe period” and won’t affect the Federal Transit Administration’s decision process.

If things work according to plan, VTA will receive a federal “record of decision” in June rather than March and the project will continue on a path to open in 2026.

An FTA grant is being counted on for about a third of the \$4.7 billion cost of the subway (another \$1.5 billion comes from Measure B passed by county voters in 2016), which is planned to run from the yet-to-open Berryessa BART station beneath Santa Clara Street to Diridon Station and then north to a terminus adjacent to Santa Clara’s Caltrain stop.

Neither VTA nor San Jose government and business interests want Santa Clara Street torn up for five years or more while the subway is built to BART’s preferred design. They backed the delay because VTA’s single bore tunnel leaves the street surface intact and it gives VTA time to refine its design to satisfy the panel’s operational and safety concerns, and thus — presumably — BART’s as well.

“It seems like clearly a door was left open for us (in the peer review group’s report) to explore further new engineering, is that fair to say?” Liccardo, a former prosecutor, asked Hauber.

“I think that’s reasonable,” Hauber answered. “Yes.”

Liccardo: “My understanding is that their concern is primarily around evacuation in situations where there might be fire.”

Hauber: “I think that would be accurate. The primary concern of the panel was fire-life safety with evacuation as a part of that.”

Liccardo: “So if we can squarely resolve that issue that may well get us over the goal line with regard to this design?”

Hauber: “Again, I think that’s something the overall panel would need to weigh in on. But as the facilitator, I would agree, that’s the primary area of interest, fire-life safety. I think if those needs were addressed, I think that that would address most of the panel’s concerns.”

Chavez pressed Hauber on whether BART’s safety objections to the single-bore tunnel were due to problems with BART’s own safety training.

“I did not perceive that there was a problem,” he said. “I don’t think we even heard from BART that they had a training problem elsewhere in their system as much as they were looking to engineer out any (design) inconsistencies (with BART’s existing subways) and not have to get to that lower level of resolving the issue of having to use training for different (evacuation) procedures. And the panel was interested to see them engineer the issue out rather than having to train to it.”

Scott Knies, head of the [San Jose Downtown Association](#), praised the delay and criticized BART for indifference to downtown construction impacts.

“The difference between twin bore and the single bore is open heart surgery versus arthroscopic surgery,” he said. “You have an opportunity to do something new, to do something better. It hasn’t been done in the States. A number of you went and visited and saw how (a single-bore tunnel) worked in Barcelona. We can bring this technology and maybe update BART’s 40-year technology on tunneling and do it right in Silicon Valley.”

[Back to Top](#)

[BART Tunnel Decision Extended \(KPIX CH. 5\)](#)

(Link to video)

[Longer Version of BART Tunnel Decision \(KPIX Ch. 5\)](#)

(Link to video)

[BART Tunnel Decision \(KNTV\)](#)

(Link to video)

[BART Tunnel Decision \(shorter version story\) \(KNTV\)](#)

(Link to video)

[Univision Interview with Nuria Fernandez \(in Spanish\)](#)

(Link to video)

[Back to Top](#)

[SCVTA to continue analysis of tunnel options for BART extension \(RT&S\)](#)

The Santa Clara Valley Transportation Authority (SCVTA) has adjusted the project development timeline for the BART Silicon Valley Phase 2 extension in order to further evaluate tunneling options for the project.

In order to progress with state and federal environmental clearance, a defined project description is necessary. SCVTA staff originally identified a single-bore option to construct the five-mile subway portion of the extension as the viable option. However, a recent peer review panel, citing time constraints related to the current federal funding schedule coupled with the preference of BART, [advised that a twin-bore tunnel would be the preferred option](#).

SCVTA says it is embracing the results of the peer review, but as the main reasoning behind preference of the twin-bore tunnel is based on time constraints, it is requesting an extension to the project development timeline by an estimated three months. The request was submitted to the Federal Transit Administration.

SCVTA says the timeline extension would allow it "to demonstrate more thoroughly how the single-bore configuration can satisfy BART's operational safety concerns in addition to further exploring construction impact mitigation strategies for the Downtown San José stations."

"As Santa Clara County's Transit Agency and Congestion Management Agency and as the owner and builder of the BART Silicon Valley Extension, [SCVTA] has a responsibility to fully explore options that will result in the safest and most efficient system being built with the least amount of impact on its customers, businesses and the community," the transit authority said.

The planned six-mile extension would extend BART from the Berryessa/North San José Station into downtown San Jose and then into the city of Santa Clara.

[Back to Top](#)

[How Google's future campus could be a game-changer for Silicon Valley \(Curbed.com\)](#)

Few building types have become as mythologized, meaningful, and, occasionally, mocked by the general public as corporate headquarters. Whether they're anodyne rows of identical offices, glistening corporate campuses, or high-tech hubs for startups, the most famous become not just architecture, but narratives conveying corporate values.

That's why many were disappointed to learn [Apple's new office](#) in Cupertino, California, has more [parking space than office space](#): It's a disconnect from the company's sleek, progressive (and curated) persona.

In Silicon Valley, it's tempting to treat these physical representations of economic might as symbols of innovation and character (does the [Amazon HQ2 race](#), pitting cities against each other, showcase the retail giant's cold, calculating efficiency?). These headquarters are supposed to be glimpses of the future.

This hunger for something new explains why a collection of land and former industrial lots in downtown San Jose, just 10 miles east of Apple's glittering new campus, has attracted so much attention. Google, the new owner, has plans for something transformative.

The tech giant's desire to continue its [aggressive expansion in the area](#) and build a new corporate village adjacent to Diridon Station, a decades-old rail station, isn't important because of cutting-edge design: groundbreaking for the project won't happen for years, and there are no renderings of futuristic, spaceship-like structures. Nor is it necessarily about size, though it may end up stretching over 50 acres and being twice as large as Apple's new HQ, accommodating 15,000 to 20,000 employees.

Rather, its location is what's important: the developing urban core of the largest city in Silicon Valley, a region stuck in a mostly suburban mindset, adjacent to what will be the confluence of seven different rail and bus lines.

Google's plans may turn Diridon Station—an expanding transit hub with a [high-speed rail stop](#) in the works—into the Grand Central of the west. The move could catalyze an even more urbanized San Jose, and signal that density transit-oriented development is part of the Valley's future.

In a region with seemingly exponential jumps in real estate prices—home prices [rose 11 percent](#) last year—where engineers with six-figure salaries ride company buses to suburban offices every day, Google and Diridon represent a big shift (and an accelerant for the affordability crisis).

“This is a chance to do something world-class,” says Benjamin Grant, a Bay Area urban planner and designer with [SPUR](#), a regional civic planning nonprofit. “We need to think Hamburg, Tokyo, and Copenhagen, not Palo Alto, Mountain View, or Sunnyvale.”

Silicon Valley's backward-looking take on urbanism

San Jose Mayor Sam Liccardo sees his city in the middle of a civic effort to recast itself as one built for people, not cars. While San Jose was one of the fastest-growing cities in the U.S.—in the automobile age of the '50s, '60s, and '70s—its downtown was ignored, homes and offices went to the suburbs, and it developed like a donut.

“There are too many two-story campuses surrounded by a sea of parking,” Liccardo says. “It’s environmentally unsustainable and culturally deadening.”

Most office space in San Jose and the Valley is built on the assumption that the future is car-centric, says Allison Arieff, *New York Times* columnist and editorial director at the nonprofit San Francisco Bay Area Planning and Urban Research Association (SPUR). Consider Google’s facility in Mountain View, a collection of disparate structures and parking lots, remnants of an old way of thinking about workplace design, for an age when everyone went out to lunch. We have increasing amounts of data about the benefits of connected workspaces, those that bring workers together, and those linked to transit and walkable communities. Why not create something better?

“The default is, ‘Where are people going to park?’” says Arieff. “If you can get past that and embrace all this information—and Google, if anything, is about information—you can bring a whole new level of vitality to a city that should have it.”

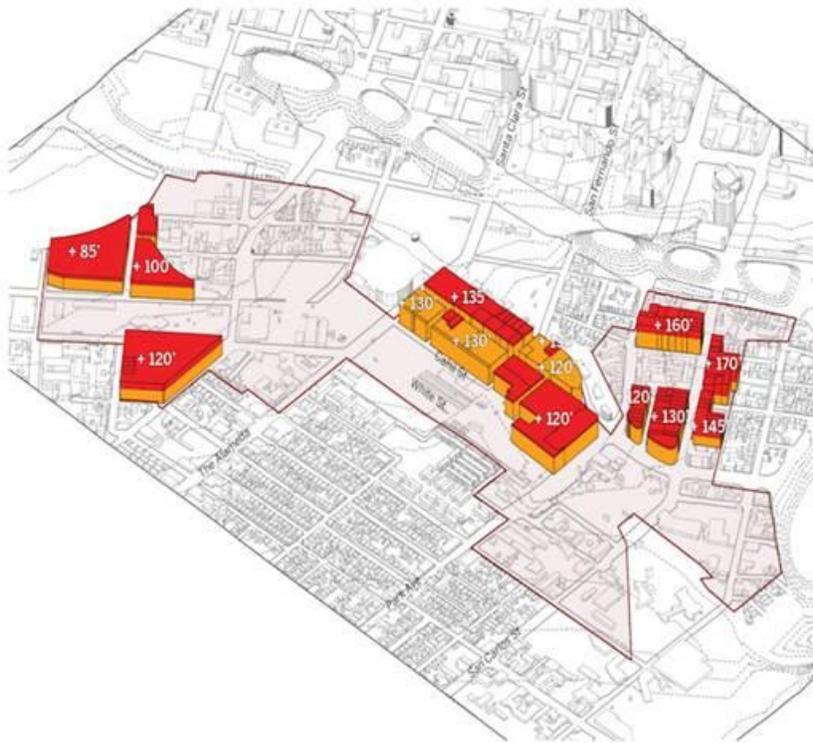
Why hasn’t a similar urbanized campus appeared in a region that constantly complains about [congestion and traffic problems](#)? Grant says it’s part of the growing pains endemic in areas trying to make a suburban-to-urban transition. Residents can be timid about going vertical. Developers have trouble getting financing for unfamiliar developments. It’s assumed commuters want more parking. And in a community like San Jose that’s [housing rich and job poor](#), the tendency is to be less restrictive on desperately needed commercial development.

The result—spread-out housing, bland office parks, low-rise offices, and crowded roadways— isn’t just an inconvenience. It’s shaping the Valley’s competitiveness and future prospects. A recent SPUR study, [Rethinking the Corporate Campus](#), interviewed dozens of corporate leaders in Silicon Valley and found that housing and transportation are becoming significant employment issues.

The cost of living in the Valley impacts the cost of labor, leading many firms to bring only their most premium, important workers to the Bay Area and open branch offices in other cities to handle expansion and overflow (A \$150,000-a-year engineer, for example, can buy a home in Nashville, or live with five roommates in San Jose). And getting those workers in the Bay to corporate campuses in Silicon Valley often means hour-plus trips on infamous tech shuttles, ferrying younger workers from the San Francisco neighborhoods they prefer.

“Car dependency hasn’t killed the golden goose yet, but the transportation system here is not functioning,” says Grant. “We should be thinking seriously about what that means for our growth engine, if that engine is predicated on a car-oriented urban pattern. There are only so

many buses you can run on a congested freeway.”



Google’s proposed downtown San Jose campus, located near the city’s airport, may eventually lead to conflicts with the FAA, if the city and company seek upzoning to build taller, more dense buildings. *SOM, Courtesy of SPUR*

Diridon’s potential

Google’s potential arrival at Diridon would attempt to address both the transportation and housing issues; additional rail connections to San Francisco and the region would reduce strain on already crowded streets and freeways, while the more dense, urban village expected to spring up around the campus would bring in thousands more housing units.

No Google representative was willing to go on the record to discuss the project. While the company is expanding in the Bay Area and elsewhere, and sees potential in a transit-friendly, walkable, urban campus, it’s still early days. Some of the final plots of land need to be purchased from the city and Santa Clara county, a proposed series of community engagement and dialogue sessions wouldn’t start until next year, and completion of Diridon’s rail upgrades is still years away.

The entire project is a unique and major construction challenge. High-speed rail and [Bay Area Rapid Transit \(BART\)](#) connections are under development and Google would likely ask for upzoning and the ability to construct taller buildings, observers predict (a request complicated by the flight paths of planes landing at nearby Mineta San Jose International Airport, meaning

the FAA needs to get involved). A new home for Google likely won't break ground until at least 2025.

But the size and scope of the project, and the complexities of transportation planning and funding, have created a hurry-up-and-wait situation, where adjacent real estate is already exploding in value due to the [Google effect](#), and local leaders are moving ahead despite significant challenges to threading the needle on transportation and land-use issues.

Mayor Liccardo jokingly views it as a Moses-like situation; he likely won't be in office when the station and campus open, so he can only push everyone toward the promised land. Currently, rail is the big question mark. The city and county have already put in billions to fund various rail projects—the county just voted for another [\\$1.5 billion for BART expansion](#) in November—and California has chipped in hundreds of millions for Caltrain electrification. But the federal funding, a not-insignificant [\\$1.5 billion](#), hasn't come yet (Liccardo says the application process begins in March), and the lengthy environmental review for rail extensions also lies ahead.

While there are real obstacles, the city, and many investors, are already focused on what could be. Nanci Klein, the city's deputy director of economic development, believes Diridon can be transformative. With the Google campus coming, San Jose can build bigger and denser, eventually taking much of the city to a comfortable four to six stories and adding additional amenities and parks for an influx of downtown residents.

"I don't think this is so far off," says Robert Staedler, an urban planner and principal at the local firm [Silicon Valley Synergy](#). "People say that to take the pressure off community expectations and stop speculation. It's a clever ruse."

Caltrain bike car at Diridon Railway Station in San Jose, California. *Moment Editorial/Getty Images*

The downsides to having Google next door

Getting tech and government, not known to work at the same speeds, to collaborate on something this complicated certainly isn't helped by public fears of the proposed project's real estate ripple effect.

Jeffrey Buchanan, policy director at Working Partnerships USA, works with [Silicon Valley Rising](#), a local coalition of community and labor organizations. The group, which is pushing for Diridon to be a [model of responsible community development](#), has held a series of town halls across the city since the campus was announced earlier this summer, and found many community groups and residents fear rising rents and displacement.

"Residents across the city are concerned that there's already an affordability crisis, and adding 20,000 tech workers downtown is only going to make it worse," he says. "The fear is, San Jose can expect a San Francisco-style price boom when Google moves in. For working-class people who have seen their income after rent actually decrease over time, that's a huge deal."

Wages for most working-class families in San Jose haven't kept up with fast-rising real estate prices. (Sources: Bureau of Labor Statistics, May 2016 Occupational Employment and Wage Estimates; realAnswers Third Quarter, Average Rents, 2016; City of San Jose, Housing Market Update Q3 2016; US Census Bureau, American Community Survey, 2011-2015 Five Year Estimates) *Silicon Valley Rising*

San Jose, like the rest of the Valley, already has an [affordability crisis](#). The cost of the average two-bedroom apartment is more than \$3,000 a month higher than the [median renter household income in San Jose](#). And, just six months in, some of the worst fears of gentrification in downtown San Jose seem to be coming true. Land near the edges of the Google campus, in neighborhoods such as Delmas Park, are already going for [double their assessed values](#) or more.

"Even if Google never steps foot into San Jose, we need to build 25,000 housing units," says Mayor Liccardo. "We have a housing crisis."

Buchanan already sees a future where an increasing number of the region's service workers have to move farther away from job centers, to areas like Hollister or Los Banos, two or more hours away from work. It's a domino effect: gentrification, affordability issues, displacement, and then additional traffic and transportation issues.

It doesn't help perceptions that if all the proposed land sales go through, Google will own the choicest land near the valuable transit hub and rail lines—paid for with billions in public investments over decades—and likely request upzoning that will add millions to the value of the company's initial investment.

Many just want to make sure San Jose is both demanding and supportive, and gets public value from the vast public investment in the land.

"This is a once-in-a-century opportunity," says Grant. "We need to make sure we get an outcome worthy of the public's investment in this place."

Silicon Valley Rising would like to see a scenario where Google invests in its campus, as well as affordable housing in the region. A [2014 Diridon Station Area Plan](#) suggested a combination of impact fees, development agreements, tax-increment financing, and the development of affordable housing on public land, among other tools, as a means to achieve affordable-housing goals.

It's great that transit-oriented developments like Diridon get cars off the road, says Buchannan, but high-tech developments like this often lead to significant displacement.

"Can Google build all the housing that's needed?" asks Arieff. "No, but I feel they could do something. We can't ask them to do everything, but we can ask them to help with the intractable problems of housing and congestion. Companies are starting to understand that if

they don't help with these problems, they eventually won't be able to hire anybody to work here anymore."

Currently, Google is in talks with the city and county to purchase 16 remaining parcels of land (much of the proposed Diridon campus was part of a failed plan to bring a baseball stadium to San Jose). The focus will be on community meetings this year, and the status of any community development agreements that may come with future zoning agreements with Google.

What's at stake

Staedler says comparing Diridon to the "Grand Central of the West," as some boosters have, misses the point. This really should be the Google Station of the West; let tech help San Jose with what cities don't do well, and make them a true partner in building a new 21st-century model multimodal transportation center (as [plans for Toronto](#) from Sidewalks Labs show, they're not averse to municipal partnerships).

The uniqueness of the Diridon rail investment, and the potential size of Google's new campus, make this entire development a game-changer for the region. It's a chance to reshape downtown San Jose, a unique opportunity to create a different kind of public and private partnership, as long as it's done in a way that doesn't lead to extreme disruption and displacement. It's an opportunity for a region known for innovation to embrace urbanism that isn't stuck in the 20th century.

"It won't be a gated community of a corporate campus," says Liccardo. "It's about transit and urban design and the space between buildings. We have to get the paseos, parks, and plazas right. That's how the city will be judged."

[Back to Top](#)

Conserve paper. Think before you print.

From: VTA Board Secretary
Sent: Friday, December 08, 2017 5:07 PM
To: VTA Board of Directors
Subject: VTA Correspondence: Suggestions Regarding VTA's Light Rail Stations
Importance: High

VTA Board of Directors:

We are forwarding you the following:

From	Topic
Member of the Public	Suggestions Regarding VTA's Light Rail Stations

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

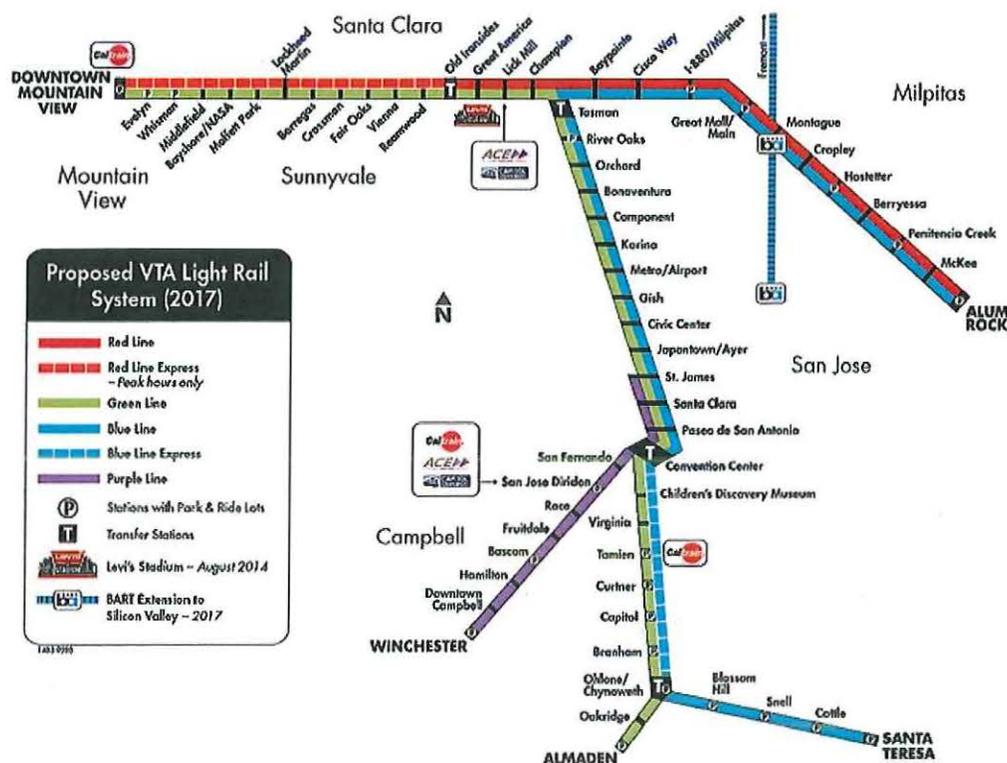


November 17th 2017

Dear Jeannie Bruins:

I hope this letter finds you well. I am Alex Rivera a Puerto Rican living in San José. Since I moved in 2011, I have been using public transportation to commute all over the Bay Area. I recognize limitation and challenges of public transportation, but I also see the potential of a great inclusive transportation system with integration of BART with VTA/Caltrain.

I have some suggestions that may help user, locals and visitors, to avoid confusions between Caltrain, VTA and BART stations. In addition, I have other ideas and suggestions based on my experience and need as a daily commuter. Note that I do not own a car. In addition, I wanted share my support to the proposed VTA Light Rail System for 2017 (below). I think it will make a major impact in the system.



Station Names

- I-880/Milpitas VTA – Rename this station as **McCarthy VTA** or I-880/McCarthy VTA if want to keep the highway reference. Current station name can easily confuse users with Milpitas BART and Montague VTA where they need to stop to access BART.

- **Montague VTA** – Rename this station as **Milpitas VTA** or Montague/Milpitas VTA if want to keep street crossing reference. Rebrand this station is crucial because is one of the most important stations due is the connection of VTA with BART. These stations cannot have different names. Users need to make mental connection between both systems: BART and VTA just like San José Diridon.
- **Berryessa VTA** – Rename this station as **Ohlone VTA** or Ohlone/Berryessa VTA after the street between platforms. Keeping this station names as Berryessa VTA will confuse riders with Berryessa BART. Unfortunately, the stations are 1.8 miles far or 36 minutes walking.
- **Ohlone/Chynoweth VTA** - Rename this station as **Chynoweth VTA** or Pearl/Chynoweth VTA if want to use another main street as a reference. This change will avoid confusion with other stations (previous recommendation).
- **Blossom Hill VTA** – Rename this station as **Indian VTA** or Indian/Blossom Hill VTA if want to keep Blossom Hill Rd reference. I suggest this change to avoid confusion with Blossom Hill Caltrain that is 2.7 miles and takes 54 minutes walking.
- **Santa Clara VTA** – Rename this station as **Santa Clara/Downtown San José VTA** to avoid confusion with Santa Clara Caltrain. In the near future Downtown San José BART will be right under this station.

Station Improvements

Even after studies, some stations became unnecessary due low amount of riders, just like **Evelyn VTA** in Mountain View. Please find below some suggestions:

- **Grand Tasman VTA** – Merge Tasman VTA and Baypointe VTA in a new semi-subterranean multi-platform station. This station will facilitate trans-boarding/changing lines in a soon-to-be a very busy crossing due VTA lines connects with Downtown San José, Caltrain (Diridon and Mountain View), and Levi's Stadium with Milpitas BART.

Extensions and New Lines

As you know, South East San José and Central West, South West and South of Santa Clara County are not connected with the VTA Light Rail system. Communities along these corridors and visitors need to have fast massive transportation system option if we want to mitigate almost out-of-control traffic in South Bay and all Bay Area in general. I have noticed the changes just in 6 years. Please find below my suggestions:

- **Extension: Winchester – Vasona Junction** – expand the line to south of Campbell/ north of Los Gatos to meet Highway 85.
- **Extension: Alum Rock – Capitol** – expand the line along Capitol Expressway to meet Capitol VTA.

- **Extension: Santa Teresa – Downtown Gilroy** – expand line from Santa Teresa until Downtown Gilroy along Monterey Rd/existent train track connecting Morgan Hill, San Martín, and Gilroy.
- **Extension: Mountain View – Palo Alto** – expand line from DTMV to Palo Alto Transit Center along Caltrain train tracks.
- **Extension: Saint James – Stevens Creek/De Anza College** – this extension pretends to connect downtown San José, Anaya Stadium, Central and South of Santa Clara, Sunnyvale and Cupertino.
 - **Possible route:** W Saint James/N San Pedro, merge with north bound train tracks until Santa Clara Caltrain, follow Benton St – Lawrence – Homestead Rd, until reach Stevens Creek/De Anza College by Highway 85.
 - **Possible stations:** San Pedro Square, Autumn/Guadalupe River Park, College Park, Newhall/Anaya Stadium, Santa Clara City, San Tomás, Kiely, Lawrence, Lochinvar/Homestead, Swallow, Wolfe/Mothership, Blaney, Sunnyvale-Saratoga and Hollenbeck/Stelling.
- **Extension: Ohlone/Chynoweth – Palo Alto** – this expansion along Highway 85 will connect South San José with DTMV and Palo Alto with residential and commercial areas, universities, hospitals and working places.
 - **Possible stations:** Stanford, San Antonio, El Camino Real, Homestead, Stevens Creek/De Anza College, Saratoga, Vasona Junction, S Bascom/Los Gatos and Camden.
- **New Line: Milpitas – Santa Teresa** – this line will connect Milipitas Transit Center and north of the County with W. Santa Clara, E. Sunnyvale, E. Cupertino, NE Saratoga and SW San José with Santa Teresa along Lawrence Expressway and 85 corridor.
 - **Possible stations:** Lakeheaven/Sandía, Arques, Lawrence, Koreantown/El Camino, Lochinvar, Pruneridge, Stevens Creek/Junípero Sierra, Bollinger/Moorpark, and Prospect/Westgate.
- **New Line: SJC Express** – Express VTA line between Metro VTA with an underground tunnel, connecting Terminal A and Terminal B with Santa Clara Transit Center. Finally, SJC Airport connected with BART, Caltrain and VTA like any other mayor city!

I hope the feedback I have been collecting for years will help to shape VTA System.

Best regards,

Alex Rivera





VTA LIGHT RAIL LINES

- Palo Alto - Gilroy
- Palo Alto - Almaden
- Mountain View - Santa Teresa
- Milpitas - Santa Teresa
- De Anza College - Tully/Eastridge
- Vasona Junction - Tully/Eastridge
- Santa Clara - Metro