

**From:** VTA Board Secretary  
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**To:** VTA Board of Directors  
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### **Budget Deficit KTVU Ch. 2**

**(Link to video)**

### **VTA Gets Approval To Relocate Tenants In Bart Phase Ii Area By End Of 2019 (San Francisco Chronicle)**

The Board of Directors of the Santa Clara Valley Transportation Authority on Thursday approved a relocation plan for residents affected by the second stage of BART's expansion into San Jose.

The two new stations will be located at 28th Street in Alum Rock and in the area of either downtown or Diridon Station. VTA is overseeing construction and planning as BART continues its move into Santa Clara County.

Thursday's approval allows VTA to begin negotiations with property owners, but VTA spokeswoman Brandi Childress said the earliest residents would have to relocate is by the end of 2019.

"The mechanism is now in place but we are still not ready," she said. "It's not as if we're going to start acquiring property tomorrow."

The agency is still in a design phase to lessen the number of people impacted, which currently stands at 9 residents and about 60 people who either operate businesses, advertise or use storage space.

Relocating the individuals is estimated to cost between \$22 million and \$35 million, according to VTA.

The agency began communicating with property owners in June after receiving federal approval for the project. The two groups conducted several meetings over the last few months to create the final relocation plan, according to Childress.

The plan lists several units comparable in price and location to those that will be vacated by tenants. The apartments, homes and businesses listed in the plan range in rent from about \$1,600 to \$5,000.

Childress said the agency will stay in contact with residents about VTA's design and planning progress to update them on a potential move date.

Future BART stations on Berryessa Road and in Milpitas are currently being tested to connect the South Bay system to Warm Springs in Fremont. After several delays this year, VTA expects the stations to open at the end of 2019.

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### **[Heads Up: Electric Vehicle Motorists To Pay For Express Lane Use \(Patch.com\)](#)**

**The VTA will install cameras next year that will mandate electric vehicles pay half the toll cost of using express lanes now free.**

Drivers of electric vehicles are no longer getting a free ride on State Route 237 next year, the Santa Clara Valley Transportation Authority reported last week.

The new rules apply to the express lane corridor and other future routes for cars known as "clean-air vehicles" (CAVs). The VTA Board of Directors approved at its Dec. 6 meeting a new toll ordinance that will allow collection of toll violations and fees using video enforcement in SR237 Express Lanes.

Currently, the Silicon Valley Express Lanes rely solely on manual enforcement by the California Highway Patrol, with fines collected going to the state. By next summer, video surveillance cameras will be installed on the expanded SR237 express lanes, allowing FasTrak to catch cheaters through technology that reads license plates. The technology is similar to that of the readers already in use on San Francisco Bay Area bridges.

The VTA board approval of the toll ordinance changes the permission for those in solo-driving clean air vehicles with decals issued from the California Department of Motor Vehicles that are considered eligible to use the carpool or express lanes for free. With the new rules, CAVs will be charged half the toll amount if driving solo.

All vehicles in the express lanes will be required to have an active FasTrak account and will need to indicate the number of people in the car using the switchable transponder. This requirement applies to all eligible users: carpoolers, toll-paying solo drivers, CAVs, motorcycles and buses. Carpoolers and motorcyclists will still get to use the express lanes for free by placing the switchable transponder in the No. 2 or 3 position.

The new rules will become effective in summer 2019, when the SR 237 Express Lane Phase 2 opens, extending the lanes from their current entry and exit points in North San Jose to Mathilda Avenue in Sunnyvale. For more information or to open a FasTrak account, visit [www.bayareafastrak.org/](http://www.bayareafastrak.org/).

Carpool hours are set for 5 a.m. to 8 p.m. Toll evaders caught on camera will pay a \$25 penalty plus fees, with the fines going to VTA and therefore reinvested in express lanes corridor

### **VTA faces budget shortfall**

The Board of Directors also unanimously approved recommendations put forth by [VTA's Ad Hoc Financial Stability Committee](#) (Committee) to address the transportation authority's immediate and long-term financial challenges. VTA is facing a \$20 million structural deficit in fiscal year 2018 and \$26 million in 2019.

The committee's suggestions focused on three areas that include specific action, encouragement/policy discussion and further examination.

For example, in order for VTA to remain financially sustainable, the committee determined that the recent redesign effort of VTA's transit network, known as the Next Network, will need to be implemented with fewer service hours.

The [Final Transit Service Plan \(Plan\) for FY18 & FY19](#), adopted by the VTA Board on May 4, 2017, included 1.6 million hours of bus service and 192,000 hours of light rail service. The committee recommends a scaling down to 1.52 million and 156,000 respectively.

The committee estimated these new service levels would save about \$15 million annually.

There will also be a thorough examination of VTA's funding base and an identification of additional funding sources.

In addition to approving the above the onslaught of committee recommendations, the board further directed VTA staff to develop a comprehensive work plan to address the committee recommendations. The work plan and process will be brought to the full board for review in 2019.

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### [Incoming council must lead in electing mayor](#) (Mercury News Letters to the Editor)

At Cupertino City Council meetings, Better Cupertino speakers continued their campaign by attacking Vice-Mayor Rod Sinks. They petitioned to not elect Vice-Mayor Sinks as mayor.

ADVERTISING

The incoming Cupertino City Council needs to lead Cupertino into civil discourse. Cupertino residents have endured a highly contentious and divided council election. Now that campaign is over – it's time to let go of campaign mode, follow protocol and elect Vice-Mayor Sinks to be mayor.

Vice-Mayor Sinks has represented Cupertino well by championing issues including education, economy, transportation and the environment. His accomplishments include \$350 million negotiated in Measure B for transit in the State Route 85 corridor, founder and first chair of the Santa Clara Valley Transportation Authority's State Route 85 Policy Advisory Board, and founder and first chair of the board of Silicon Valley Clean Energy.

The incoming Cupertino City Council needs to lead by example: Elect Vice-Mayor Sinks to be mayor in recognition of his dedication, leadership and accomplishments in Cupertino, Santa Clara County and the Bay Area!

**Hung Wei**

*Cupertino*

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[Caltrain OKs option for more electric cars, adopts fare policy](#) (Progressive Railroadng)

[Caltrain's board late last week unanimously approved the purchase of additional electric train cars to help address increasing ridership on the commuter-rail system.](#)

[Using funds from the California State Transportation Agency's \(CalSTA\) Transit and Intercity Rail Capital Program \(TIRCP\), Caltrain will expand its electric fleet from 16 six-car trainsets to 19 seven-car trainsets. The agency's contract option with Stadler allows for additional electric multiple units \(EMUs\) to be bought at the original price totaling \\$174.6 million, provided the purchase is made by 2018's end.](#)

[The Caltrain Business Plan projects potential demand of more than 240,000 riders on the system each weekday by 2040, up from the current weekday ridership average of 65,000.](#)

[In addition to accommodating future ridership, the cars will help reduce diesel trips on the corridor and enhance seating capacity, Caltrain officials said in a press release.](#)

[In April, CalSTA announced a \\$164.5 million investment from the TIRCP to support Caltrain service improvements, including the additional cars. Caltrain provided \\$39.1 million in matching funds for the EMUs from the fiscal-year 2021 capital budget.](#)

[Meanwhile, the agency's board also adopted a fare policy for the first time in Caltrain's history. The policy lays out the principles and goals for any future fare structure changes.](#)

[The fare structure now must achieve a farebox recovery ratio for the operating budget of at least 65 percent. In addition, the policy encourages participation in regional and state fare programs, ensures the fare system is easily understandable and usable, and supports achievement of ridership goals, Caltrain officials said.](#)

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## **[Public can begin to weigh in tonight on the future of San Jose's Diridon Station](#) **(Business Journal)****

Diridon Station sits in the center of San Jose. It's owned by one of the oldest commuter railroads in the United States and within a decade is set to receive two more railroads, BART and California's high-speed rail line, with dozens of new trains from each.

That level of connectivity is expected to generate 140,000 daily passenger visits — eight times as many as today — but that's been known for years.

It wasn't until June that those four parties — with the Santa Clara Valley Transportation Authority as BART's stand-in since it's building BART in Santa Clara County — agreed they

should work together to design a facility that will bring as many people downtown as San Francisco International Airport deals with every day.

The public part of the process to figure out how such a place will function as a useful transit hub and an urban public space uniting a city — though not what it will look like — begins at 6 p.m. today at the Diridon Integrated Station Concept Plan Community Kick-Off Meeting at Westminster Presbyterian Church at the corner of The Alameda and Shasta Avenue.

Downtown Association head [Scott Knies](#) called the obvious but long-awaited four-party cooperation “one of the most significant and under-the-radar achievements of the past year” in his annual October speech.

With all the separate community groups working on what happens with BART, high-speed rail, [Google’s potential downtown campus development](#) and a bunch of other projects envisioned for downtown San Jose, it’s easy to get confused about what this series of four meetings over the next eight months is supposed to focus on.

But a lot of the heavy lifting will be done by “ABC” — the two Dutch firms, Arcadis and Benthem Crouwel — which have collaborated in the past on similar projects in Europe, including the Amsterdam Centraal Station, which was visited by a delegation of elected and transportation officials in July 2017.

A bit more than a year and \$6.4 million from now, ABC [is supposed to present a plan to achieve the sort of station most everyone in San Jose would like to see](#), but can’t figure out how to make work.

[Russell Hancock](#), president and CEO of Joint Venture Silicon Valley, compared the new station to the replacement of the Oakland end of the Bay Bridge, where the original conventional design eventually was supplanted by a landmark structure even though it cost more.

“I’m concerned that all of the naysayers and small thinkers will have their way because we have created a system where everyone has veto power,” Hancock said. “So what we (might) end up with is something that isn’t bold, visionary and exciting and will put San Jose on the map. Instead, we’ll end up with some common-denominator solution that nobody really loves but nobody objected to either.”

City transportation department spokesman [Colin Heyne](#) said this first meeting will be largely informational but there will be a Q&A session and small group discussions.

“We want to make it clear to people that this is not a rehashing of what’s been going on for the last year with the station area advisory group,” he said. “This is specifically focused on the station itself. We really want to talk about how all those different trains and buses are going to fit into a station area. How we can get customers or riders from one service to another? How can we lay the station out so that that is smooth and efficient, and also how people, for instance, living in Cahill Park can traverse the station and get to downtown?”

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## [The best and worst cities in America for public transportation, according to an urban planner](#) (Vox.com)

US public transportation is notoriously underdeveloped compared to most other wealthy countries. In fact, [according to a recent study](#), the New York City subway is the only US rail system that ranks among the 10 busiest in the world.

[Another report](#) found that transit ridership fell in 31 of 35 major metropolitan areas last year, including in Washington, DC, Chicago, and New York City. However, [2018 has birthed some new transit projects](#), including a high-speed rail line from New Haven to Hartford, Connecticut, and the TEXRail, which will travel from downtown Fort Worth to DFW Airport.

Christof Spieler, a structural engineer and urban planner from Houston, has lots of opinions about public transit in America and elsewhere. In his new book, [Trains, Buses, People: An Opinionated Atlas of US Transit](#), he maps out 47 metro areas that have rail transit or bus rapid transit, ranks the best and worst systems, and offers advice on how to build better networks. I recently spoke to him by phone about what cities are doing right and wrong in investing in public transit, and what they should focus on for future projects.

### **Which cities have good service?**

Seattle's bus, commuter rail, light rail and streetcar, mapped. *Christof Spieler*

Seattle is doing a really good job of both expanding its rail system and improving its bus system at the same time, and actually linking the two systems together to make a much more useful system overall. And not coincidentally, it's one of the few US cities where transit ridership is growing.

One of the things I found very interesting is there are some smaller cities that are doing a very good job of building transit networks and, in many cases, are actually more impressive than in larger cities. Richmond, Virginia, just redesigned their bus network and built a new BRT [bus rapid transit] to go along with it. I think it's a really smart implementation. The bus rapid transit in Hartford, Connecticut, is a really good network.

I'm also generally very impressed with the Twin Cities [Minneapolis and St. Paul], which is another case of a really good bus network including some new routes — like the A Line which I think is probably one of the best bus routes in the country, just in terms of how good the passenger experience of riding the bus is. That links very well with two rail lines that connect at exactly the right places that really connect a lot of major centers together.

### **Even when there's bad weather?**

I've actually heard a presentation from their team on how the Twin Cities handles snow days, and they are organized about it. They have a special operating plan for blizzard coverage where

certain routes operate and certain routes don't. Despite the weather, they actually figure it out quite well.

I think something that you also notice is that operating cultures are very different. When I talk to transit people in the Twin Cities, they take a lot of pride in operating their system well. Whereas I think there are other systems where their reaction to weather is, "It's not our fault, don't blame us." In the actual passenger experience of transit, the culture of the agencies can make a lot of difference.

### **What are small cities implementing that is so impressive?**

Technically it's buses, but what they have in common is their bus rapid transit line. Those buses have their own lanes, they have stations that resemble train stations. One pattern in all these cities is that they are integrating multiple lines together.

Successful transit networks aren't a series of individual routes; they are a network made up of multiple routes. One of the problems with how we talk about transit is that we often talk about it one route at a time, and that's not how good transit systems work. You're adding a route to other routes that makes the whole system more useful. And that's really a pattern in the cities that I've seen to be successful: They think about their entire networks, not just one route.

### **What city is doing it wrong?**

Denver's light rail, bus rapid transit, and electric commuter rail, mapped. *Christof Spieler*

I think one city, for example, is Denver, which has built a huge amount of transit, but in the process of building a huge amount of transit, they haven't actually reached a lot of the places where people want to go. If you look at the busiest transit route in Denver, I believe it is not actually one of the rail lines, it's the Colfax bus running on city streets in mixed traffic. Whereas places with much lower ridership get full light rail. So I think if you look at where the resources have gone compared to where the demand is, it doesn't fit very well.

We've also seen some cities invest in streetcar lines that really don't do a lot of good. I think Cincinnati is a really good example of that. It's a city that has four major activity centers lined up in a straight row, a really strong natural transit corridor, and they built a streetcar that connects exactly one of the four. That has a lot to do with limited resources and politics and everything else, but the result of that is adding a new line that doesn't make the system more useful.

### **Why do you think cities slap together these lines that aren't as useful?**

I think there's a couple of reasons. First of all, I think we tend to talk too much about technology. There's too much focus of bus versus trains. And we often think of technology as an end to itself.

A lot of cities say things like, "This city needs light rail," or, "This city needs a streetcar," which is a really bad way to start a transit discussion. I think a transit systems should start with, "We

have this corridor connecting these place together and we want an improved transit line in that area.” Instead, a lot of cities come to it from a standpoint of, “Well, we want to build a rail line.”

I think there’s a tendency to focus too much on longer regional trips when the strongest transit markets are often in the denser core. You’ll see San Francisco has been investing a huge amount of money into long suburban rail extensions to very low-density areas where they simply aren’t getting a lot of ridership because there aren’t a lot of people there, but those lines look impressive on a map. If you draw a map of the whole region, those look like they’re doing a lot. And they also respond to political jurisdictions where you see a lot of pull.

“SAN FRANCISCO HAS BEEN INVESTING A HUGE AMOUNT OF MONEY INTO LONG SUBURBAN RAIL EXTENSIONS TO VERY LOW-DENSITY AREAS”

I think there’s also a very strong tendency to avoid places where design or politics are difficult. So there’s a lot of different systems that put transit along freight rail lines or freeway corridors because it’s easier, because the space is there, because there will be less opposition, but those are not the places where people are.

For transit to be useful, it has to be within walking distance of the places people are actually going. And the destination where people are actually going are is not in the middle of the freeway. They tend not to be along those freight rail line either because those tend to be surrounded by warehouse and industrial areas, not activity centers or residential areas. So a lot of cities build transit where it is easy rather than where it is needed.

### **Why do you think people like to say that their city has bad public transit?**

One thing that’s funny is when people say, “City X has no public transit,” what they actually mean often is it has no rail line, which is a very different thing. [A good bus route is good transit.](#) So when I mapped in the book, I made a point of mapping not just rail lines but mapping frequent bus routes as well because those are a really important part of the system.

I think the second, complaining is kind of part of our relationship with transportation. I have yet run into a city where people have no complaints about their transit system. And, in fact, sometimes the places where you hear the most complaints are the best systems because the fact that people are complaining about it is a sign that it actually matters to them. [In] places that only have very small, low-frequency bus networks, people don’t tend to complain much about transit since they don’t think about using it.

Some of the most [frequent] complaints about transit are Chicago, Boston, and New York, and it’s partially because those system actually serve a lot of people.

I would also say, in the United States compared to the rest of the world, we’re not doing very well. If you look at even cities like New York or Boston or Chicago, those are huge international cities, the absolute center of the US economy, and we’re underinvesting in transit pretty dramatically. [In New York, we’re talking about a major lift](#) just to keep the subway as it is operating. When you look at cities like London or Paris, they are actually building major new

lines on top of their existing network. The most ambitious plans in New York pale in comparison to what its competitors around the world are doing.

**“SOMETIMES THE PLACES WHERE YOU HEAR THE MOST COMPLAINTS ARE THE BEST SYSTEMS”**

So I think when people are complaining about transit, in many cases, they are right. In many cases, the resources aren't there. And it's not just money. It's also things like being willing to say, "This is a really busy bus route down a congested street; we will give it its own lane." Being okay with saying there will be no parking on this street or there will be one less lane of cars because actually the buses carry more people than anything on this street. And very few cities are actually willing to make decisions like that. So I think people's complaining about transit in many ways is accurate.

**What is Paris, for instance, doing that the US isn't?**

They converted their commuter rail network into an all-day, seven-day-a-week service rather than lines that are only targeted at 9-to-5 commuters. In doing that, they also dug whole new tunnels under the city and actually transformed commuter rail network into a true regional rail network, which no city in the US has done.

Even in New York, northern New Jersey is one of the densest places in the US with very poor transit service, very little frequent service. Its buses come every half-hour, maybe. And it has, right in the core of those areas, some very high-quality rail infrastructure with very low-quality service. Like, a train every hour, and there's enough demand there to fill a train every 10 to 15 minutes all day if it really was integrated as part of the transit network rather than treated solely as an express service to New York City.

Paris has also taken some major amounts of street space in the city center to install some really high-quality tram rail lines that are carrying a lot of people. And they are building new subway lines through the heart of Paris and connecting to some of the outlying neighborhoods. [It's] a huge investment on the scale that a US city has not really contemplated. And they're doing all that at the same time.

**Is it cheaper over there, or do they have more money?**

Both. We could do a lot better if we focused on how could we do this more cost-effectively. But it's also just very much allocation of resources. And if you look at how much money is being put into highway expansion and compare that to what's being spent on transit, even in places where transit bears a bigger load than highways do, it's pretty remarkable.

**Are there any cities that will never embrace public transit?**

I would say in any decently sized metropolitan area, there are already bus routes, at least, that are carrying people who very much depend on that service. I also think there are many more people who would greatly benefit from having access to service like that.

There are a lot of people who are being forced to own cars even though they really can't afford that. And who are paying major financial and emotional consequences as a result of that, where they are literally scrimping on food for their kids so they can afford to have a car because there is no way they can get to work without it. And if there was a better transit system in place, they would be in much better shape. So I think that need for transit exists everywhere.

### **What about sprawling cities like Los Angeles?**

Houston's bus rapid transit and light rail, mapped. *Christof Spieler*

There are a lot of people riding transit in Los Angeles; it's definitely not New York or Chicago, but there are bus routes and rail lines that are standing lonely every day in Los Angeles. And I think it's really useful to tease this apart because when we say Los Angeles, we're thinking of this entire sprawling metro area.

There are parts of that, large cul de sac areas somewhere in the Inland Empire where I don't think transit will ever be a particularly convenient way to get around. But there's other large parts of Los Angeles that are quite dense, where if you put a bus line there, there are lots of people who live in walking distance.

The Expo Line from downtown LA to Santa Monica has exceeded its ridership expectation. It turns out there are a lot of people who want to make that trip, and that rail line is a very convenient way to do it.

A blanket statement that "this metropolitan area isn't suited for transit" usually isn't true. That's something that we've found in Houston, which is definitely a car-oriented city, a post-World War II city that is largely built around making cars convenient. Yet when Houston opened its first light rail line, it got more riders per mile than any other city outside of Boston and San Francisco, because it went through dense areas and connected major activity centers together and connected to the bus system.

### **What do you think of the future of transportation as it pertains to technology?**

In general, we get too excited by technology. In some cases, technology really is a change, but it doesn't make a difference to the fundamentals of what works and what doesn't. Micro-transit [on-demand public transportation by small and/or private cars] is fundamentally a dial-a-ride service, which has existed a long time.

Yes, it's more convenient if you order it from an app than if you call it from a phone, but fundamentally, it is the same technology and has the same limitations: It can never carry large numbers of people.

Transit uses space incredibly efficiently. Whether it's a bus or train, the amount of people it can move in a specific amount of street space far exceeds what cars can do. And that allows density, that allows cities to function. If you think of Manhattan, it could never function without

transit. It could never function with only single-occupant vehicles. And I don't think autonomous vehicles or any app undoes that.

### **So you think transportation departments should focus on traditional infrastructure?**

Transit agencies across the country should focus on what transit is good at: basic infrastructure and high ridership service that will benefit a lot of people. At the same time, there are still lots of good reasons to have that lower-frequency coverage service that serves the areas that don't have high ridership demand, and I absolutely think it's worth looking at new technologies to do that.

But I think the discussion should always start with the definition of what you're trying to accomplish rather than what the technology is.

You should start with saying, "This is the kind of service we want to provide," and see what technology can do that, rather than start by saying, "Here, we have this new technology, what could it be good for?" The technology isn't the goal; it's the service.

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### **[For Transit Planners, Thinking Outside of the Bus Just Got Easier with the Introduction of a New Industry Guide on Bicycle and Transit Integration](#) (Mass Transit)**

TransPro Senior Consultant Dan Suraci, AICP was the principal author and transit agency workgroup facilitator for the American Public Transportation Association's (APTA) latest addition to its standards development program: *Bicycle & Transit Integration: A Practical Transit Agency Guide to Bicycle Integration and Equitable Mobility*. TransPro's Suraci is an expert on enhancing mobility for transit customers and augmenting the scope of conventional modes (bus, rail, ferry, etc.) with active transportation.

The publication of this guide represents two years of work with more than 30 transit agencies and advocacy groups across North America committed to helping communities realize the benefits of active connections to transit. The guide provides tactical guidance designed to help transit agencies think through the complete spectrum of related issues including bicycle parking at transit facilities, bicycles onboard transit vehicles, safe routes to transit, integration of bike share, demand management, customer empowerment and other subjects

"As transit customers are faced with a growing menu of transportation choices [from scooters to TNCs and other modes], it's critical for agencies to take a leadership role in developing an equitable mobility network." Suraci said. "This guide is to help agencies 'think outside the bus' with strategies for facilitating active transportation, informed by the industry's latest best practices."

Suraci led participants from more than 30 public transit agencies and advocacy groups across North America including the Bay Area Rapid Transit (BART), the Washington Metropolitan Area Transit Authority, NJ TRANSIT, Metro Transit, Regional Transportation District, King County Metro, Sound Transit, New York City Transit, San Francisco Municipal Transportation Agency (SFMTA), Cap Metro, Utah Transit Authority, the League of American Bicyclists and more.

The best practices, hands-on case studies and decision frameworks deliver specific strategies to illustrate how and why transit agencies benefit from bicycle integration highlighting a wide array of subjects. In addition to the full guide, Suraci and his agency workgroup worked with Cambridge Systematics to develop and abridged 'CEO-FRIENDLY' executive summary that highlights specific value for transit customers and impacts on key agency inputs such as ridership, parking demand and regional competitiveness. In addition to these subject areas, a key tenet of Suraci's work includes efforts to explore populations that could bike to transit given the right combination of infrastructure, education and incentives.

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## [Move people around a city without mass transit? This city says they're doing it](#) (Ft. Worth Star Telegram)

Those [Via](#) vans that have been zipping around the center of Arlington are going to be sticking around.

This city that has long been known as the [largest in the United States without mass transit](#), appears to have found something that they believe is at least a partial answer to traditional public transportation.

Last week, the City Council approved another one-year contract for Via, the on-demand rideshare transportation program, which has provided more than 85,000 rides since rolling out last December.

"We have hit on something that is tremendously successful that is getting the ridership we've all been hoping for — at a fraction of the costs of traditional transportation like buses or light rail," said Mayor Jeff Williams at a Nov. 27 council meeting.

It will cost \$2.1 million to renew the contract for another year. The current service area covers about 30 percent of the city, which is roughly 170,000 residents and 62,000 jobs. That means a majority of the city still doesn't have access to the service.

The city's share of the costs is \$995,000 with another \$800,000 coming from federal transit administration funds. Another \$300,000 will be generated from fares for using the service.

The service started a year ago by serving downtown Arlington, the [University of Texas at Arlington](#), [Texas Health Arlington Memorial](#) and the [entertainment district](#), which includes [Six](#)

[Flags Over Texas](#), [AT&T Stadium](#) and [Globe Life Park](#). Via also connects to the Trinity Railway Express [Centreport/DFW Airport Station](#).

It later added areas north of Interstate 30 to Lamar Boulevard and south to Arkansas Lane in east Arlington. Later this year, it will expand east of Texas 360 between Arkansas Lane and Abram Street.

Via, the on-demand ride share company, has expanded service in Arlington. There are plans to expand the service to parts of south Arlington (shown in the lighter shade of blue) later this year.

### *City of Arlington*

It is also adding two Mercedes Metris vans to bring the total fleet to 15.

Via will also grow its number of drivers in independently owned vehicles (similar to Uber or Lyft) to keep passengers' average waiting times below 12 minutes. Unlike those services, Via doesn't pick come to your doorstep but instead directs riders to a location within walking distance.

When it was announced last year, some transportation experts viewed Via as micro rather than mass transit — something that could complement buses or light rail but not be the entire system.

Via works by using a smart phone application and dynamic routing to allow passengers to access a wide range of destinations within Arlington. It doesn't stick to fixed routes or a fixed schedule.

Rides cost \$3 per person per trip. Passengers can catch a ride from 6 a.m. to 9 p.m. Monday through Friday and from 9 a.m. to 9 p.m. on Saturdays. Riders can also purchase a ViaPass for \$15 per week and ride up to four times per day all week long. Via doesn't run on Sundays.

At the same Nov. 27 meeting, City Manager Trey Yelverton said Arlington needs to be nimble to adjust to the rapidly changing transportation industry, noting the recent GM plant closure announcement that also showed a focus on [self driving and electric vehicles](#).

"It just shows how all of this stuff is converging and how the future of transportation and investments in public infrastructure is just very different than even what it was a couple of years ago," Yelverton said.

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**Sent:** Tuesday, December 11, 2018 10:39 AM  
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## ***VTA Daily News Coverage for Tuesday, December 11, 2018***

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2. [Draymond Green video prompts ethics complaint; BART to pay \\$7,500 fine for Measure RR campaign violations \(East Bay Times\)](#)
3. [Diridon Station Public Meeting \(KPIX Ch. 5\)](#)
4. [Public has great expectations for San Jose's Diridon Station amid Google campus plans \(Business Journal\)](#)

### **BART Electioneering Fine (ABC7 News)**

**(Link to video)**

### **Draymond Green video prompts ethics complaint; BART to pay \$7,500 fine for Measure RR campaign violations (East Bay Times)**

#### **The district improperly used staff resources to advocate for the measure**

BART will have to pay a \$7,500 fine for illegally using taxpayers' money on YouTube videos and social media posts to promote its \$3.5 billion bond, Measure RR, state regulators said Monday in a preliminary ruling.

State law prohibits public agencies from using public funds to campaign for any candidate or ballot measure, though they can provide factual information. Using public resources to express advocacy or opposition, however, qualifies as "an independent expenditure," which must be registered with the state, attorneys for the state's Fair Political Practices Commission (FPPC), said in its draft order.

So, although BART spent at least \$365,100 on technical documents and a website related to Measure RR to inform voters and riders about the measure, it was \$7,791.66 the agency spent on two YouTube videos that elicited the fines, which won't be paid out until the commission finalizes the ruling at its upcoming meeting on Dec. 20.

BART didn't register the expenditures on the videos with the state, the attorneys said. The 2016 [Measure RR](#) to fund repairs and upgrades on the system passed with more than 70 percent of the vote in BART's three-county district; it needed 66 percent.

BART said its intention was to educate the public about the need for the ballot measure and what the plan for repairing and upgrading the system would fund, BART spokeswoman Alicia Trost said in a statement Monday.

"We were diligent to keep all material educational, never suggesting how people should vote," Trost said.

But, Lafayette attorney and blogger Jason Bezis, who first [filed the complaint in Oct. 2016](#), disagreed. And so did state regulators. Bezis called the ruling "very significant" but said the FPPC didn't go far enough.

"I'm disappointed because they didn't directly address many of the allegations I made," he said. "This looked to me like a slap on the wrist."

Bezis alleged BART improperly used district resources by hosting a press conference earlier that year in which a cadre of public officials and community advocates touted the measure's merits. The conference, which was posted on BART's YouTube page, followed a meeting where BART's governing board voted to place the bond on the ballot.

A BART employee announced each speaker, who stood at a BART-branded podium in front of a backdrop bearing BART's logo, and BART's employees shot, edited and uploaded the video.

Bezis also filed two supplemental complaints further alleging BART improperly coordinated with Warriors' player Draymond Green, who [starred in a YouTube video](#) urging voters to support Measure RR, and that BART was campaigning in other YouTube videos it posted.

But the video starring Green doesn't appear in the list of violations. Instead, the court filings focus on two other YouTube videos, for which the district paid a total of \$7,791.66, that the commission said constituted advocacy in support for the multi-billion-dollar bond.

One featured [riders complaining about BART's aging system](#) and urging their fellow passengers to support the bond. A second video, called "[It's time to rebuild](#)," which Bezis did highlight in his complaint, borrowed the campaign's slogan for Measure RR and declared BART was "no longer reliable" and that the measure would "keep our riders safe."

"By borrowing the voices and the sympathy of its customers, BART campaigned for Measure RR," the draft decision reads, adding that BART should have included a disclosure saying the agency paid for those ads and then should have registered the expenditures with the state.

BART's social media posts amounted to more campaign violations. The [social media posts](#) were "clearly campaign material," the attorneys said in their filing.

That was the second complaint against the transit agency over ethics violations. State Sen. Steve Glazer, D-Orinda, one of BART's staunchest critics, [alleged in October 2016](#) similar campaign breaches, including emails sent to riders, social media messaging and a text message describing Measure RR. The FPPC declined to investigate those allegations but Glazer in a statement on Monday said the commission was correct to investigate the illegal spending. And, he urged the attorney general's office to investigate, as well.

"These advertisements took advantage of a massive social media network built over the years by BART with public funds to help riders get information about the system," he said, "and this network was not intended to serve as the foundation for a political campaign."

BART's actions are far too common, Bezis. He's hoping the state legislature will conduct public oversight hearings about what he described as a "pattern of misuse of public funds by transportation agencies as they seek tax increases."

Bezis pointed to [Regional Measure 3](#), the \$3 toll hike voters approved in June, and said he believes the agency misused public funds in that campaign, as did the Alameda County Transportation Commission in its pitch for a 2014 sales tax increase and the Contra Costa Transportation Authority in its failed attempt at sales tax increase in 2016.

And, that's bad for voters, he said.

"(Voters) are being duped," Bezis said. "Many transportation agencies are skating right up to the legal line on these tax increases, and I'd argue they're crossing it."

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## [Diridon Station Public Meeting \(KPIX Ch. 5\)](#)

**(Link to video)**

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## [Public has great expectations for San Jose's Diridon Station amid Google campus plans \(Business Journal\)](#)

In discussing his hopes for what will be the new Diridon Station in San Jose, Joint Venture Silicon Valley CEO [Russell Hancock](#) fretted about ending up "with is something that isn't bold, visionary and exciting ... instead, we'll end up with some common-denominator solution that nobody really loves but nobody objected to either."

If the couple of hundred people who showed up Monday night for the first community input meeting on the Diridon Integrated Station Concept Plan are reflective of city residents as a whole, Hancock should have no worries.

One commenter said he expected “the most impressive train station in the world, the one people in other places will come to see to model theirs after.”

“This will be the only place in the Bay Area where you have so many transportation modes converging in the same place,” said [Eric Eidlin](#), the city transportation department’s station planning manager. “That’s one of the main reasons why our city’s policy framework seeks to concentrate a lot of the urban development that we’re expecting right around the station.”

Planners, armed with the knowledge of mass transit dreams of Diridon’s current and future passenger railroads, have been thinking about what it will become for some time. But most city residents hadn’t paid much attention until summer 2017, when Google announced it wanted to capitalize on the station’s potential by building millions of square feet of office space in the neighborhood.

Those plans hit a key milestone last week, when the city agreed to [sell 10.5 acres of publicly owned land in the city core](#) to the search giant for \$110 million.

Many of Monday’s speakers in small group discussions had aspirations of “something inspiring, not a stingy space,” “decent restaurants, not just fast food,” lots of public services like medical facilities or an onsite hotel, connections to the airport, Guadalupe River Park and nature, and that it not be an impermeable barrier between east and east.

They were even interested in what Eidlin said is one of the fundamental issues to be decided in the planning stages, which is the governance structure of the facility itself, or as a speaker put it, “who will own this station and profit from it?”

Eidlin, who has studied similar rail stations in Europe and traveled with a local delegation last year to see several in the Netherlands, said that question is much easier to answer in countries with strong central governments that can impose a vision upon local authorities in ways that are impossible in the United States.

Caltrain owns Diridon now, but Jim Ortbal, deputy city manager and previously head of the transportation department, said that will be among issues for discussions in the future.

At the same time as this series of public comment meetings about the future station continues every few months through 2019, the city, Caltrain, the Valley Transportation Authority and California high-speed rail are meeting with two Dutch architectural firms to hash out the engineering and technical questions regarding how they will connect with each other and operate within the relatively small footprint available.

One of the most important questions to answer there is how many tracks it will take to efficiently serve the number of trains Diridon is expected to host and on how many and what levels it will require given the land available.

City officials hope to craft a preferred plan for the station by next summer from future meetings.

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Conserve paper. Think before you print.

**From:** VTA Board Secretary  
**Sent:** Wednesday, December 12, 2018 1:11 PM  
**To:** VTA Board of Directors  
**Subject:** From VTA: Response to a referral - CAV % in SCC

VTA Board of Directors:

Attached is staff's response to the Board's question regarding the percentage of Clean Air Vehicles (CAVs) in Santa Clara County. For questions, please reply to this email.

Thank you.

Board Secretary's Office  
Santa Clara Valley Transportation Authority  
3331 North First Street, Building B  
San Jose, CA 95134-1927  
Phone [408-321-5680](tel:408-321-5680)  
[board.secretary@vta.org](mailto:board.secretary@vta.org)



## MEMORANDUM

**TO:** VTA Board of Directors

**FROM:** Carolyn Gonot, Chief Engineering & Program Delivery Officer

**DATE:** December 6, 2018

**SUBJECT:** Percentage of CAVs in Santa Clara County

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At the November 1, 2018 Board of Directors meeting, board member Nunez requested information on the percentage of Clean Air Vehicles (CAVs) in Santa Clara County.

The total number of registered CAVs in our state as of June 30, 2018 was 417,410. The CAV breakdown by County data is not readily available. As such, staff has estimated the total number of registered CAVs by County based on data available on percentage of CAV rebate claimed by County for the Bay Area and the State of California as shown in Table 1 and Table 2 respectively. The estimated total number of registered CAVs in Santa Clara County is about 60,000 vehicles.

**Table 1:** Estimated Percentages of Registered CAV by Counties in the Bay Area

County	Number of Registered CAV	Percentage of Registered CAV
Santa Clara	60,003	14.4%
Alameda	34,739	8.3%
Contra Costa	16,252	3.9%
San Mateo	15,346	3.7%
San Francisco	8,428	2.0%
Sonoma	6,968	1.7%
Marin	5,989	1.4%
Solano	2,327	0.6%
Napa	1,100	0.3%

Source: Center for Sustainable Energy (2018). California Air Resources Board Clean Vehicle Rebate Project, Rebate Statistics. <https://cleanvehiclerebate.org/eng/rebate-statistics> (Date Accessed: 9/12/2018 )

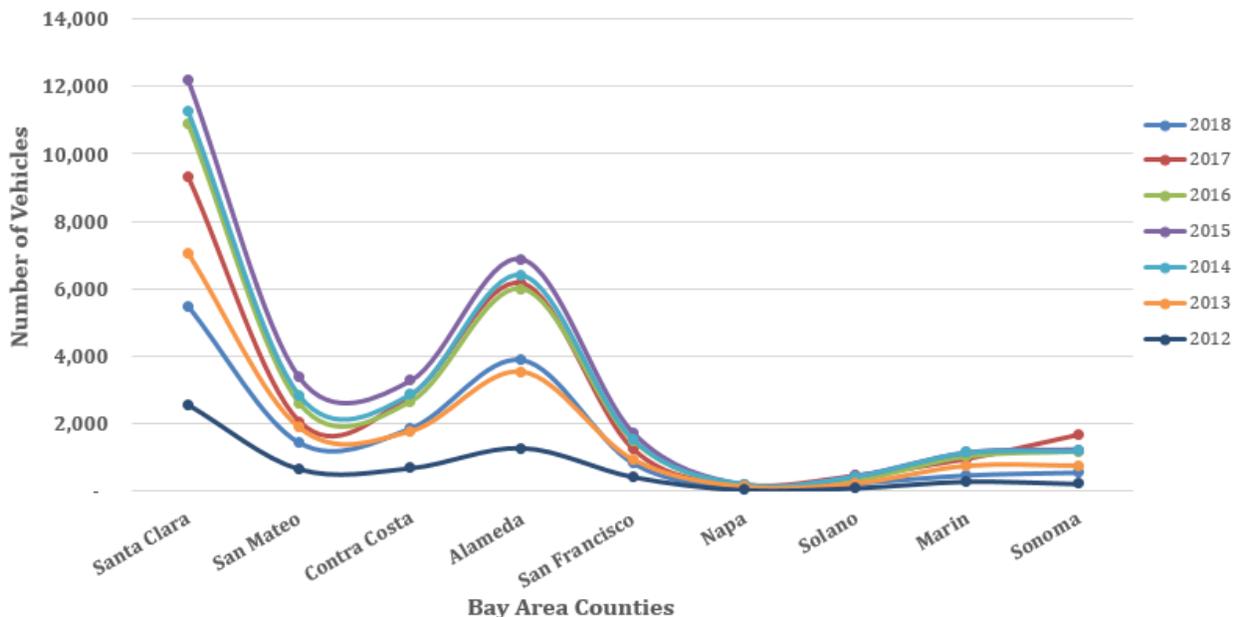
**Table 2:** Estimated Percentages of Top 10 Registered CAV by Counties in California

County (Percentage of Registered CAV)	
1. Los Angeles (26.8%)	6. Contra Costa (3.9%)
2. Santa Clara (14.4%)	7. San Mateo (3.7%)
3. Orange (12.3%)	8. Riverside (2.6%)
4. Alameda (8.3%)	9. San Bernardino (2.1%)
5. San Diego (8.1%)	10. San Francisco (2.0%)

Source: Center for Sustainable Energy (2018). California Air Resources Board Clean Vehicle Rebate Project, Rebate Statistics. <https://cleanvehiclerebate.org/eng/rebate-statistics> (Date Accessed: 9/12/2018 )

Figure 1 shows the CAV by counties for the Bay starting from Year 2012 thru Year 2018 (June 30, 2018).

**Figure 1:** Clean Air Vehicles for Bay Area County since Year 2012



<https://cleanvehiclerebate.org/eng/rebate-statistics>

Source: Center for Sustainable Energy (2018). California Air Resources Board Clean Vehicle Rebate Project, Rebate Statistics. . Date accessed: 9/12/2018

It is noteworthy that the Los Angeles County has a population of about 10 million people and covers an area of about 4,800 square miles with 88 incorporated cities. In comparison, Santa Clara County has a population of about 2 million people and covers an area of 1,300 square miles with 13 incorporated cities. As such, Santa Clara County has a denser CAV concentration on its highways in comparison to Los Angeles County.

In addition, at the national level, California as a state is far ahead of the other states in terms of the number of registered CAVs. In August 2017 there were just over 320,000 CAVs in California. At that time, the next two state with highest CAV penetration in the country was Georgia with 26,953 CAVs registered and New York was three with 26,624. Santa Clara County likely has much more CAVs registered than the second and third states on the list combined.

**From:** VTA Board Secretary  
**Sent:** Wednesday, December 12, 2018 5:06 PM  
**To:** VTA Board of Directors; VTA Advisory Committee Members  
**Subject:** VTA Connections Newsletter - December 2018

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

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

<https://content.govdelivery.com/accounts/CAVTA/bulletins/221c82c>

Please share with your constituents.

Thank you.

Office of the Board Secretary  
Santa Clara Valley Transportation Authority  
3331 N. First Street  
San Jose, CA 95134  
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[board.secretary@vta.org](mailto:board.secretary@vta.org)



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**December 2018**

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# VTA Connections

Stay in the know about  
transportation in Silicon Valley



*Photo by VTA Instagram follower Benny Villarreal Photography*

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## 2019 VTA Board Leadership Elected



*Board Chair elect Teresa O'Neill and Vice Chair elect Cindy Chavez*

January 2019 will see a change in VTA Board leadership, as Santa Clara City Councilmember Teresa O'Neill takes over as Chair, and Santa Clara County Supervisor Cindy Chavez becomes Board Vice Chair.

The election took place at the December 6th board meeting as 2018 Chair San Jose Mayor Sam Liccardo turned over the reins to then-vice chair O'Neill after the board elected O'Neill chair and Chavez as Vice Chair.

[Read more.](#)

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## Fare Changes are Coming: Know Before You Go

### IN THIS ISSUE

- [2019 VTA Board Leadership Elected](#)
- [Fare Changes are Coming: Know Before You Go](#)
- [VTA Board Approves Ad Hoc Financial Stability Recommendations](#)
- [Community Meeting: Tamien Station Joint Development - Project Zoning Application](#)
- [Video Enforcement Coming to SR 237](#)



The second in a two-phase fare increase plan goes into effect January 1, 2019. The VTA Board of Directors passed the plan in June 2017. Prior to that, VTA fares had not changed since 2008.

Beginning in the new year, for a single-ride on local bus and light rail routes, youth fares will be \$1.25 and adult fares will be \$2.50. A single-ride on express bus will cost \$5.00.

[Read more.](#)

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## VTA Board Approves Ad Hoc Financial Stability Recommendations

### Express Lanes

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#### BOARD UPDATE

- Board leadership election
- Ad Hoc Financial Stability Cmte. recommendations
- Supervisor Ken Yeager last meeting

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#### UPCOMING EVENTS

1/10/19

4:00 PM  
[CAC Meeting](#)

6:30 PM  
[BPAC Meeting](#)

1/11/19

10 AM  
[CTMA Meeting](#)

1/16/19



At the December 6, 2018 meeting, the VTA Board of Directors unanimously approved recommendations put forth by VTA's Ad Hoc Financial Stability Committee (Committee) to address VTA's immediate and long-term financial challenges. VTA is facing a \$20 million structural deficit in fiscal year 2018 and \$26 million in 2019.

The Committee's recommendations approved by the Board focused on three areas: specific action, encouragement/policy discussion, and further examination.

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

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## **Community Meeting: Tamien Station Joint Development - Project Zoning Application**

1:30 PM  
**[TAC Meeting](#)**

4:00 PM  
**[PAC Regular Meeting](#)**

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

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Visit [www.vta.org](http://www.vta.org)

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[YouTube](#)



Residents interested in the proposed VTA Tamien Station residential and retail development can learn more about the project at an upcoming Community Meeting conducted by the City of San Jose.

The meeting will take place on Monday, December 17 at 6 pm at the San Jose Elks Lodge, 444 West Alma Avenue in San Jose. (Near bus lines 25, 28, light rail and Caltrain.)

[Read more.](#)

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## Video Enforcement Coming to SR 237 Express Lanes



New rules are coming to the State Route 237 Express Lane corridor, and other express lane corridors in the future. At its December 6 meeting, the VTA Board approved a new toll ordinance which will allow VTA to collect toll violation penalties and fees using video enforcement on SR 237 Express Lanes.

Currently, the Silicon Valley Express Lanes rely solely on manual enforcement by the California Highway Patrol (CHP) with fines collected going to the State. By next summer, video surveillance will be a new feature on the expanded SR 237 Express Lanes, allowing FasTrak® to catch cheaters with license plate reader technology, similar to the technology already in use on Bay Area bridges.

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

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