From: Board.Secretary  
Sent: Friday, December 23, 2016 2:50 PM  
To: VTA Board of Directors  
Subject: VTA Correspondence: Letter of Support for City of San Jose’s Application for Automated Vehicle Proving Ground

VTA Board of Directors:

We are forwarding you the following:

<table>
<thead>
<tr>
<th>From</th>
<th>Topic</th>
</tr>
</thead>
<tbody>
<tr>
<td>VTA</td>
<td>Letter of support for the City of San Jose’s application for designation as a USDOT Automated Vehicle Proving Ground</td>
</tr>
</tbody>
</table>

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
December 16, 2016

Hon. Anthony Foxx Secretary
U.S. Department of Transportation
1200 NEW JERSEY AVENUE, SE
WASHINGTON, DC 20590

SUBJECT: Designation of San Jose, California as USDOT Automated Vehicle Proving Ground

Dear Mr. Foxx,

On behalf of Santa Clara Valley Transportation Authority (VTA), I support the City of San Jose's application for designation as a USDOT Automated Vehicle Proving Ground. In recent years, San Jose has put in place the policies, programs, and people necessary to support safe testing of advanced autonomous vehicle technology in an urban, real life setting. The lessons learned and best practices shared through the Community of Practice network would benefit transit agencies across the country.

The City of San Jose is located in the heart of Silicon Valley, home to hundreds of companies working on all aspects of autonomous vehicle design. As such, San Jose is uniquely positioned to leverage the vast technical expertise of the many industry leaders that are on the forefront of developing and testing this transformative technology. VTA has been in dialogue with Innovation teams at several auto manufacturers and has been encouraged by the level of interest expressed in conducting testing of autonomous vehicles in San Jose.

As both the local Congestion Management Agency and the Public Transportation Authority for Santa Clara County, VTA is committed to supporting the development and testing of technology innovations to improve the efficiency and productivity of the entire transportation system. In addition to keeping Silicon Valley employees and products moving, we are mindful of the importance of investing in transportation infrastructure that ensures mobility and access for all residents and communities. Through this pilot program, the City of San Jose will have opportunities to explore not only private, personal transport options, but, also the creation of much needed first/last mile connections to public transit. San Jose's diverse socioeconomic makeup will add further depth to the lessons learned through its Automated Vehicle testing, which can then be shared with other communities with similar demographics.

Thank you for considering San Jose's application for an Automated Vehicle Proving Ground designation.

Sincerely,

Inez Evans
Chief Operating Officer
For the General Manager Nuria Fernandez
VTA Board of Directors:

You may access your VTA Board of Directors Agenda Packet for the January 5, 2017, Regular Meeting on our website here.

Also, please see the attached 2017 Board of Directors Meeting Schedule for your reference.

If you would like a one on one briefing on the Next Network, please reply to this email.

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

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
VTA Board of Directors:

We are forwarding you the following:

<table>
<thead>
<tr>
<th>From</th>
<th>Topic</th>
</tr>
</thead>
<tbody>
<tr>
<td>VTA Staff</td>
<td>Response to Mr. Stephen E. Schott, SCS Dev. Co., regarding Milpitas BART Station Montague Expressway Pedestrian Bridge</td>
</tr>
<tr>
<td>Teresa Alvarado, SPUR</td>
<td>SPUR Case Study on Toronto Union Station</td>
</tr>
</tbody>
</table>

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
December 7, 2016

Mr. Stephen E. Schott
SCS Development Company
404 Saratoga Avenue, Suite 100
Santa Clara, CA 95050-7062

RE: Status of the Milpitas BART Station Montague Expressway Pedestrian Bridge

Dear Mr. Schott:

We appreciate your interest in the Montague Expressway Pedestrian Overcrossing (POC) project and are happy to address the concerns raised in your November 2, 2016 letter on its status. As you may know, this is a City of Milpitas (City) project. However, to enhance connectivity between transit facilities and nearby development within the City’s Transit Area Specific Plan, the Santa Clara Valley Transportation Authority (VTA) in coordination with the City of Milpitas prepared the preliminary engineering for the POC.

VTA and the City are currently exploring funding options for completing final design and construction of this important connection. Although a full funding plan for completing the POC has not yet been established, the City and VTA are pursuing a viable strategy that will likely rely on several local and regional funding sources. After a full funding plan is established, VTA is prepared to manage the design and the construction of the POC on behalf of the City.

Please let us know if there is any additional information we can provide.

Sincerely,

Carolyn M. Gonot
Interim Director, Planning & Program Development

cc: Tom Williams, City Manager, City of Milpitas
    Nuria I. Fernandez, General Manager/CEO, VTA
November 2, 2016

VTA Board of Directors
County Government Center
70 West Hedding Street
San Jose, CA. 95110

Re: Milpitas BART Station Montague Expressway Pedestrian Bridge

Dear Esteemed Board Members:

I am sure that you are well aware of the current widening of Montague Expressway, the extension planned for S. Milpitas Blvd. and the fast approaching opening of the Milpitas BART Station. All three of these projects are well underway and should be completed within approximately 12 to 13 months from now.

An element of great concern for us is that a fourth project (related to the above mentioned three projects) is already behind schedule by over three months. A pedestrian bridge which would span Montague Expressway between the BART parking structure and Piper Dr. was approved within the Milpitas Transit Area Specific Plan. Ideally, the bridge would be in place at/or around the same time that the BART station is scheduled to open. As it is, VTA’s schedule was for the bridge to be operational some 8 to 9 months after the BART station opens. Unfortunately, because the project has yet to “kick off”, the bridge may not be operational for a year or more, after BART opens.

Ridership on BART is helped by ease of accessibility to and from the station. There are over 1500 new residential units within walking distance to BART on the north side of Montague Expressway. Also on the north side of the Expressway you have a public park, a Marriott Hotel, the Stratford School (Kindergarten thru 8th grade) and the Milpitas Great Mall. Many of the BART riders will be looking to cross Montague Expressway to get to or from the station, which is on the south side.
It is imperative that this project move forward in an expeditious manner. Although the bridge is a City of Milpitas funded project, VTA has assumed the role as the project coordinator/consultant. As of today, the Pedestrian Bridge project is three months delayed and seems to have been put on hold. I respectfully ask for the Board's assistance in beginning this project and expediting the process for the benefit of the public.

Sincerely,

[Signature]

Stephen E. Schott
Vice President
From: Teresa Alvarado  
Sent: Wednesday, December 21, 2016 4:53 PM  
To: Board.Secretary; cindy.chavez; Yeager, Ken; Sam; Jeannie Bruins; jasonb; rose.herrera; perry.woodward; manh.nguyen; Teresa O’Neill; magdalena.carrasco; ghendricks  
Cc: General Manager; Hedayat, Leyla; Laura Tolkoff  
Subject: SPUR Case Study on Toronto Union Station  

VTA Board and General Manager:  

I hope this email finds you well. I wanted to send along our case study of Toronto Union Station, the second in our series on great urban intermodal train stations (here’s our last one on Rotterdam Centraal). Our goal in producing this series is to provide best practices and cautionary tales that are relevant to Diridon Station as we head into this critical period of planning and design.  

The shared context, ambitions and complexity of Toronto Union Station make it a good parallel to Diridon. The remaking of Toronto Union Station included about a dozen different construction projects that overlapped or took place concurrently—making early and consistent coordination in station planning, design and construction essential.  

Wishing you a happy holidays,  
Teresa  

--  

Teresa Alvarado  
San Jose Director  
SPUR • Ideas + Action for a Better City  

SPUR | Facebook | Twitter | Join | Get Newsletters