BOARD OF DIRECTORS MEETING

Thursday, February 1, 2018

5:30 PM

Board of Supervisors’ Chambers
County Government Center
70 West Hedding Street
San Jose, CA 95110

AGENDA

To help you better understand, follow, and participate in the meeting, the following information is provided:

- Persons wishing to address the Board of Directors on any item on the agenda or not on the agenda are requested to complete a blue card located at the public information table and hand it to the Board Secretary staff prior to the meeting or before the item is heard.

- Speakers will be called to address the Board when their agenda item(s) arise during the meeting and are asked to limit their comments to 2 minutes. The amount of time allocated to speakers may vary at the Chairperson’s discretion depending on the number of speakers and length of the agenda. If presenting handout materials, please provide 25 copies to the Board Secretary for distribution to the Board of Directors.

- The Consent Agenda items may be voted on in one motion at the beginning of the meeting. The Board may also move regular agenda items on the consent agenda during Orders of the Day. If you wish to discuss any of these items, please request the item be removed from the Consent Agenda by notifying the Board Secretary staff or completing a blue card at the public information table prior to the meeting or prior to the Consent Agenda being heard.
Disclosure of Campaign Contributions to Board Members (Government Code Section 84308)

In accordance with Government Code Section 84308, no VTA Board Member shall accept, solicit, or direct a contribution of more than $250 from any party, or his or her agent, or from any participant, or his or her agent, while a proceeding involving a license, permit, or other entitlement for use is pending before the agency. Any Board Member who has received a contribution within the preceding 12 months in an amount of more than $250 from a party or from any agent or participant shall disclose that fact on the record of the proceeding and shall not make, participate in making, or in any way attempt to use his or her official position to influence the decision.

A party to a proceeding before VTA shall disclose on the record of the proceeding any contribution in an amount of more than $250 made within the preceding 12 months by the party, or his or her agent, to any Board Member. No party, or his or her agent, shall make a contribution of more than $250 to any Board Member during the proceeding and for three months following the date a final decision is rendered by the agency in the proceeding. The foregoing statements are limited in their entirety by the provisions of Section 84308 and parties are urged to consult with their own legal counsel regarding the requirements of the law.

All reports for items on the open meeting agenda are available for review in the Board Secretary’s Office, 3331 North First Street, San Jose, California, (408) 321-5680, the Monday, Tuesday, and Wednesday prior to the meeting. This information is available on our website, www.vta.org, and also at the meeting. Any document distributed less than 72-hours prior to the meeting will also be made available to the public at the time of distribution. Copies of items provided by members of the public at the meeting will be made available following the meeting upon request.

In accordance with the Americans with Disabilities Act (ADA) and Title VI of the Civil Rights Act of 1964, VTA will make reasonable arrangements to ensure meaningful access to its meetings for persons who have disabilities and for persons with limited English proficiency who need translation and interpretation services. Individuals requiring ADA accommodations should notify the Board Secretary’s Office at least 48-hours prior to the meeting. Individuals requiring language assistance should notify the Board Secretary’s Office at least 72-hours prior to the meeting. The Board Secretary may be contacted at (408) 321-5680 or *e-mail: board.secretary@vta.org or (408) 321-2330 (TTY only). VTA’s home page is on the web at: www.vta.org or visit us on Facebook at: www.facebook.com/scvta. (408) 321-2300: 中文 / Español / 日本語 / 한국어 / tiếng Việt / Tagalog.

NOTE: THE BOARD OF DIRECTORS MAY ACCEPT, REJECT OR MODIFY ANY ACTION RECOMMENDED ON THIS AGENDA.
1. CALL TO ORDER AND ROLL CALL

   1.1. ROLL CALL
   1.2. Pledge of Allegiance
   1.3. Orders of the Day

2. AWARDS AND COMMENDATION

   2.1. INFORMATION ITEM - Adopt a Retirement Commendation recognizing
        Robert Joyce, Bus Dispatcher, for 39 years of service; Arthur Hannibal, Coach
        Operator, for 38 years of service; Leslie Kwong, Bus Dispatcher, for 37 years of
        service; Danny Davis, Paint and Body Worker, for 33 years of service; John
        Heggarty, Construction Contract Compliance Officer, for 33 years of service;
        Paul Martinez, Paint and Body Foreperson, for 31 years of service; Julie
        Thompson, Coach Operator, for 31 years of service; Martin Hernandez
        Gonzalez, Construction Inspector, for 30 years of service; Stephen Smith, Transit
        Mechanic for 30 years of service; Angela Snell, Coach Operator, for 27 years of
        service; Alfred McGlone, Coach Operator, for 26 years of service; and John
        Martinez, Electric Mechanic, for 26 years of service.

   2.2. ACTION ITEM - Adopt a Resolution of Commendation expressing VTA's
        appreciation for outgoing VTA Citizens Advisory Committee and 2000 Measure
        A Citizens Watchdog Committee Member Charlotte Powers for her service and
        contribution to VTA and the community.

3. PUBLIC COMMENT

   This portion of the meeting is reserved for persons desiring to address the Board of
   Directors on any item within the Board's jurisdiction. Speakers are limited to 2 minutes.
   The law does not permit Board action or extended discussion of any item not on the
   agenda except under special circumstances. If Board action is requested, the matter can
   be placed on a subsequent agenda. All statements that require a response will be referred
   to staff for reply in writing.

4. PUBLIC HEARINGS

   There are no Public Hearings.

5. COMMITTEE REPORTS

        (Fredlund)

        (Miller)

   5.3. Policy Advisory Board Chairpersons' Report. (Verbal Report)

       • El Camino Real Rapid Transit PAB (Verbal Report)
6. CONSENT AGENDA

6.1. ACTION ITEM - Approve the Board of Directors Regular Meeting Minutes of January 4, 2018.

6.2. ACTION ITEM - Authorize the General Manager to execute Task Order #2A for $693,604 and Task Order #2B for $3,512,769 with TransCore to perform Design Development Services for the Silicon Valley Express Lanes Program Phase 3 Electronic Toll System (ETS) for a total amount of $4,206,373, with Task Order #2B to be issued when the 2018 State Transportation Improvement Program (STIP) funds are secured.

6.3. ACTION ITEM - Authorize the General Manager to issue a competitive Request for Proposals (RFP) for the Milpitas Transit Center Joint Development site. The solicitation will seek proposals to design, finance, build and operate a Transit-Oriented Development consistent with the Milpitas Transit Area Station Plan, pursuant to a long-term ground lease from VTA. VTA staff will review all submittals and recommend a developer to the Board of Directors for an Exclusive Negotiations Agreement (ENA).

6.4. ACTION ITEM – Approve the following:

1) Authorize the General Manager to execute all documents required for VTA’s acquisition (or possession and use) of the requisite right-of-way, or properties used for replacement rights or public infrastructure, for the VTA Capital Program for Highways and the 2016 Measure B Program, where: (a) the purchase price equals the statutory offer of just compensation established for the property; or (b) the purchase price is within 15% above the statutory offer of just compensation established for the property; and

2) Authorize the General Manager to execute all documents necessary to convey easement rights or fee title for the requisite right-of-way, or replacement rights or public infrastructure, for the VTA Highway Program projects and the 2016 Measure B program, to: (a) utility providers for replacement rights, along with requisite access rights, related to utility relocations; and (b) public agencies for the operation and maintenance of public infrastructure.

6.5. ACTION ITEM - Ratify the appointment to the Bicycle & Pedestrian Advisory Committee for the remainder of the two-year term ending June 30, 2018 of: (1) Robert Neff, representing the City of Palo Alto; and (2) Ben Pacho, ex-officio member representing the Silicon Valley Bicycle Coalition.

6.6. ACTION ITEM - Approve appointments to VTA Policy Advisory Boards.
7. REGULAR AGENDA

Congestion Management Program and Planning Committee

7.1. INFORMATION ITEM - Receive an update on VTA's Core Connectivity Program and related implementation efforts.

8. OTHER ITEMS


8.1.B. INFORMATION ITEM - Receive Silicon Valley Rapid Transit (SVRT) Program Update.

8.2. Chairperson's Report. (Verbal Report)

8.2.A. ACTION ITEM – Approve appointments to the Ad Hoc Structural Deficit Working Group.

8.3. ITEMS OF CONCERN AND REFERRAL TO ADMINISTRATION

8.4. Unapproved Minutes/Summary Reports from VTA Committees, Joint Powers Boards (JPB), and Regional Commissions

8.4.A. VTA Standing Committees

8.4.B. VTA Advisory Committees

8.4.C. VTA Policy Advisory Boards (PAB)

8.4.D. Joint Powers Boards and Regional Commissions

8.5. Announcements

9. CLOSED SESSION

9.1. Recess to Closed Session

A. Conference with Legal Counsel - Existing Litigation [Government Code Section 54956.9(d)(1)]

Name of Case: California Public Employees’ Retirement System v. Santa Clara Valley Transportation Authority, et al.
(Third District Court of Appeal Case No.: C083355)
B. Conference with Legal Counsel - Anticipated Litigation
   [Government Code Section 54956.9(d)(2)]
   Significant Exposure to Litigation
   No. of Potential Cases: 3

C. Conference with Labor Negotiators
   [Government Code Section 54957.6]
   VTA Designated Representatives:
   Sam Liccardo, Board Chairperson
   Alberto Lara, Director of Business Services
   Unrepresented Employee:
   General Counsel

9.2. Reconvene to Open Session

9.3. Closed Session Report

9.4. ACTION ITEM - Approve modifications to employment contract with VTA General Counsel.

10. ADJOURN
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
    Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Business Services, Alberto Lara

SUBJECT: Retiree's Recognition February 2018

FOR INFORMATION ONLY

DISCUSSION:

Robert Joyce, Bus Dispatcher

Robert Joyce began his career with the Santa Clara County Transit District as a Coach Operator in April of 1978. He was promoted as a Bus Dispatcher in March of 1989. He displayed exemplary performance and dedication to his work and received the prestigious Employee of the Month Award for February of 2000, December of 2005, December of 2011, Employee of the Quarter in 2016, and subsequently Employee of the Year. Robert demonstrated dedication in ensuring effective service recovery, strategic assigning of work, and efficient utilization of available personnel. He was recognized for his commitment, dedication, and excellent work ethic. Robert provided 39 years of distinguished public service and was a valuable asset to VTA.

Congratulations to Robert Joyce!

Arthur Hannibal, Coach Operator

Arthur Hannibal began his career with the Santa Clara County Transit District as a Coach Operator in September of 1979. He demonstrated passion for his work and commitment to safety throughout his career and attained 33 years of safe driving, thereby earning the prestigious Two Million Miles Operator Safety Award. He provided excellent customer service towards all VTA riders and received numerous commendations for serving the public with consideration, honor, and integrity. He was known for his calm demeanor and was highly respected by all who knew and worked with him. Arthur provided 38 years of distinguished public service and was a valuable asset to VTA.

Congratulations to Arthur Hannibal!

Leslie Kwong, Bus Dispatcher
Leslie began his career with the Santa Clara County Transit District as a Coach Operator and promoted to Bus Dispatcher. He demonstrated passion for his work and commitment to safety and attained 22 years of safe driving, thereby earning the prestigious One Million Miles Operator Safety Award. He displayed outstanding work performance and a high level of professionalism, thereby receiving the Employee of the Quarter in 2015. Leslie ensured effective service recovery, strategic assigning of work, and efficient utilization of available personnel. He was known for his approachable, pleasant, and respectful demeanor towards his fellow co-workers and was highly respected by all who knew and worked with him. Leslie provided 37 years of distinguished public service and was a valuable asset to VTA.

Congratulations to Leslie Kwong!

**Danny Davis, Paint and Body Worker**

Danny began his career with the Santa Clara County Transit District as a Paint and Body Worker in November of 1984. He demonstrated outstanding work performance and a high level of professionalism, thereby receiving the Employee of the Month Award in June of 1997 and August of 2011. He used innovative solutions and played a vital role in VTA’s ability to provide quality service to the public. Danny performed his duties in an outstanding, professional manner and was recognized for his positive outlook and passion for his work. He served as a role model to all his fellow co-workers. Danny provided 33 years of distinguished public service and was a valuable asset to VTA.

Congratulations to Danny Davis!

**John Heggarty, Construction Contract Compliance Officer**

John began his career with the Santa Clara County Transit District as an Engineering Aide II in 1985. He was promoted to Construction Inspector in 1986, Senior Construction Inspector in 1995, Senior Construction Inspector - Lead in 2007, and Construction Contract Compliance Officer in 2011. He performed his duties with a high level of commitment and professionalism, thereby receiving the prestigious Employee of the Month Award in September of 1995 and, subsequently Employee of the Year. John was responsible for meeting the legal requirements for contractor’s bidding processes and execution of contracts, and performed field inspections to ensure contractors’ compliance with the Storm Water Pollution Prevention Plan and Erosion Control. He was responsible for assuring that workers employed on VTA’s construction contracts received payment of prevailing wages, as required by construction contracts utilizing public funds. He was known for his dedication, strong work ethic, and ability to get along with others. John provided 33 years of distinguished public service and was a valuable asset to VTA.

Congratulations to John Heggarty!

**Paul Martinez, Paint and Body Foreperson**

Paul began his career with the Santa Clara County Transit District as a Paint and Body Worker in September of 1986. He was promoted to Paint and Body Foreperson in March of 2012. He fulfilled his duties with a high level of professionalism and commitment, thereby receiving the prestigious Employee of the Month award in September of 1989. He was recognized for his expert knowledge and willingness to take on any challenges assigned to him and was highly
respected by all who knew and worked with him. Paul provided 31 years of distinguished public service and was a valuable asset to VTA. 

Congratulations to Paul Martinez!

**Julie Thompson, Coach Operator**

Julie began her career with the Santa Clara County Transit District as a Coach Operator. She began working as a Line Instructor in January of 2000. She was recognized for her effective organizational skills to achieve greater results and for her commitment to teamwork, bringing everyone together into a cooperative, supportive, and successful team. Julie demonstrated passion for her work and commitment to safety throughout her career and attained 17 years of safe driving, thereby earning the prestigious One Million Miles Operator Safety Award. She displayed exemplary performance and dedication to her work and received Employee of the Month in June of 2008. Julie provided 38 years of distinguished public service and was a valuable asset to VTA.

Congratulations to Julie Thompson!

**Martin Hernandez Gonzalez, Construction Inspector**

Martin began his career with the Santa Clara County Transit District as a Senior Track Worker in August of 1987. He was promoted to Engineering and Transportation Infrastructure Development Division as a Construction Inspector in March of 2000. He was instrumental in completing many large projects, including Vasona Light Rail Extension, Tasman Pocket Track, Guadalupe Station Platforms Retrofit, Mountain View Double Track, and the Bus Rapid Transit project along Alum Rock and Santa Clara Street. Martin was recognized for his extensive work experience on light rail tracks and was an expert in overseeing construction activities. He was methodical, precise, and thorough, conducting meticulous inspections and providing accurate reports. Martin provided 30 years of distinguished public service and was a valuable asset to VTA.

Congratulations to Martin Hernandez Gonzalez!

**Stephen Smith, Transit Mechanic**

Stephen began his career with the Santa Clara County Transit District as a Facilities Worker in September of 1987. He was promoted to Service Mechanic in January of 1996 and Transit Mechanic in November of 1996. He demonstrated outstanding work performance and a high level of professionalism, thereby receiving the Employee of the Month award in September of 2000. He was known for effectively working with his fellow co-workers and displayed a great deal of independence and strong work ethic in performing his duties and as a result, produced quality work. Stephen provided 30 years of distinguished public service and was a valuable asset to VTA.

Congratulations to Stephen Smith!

**Angela Snell, Coach Operator**

Angela began her career with the Santa Clara County Transit District as a Coach Operator in November of 1990. She displayed passion for her work and commitment to safety and attained 20 years of safe driving, thereby earning the prestigious One Million Miles Operator Safety Award.
Award. She demonstrated outstanding work performance and a high level of professionalism and received the Employee of the Month award in July of 2007 and subsequently Employee of the Year. She worked as a Line Instructor and exhibited genuine interest in each employee’s progress and fostered a climate of continuous improvement. Angela provided 27 years of distinguished public service and was a valuable asset to VTA.

Congratulations to Angela Snell!

**Alfred McGlone, Coach Operator**

Alfred began his career with the Santa Clara County Transit District as a Coach Operator. He demonstrated passion for his work and commitment to safety throughout his career and attained 24 years of safe driving, thereby earning the prestigious Two Million Miles Operator Safety Award. He worked as a Floating Transit Radio Dispatcher and was known for developing special relationships with his fellow co-workers that created a pleasant and cheerful environment for all who worked with him. He was recognized for his pleasant, positive demeanor and provided excellent customer service towards all VTA riders. Alfred provided 26 years of distinguished public service and was a valuable asset to VTA.

Congratulations to Alfred McGlone!

**John Martinez, Electro Mechanic**

John began his career with the Santa Clara County Transit District as a Service Worker in July of 1991. He was promoted to Electro Mechanic in January of 2003. John was known for his knowledge and experience in the Maintenance Department and demonstrated great ability to motivate his fellow co-workers to get the job done. He displayed a positive demeanor and was always willing to take on new challenges. John provided 26 years of distinguished public service and was a valuable asset to VTA.

Congratulations to John Martinez!

Prepared By: Mitsuno Baurmeister, Diversity and Inclusion Manager
Memo No. 6402
COMMENDATION
BY THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
GIVING SPECIAL TRIBUTE, DUE HONOR, AND RECOGNITION TO
BUS DISPATCHER
ROBERT JOYCE

WHEREAS, Robert Joyce retired from the Santa Clara Valley Transportation Authority (VTA) on December 17, 2017, with 39 years of distinguished public service; and

WHEREAS, Robert Joyce, Badge #713, began his career with the Santa Clara County Transit District in April of 1978 as a Coach Operator and was promoted to Bus Dispatcher in March of 1989; and

WHEREAS, Robert Joyce displayed exemplary performance and dedication to his work, thereby receiving the prestigious Employee of the Month Award for February of 2000, December of 2005, and December of 2011; as well as Employee of the Quarter in 2016, and subsequently Employee of the Year; and

WHEREAS, Robert Joyce demonstrated dedication in ensuring effective service recovery, strategic assigning of work, and efficient utilization of available personnel; and

WHEREAS, Robert Joyce demonstrated his willingness to take on any projects and successfully resolved work issues to support VTA’s success; and

WHEREAS, Robert Joyce was recognized for his commitment, dedication, and excellent work ethic and was a valuable asset to the Operations Division and to VTA, and he will be missed as he begins a new chapter in his life.

THEREFORE, BE IT RESOLVED that the Santa Clara Valley Transportation Authority does hereby give special tribute, due honor, and recognition to Robert Joyce for his valued and dedicated public service.

Signed on February 1, 2018.

Sam Liccardo, Chairperson
Santa Clara Valley Transportation Authority

Nuria I. Fernandez, General Manager
Santa Clara Valley Transportation Authority
COMMENDATION
BY THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
GIVING SPECIAL TRIBUTE, DUE HONOR, AND RECOGNITION TO
COACH OPERATOR
ARTHUR HANNIBAL

WHEREAS, Arthur Hannibal retired from the Santa Clara Valley Transportation Authority (VTA) on December 18, 2017 with 38 years of distinguished public service; and

WHEREAS, Arthur Hannibal, Badge #972, began his career with the Santa Clara County Transit District as a Coach Operator in September of 1979; and

WHEREAS, Arthur Hannibal demonstrated passion for his work and commitment to safety throughout his career and attained 33 years of safe driving, thereby earning the prestigious Two Million Miles Operator Safety Award; and

WHEREAS, Arthur Hannibal provided excellent customer service towards all VTA riders and received numerous commendations for his serving the public with consideration, honor, and integrity; and

WHEREAS, Arthur Hannibal was known for his calm demeanor and was highly respected by all who knew and worked with him; and

WHEREAS, Arthur Hannibal was a valuable asset to the Operations Division and to VTA and will be missed as he begins a new chapter in his life.

THEREFORE, BE IT RESOLVED that the Santa Clara Valley Transportation Authority does hereby give special tribute, due honor, and recognition to Arthur Hannibal for his valued and dedicated public service.

Signed on February 1, 2018.

Sam Liccardo, Chairperson
Santa Clara Valley Transportation Authority

Nuria I. Fernandez, General Manager
Santa Clara Valley Transportation Authority
COMMENDATION
BY THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
GIVING SPECIAL TRIBUTE, DUE HONOR, AND RECOGNITION TO
BUS DISPATCHER
LESLEY KWONG

WHEREAS, Leslie Kwong retired from the Santa Clara Valley Transportation Authority (VTA) on December 17, 2017 with 37 years of distinguished public service; and

WHEREAS, Leslie Kwong, Badge #2386, began his career with the Santa Clara County Transit District as a Coach Operator in September of 1980 and promoted to Bus Dispatcher in June of 2012; and

WHEREAS, Leslie Kwong demonstrated passion for his work and commitment to safety and attained 22 years of safe driving, thereby earning the prestigious One Million Miles Operator Safety Award; and

WHEREAS, Leslie Kwong displayed outstanding work performance and a high level of professionalism, thereby receiving the Employee of the Quarter in 2015; and

WHEREAS, Leslie Kwong ensured effective service recovery, strategic assigning of work, and efficient utilization of available personnel; and

WHEREAS, Leslie Kwong was known for his approachable, pleasant, and respectful demeanor towards his fellow co-workers and was highly respected by all who knew and worked with him; and

WHEREAS, Leslie Kwong was recognized for his hard work and cultivated a culture of teamwork at the Division; and

WHEREAS, Leslie Kwong was a valuable asset to the Operations Division and to VTA and he will be missed as he begins a new chapter in his life.

THEREFORE, BE IT RESOLVED that the Santa Clara Valley Transportation Authority does hereby give special tribute, due honor, and recognition to Leslie Kwong for his valued and dedicated public service.

Signed on February 1, 2018.

Sam Liccardo, Chairperson
Santa Clara Valley Transportation Authority

Nuria I. Fernandez, General Manager
Santa Clara Valley Transportation Authority
COMMENDATION
BY THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
GIVING SPECIAL TRIBUTE, DUE HONOR, AND RECOGNITION TO
PAINT AND BODY WORKER
DANNY DAVIS

WHEREAS, Danny Davis retired from the Santa Clara Valley Transportation Authority (VTA) on January 1, 2018 with 33 years of distinguished public service; and

WHEREAS, Danny Davis, Badge #1566, began his career with the Santa Clara County Transit District as a Paint and Body Worker in November of 1984; and

WHEREAS, Danny Davis demonstrated outstanding work performance and a high level of professionalism, thereby receiving the Employee of the Month awards in June of 1997 and August of 2011; and

WHEREAS, Danny Davis performed his duties in an outstanding, professional manner and was recognized for his positive outlook and passion for his work; and

WHEREAS, Danny Davis used innovative solutions and played a vital role in VTA’s ability to provide quality service to the public, and

WHEREAS, Danny Davis served as a role model to all his fellow co-workers and was a valuable asset to the Operations Division and to VTA, and will be missed as he begins a new chapter in his life.

THEREFORE, BE IT RESOLVED that the Santa Clara Valley Transportation Authority does hereby give special tribute, due honor, and recognition to Danny Davis for his valued and dedicated public service.

Signed on February 1, 2018.

Sam Liccardo, Chairperson
Santa Clara Valley Transportation Authority

Nuria I. Fernandez, General Manager
Santa Clara Valley Transportation Authority
COMMENDATION
BY THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
GIVING SPECIAL TRIBUTE, DUE HONOR, AND RECOGNITION TO
CONSTRUCTION CONTRACT COMPLIANCE OFFICER
JOHN HEGGARTY

WHEREAS, John Heggarty retired from the Santa Clara Valley Transportation Authority (VTA) on December 30, 2017, with 33 years of distinguished public service; and,

WHEREAS, John Heggarty, Badge #8380, began his career with the Santa Clara County Transit District as an Engineering Aide II in January of 1985 and promoted to Construction Inspector in July of 1986 and Senior Construction Inspector in May of 1995. John continued to advance to Senior Construction Inspector – Lead in January of 2007 and Construction Contract Compliance Officer in December of 2011; and

WHEREAS John Heggarty performed his duties with a high level of commitment and professionalism, thereby receiving the prestigious Employee of the Month Award in September of 1995 and, subsequently Employee of the Year; and

WHEREAS, John Heggarty was responsible for meeting the legal requirements for contractor’s bidding processes and execution of contracts, and performed field inspections to ensure contractors’ compliance with the Storm Water Pollution Prevention Plan and Erosion Control, and as a result, maintained VTA’s compliance with the State Water Resources Control Board’s Construction General Permit requirements for 25 years; and

WHEREAS, John Heggarty was responsible for assuring that workers employed on VTA’s construction contracts received payment of prevailing wages, as required by construction contracts utilizing public funds, thereby preserving VTA’s good standing with the State during audits for compliance with the Davis-Bacon Act; and

WHEREAS, John Heggarty was known for his dedication, strong work ethic, and ability to get along with others and was an asset to VTA; and he will be missed as he begins a new chapter in his life.

THEREFORE, BE IT RESOLVED that the Santa Clara Valley Transportation Authority does hereby give special tribute, due honor, and recognition to John Heggarty for his valued and dedicated public service.

Signed on February 1, 2018.

Sam Liccardo, Chairperson
Santa Clara Valley Transportation Authority

Nuria I. Fernandez, General Manager
Santa Clara Valley Transportation Authority
COMMENDATION
BY THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
GIVING SPECIAL TRIBUTE, DUE HONOR, AND RECOGNITION TO
PAINT AND BODY FOREPERSON
PAUL MARTINEZ

WHEREAS, Paul Martinez retired from the Santa Clara Valley Transportation Authority (VTA) on December 29, 2017, with 31 years of distinguished public service; and

WHEREAS, Paul Martinez, Badge #1575, began his career with the Santa Clara County Transit District as a Paint and Body Worker in September of 1986; and

WHEREAS, Paul Martinez fulfilled his duties with a high level of professionalism and commitment, thereby earning the prestigious Employee of the Month award in September of 1989; and

WHEREAS, Paul Martinez was promoted to Paint and Body Foreperson in March of 2012; and

WHEREAS, Paul Martinez was recognized for his expert knowledge and willingness to take on any challenges assigned to him and was highly respected by all who knew and worked with him; and

WHEREAS, Paul Martinez was a valuable asset to the Operations Division and to VTA and will be missed as he begins a new chapter in his life.

THEREFORE, BE IT RESOLVED that the Santa Clara Valley Transportation Authority does hereby give special tribute, due honor, and recognition to Paul Martinez for his valued and dedicated public service.

Signed on February 1, 2018.

Sam Liccardo, Chairperson
Santa Clara Valley Transportation Authority

Nuria I. Fernandez, General Manager
Santa Clara Valley Transportation Authority
COMMENDATION
BY THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
GIVING SPECIAL TRIBUTE, DUE HONOR, AND RECOGNITION TO
CONSTRUCTION INSPECTOR
MARTIN HERNANDEZ GONZALEZ

WHEREAS, Martin Hernandez Gonzalez retired from the Santa Clara Valley Transportation Authority (VTA) on December 30, 2017 with 30 years of distinguished public service; and

WHEREAS, Martin Hernandez Gonzalez, Badge #7015, began his career with the Santa Clara County Transit District as a Senior Track Worker in VTA’s Maintenance Department in August of 1987; and

WHEREAS, Martin Hernandez Gonzalez was promoted to the Engineering and Transportation Infrastructure Development Division as Construction Inspector in March of 2000; and

WHEREAS, Martin Hernandez Gonzalez was instrumental in completing many large projects, including the Vasona Light Rail Extension, Tasman Pocket Track, Guadalupe Station Platforms Retrofit, Mountain View Double Track, and the Bus Rapid Transit project along Alum Rock and Santa Clara Street; and

WHEREAS, Martin Hernandez Gonzalez was recognized for his extensive work experience on light rail tracks and was an expert in overseeing construction activities; and

WHEREAS, Martin Hernandez Gonzalez was methodical, precise, and thorough, conducting meticulous inspections and providing accurate reports; and

WHEREAS, Martin Hernandez Gonzalez was a valuable asset to VTA and will be missed as he begins a new chapter in his life.

THEREFORE, BE IT RESOLVED that the Santa Clara Valley Transportation Authority does hereby give special tribute, due honor, and recognition to Martin Hernandez Gonzalez for his valued and dedicated public service.

Signed on February 1, 2018.

Sam Liccardo, Chairperson
Santa Clara Valley Transportation Authority

Nuria I. Fernandez, General Manager
Santa Clara Valley Transportation Authority
COMMENDATION
BY THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
GIVING SPECIAL TRIBUTE, DUE HONOR, AND RECOGNITION TO
TRANSIT MECHANIC
STEPHEN SMITH

WHEREAS, Stephen Smith retired from the Santa Clara Valley Transportation Authority (VTA) on January 1, 2018, with 30 years of distinguished public service; and,

WHEREAS, Stephen Smith, Badge # 8034 began his career with the Santa Clara County Transit District in September of 1987 as a Facilities Worker and was promoted to Service Mechanic in January of 1996 and continued to advance to the position of Transit Mechanic in November of 1996; and

WHEREAS, Stephen Smith demonstrated outstanding work performance and a high level of professionalism, thereby receiving the Employee of the Month award in September of 2000; and

WHEREAS, Stephen Smith displayed a great deal of independence and strong work ethic in performing his duties, producing quality work; and

WHEREAS, Stephen Smith was known for effectively working with his fellow co-workers and was a valuable asset to the Division and to VTA and will be missed as he begins a new chapter in his life.

THEREFORE, BE IT RESOLVED that the Santa Clara Valley Transportation Authority does hereby give special tribute, due honor, and recognition to Stephen Smith for 30 years of dedicated public service.

Presented on February 1, 2018.

Sam Liccardo, Chairperson
Santa Clara Valley Transportation Authority

Nuria I. Fernandez, General Manager
Santa Clara Valley Transportation Authority
COMMENDATION
BY THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
GIVING SPECIAL TRIBUTE, DUE HONOR, AND RECOGNITION TO
COACH OPERATOR
ANGELA SNELL

WHEREAS, Angela Snell retired from the Santa Clara Valley Transportation Authority (VTA) on December 30, 2017, with 27 years of distinguished public service; and

WHEREAS, Angela Snell, Badge #3360, began her career with the Santa Clara County Transit District as a Coach Operator in November of 1990; and

WHEREAS, Angela Snell displayed passion for her work and commitment to safety and attained 20 years of safe driving, thereby earning the prestigious One Million Miles Operator Safety Award; and

WHEREAS, Angela Snell demonstrated outstanding work performance and a high level of professionalism, thereby receiving the Employee of the Month award in July of 2007 and subsequently Employee of the Year; and

WHEREAS, Angela Snell worked as a Line Instructor and exhibited genuine interest in each employee’s progress and fostered a climate of continuous improvement; and

WHEREAS, Angela Snell was highly respected by all who knew and worked with her and was a valuable asset to the Operations Division and to VTA, and will be missed as she begins a new chapter in her life.

THEREFORE, BE IT RESOLVED that the Santa Clara Valley Transportation Authority does hereby give special tribute, due honor, and recognition to Angela Snell for her valued and dedicated public service.

Signed on February 1, 2018.

__________________________________________
Sam Liccardo, Chairperson
Santa Clara Valley Transportation Authority

__________________________________________
Nuria I. Fernandez, General Manager
Santa Clara Valley Transportation Authority
COMMENDATION
BY THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
GIVING SPECIAL TRIBUTE, DUE HONOR, AND RECOGNITION TO
COACH OPERATOR
ALFRED MCGLONE

WHEREAS, Alfred McGlone retired from the Santa Clara Valley Transportation Authority (VTA) on December 1, 2017 with 26 years of distinguished public service; and

WHEREAS, Alfred McGlone, Badge #4411, began his career with the Santa Clara County Transit District as a Coach Operator in August of 1981; and

WHEREAS, Alfred McGlone demonstrated passion for his work and commitment to safety throughout his career and attained 24 years of safe driving, thereby earning the prestigious Two Million Miles Operator Safety Award; and

WHEREAS, Alfred McGlone worked as a Floating Transit Radio Dispatcher and was known for developing special relationships with his fellow co-workers that created a pleasant and cheerful environment for all who worked with him; and

WHEREAS, Alfred McGlone maintained an excellent attendance record and was a member of the Drivers Committee, volunteering his personal time to support and work events for the benefit of the Division staff; and

WHEREAS, Alfred McGlone was recognized for his pleasant, positive demeanor and provided excellent customer service towards all VTA riders; and

WHEREAS, Alfred McGlone was and was a valuable asset to the Operations Division and to VTA and he will be missed as he begins his new chapter in life.

THEREFORE, BE IT RESOLVED that the Santa Clara Valley Transportation Authority does hereby give special tribute, due honor, and recognition to Alfred McGlone for his valued and dedicated public service.

Signed on February 1, 2018.

Sam Liccardo, Chairperson
Santa Clara Valley Transportation Authority

Nuria I. Fernandez, General Manager
Santa Clara Valley Transportation Authority
COMMENDATION
BY THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
GIVING SPECIAL TRIBUTE, DUE HONOR, AND RECOGNITION TO
ELECTRO MECHANIC
JOHN MARTINEZ

WHEREAS, John Martinez retired from the Santa Clara Valley Transportation Authority (VTA) on December 18, 2017, with 26 years of distinguished public service; and,

WHEREAS, John Martinez, Badge #3441 began his career with the Santa Clara County Transit District as a Service Worker in July of 1991 and was promoted to Electro Mechanic in January of 2003; and

WHEREAS, John Martinez was known for his knowledge and experience in the Maintenance Department and demonstrated great ability to motivate his fellow co-workers to get the job done; and

WHEREAS, John Martinez was always willing to take one challenges and displayed a positive demeanor; and

WHEREAS, John Martinez was a valuable asset to the Division and to VTA and will be missed as he begins a new chapter in his life.

THEREFORE, BE IT RESOLVED that the Santa Clara Valley Transportation Authority does hereby give special tribute, due honor, and recognition to John Martinez for 26 years of dedicated public service.

Presented on February 1, 2018.

Sam Liccardo, Chairperson
Santa Clara Valley Transportation Authority

Nuria I. Fernandez, General Manager
Santa Clara Valley Transportation Authority
COMMENDATION
BY THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
GIVING SPECIAL TRIBUTE, DUE HONOR, AND RECOGNITION TO
COACH OPERATOR
JULIE THOMPSON

WHEREAS, Julie Thompson retired from the Santa Clara Valley Transportation Authority (VTA) on December 17, 2017, with 31 years of distinguished public service; and

WHEREAS, Julie Thompson, Badge #2925, began her career with the Santa Clara County Transit District as a Coach Operator in April of 1986 and began working as a Line Instructor in January of 2000; and

WHEREAS, Julie Thompson demonstrated passion for her work and commitment to safety throughout her career and attained 17 years of safe driving, thereby earning the prestigious One Million Miles Operator Safety Award; and

WHEREAS, Julie Thompson displayed exemplary performance and dedication to her work, thereby receiving the Employee of the Month award in June of 2008; and

WHEREAS, Julie Thompson worked as a Line Instructor and was recognized for organizing effectively to achieve greater results and for her commitment to teamwork, bringing everyone together into a cooperative, supportive, and successful team; and

WHEREAS, Julie Thompson was highly respected by all who knew and worked with her and was a valuable asset to the Operations Division and to VTA, and will be missed as she begins a new chapter in her life.

THEREFORE, BE IT RESOLVED that the Santa Clara Valley Transportation Authority does hereby give special tribute, due honor, and recognition to Julie Thompson for her valued and dedicated public service.

Signed on February 1, 2018.

Sam Liccardo, Chairperson
Santa Clara Valley Transportation Authority

Nuria I. Fernandez, General Manager
Santa Clara Valley Transportation Authority
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
    Board of Directors

FROM: Board Chairperson, Sam Liccardo

SUBJECT: Board Resolution of Appreciation

Policy-Related Action: No

Government Code Section 84308 Applies: No

Resolution

ACTION ITEM

RECOMMENDATION:

Adopt a Resolution of Commendation expressing VTA's appreciation for outgoing VTA Citizens Advisory Committee and 2000 Measure A Citizens Watchdog Committee Member Charlotte Powers for her service and contribution to VTA and the community.

BACKGROUND:

VTA values its advisory committees, which provide a wide spectrum of stakeholder groups with a forum for providing input, perspective and technical expertise on proposed changes to VTA policy or priorities potentially impacting transit service and transportation projects throughout the county.

Membership on the advisory committees requires dedication of significant time and energy. VTA is fortunate to have members of local stakeholder groups willing to serve on VTA's advisory committees. Occasionally, VTA has been blessed with members that have provided exceptional service, often consisting of superior dedication, initiative, vision and leadership in support of VTA. One example of such superior service is outgoing Citizens Advisory Committee (CAC)/2000 Measure A Citizens Watchdog Committee (CWC) member Charlotte Powers.
DISCUSSION:

The attached Resolution of Appreciation is presented to Charlotte Powers with VTA’s sincere thanks for her exemplary service to VTA and the community as a member of the CAC. Her dedicated service to the community precedes joining the CAC, since she served many years on the San José City Council and on the VTA Board of Directors.

We thank Charlotte for her long and extraordinary commitment to VTA’s mission of providing transportation solutions for the residents of Santa Clara County residents, her strong support of regional transportation solutions including BART Silicon Valley and Caltrain, and her exceptional dedication, vision, and advocacy efforts.

The VTA Board of Directors and staff wish Charlotte the very best in the future.

FISCAL IMPACT:

There is no fiscal impact.

Prepared by: Stephen Flynn, Advisory Committee Coordinator
Memo No. 6415
RESOLUTION

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

Charlotte Powers

WHEREAS, Charlotte Powers is leaving the Citizens Advisory Committee (CAC)/2000 Measure A Citizens Watchdog Committee (CWC) after twelve years of exemplary service; and

WHEREAS, Charlotte Powers provided the VTA Board of Directors and staff with valuable insight and perspective, including imparting many of the issues and concerns of San José residents;

WHEREAS, Charlotte Powers was a tireless advocate for improved public transportation solutions to enhance the quality of life for Santa Clara County residents as well as the entire Bay Area; and

WHEREAS, Charlotte Powers demonstrated extraordinary commitment and support of VTA’s mission by strongly advocating for a number of VTA projects and initiatives, including VTA’s BART Silicon Valley Extension, transit-oriented development, and the redesign of Santa Clara County’s transit network to focus on faster, more frequent and more convenient service to improve ridership; and

WHEREAS, Charlotte Powers was a steadfast champion of an efficient, convenient and economically-sustainable Caltrain, strongly supporting Caltrain electrification, modernization and safety improvements;

WHEREAS, Charlotte Powers was a committed and tenacious advocate for building the pedestrian bridge over the railroad tracks and Monterey Highway in South San Jose to prevent accidents;

WHEREAS, Charlotte Powers supported the importance of strong legislative programs to guide VTA’s advocacy efforts at the federal, state and regional levels; and

WHEREAS, Charlotte Powers was a strong advocate for not only delivering the 2000 Measure A and 2016 Measure B sales tax measures in accordance with the intent of the ballots, but for regularly informing the community that passed the measures on their progress and benefits they provide; and

WHEREAS, her colleagues on the committee demonstrated their confidence in her ability to ably guide the committee by twice electing her as chairperson, both in 2010 and 2011; and

NOW, THEREFORE, BE IT RESOLVED that the VTA Board of Directors does hereby commend and express its sincere appreciation to Charlotte Powers for her exemplary service to VTA and the community; and

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

PASSED AND ADOPTED by the VTA Board of Directors this first day of February 2018.

___________________________________
Sam Liccardo, Chairperson
January 25, 2018

Patrick Griffin, Customer Experience Manager
Santa Clara Valley Transportation Authority
3331 N. First Street
San Jose, CA 95131

Dear Mr. Griffin:

Thank you for responding to my letter from December 7, 2017 re: VIA service for the Pac-12 football championship game at Levi’s Stadium December 1, 2017. Family health issues prevented me from responding back to you sooner.

In your response to me, you mentioned how some of the inquiries I made regarding VIA service that evening were “inaccurate.” I will include an eyewitness account of VIA’s service performance in the Levi’s Stadium area on the evening of December 1 for clarification.

You claimed that “VIA operated enhanced service on Friday, December 1 for the event at Levi’s Stadium.” The eyewitness account below tells a different story.

@VTA There were 2 (TWO ) Articulated busses sitting at Mtn View in lieu of train break down which is odd bc there are busses on the other side that would take them too but instead EVERYONE gets on the 3 Car Train that stated Winchester on the Header not Levi’s or Express

@VTA Aside from cramped quarters NO ONE CAN SAFELY ENTER OR EXIT THE LIGHTRAIL AT EACH STOP (There is 10 to go ) it is @ Reamwood the barely understandable announcememt is made that the Lightrail will stop at Old Ironsides
Further compounding the issue, there was no in-station nor on-train communication to why there were issues with the "enhanced" event service on December 1, as documented below...

@VTA At Old Ironsides the person in the wheelchair is asking for help and is LITERALLY carried in the mass of people from the train to WHERE? but the ENTIRE CROWD Goes ONTO THE TRACKS INTO TRAFFIC TO GET TO THE STADIUM. It was the most scary thing I have scene people in TRAFFIC

@VTA you failed the person in the wheelchair by not providing safe access from Old Ironsides ( he was in the 1st Car ) to get to Levi's There was No Communication to get PAST Levi's from Mtn View trains. Finally, you proved you are ill-equipped to handle this

Given the eyewitness account, where was security from VTA and the City of Santa Clara to assist in safety at Levi's Stadium on the evening of December 1?

Mr. Griffin, now that the facts have been presented to you, the truth is clear. VTA must improve its on-board and in-station communication to transit riders. This is especially true when track incidents help delay regular or enhanced transit service. Remember: not everyone in Silicon Valley has access to a computer or smartphone to get this information online or via text message. Also, VTA and the City of Santa Clara must be more consistent with providing proper street security and information staff at Levi's Stadium events.

As for the "Special Events Policy," VTA must do a better job in communicating this to transit riders and staff – especially those with no computer or smartphone access. I have talked to several passengers in addition VTA bus drivers and light rail operators – some of whom who
have worked at VTA for more than 20 years. Of the 20 total people I spoke with, none of
them have ever heard of this “Special Events Policy.” These people should not have to hear
from a passenger or other third party about VTA’s policies. This begs the question: how are
VTA bus/light rail operators and Customer Service staff informed of new and updated policy
changes? Is there a newsletter VTA publishes to its “front line“ staff, and if so, how is it
distributed? If there is such an internal employee newsletter, I would like to request a copy.
This information will further prove how “transparent” VTA truly is.

Finally, VTA and the City of Santa Clara must do a more consistent job with providing safety
at Levi’s Stadium events. Lack of safety personnel at Levi’s Stadium, such as what was
documented above, is simply inexcusable. It amazed me that no one was hurt or injured, as
such an incident would have exposed VTA and/or the City of Santa Clara to liability
litigation. While I have not heard nor witnessed any issues with VTA service to and from the
Foster Farms’ Bowl on December 27, our group will continue to monitor this and other
services VTA provides. I have copied VTA Board Member (and Santa Clara City Council
member Teresa O’Neill to ensure what was documented does not repeat itself at future Levi’s
Stadium events. Given the events documented, VTA and the City of Santa Clara still have
much work to do before they are ready for big-time events.

Your written response to my follow-up questions and what VTA will do to improve
communication to riders aboard buses and stations, as well as its own personnel is
appreciated.

Sincerely,

Eugene Bradley
Founder, Silicon Valley Transit Users

/eeb
Policy Advisory Committee (PAC)
Meeting Summary

At its January 11 meeting, the PAC:

- Elected Member Howard Miller of Saratoga to serve as Chair and Member Rod Sinks of Cupertino to serve as Vice Chair for 2018. Several committee members expressed interest in serving in a leadership capacity this year or in the future.

- Received a verbal update from General Manager Nuria Fernandez, outlining VTA’s efforts and successes in 2017 and providing a look ahead to 2018. Committee members discussed the status of the 2016 Measure B funds, a funding disbursement plan for the Local Streets and Roads Program once the lawsuit is settled and the potential impacts to the SR 85 Corridor Study.

- Received an update on VTA’s Core Connectivity Program and related implementation efforts. The committee discussion emphasized a focus on demand – response demonstration projects. The committee supported more innovative models and solutions but also recommended that in developing competitive grant programs, staff should seek opportunities for public-private partnerships that hold partners accountable for public and driver safety.

- Received final report for I-280 Corridor Study. The committee discussed various improvements to corridors throughout Santa Clara County, including the connection to SR 85. The committee also supported mass transit between San Jose and Cupertino; and discussed the process for selecting, funding and delivering highway improvements projects.

- Deferred a presentation on the latest milestones in the implementation of Senate Bill 743 and the transition from Level of Service (LOS) to Vehicle-Miles-Traveled (VMT) in transportation impact analysis.

The next PAC meeting will be held on February 8, 2018 at 4 p.m. in the VTA Conference Room B-106
3331 North First Street, San Jose, CA.
BOARD OF DIRECTORS MEETING

Thursday, January 4, 2018

MINUTES

1. CALL TO ORDER AND ROLL CALL

The Regular Meeting of the Santa Clara Valley Transportation Authority’s (VTA) Board of Directors (Board) was called to order by Chairperson Liccardo at 5:30 p.m. in the Board of Supervisors’ Chambers, County Government Center, 70 West Hedding Street, San Jose, California.

1.1 Oaths of Office

Chairperson Liccardo stated that there are no newly appointed Board Members.

1.2. ROLL CALL

<table>
<thead>
<tr>
<th>Attendee Name</th>
<th>Title</th>
<th>Status</th>
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<tbody>
<tr>
<td>Jeannie Bruins</td>
<td>Ex-Officio Member</td>
<td>Present</td>
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<tr>
<td>Larry Carr</td>
<td>Board Member</td>
<td>Present</td>
</tr>
<tr>
<td>Cindy Chavez</td>
<td>Board Member</td>
<td>Present</td>
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<tr>
<td>David Cortese</td>
<td>Alternate Board Member</td>
<td>Absent</td>
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<tr>
<td>Dev Davis</td>
<td>Alternate Board Member</td>
<td>Present</td>
</tr>
<tr>
<td>Lan Diep</td>
<td>Board Member</td>
<td>Present</td>
</tr>
<tr>
<td>Daniel Harney</td>
<td>Alternate Board Member</td>
<td>Absent</td>
</tr>
<tr>
<td>Glenn Hendricks</td>
<td>Alternate Board Member</td>
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</tr>
<tr>
<td>Chappie Jones</td>
<td>Board Member</td>
<td>Present</td>
</tr>
<tr>
<td>Johnny Khamis</td>
<td>Board Member</td>
<td>Absent</td>
</tr>
<tr>
<td>Sam Liccardo</td>
<td>Chairperson</td>
<td>Present</td>
</tr>
<tr>
<td>John McAlister</td>
<td>Board Member</td>
<td>Present</td>
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<tr>
<td>Bob Nunez</td>
<td>Board Member</td>
<td>Present</td>
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<tr>
<td>Teresa O’Neill</td>
<td>Vice Chairperson</td>
<td>Present</td>
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<tr>
<td>Raul Peraldez</td>
<td>Board Member</td>
<td>Present</td>
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<tr>
<td>Rob Rennie</td>
<td>Alternate Board Member</td>
<td>Present</td>
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<tr>
<td>Savita Vaidhyanathan</td>
<td>Board Member</td>
<td>Present</td>
</tr>
<tr>
<td>Ken Yeager</td>
<td>Board Member</td>
<td>Present</td>
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</table>

* Alternates do not serve unless participating as a Member.

A quorum was present.
Chairperson Liccardo noted that the Pledge of Allegiance would be conducted immediately following Roll Call at the Board of Directors meetings. The Pledge of Allegiance commenced.

Board Member Yeager arrived at the meeting and took his seat at 5:32 p.m.

1.3. Orders of the Day

Chairperson Liccardo referenced the revised Board Agenda and noted the following changes to the Agenda: 1) Closed Session Item #9.1.A.1 – Conference with Real Property Negotiators. The second property address has been updated to reflect 225 W. Santa Clara Street, San Jose, California; 2) Closed Session Item #9.1.A.2 – Conference with Real Property Negotiators, Property: 4 N. Second Street, San Jose, California, has been removed from the Agenda.

Chairperson Liccardo also noted an Addendum to the Agenda, Closed Session Item #9.1.A.3.X – Existing Litigation, Ryan v. VTA.

M/S/C (Vaidhyanathan/Peralez) to accept the Orders of the Day.

<table>
<thead>
<tr>
<th>RESULT:</th>
<th>ACCEPTED [UNANIMOUS] – Agenda Item #1.3</th>
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</thead>
<tbody>
<tr>
<td>MOVER:</td>
<td>Savita Vaidhyanathan, Board Member</td>
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<tr>
<td>SECONDER:</td>
<td>Raul Peralez, Board Member</td>
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<tr>
<td>AYES:</td>
<td>Chavez, Davis, Diep, Jones, Liccardo, McAlister, Nunez, O’Neill, Peralez, Vaidhyanathan, Yeager</td>
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<tr>
<td>NOES:</td>
<td>None</td>
</tr>
<tr>
<td>ABSENT:</td>
<td>Carr</td>
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2. AWARDS AND COMMENDATION

2.1. Employees and Supervisor of the Quarter for the First (1st) Quarter of 2018

The Board recognized the following Employees and Supervisor of the 1st Quarter: 1) Martha Bryan, Accountant Assistant in the Accounts Payable Unit; 2) Mark Massanti, Facilities Maintenance Representative; and 3) Elizabeth Jespersen, Senior Human Resources Analyst.

Harinderpal Singh, Coach Operator at Chaboya Operations, was unable to attend the meeting and was acknowledged as Employee of the 1st Quarter of 2018.

NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.
2.2. **Board Resolution of Appreciation**

The Board recognized Jeannie Bruins for all her great work, leadership and guidance as the 2017 VTA Board Chairperson.

Ex-Officio Board Member Bruins expressed her appreciation to her colleagues at the Board and reminded them the importance of having a regional perspective in decision making. She also thanked the VTA organization and noted the memorable events she attended being the Board Chairperson.

**M/S/C (Chavez/Davis) to adopt a Resolution of Appreciation No. 2018.01.01 for 2017 VTA Board Chairperson Jeannie Bruins.**

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<tbody>
<tr>
<td>MOVER:</td>
<td>Cindy Chavez, Board Member</td>
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<tr>
<td>SECONDER:</td>
<td>Dev Davis, Alternate Board Member</td>
</tr>
<tr>
<td>AYES:</td>
<td>Chavez, Davis, Diep, Jones, Liccardo, McAlister, Nunez, O’Neill, Peralez, Vaidhyanathan, Yeager</td>
</tr>
<tr>
<td>NOES:</td>
<td>None</td>
</tr>
<tr>
<td>ABSENT:</td>
<td>Carr</td>
</tr>
</tbody>
</table>

3. **PUBLIC COMMENT**

Roland Lebrun, Interested Citizen, commented about his undesirable experience using light rail and recommended cancelling express trains if regular trains are unable to run.

Board Member Carr arrived at the meeting and took his seat at 5:43 p.m.

Jonathan Erman, Interested Citizen, expressed concern about the following: 1) increase in fares; 2) design of the “Next Network;” 3) new VTA logo; and 3) lack of bus service in Palo Alto.

4. **PUBLIC HEARINGS**

There were no Public Hearings.

5. **COMMITTEE REPORTS**

5.1. **Citizens Advisory Committee (CAC) Chairperson's Report**

Chairperson Liccardo noted that there was no CAC Chairperson’s Report.
5.2. **Policy Advisory Committee (PAC) Chairperson's Report**

PAC Chairperson Miller provided a brief report, highlighting PAC’s support in making positive improvements to the I-280 Corridor. He added that the full PAC report was included in the Board Members’ reading folders.

5.3. **Policy Advisory Board Chairpersons' Report**

Chairperson Liccardo noted that the Policy Advisory reports were included in the Board Members’ reading folders and placed on the public table.

**6. CONSENT AGENDA**

Chairperson Liccardo noted that Members of the Public requested to provide comments on the following Agenda Items: **Agenda Item #6.4.**, Closed Circuit Television on Light Rail Vehicles Contract Award; and **Agenda Item #6.5.**, Authorization for Addition of Sites to VTA Joint Development Portfolio.

Board Member Diep requested **Agenda Item #6.6.**, 2018 Legislative Program, be removed from the Consent Agenda and placed on the Regular Agenda.

6.1. **Board of Directors Regular Meeting Minutes of December 7, 2017**

M/S/C (Nunez/Chavez) to approve the Board of Directors Regular Meeting Minutes of December 7, 2017.

6.2. **Copy Center Production Printers**

M/S/C (Nunez/Chavez) to authorize the General Manager to negotiate and execute a contract with Xerox Corporation for production level copy, scanning, and printing equipment and support services. The initial term of the lease contract is for five years estimated at $750,000 with two optional year extensions at approximately $100,000 per year for a total contract estimate of $950,000.

6.3. **Outfront Media Contract Amendment**

M/S/C (Nunez/Chavez) to authorize the General Manager to execute an amendment to the cost reimbursable portion of the contract with OUTFRONT Media Group for an amount of $500,000 to the current amount of $490,000 to fabricate, print and install decals, signage and wraps on VTA Bus and light rail vehicles, light rail station platforms and additional VTA assets. The total compensation value on this Contract will be $990,000.
6.4. **(Removed from the Consent Agenda and placed on the Regular Agenda.)**

Authorize the General Manager to execute a contract with Allied Telesis in an amount not to exceed $7,407,750 for the procurement and installation and five year warranty of mobile Closed Circuit Television (CCTV) systems in 99 light rail vehicles.

6.5. **(Removed from the Consent Agenda and placed on the Regular Agenda.)**

Authorize the addition of the following properties to the VTA’s Joint Development Portfolio: 1) the construction staging areas at the new Milpitas Transit Center and the Berryessa/North San Jose Transit Center, and 2) all future properties acquired for implementation of approved capital projects, including the BART to Silicon Valley Phase II Project, where VTA is the fee owner of the property and when such properties are no longer needed for construction purposes.

6.6. **(Removed from the Consent Agenda and placed on the Regular Agenda.)**

Approve the 2018 Legislative Program for the Santa Clara Valley Transportation Authority (VTA).

6.7. **Vehicle Registration Fee (VRF) Annual Report**

M/S/C (Nunez/Chavez) to 1) review the status of ongoing Santa Clara County Vehicle Registration Fee (VRF) activity, and 2) de-obligate and return back to the VRF Countywide fund the advance of $5.5 million given to the City of Gilroy.

6.8. **Programmed Project Monitoring – Quarterly Report**

On order of Chairperson Liccardo and there being no objection, the Board of Directors received the Programmed Projects Quarterly Monitoring Report for July - September 2017.

RESULT: APPROVED [UNANIMOUS] – Agenda Items #6.1-6.3, and 6.7

MOVER: Bob Nunez, Board Member
SECONDER: Cindy Chavez, Board Member
AYES: Carr, Chavez, Davis, Diep, Jones, Liccardo, McAlister, Nunez, O’Neill, Peralez, Vaidhyanathan, Yeager
NOES: None
ABSENT: None
7. REGULAR AGENDA

6.4. **Closed Circuit Television on Light Rail Vehicles Contract Award**

**Public Comment**

Mr. Lebrun suggested installing video monitors on light rail vehicles as a crime preventive tool, and use it to create revenue through advertising.

**M/S/C (Chavez/O’Neill)** on a vote of 11 ayes to 0 noes to 1 recusal to authorize the General Manager to execute a contract with Allied Telesis in an amount not to exceed $7,407,750 for the procurement and installation and five year warranty of mobile Closed Circuit Television (CCTV) systems in 99 light rail vehicles. Chairperson Liccardo recused.

**RESULT:** APPROVED – Agenda Items #6.4

**MOVER:** Cindy Chavez, Board Member

**SECONDER:** Teresa O’Neill, Board Member

**AYES:** Carr, Chavez, Davis, Diep, Jones, McAlister, Nunez, O’Neill, Peralez, Vaidhyanathan, Yeager

**NOES:** None

**ABSENT:** None

**RECUSED:** Liccardo

6.5. **Authorization for Addition of Sites to VTA Joint Development Portfolio**

**Public Comment**

James Wightman, expressed concern about security at light rail vehicles, and suggested executing a CCTV contract for the Milpitas and Berryessa/North San Jose Transit Centers.

**M/S/C (Chavez/O’Neill)** to authorize the addition of the following properties to the VTA’s Joint Development Portfolio: 1) the construction staging areas at the new Milpitas Transit Center and the Berryessa/North San Jose Transit Center, and 2) all future properties acquired for implementation of approved capital projects, including the BART to Silicon Valley Phase II Project, where VTA is the fee owner of the property and when such properties are no longer needed for construction purposes.

**RESULT:** APPROVED – Agenda Items #6.5

**MOVER:** Cindy Chavez, Board Member

**SECONDER:** Teresa O’Neill, Board Member

**AYES:** Carr, Chavez, Davis, Diep, Jones, Liccardo, McAlister, Nunez, O’Neill, Peralez, Vaidhyanathan, Yeager

**NOES:** None

**ABSENT:** None

**RECUSED:** None
6.6. **2018 Legislative Program**

**Public Comment**

Aboubacar Ndiaye, Working Partnerships USA, commented that VTA staff should support additional requirements that will be attached to funding transportation projects and treat them as solutions to build affordable housing.

Josh Barousse, Silicon Valley at Home, expressed concern about VTA staff’s recommendation that opposes use of transportation funding for affordable housing, and stressed the need to incentivize density housing along transit lines.

**M/S/C (Diep/Davis)** to approve the 2018 Legislative Program for the Santa Clara Valley Transportation Authority (VTA), as amended. Directed staff to: 1) reflect Diridon Station as its own separate priority under the “Regional” Section of the Program; and 2) add language that VTA supports ensuring that regional grant programs are administered fairly, so that Santa Clara County jurisdictions can be rewarded for their efforts to address housing needs.

| RESULT: APPROVED [UNANIMOUS] – Agenda Items #6.6 as amended |
| MOVER: Lan Diep, Board Member |
| SECONDER: Dev Davis, Alternate Board Member |
| AYES: Carr, Chavez, Davis, Diep, Jones, Liccardo, McAlister, Nunez, O’Neill, Peralez, Vaidhyanathan, Yeager |
| NOES: None |
| ABSENT: None |

**Congestion Management Program and Planning Committee**

7.1. **I-280 Corridor Study Update**

Carolyn Gonot, Chief Engineer and Program Delivery Officer, provided an overview of the staff report and introduced Shanthi Chatradhi, Associate Transportation Engineer. Ms. Chatradhi provided a presentation highlighting the results of objectives, methodology, public outreach process, and potential solutions noted in the titled “I-280 Corridor Study.”

**Public Comments**

Omar Chatty, Interested Citizen, commented about the following: 1) safety concerns about High-Occupancy Vehicle (HOV) lanes; 2) suggested VTA work with San Mateo County regarding the I-280 Corridor Study; and 3) expressed concern about road diet on Race Street in the City of San Jose.
Mr. Lebrun suggested looking at the possibility of extending Silicon Valley Rapid Transit (SVRT) from the Diridon Station to the I-280 Corridor.

Mr. Erman expressed concern about the discontinued bus service on Foothill Expressway in Los Altos.

Members of the Board discussed the following: 1) noise and vibrations from the freeways; 2) mass transit; 3) auxiliary lane; 4) project prioritization in terms of cost and funding; 5) conjunction of the study to the Stevens Creek Corridor; 6) smog from traffic; 7) traffic data collection; and 8) to conduct public meetings.

On order of Chairperson Liccardo and there being no objection, the Board of Directors received the I-280 Corridor Study update.

**Board of Directors**

7.2. 2018 Appointments to Board Standing Committees, Joint Powers Boards, Policy Advisory Boards, and Ad Hoc Committees


| RESULT: | APPROVED [UNANIMOUS] – Agenda Items #7.2 |
| MOVER: | Cindy Chavez, Board Member |
| SECONDER: | Teresa O’Neill, Board Member |
| AYES: | Carr, Chavez, Davis, Diep, Jones, Liccardo, McAlister, Nunez, O’Neill, Peralez, Vaidhyanathan, Yeager |
| NOES: | None |
| ABSENT: | None |

8. OTHER ITEMS

8.1. General Manager Report

Nuria I. Fernandez, General Manager and CEO, provided a report, highlighting the following: 1) VTA’s implementation of a new fare structure and improvements to select VTA bus and light rail service on January 1, 2018; and 2) Federal Transit Administration (FTA) tour of VTA’s BART Silicon Valley Berryessa extension on January 2, 2018.

8.1.A. Safety/Security Update

Captain David Lera provided a brief report and presentation, highlighting the following: 1) December 2017 Public Safety Data; 2) Aggravated and Simple Assault; 3) Aggravated Assaults on VTA employees; and 4) Solved cases.
Board Member Chavez inquired about actions taken to prevent crimes on transit and suggested reaching out to the District Attorney’s office and Senator Jim Beall to get direction on security measures modeled after BART.

**On order of Chairperson Liccardo** and there being no objection, the Board received the Safety/Security update.

### 8.1.B. Government Affairs Update

Ms. Fernandez noted that the Government Affairs update was included in the Board Members’ reading folders and placed on the public table.

**On order of Chairperson Liccardo** and there being no objection, the Board received the Government Affairs update.

### 8.1.C. Silicon Valley Rapid Transit (SVRT) Program

Ms. Gonot provided an update, highlighting the following: 1) request for extension of the New Starts Program to Federal Transit Administration (FTA); 2) timeline of the extension; and 3) bore methodology decision at the April 2018 Board meeting.

**Public Comments**

Scott Knies, Interested Citizen, suggested establishing a business interruption fund for the Silicon Valley Rapid Transit (SVRT) project.

Mr. Wightman inquired about the opening and testing of the SVRT.

Mr. Chatty commented that the Joint Development Policy maybe interfering with multi-modal access.

**On order of Chairperson Liccardo** and there being no objection, the Board received the SVRT Program update.

### 8.2. Chairperson’s Report

#### 8.2.A. Remarks from 2018 Chairperson Sam Liccardo

Chairperson Liccardo welcomed newly appointed Regular Board Members Nunez and McAlister (formerly Alternate Board Members). Chairperson Liccardo reported on the focuses for 2018, highlighting the following: 1) delivering the promises of 2016 Measure B; 3) opening of VTA’s BART Berryessa Extension; 4) project opportunities for a potential bridge tolls measure; 5) financial stability; 6) right-sizing service7) innovation; 8)
8.3. ITEMS OF CONCERN AND REFERRAL TO ADMINISTRATION

There were no Items of Concern and Referral to Administration.

8.4. Unapproved Minutes/Summary Reports from VTA Committees, Joint Powers Boards (JPB), and Regional Commissions

8.4.A. VTA Standing Committees

- Governance and Audit Committee - There was no report.
- Congestion Management Program & Planning (CMPP) Committee - The December 17, 2017, Minutes were accepted as contained in the Agenda Packet.
- Administration & Finance (A&F) Committee – There was no report.
- Safety, Security, and Transit Planning & Operations (SSTP&O) Committee – There was no report.

8.4.B. VTA Advisory Committees

- Technical Advisory Committee (TAC) – The December 13, 2017, Minutes were accepted as contained on the dais.
- Citizens Advisory Committee (CAC) and 2000 Measure A Citizens Watchdog Committee (CWC) The December 13, 2017, Notice of Cancellation was accepted as contained in the Agenda Packet.
- Bicycle and Pedestrian Advisory Committee (BPAC) - The December 13, 2017, Notice of Cancellation was accepted as contained in the Agenda Packet.
- Committee for Transportation Mobility and Accessibility (CTMA) – There was no report.
- Policy Advisory Committee (PAC) - The December 14, 2017, Minutes were accepted as contained on the dais.

8.4.C. VTA Policy Advisory Boards (PAB)
• Eastridge to BART Regional Connector PAB (formerly Downtown East Valley PAB), The December 7, 2017, Minutes were accepted as contained in the Agenda Packet.

• State Route 85 Corridor PAB – The December 11, 2017, Minutes were accepted as contained in the Agenda Packet.

• Diridon Station Joint Policy Advisory Board - There was no report.

• El Camino Real Rapid Transit PAB – There was no report.

8.4.D. Joint Powers Boards and Regional Commissions

• Caltrain Peninsula Corridor Joint Powers Board - The January 4, 2018, Summary Notes were accepted as contained on the dais.

• Capitol Corridor Joint Powers Authority - There was no report.

• Dumbarton Rail Corridor Policy Committee - There was no report.

• Metropolitan Transportation Commission (MTC) - There was no report.

• Sunol Smart Carpool Lane Joint Powers Authority - There was no report.

• Sunol SR 152 Mobility Partnership - There was no report.

Public Comment

Mr. Chatty referred to the SR 85 PAB and provided the following comments: 1) how the extra lane should be used on SR 85, once it’s built; 2) there should be a South County representative on the SR 85 PAB.

8.5. Announcements

Chairperson Liccardo stated that he looks forward to creating a business interruption program.

Board Member McAlister noted that he was impressed with VTA staff’s pride in repairing buses and trains during his tour of the yards.

Ex-Officio Board Member Bruins expressed her appreciation to Board Member Yeager for his 16 years of service on the Caltrain Board. She also noted her election as the 2018 Chairperson of the Caltrain Board.
9. CLOSED SESSION

9.1. Recess to Closed Session at 7:22 p.m.

A. Conference with Real Property Negotiators
   [Government Code Section 54956.8]

   A.1. Property: 10 Almaden Blvd, San Jose, California; and 225 W. Second Street, San Jose, California

   Agency Negotiators: Ron Golem, Deputy Director, Real Estate & Joint Development; Brittain Cheney, Senior Vice President, Cushman & Wakefield, Inc.

   Negotiating Parties: Bob Simpson and Erik Hallgrimson, Cushman & Wakefield, Inc., agents for KBS Realty Advisors, Inc., and KBSIII Ten Almaden, LLC; Vincent Scott and Shane McNulty, CBRE, Inc., agents for Principal Real Estate Investors and 225 West Santa Clara LLC

   Under Negotiation: Price and terms of leases

   (Removed from the Agenda.)

   A.2. Property: 4 N. Second Street, San Jose, California

   Agency Negotiators: Ron Golem, Deputy Director, Real Estate & Joint Development; Brittain Cheney, Senior Vice President, Cushman & Wakefield, Inc.

   Negotiating Parties: Brandon Bain, Bob Simpson, Mike Baker, and Rob Souza, Cushman & Wakefield, Inc., agents for Brookfield Asset Management, Inc., and BSREP II SJ Towers, LLC

   Under Negotiation: Price and terms of lease

   A.3. Property: 50 W. San Fernando Street, San Jose, California

   Agency Negotiators: Ron Golem, Deputy Director, Real Estate & Joint Development; Brittain Cheney, Senior Vice President, Cushman & Wakefield, Inc.

   Negotiating Parties: Scott Dever, Jeff Cushman, and Steve Horton, Cushman & Wakefield, Inc., agents for Divco West Real Estate Services, LLC, and Rockpoint Group, LLC, Joint Venture, and 50 West San Fernando Owner LLC

   Under Negotiation: Price and terms of lease
9.1.A.3.X. Existing Litigation - Conference with Legal Counsel
[Government Code Section 54956.9(d)(1)]

Name of Case: Ryan v. Santa Clara Valley Transportation Authority, et al. (US District Court, Northern District of California Case No. 5:16-CV-04032-LHK)

9.2. Reconvene to Open Session at 8:29 p.m.

9.3. Closed Session Report

A. Conference with Real Property Negotiators
[Government Code Section 54956.8]

A.1. Property: 10 Almaden Blvd, San Jose, California; and 225 W. Second Street, San Jose, California

Agency Negotiators: Ron Golem, Deputy Director, Real Estate & Joint Development; Brittain Cheney, Senior Vice President, Cushman & Wakefield, Inc.

Negotiating Parties: Bob Simpson and Erik Hallgrimson, Cushman & Wakefield, Inc., agents for KBS Realty Advisors, Inc., and KBSIII Ten Almaden, LLC; Vincent Scott and Shane McNulty, CBRE, Inc., agents for Principal Real Estate Investors and 225 West Santa Clara LLC

Under Negotiation: Price and terms of leases

Robert Fabela, General Counsel, noted no reportable action was taken during Closed Session.

A.3. Property: 50 W. San Fernando Street, San Jose, California

Agency Negotiators: Ron Golem, Deputy Director, Real Estate & Joint Development; Brittain Cheney, Senior Vice President, Cushman & Wakefield, Inc.

Negotiating Parties: Scott Dever, Jeff Cushman, and Steve Horton, Cushman & Wakefield, Inc., agents for Divco West Real Estate Services, LLC, and Rockpoint Group, LLC, Joint Venture, and 50 West San Fernando Owner LLC

Under Negotiation: Price and terms of lease

Mr. Fabela noted no reportable action was taken during Closed Session.

9.1.A.3.X. Existing Litigation - Conference with Legal Counsel
[Government Code Section 54956.9(d)(1)]

Name of Case: Ryan v. Santa Clara Valley Transportation Authority, et al. (US District Court, Northern District of California Case No. 5:16-CV-04032-LHK)

Mr. Fabela noted no reportable action was taken during Closed Session.

10. ADJOURNMENT

On order of Chairperson Liccardo and there being no objection, the meeting was adjourned at 8:30 pm.

Respectfully submitted,

Michael Diaresco, Board Assistant
VTA Office of the Board Secretary
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: Silicon Valley Express Lanes Electronic Toll Systems Integration Services - Task Order #2

Policy-Related Action: No

Government Code Section 84308 Applies: Yes

ACTION ITEM

RECOMMENDATION:

Authorize the General Manager to execute Task Order #2A for $693,604 and Task Order #2B for $3,512,769 with TransCore to perform Design Development Services for the Silicon Valley Express Lanes Program Phase 3 Electronic Toll System (ETS) for a total amount of $4,206,373, with Task Order #2B to be issued when the 2018 State Transportation Improvement Program (STIP) funds are secured.

BACKGROUND:

The VTA Board of Directors (Board) approved the Silicon Valley Express Lanes (SVEL) Program at the December 11, 2008 Board meeting. The SVEL Program is implementing a roadway pricing system on State Route (SR) 237/I-880 and US 101/SR 85 to use unused capacity in carpool lanes to:

1. Provide congestion relief through more effective use of existing roadways;
2. Provide commuters with a new mobility option; and
3. Provide a new funding source for transportation improvements including public transit.

The SVEL Program includes the development of express lanes on the US 101/SR 85 corridor. Phase 3 of the SVEL Program includes the conversion of existing carpool lanes to express lanes operation on US 101 between SR 237 in Sunnyvale and the San Mateo/Santa Clara county line in Palo Alto, including the existing dual-lane carpool lanes on US 101 and the US 101/SR 85 carpool lane-to-carpool lane direct connector ramps that would include a short segment of SR 85 to transition the existing carpool lanes on SR 85 to the future express lanes through the US.
101/SR 85 interchange. This work would not preclude the ability to implement improvement recommendations from the SR 85 Transit Guideway Study that is underway.

The development and implementation of express lanes requires both roadway and electronic toll system improvements. The Phase 3 work is being conducted through two separate contracts: one for the roadway improvements and another for the electronic toll systems (ETS) improvements. The roadway design contract was executed previously with HNTB as the prime consultant. The work by HNTB is in the 65% final design phase. During this phase of work, it is beneficial that coordination of work begin between the roadway designer and the ETS consultant, also referred to as the system integrator (SI). The ETS work includes design and implementation of the electronic toll collection system, traffic detection system, the video surveillance system and the video-based violation enforcement system.

On August 4, 2017, VTA executed a master task order contract agreement with TransCore and issued Task Order #1 as a time and materials contract not to exceed $210,251 with an initial term of one year to provide civil design collaboration services for Phase 3. This task includes meeting with VTA and its civil design consultant to discuss, review and provide comments on the civil infrastructure plans, specifications, and Contract terms to ensure a complete understanding of the proposed civil construction work for integration of the ETS for the Phase 3 Project.

On September 7, 2017, the VTA Board of Directors (Board) accepted an informational update on the SVEL ETS Integration Services, which discussed the Request for Proposal (RFP) process, the hiring of TransCore as the ETS consultant using a master task order agreement and identifying the incremental issuance of task orders to complete the ETS scope for the US 101/SR 85 Express Lanes.

On November 2, 2017, the VTA Board authorized the programming of 2018 STIP funds to transportation projects in Santa Clara County and adopted a resolution to program 2018 STIP capacity to projects, which included funds for the US 101 Express Lanes Phase 3 Project in the amount of $14.3 million.

**DISCUSSION:**

The purpose of this memorandum is to request General Manager authority to execute a contract amendment with TransCore to continue the development and implementation of the ETS for the express lanes under development for the stretch of US 101 from the San Mateo county line to SR 237 including the direct carpool lane-to-carpool lane connectors at the US 101/SR 85 interchange in Mountain View (with this work also referred to as the Phase 3 Project). The requested funding is to fund the development of preliminary design documents, detailed design documents and test plans.

VTA staff conducted contract negotiations with TransCore for Task Order #1, as defined below, resulting in a negotiated amount of $210,251. This amount did not require VTA Board approval because the amount was within the amount authorized for the General Manager to execute the contract under VTA Policy. However, it was reported that future negotiated task orders to complete the ETS scope for the Phase 3 Project over the General Manager's authority would be brought back to the VTA Board for its approval.
The task orders identified for the Phase 3 Project include:

1. Civil Design Collaboration (Task Order #1 in progress). This task includes meeting with VTA and its civil design consultant to discuss, review and provide comments on the civil infrastructure plans, specifications, and Contract terms to ensure a complete understanding of the proposed civil construction work for integration of the Electronic Toll System. Currently, the civil design is in progress at the 65% design level.

2. Development (Detailed Design) of ETS (Task Order #2). This task includes preliminary design documents, detailed design documents and test plans for the ETS.

3. Implementation and Warranty (Future Task Order #3). This task includes installation of ETS field equipment, conduits and cables, gantries, barrier rail systems, closed circuit television (CCTV) poles, vehicle detector stations, and software installation, including on-site SI testing and debugging, conducting a detailed system acceptance test and approval for use of the ETS with all components and interfaces fully integrated for express lanes operations and a one-year warranty period.

4. ETS Maintenance (Future Task Order #4). This task includes full maintenance of ETS including roadside and toll data center hardware and software, from the time of commissioning through the warranty period and into subsequent five-year maintenance service periods.

Partial funding is available to begin Task Order #2 and VTA staff recommends splitting Task Order #2 into Task Order #2A and Task Order #2B to keep progressing on the project. VTA staff has conducted contract negotiations with TransCore for Task Order #2A, which includes preliminary design documents, resulting in a negotiated firm fixed fee of $693,604 and Task Order #2B, which includes the development of detailed design documents and test plans for the ETS, resulting in a negotiated firm fixed fee of $3,512,769. The total negotiated firm fixed fee for Task Order #2 is $4,206,373.

Task Order #2B would be issued when the anticipated 2018 STIP funds are secured. Work on Task Order #2A would begin immediately while Task Order #2B is anticipated to begin in October 2018.

**CONTRACT SUMMARY:**

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<td>Funding Sources:</td>
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ALTERNATIVES:

The Board may elect to reject the staff recommendation to award this Task Order to TransCore. However, this action would delay the delivery of the project, jeopardize VTA’s ability to receive construction funding for the project from the SB 1 Solutions for Congested Corridors Program and result in the potential loss of future revenues from the operations of the express lanes.

FISCAL IMPACT:

This action will authorize an additional $4,206,373 for the design development of the ETS for the US 101/SR 85 Express Lanes Phase 3 project. Appropriation for these expenditures is included in the FY18 Adopted VTP Highway Improvement Program Fund Capital Budget and will be funded by STIP and local funds. Appropriation for future expenditures for Task Order #3 and #4 will be requested in upcoming budget cycles.

SMALL BUSINESS ENTERPRISE (SBE) PARTICIPATION:

Based on identifiable subcontracting opportunities, there was no assigned SBE goal for the contract. However, TransCore has listed four subcontractors that are SBE firms as part of their team.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Administration & Finance Committee had this item on their Regular Agenda at their January 18, 2018 meeting and recommended VTA Board of Directors approval.

Prepared by: Charmaine Zamora
Memo No. 6351

ATTACHMENTS:

- 6351_Attachment_A_SVEL Map 20171026 R1 (PDF)
- 6351_Attachment_B_Consultant_List (PDF)
ATTACHMENT B

Silicon Valley Express Lanes Electronic Toll Systems Integration Services

Consultant List

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<tr>
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<th>NAME</th>
<th>ROLE</th>
<th>LOCATION</th>
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<tr>
<td>TransCore</td>
<td>Chris Hall</td>
<td>Prime</td>
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<tr>
<td>Calcom, Inc</td>
<td>Cesar Artiga</td>
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<tr>
<td>IBI Group</td>
<td>Andrew Leslie</td>
<td>Sub-Consultant</td>
<td>Seattle, WA</td>
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<td>Neteon Technologies</td>
<td>Hans Chu</td>
<td>Sub-Consultant</td>
<td>Somerset, NJ</td>
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<tr>
<td>NorCal General Construction Corp.</td>
<td>Kenny Phan</td>
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<td>San Jose, CA</td>
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<tr>
<td>TJKM Trans Consultants</td>
<td>Atul Patel</td>
<td>Sub-Consultant</td>
<td>Pleasanton, CA</td>
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BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
   Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Financial Officer, Raj Srinath

SUBJECT: Approval of RFP for Milpitas Transit Center Joint Development Site

Policy-Related Action: No
Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Authorize the General Manager to issue a competitive Request for Proposals (RFP) for the Milpitas Transit Center Joint Development site. The solicitation will seek proposals to design, finance, build and operate a Transit-Oriented Development consistent with the Milpitas Transit Area Station Plan, pursuant to a long-term ground lease from VTA. VTA staff will review all submittals and recommend a developer to the Board of Directors for an Exclusive Negotiations Agreement (ENA).

BACKGROUND:

The Milpitas Transit Center Joint Development site is located at the corner of East Capitol and Montague Avenues, adjacent to the new bus transit center and existing Capitol Expressway light rail line, as shown in Attachment A. It was acquired as a construction staging area for the BART SVBX project and is no longer needed for that purpose with the wrapping up of construction.

The Milpitas Transit Area Specific Plan (TASP) establishes the site’s land use as Transit Facilities, with the underlying zoning Boulevard Very High Density Mixed Use in the event transit facilities are not built on site. This classification allows for high-density residential, office, commercial and medical uses along Montague Expressway. Projects may be residential, non-residential, or mixed use. The site must be built out to a 1.5 gross Floor Area Ratio (FAR)\(^1\), and a Floor Area Ratio of 2.5 may be permitted on individual sites with a conditional use permit. Residential projects must have a minimum gross density of 41 units per acre, and to between 60-

\(^1\) FAR is the ratio of built area to site (land) area, the higher the number, the larger and taller a project can be built.
90 units per acre. Heights from 12-20 stories are permitted on site with a conditional use permit.

**DISCUSSION:**

There are now nine major residential and mixed-use development projects approved or under construction pursuant to the TASP on adjacent sites. The VTA Joint Development site is the last site available for development, aside from older industrial properties east of the new Transit Center parking structure. Recent discussions with City of Milpitas staff have indicated that there would be support for a project consistent with the TASP. The specific development project would be defined based on the proposal selected by the Board of Directors for an ENA. The selected developer will be responsible for obtaining final entitlements and working with the City of Milpitas, subject to VTA approval of the application to the City and City requirements.

The RFP will identify that VTA will enter into a ground lease, with payment based on the fair market value of the site. Staff has conducted preliminary site planning and traffic analysis that identified that the trip generation from a mixed use development on site would be acceptable. Site constraints mean that all access to the Joint Development will be from East Capitol Avenue. City approval for site access will be required, staff understands from discussions with Milpitas staff that is acceptable.

The RFP will require that any mixed use residential proposal would include at least 20 percent of residential units be provided as affordable units pursuant to the VTA Joint Development Parcel. Should a developer wish to propose mid- or high-rise residential development, which is often infeasible for affordable housing development, VTA would consider on a one-time basis proposals for an “in-lieu” payment that is at least equivalent to the funding required to build the necessary affordable units at an off-site location near the Milpitas Transit Center.

**ALTERNATIVES:**

The Board could provide additional guidance for RFP requirements, or identify another timeframe to issue an RFP.

**FISCAL IMPACT:**

Expenses associated with issuance of an RFP will be paid from the Joint Development Fund. Based on the current fair market value of land in the area, a future Joint Development project pursuant to a ground lease would be expected to generate substantial new annual revenues for the Joint Development Fund.

**STANDING COMMITTEE DISCUSSION/RECOMMENDATION:**

The Administration & Finance Committee considered this item on January 18, 2018. The Committee unanimously recommended Board with the following recommendations to staff:

- If an in-lieu fee for off-site transit affordable housing units is proposed by the developer who is awarded an Exclusive Negotiations Agreement (ENA) by the Board of Directors, the policy and method for calculating such an in-lieu fee should be brought to the Board of Directors prior to its final approval of a Joint Development Agreement.
- Any in-lieu fee should result in the near-term construction of transit affordable housing, defined as units within walking distance of the Transit Center, in order to prevent a situation where in-lieu fees are paid and do not result in the construction of affordable units.

- Consider establishment of a minimum density requirement for the RFP, to ensure proposals are submitted for the mid-rise or high-rise projects that are allowed pursuant to the City’s Transit Area Specific Plan.

- While staff is not recommending at this time an air rights development above the adjacent Transit Center and its diesel bus bays, site planning and development should ensure VTA’s ability at a future date to create an air rights development that could be integrated with development that results from this RFP.

Prepared by: Ron Golem
Memo No. 6292

ATTACHMENTS:
- Memo 6292 Attachment A (PDF)
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
   Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Financial Officer, Raj Srinath

SUBJECT: Delegation of Authority for VTA Highway Projects

Policy-Related Action: No
Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Approve the following:

1) Authorize the General Manager to execute all documents required for VTA’s acquisition (or possession and use) of the requisite right-of-way, or properties used for replacement rights or public infrastructure, for the VTA Capital Program for Highways and the 2016 Measure B Program, where:

   (a) the purchase price equals the statutory offer of just compensation established for the property; or

   (b) the purchase price is within 15% above the statutory offer of just compensation established for the property; and

2) Authorize the General Manager to execute all documents necessary to convey easement rights or fee title for the requisite right-of-way, or replacement rights or public infrastructure, for the VTA Highway Program projects and the 2016 Measure B program, to:

   (a) utility providers for replacement rights, along with requisite access rights, related to utility relocations; and

   (b) public agencies for the operation and maintenance of public infrastructure.
BACKGROUND:

Under the Administrative Code, the General Manager has the authority to accept deeds, easements and other conveyances, as well as execute documents for such transactions, on behalf of VTA; execute and bind VTA to real property license agreements, permits, certifications, and purchase and sales agreements for real property and real property rights valued at under $500,000; and, when authorized by the Board, execute real property purchase and possession and use agreements incident to the exercise of eminent domain power by VTA. However, conveyances of real property in excess of the $500,000 cap or pursuant to the exercise of eminent domain power are not included in the General Manager’s authority.

In June 2009, the Board granted the General Manager authority similar to that requested here for VTA Highway Program projects, in connection with the Corridor Mobility Improvement Account (CMIA), the Stevens Creek Boulevard Interchange, and Blossom Hill Pedestrian Overcrossing Projects.

The proposed authorization will apply to the VTA Capital Program for Highways and 2016 Measure B Program projects which have been environmentally cleared, funded, and engineering work has progressed sufficiently to finalize right-of-way requirements. Each of the included projects is described below.

**US-101 Express Lanes, Phase 5**

The US-101 Express Lanes, Phase 5 project consists of the conversion of existing HOV lanes to express lanes and the construction of additional express lanes between the US-101 / SR-237 interchange in Sunnyvale through Santa Clara to the US-101 / I-880 Interchange in San Jose.

**US-101 / Trimble / De La Cruz Interchange**

The US-101 / Trimble Road / De La Cruz Interchange Project, in the City of San Jose, will reconstruct the interchange in order to help alleviate traffic congestion, improve traffic operations and safety, improve accessibility for pedestrians and bicyclists, and increase the capacity of the overcrossing arterial and interchange ramps.

**US-101 / SR 25 Interchange**

The project proposes to widen US-101 from four to six lanes in Santa Clara County to meet future traffic demands and provide access control. The project also entails widening and replacing bridge structures, correcting existing horizontal curves, constructing a new interchange and adding additional ramp lanes at the US-101 / SR-25 interchange.

**I-280 / Wolfe Road Interchange**

The I-280 / Wolfe Road Interchange Improvements Project proposes to modify the Wolfe Road interchange on I-280 in the City of Cupertino, in order to improve traffic operations and circulation. The proposed improvements include, but are not limited to, modifications or construction of a new bridge structure, as well as modifications to existing on and off ramps and existing local street intersections, and the construction of retaining walls and soundwalls, as needed.
US-101 / Zanker Road / Skyport Drive / Fourth Street Interchange

The US-101 / Zanker Road / Skyport Drive / Fourth Street Interchange Improvements Project proposes to improve traffic operations and relieve congestion to support the North San Jose development area in the vicinity of US-101, Zanker Road, Skyport Drive and North Fourth Street, between the US-101 / North First Street and the US-101 / I-880 interchanges in the City of San Jose. The purpose of this project is to improve traffic efficiency, local network circulation and multi-modal accommodations with a new north-south local road corridor (parallel to the North First Street corridor) by constructing a new overcrossing bridge across US-101 from Zanker Road, connecting Skyport Drive and North Fourth Street.

I-680 Soundwalls

The I-680 Soundwalls Project will construct up to six new soundwalls along I-680 between Capitol Expressway and Mueller Avenue in the City of San Jose. The purpose of this project is to reduce noise by constructing soundwalls as an effective noise abatement measure.

SR-237 Express Lanes, Phase 2

The SR-237 Express Lanes, Phase 2 Project will convert existing HOV lanes to Express Lanes on SR-237 between Zanker Road in the City of San Jose and Mathilda Avenue in Sunnyvale.

I-280 / Winchester Boulevard Interchange

The I-280 / Winchester Boulevard Interchange Improvements Project proposes to construct improvements in the vicinity of the I-280 / Winchester Boulevard Interchange. The project will improve traffic operations and reduce congestion on local roadways in the project area, provide new access from northbound I-280 and improve bicycle and pedestrian access and transit connectivity.

US-101 / SR-85 Express Lanes, Phase 3


US-101 / SR-85 Express Lanes, Phase 4

The US-101/ SR-85 Express Lanes, Phase 4 Project will convert the existing carpool lanes to Express Lanes in the City of San Jose on SR-85 (from US-101 to SR-87) including the conversion of the US 101/SR 85 HOV connector (South) and approaches to and from US-101.

Mathilda Avenue Improvements at SR-237 and US-101

The Mathilda Avenue Improvements at SR-237 and US-101 proposes to improve local traffic operations and to enhance bicycle and pedestrian accommodations on Mathilda Avenue, in the City of Sunnyvale. Improvements include modification and reconfiguration of the on and off ramps at the SR-237 / Mathilda Avenue and US-101 / Mathilda Avenue interchanges along with
new or modified signalize intersections. In addition, the project will widen Mathilda Avenue from Almanor Avenue / Ahwanee Drive to Moffett Park Drive and provide bike lanes and continuous sidewalk on the east side along with a modified soundwall.

**DISCUSSION:**

VTA must acquire certain public and private property in order to construct the VTA Highway Program projects. Properties to be acquired are appraised at fair market value and staff sets just compensation based upon these appraisals, pursuant to State and federal requirements for acquisition of property by public agencies.

In order to avoid potential project delays resulting from this process, staff proposes that the Board authorize the General Manager to approve and execute all real property acquisition agreements (including those valued above $500,000) and possession and use agreements that meet the following criteria:

(a) the purchase price equals the statutory offer of just compensation established for the property; or

(b) the purchase price is within 15% above the statutory offer of just compensation established for the property.

VTA will also need to convey replacement property rights to utility owners whose facilities are relocated as part of the project. Similarly, VTA will need to convey rights to public agencies for public infrastructure they will operate, including, but not limited to roads, sidewalks, trails/bike paths, storm water management and water treatment facilities, and public utility facilities. Staff recommends that the Board authorize the General Manager to approve and execute all documents required for this purpose.

**ALTERNATIVES:**

The Board could provide a more limited authority to the General Manager. Declining to grant or limiting the authority could result in property acquisition delays, causing schedule delays and potential non-conformance with the right-of-way certification milestone date. Non-conformance could result in the loss of grant funding dedicated to the project.

**FISCAL IMPACT:**

There is sufficient appropriation for these expenditures in the FY 2018 Adopted VTP Highway Improvement Program Capital Budget and 2016 Measure B Program Budget.

**STANDING COMMITTEE DISCUSSION/RECOMMENDATION:**

The Administration & Finance Committee considered this item on January 18, 2018, and item unanimously recommended Board approval.

Prepared by: Ron Golem
Memo No. 6381
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
   Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Board Secretary, Elaine Baltao

SUBJECT: BPAC Appointments

Policy-Related Action: No
Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Ratify the appointment to the Bicycle & Pedestrian Advisory Committee for the remainder of the two-year term ending June 30, 2018 of: (1) Robert Neff, representing the City of Palo Alto; and (2) Ben Pacho, ex-officio member representing the Silicon Valley Bicycle Coalition.

BACKGROUND:

The Bicycle & Pedestrian Advisory Committee (BPAC) advises the VTA Board of Directors on planning and funding for bicycle and pedestrian projects and issues. The BPAC consists of 16 voting members, one appointed by each of VTA’s Member Agencies (the 15 cities in the county and the County of Santa Clara), and one non-voting member and alternate appointed by the Silicon Valley Bicycle Coalition (SVBC). The BPAC also serves as the countywide bicycle and pedestrian advisory committee for the County of Santa Clara.

The BPAC bylaws specify that the appointment term is two years and that members may be appointed to successive terms. Committee members must live, work or both in Santa Clara County during their term. Voting members of the Committee must also be a representative of the Member Agency’s local bicycle advisory committee or, for Member Agencies without a local bicycle advisory committee, their representative must be an individual who lives or works in the local jurisdiction and is interested in bicycle or pedestrian issues. BPAC members are precluded from representing a Member Agency that is their employer.
The process to fill BPAC vacancies is that staff notifies the appointing authority of the vacancy or approaching term expiration and provides the current membership requirements. The appointing authority then appoints one member for the designated membership position. For vacancies occurring mid-term, the bylaws specify that they be filled for the remainder of the term by the appointing authority. In both cases, VTA’s Governance & Audit Committee must ratify the appointment.

**DISCUSSION:**

The City of Palo Alto has appointed Robert Neff as its new representative on the BPAC, replacing its long-standing representative, Paul Goldstein, who is leaving the committee due to personal reasons.

Mr. Neff, who lives in Palo Alto, has lived in the Bay Area since 1985. Mr. Neff has been using a bicycle for transportation continuously for 44 years. He commutes 24 miles round trip daily to work by both VTA bus and bicycle.

Mr. Neff has served on Palo Alto's Pedestrian and Bicycle Advisory Committee (PABAC) since 2010, including the last three years as chairperson. He was involved in the development and implementation of Palo Alto’s 2012 Bicycle and Pedestrian Transportation Plan. He regularly attends local community meetings, including those sponsored by VTA such as the VTA BPAC and Next Network meetings. In addition, he has attended BPAC meetings of neighboring communities to support active transportation projects and keep abreast of new developments. Mr. Neff has contributed to the development of high quality bicycle facilities in Palo Alto, and wishes to continue supporting non-motorized transportation by serving his community on the VTA BPAC.

The Silicon Valley Bicycle Coalition (SVBC) has appointed Ben Pacho as its new ex-officio representative on the BPAC, replacing its long-term representative, Colin Heyne, who accepted employment with the City of San José.

Mr. Pacho, who hails from the Bay Area, works for the SVBC as Santa Clara County Advocate where he oversees countywide advocacy efforts. Prior to joining SVBC in 2018, he helped organized local communities in support of implementing Bus Rapid Transit on the Stevens Creek Corridor. As a grassroots community organizer, Ben has also been involved in campaigns to increase college access and success in public higher education and address the need for statewide tax reform.

Mr. Pacho is an avid cyclist as well as strong supporter of sustainable development and equitable land use management.

Based on their qualifications, expertise and community service, staff recommends that the Board ratify these appointments.

**ALTERNATIVES:**

The Board could choose to not ratify either or both of these appointments.
FISCAL IMPACT:

There is no fiscal impact as a result of this action.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

Due to cancellation of the February 1, 2018 Governance & Audit Committee meeting, to not delay the appointments this item is being forwarded for Board consideration.

Prepared by: Stephen Flynn, Advisory Committee Coordinator
Memo No. 6349
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
   Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Board Secretary, Elaine Baltao

SUBJECT: Appointments to VTA Policy Advisory Boards

Policy-Related Action: No
Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Ratify appointments to the VTA Policy Advisory Boards.

BACKGROUND:

VTA policy advisory boards (PAB) are established by the VTA Board of Directors to ensure that the local jurisdictions most affected by major transportation capital improvement projects are involved and have a voice in guiding the planning and design of those projects. PABs provide input, perspective and recommendations to the VTA Board and administration.

The VTA Administrative Code specifies the general framework and requirements for PABs, including that voting members must be a member of the governing board (usually the city council) of the jurisdiction they represent.

The Board-approved bylaws for each PAB specifically defines the committee’s purpose, duties and limitations. This includes establishing the number of voting and ex-officio members based on that PAB’s unique location, factors and conditions.

All appointments by external bodies to VTA PABs require ratification by VTA’s Governance & Audit Committee.
DISCUSSION:
Submitted for ratification are recent appointments to VTA PABs made by member jurisdictions. All meet the requirement of being a current governing board member from the appointing jurisdiction. The specific appointments are:

SR 85 Corridor PAB
- Susan M. Landry, representing the City of Campbell (Alternate Member)
- Marcia Jensen, representing the Town of Los Gatos (Alternate Member)

ALTERNATIVES:
The Board could choose to not ratify any or all of these appointments.

FISCAL IMPACT:
There is no fiscal impact as a result of this action.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:
Due to cancellation of the February 1, 2018 Governance & Audit Committee meeting, this item is being forwarded for Board consideration to avoid delays in the PAB appointment process.

Prepared by: Stephen Flynn, Advisory Committee Coordinator
Memo No. 6396
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
   Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director - Planning & Programming, Chris Augenstein

SUBJECT: Core Connectivity Program Update

FOR INFORMATION ONLY

BACKGROUND:

VTA’s Core Connectivity Program is designed to explore new ways of connecting our core transit network (e.g., Light Rail, BRT/frequent bus lines, BART and Caltrain), and mobility options for areas that are difficult to serve with traditional fixed-route bus service. Typically areas with low densities, first/last-mile gaps, or poor walkability are not well suited to support traditional fixed-route bus service. In such areas, more flexible transit service models may be better suited to meet the existing and potential demand.

Over the last few years, a growing number of innovative mobility solutions have recently emerged providing examples of alternative transit solutions for VTA to consider. These include peer-to-peer demand responsive services, privately operated “microtransit” services (such as Chariot and Lyft shuttle services), flexible shuttles, and partnerships with on-demand service providers.

In 2015, VTA identified a number of these strategies for potential application in Santa Clara County. The outcome of this planning study was a mobility toolkit that evaluated both traditional and new approaches to transit service delivery, and a six month demonstration project testing VTA’s on-demand shuttle service branded as FLEX. In December 2016, as part of VTA’s efforts to redesign its fixed-route network to improve ridership, staff presented an expanded toolkit to committees providing examples of cost-effective transit solutions that may help system connectivity and increase service availability in areas that see service loss (Attachment 1 - Core Connectivity Toolkit).

DISCUSSION:

The rise of on-demand transportation over the last few years has become a national trend, generating significant interest from both the public and private sectors. As one of the first transit
agencies in the country to test a publicly-operated on-demand bus service, VTA has gained valuable insight into the opportunities and challenges facing emerging service models. This section details a set of key takeaways and recommendations from the experiences of VTA and peer agencies that will help inform the implementation of the Core Connectivity Program.

Key Findings

Flexible transit is not yet cost-effective. Much of the discussion around emerging mobility solutions have focused on the potential of on-demand services to expand agencies’ coverage areas at a lower cost than fixed-route services. However, data from publicly operated pilots show the cost of operating on-demand services, relative to ridership numbers, is particularly high. Using smaller vehicles will also not result in significant cost savings as the majority of operating costs are due to labor. For example, VTA’s FLEX pilot was an extremely expensive service and not a viable model for reducing service costs. FLEX’s operating cost averaged $200 per passenger over the course of the 6-month pilot with ridership at 0.4 boardings per revenue hour.

Similarly, KCATA’s (Kansas City Area Transportation Authority) RideKC program, a microtransit partnership with Bridj, carried only 1,480 passengers during the year-long pilot, for a total program cost of $1.3 million. Ultimately, the disproportionate costs of these services led to the discontinuation of these two pilots. While public transit should not be expected to fully recover its costs, these examples suggest that publicly operated on-demand services, while providing greater coverage and flexibility, are very costly and would likely not meet minimum ridership standards. It is also worth noting that some agencies have seen reduced costs for similar services by partnering with private on-demand operators like Uber and Lyft. One example is Centennial Go’s Lyft pilot, which reported an average subsidy of $4.70 per trip using Lyft Line (shared ride option) compared to an average subsidy of $18.50 per boarding on the existing Call-n-Ride service operating in the same service area.

VTA does manage a successful contracted shuttle service for ACE passengers at the Great America Station. Eight shuttle routes using 12 vehicles currently serve 1,727 passengers per day, which is 31% of ACE’s total daily ridership of 5,557. The current cost per passenger is $3.87. This service is different from other flexible or microtransit services as it provides a critical first/last mile connection for many passengers transferring from a commuter rail line. Caltrain offers a similar contracted shuttle program with comparable metrics.

Opportunity for action: Foster public-private partnerships, utilize agency-controlled assets such as excess capacity on vehicles, and identify funding opportunities to offset program costs.

On-demand services have low ridership. A review of existing flexible pilot programs have reported ridership in the range of three to five boardings per revenue hour. This is consistent with VTA’s own experience with FLEX, which reached a half a boarding per revenue hour at the conclusion of the six-month pilot (for comparison, VTA’s minimum ridership standard for local bus service is 15 passengers per hour). Based on Uber’s own aggregate ridership data across 6 cities, the median number of trips per hour is 1.5 passengers per driver. The design of the flexible service model could also place limits on the number of passengers per hour it could carry. In West Salem, staff found that the ability to pre-schedule trips in advance would block these time slots to ensure scheduled trips could be accommodated, essentially creating custom routes for a few people at the expense of other passengers.
The collective data suggests that on-demand shuttle services have an upper limit of how many passengers it could effectively accommodate (likely around five per hour) before degrading the trip experience of other passengers in terms of wait and travel times. It is important to acknowledge that flexible service models operating in low-density areas will not achieve high ridership, and will exist solely for the purpose of providing transit coverage. This will help manage expectations around transit performance, and encourage other efforts to boost ridership through constant pilot iteration.

Opportunity for action: Develop new ridership standards for coverage-oriented service, expand program goals beyond ridership and farebox recovery

Limited data makes it challenging for public agencies to understand the cost and impact of emerging / on-demand services. Emerging mobility services are still rapidly evolving, making it difficult for public agencies to understand the potential market for these services, and to manage expectations around use and adoption. Currently, only a handful of on-demand pilot programs have been completed providing public agencies with only a few case studies to learn from. For example, Centennial Go reported difficulty in estimating ridership demand based on the absence of similar pilot contexts. The pilot incorrectly predicted 300 trips per day with actual ridership ending up closer to 10 trips per day. Additionally, agencies who have partnered with on-demand providers like Uber and Lyft have reported challenges in receiving robust ridership data adding to the complication of information sharing between agencies.

Opportunity for action: Further tracking and analysis of services, research and case studies on new, innovative service models and pilots.

Program Implementation

VTA designed the Core Connectivity Program to provide information and tools to develop alternative mobility options. The program is comprised of three distinct components: demonstration projects, a funding program, and a toolkit.

1. Develop pilot concepts.

VTA is considering the development of up to two pilot demonstrations that will test the application of flexible service models in different contexts. Given VTA’s own experience operating FLEX and similar results from other flexible pilot programs, it is important to design these pilot concepts as cost-effectively as possible given the inherent low productivity of such services. The following pilot concepts demonstrate VTA’s commitment to deliver these services leveraging the use of available grant funding and agency-controlled assets.

Toolkit model: Suburban point-to-point coverage service

Potential markets: Almaden Valley, South County

The first pilot concept is a flexible transit option for Almaden Valley, which would function as a service overlay to existing fixed-route services. While some coverage service to Almaden Valley is retained in the Final Transit Service Plan, this area remains poorly suited to supporting fixed route service in the long term. A flexible service model such as those providing on-demand service may be a better match for meeting the mobility needs of area residents, and potentially validate whether on-demand service could replace fixed route service in this area in the future. Staff is exploring options to deliver the pilot project through its Access Paratransit contract. This
approach would leverage VTA’s Paratransit contractor’s ability to utilize on-demand software and excess fleet capacity on Paratransit vehicles to deliver service within a defined area of Almaden Valley. Staff is currently evaluating the appropriate service model to deploy in the area: a general public demand-response service or a flexible route with planned stops at key community destinations such as the senior center, library and LRT station. VTA may also consider South County as a second service area for pilot implementation. The proposed pilots are being developed for potential implementation in 2018.

**Toolkit model: First/last mile feeder service, point-to-point mobility**

**Potential market: Peery Park employment district**

VTA has partnered with the City of Sunnyvale to implement “Peery Park Rides,” a grant funded pilot to operate a free flexible shuttle service in Sunnyvale’s Peery Park area. Under the redevelopment plan for Peery Park, the City is requiring auto trip reduction targets that would help establish demand for alternative transportation options like a free shuttle. Specific service details have yet to be determined but staff is proposing a hybrid model that would operate as a first/last mile shuttle service timed to meet every Caltrain during the peak hours, and then switches to demand-response during the midday. Since the joint pilot project is tied to the redevelopment schedule of Peery Park, planning for the 2-year pilot project will not begin until 2019. The VTA Board of Directors approved this project in March 2016.

2. **Grant Programs for Community-Based Mobility Projects**

VTA is implementing a new competitive grant program to support development of innovative transit solutions that are tailored to fit community mobility needs. The intent of the grant program is to help advance the strategies identified in the toolkit by providing funding assistance to municipalities and other public entities who wish to implement community-based alternatives to conventional fixed route transit. Potential projects funded may include subsidized trips on taxis and on-demand services, volunteer driver programs, senior transportation, new mobility apps, and demand-response demonstration projects. VTA may also use these funds to develop its own demonstration projects.

One funding source for the Core Connectivity Program comes from the “innovative first/last mile” category of the 2016 Measure B transit funds. In June 2017, the VTA Board of Directors allocated $3 million to this funding category for the current FY 18/19 cycle. While the 2016 Measure B funds will not be available until the pending lawsuit against it is finalized, staff is continuing to develop program guidelines in consultation with cities and stakeholders to minimize delay. Staff is also looking to align other funding sources which may be eligible to support Core Connectivity projects.

Staff presented a draft program framework to the Capital Improvement Program Working Group (CIPWG) in October 2017. The draft framework outlined components of the grant program such as the scoring criteria, eligible projects, and local match requirement. The initial feedback from cities were positive and highlighted some remaining issues that require more discussion. These include questions around funding both capital and operating expenses, the ability for project sponsors to request additional funding in future cycles, and eligibility of certain projects. In the coming months, staff will take a revised version for committee review with more details describing specific funding requirements. A future call-for-projects will be issued once the
program guidelines are adopted by VTA Board of Directors and 2016 Measure B funds are available for distribution.

3. Information Sharing and Toolkit Refinement

As the industry of shared mobility and flexible service models continue to evolve, staff will periodically update its mobility toolkit to include new, notable case studies and pilot programs. The toolkit and related resources will be made available on the VTA website.

ADVISORY COMMITTEE DISCUSSION/RECOMMENDATIONS:

The Technical Advisory Committee received this information item at their January 10, 2018 meeting. Committee members made the following comments to staff: 1) liked the collaboration between VTA and the cities on pilot projects; 2) suggested conducting a feasibility study prior to initiating a pilot program to determine possible outcomes and analyze the data first; 3) requested school bus transportation and senior mobility projects be considered for potential funding; 4) commented that projects with demonstrated success should be eligible for ongoing funding; 5) questioned if the Municipal Link Program identified by Nelson\Nygaard would be a criteria of the grant program, and 6) questioned how the two pilot program were selected. Staff clarified that the strategies provided by Nelson\Nygaard are not the basis for the 2016 Measure B grant program criteria and is an example of a program/strategy for Core Connectivity. VTA and the City of Sunnyvale collaborated to develop Peery Park Rides. As part of the Next Network effort, VTA made a commitment for a pilot project to determine what other mobility options are available in Almaden Valley.

The Citizens Advisory Committee received this information item at their January 10, 2018 meeting and discussed the following: 1) VTA standard for bus boardings per hour and VTA prepares a report that notes the bus routes that do not meet the standard; 2) which projects may be eligible for 2016 Measure B funds under the Innovative Mobility Services and Programs; and 3) opportunities for collaboration for mobility solutions.

The Committee for Transportation Mobility and Accessibility received this information item at their January 11, 2018 meeting with minimal discussion.

The Policy Advisory Committee received this information item at their January 11, 2018 meeting. Committee members made the following comments: 1) emphasize innovation and focus on gathering new information to make better policy decisions in the future, 2) look beyond the current technology when thinking about innovative projects, 3) last mile problem is an inhibitor to taking transit and needs to be solved, 4) think of innovation not only in helping solve transportation woes but to make existing transit work better, 5) consider safety as well as the treatment of drivers as criteria in the competitive grant program, and 6) encourage opportunities for public-private partnerships.

STANDING COMMITTEE DISCUSSION/RECOMMENDATIONS:

The Congestion Management Program and Planning Committee received this information item at their January 18, 2018 meeting. Committee members discussed the following: 1) the
performance of AC Transit's FLEX program compared to VTA FLEX, 2) encouraged staff to consider partnering with the West Valley Senior RIDE program, 3) the performance numbers and how they compare to fixed route, 4) the benefits of short-term partnerships to limit VTA's risk, 5) avoid "reinventing the wheel" and partner with pre-established businesses with vehicles and existing technology, and 6) focus on first/last mile and require people to walk to pre-established bus stops rather than door-to-door, point-to-point service.

Prepared By: Aiko Cuenco
Memo No. 6286
ALTERNATIVE TRANSIT DELIVERY STRATEGIES:
Opportunities to increase efficiency of fixed-route transit while maintaining coverage

Through partnerships and other local opportunities, redeploying underperforming transit service with more flexible alternatives can reduce inefficiencies and improve service for customers.

VTA’s Next Network will increase service frequencies within its core network of regionally beneficial services and create new connections to the Milpitas and Berryessa BART stations opening in 2017.

Renewed focus on service quality will provide mobility for more people, but some people will have to travel farther to access the network. Our study goals include:

• Improve service quality
• Increase ridership on VTA services
• Increase farebox recovery ratio
• Provide service coverage cost-effectively

OPTIONS ANALYSIS
The table on the following page lists the emerging mobility partnership strategies that were developed in a two-day discussion of local opportunities and brainstorming workshop. These strategies are listed across the top as columns. Rows represent desirable characteristics of these strategies, such as the strategy’s ease of implementation, or its ability to provide accessible transportation for people with disabilities and older adults. Within the table, each strategy was rated on a scale of high, medium, or low of each characteristic.

This is an unscientific exercise, but assists in prioritizing the set of options based on known information and available opportunities. Using this rubric, the following strategies emerge as good candidates for VTA to explore further.

• Public-Private Partnerships, particularly with transportation network companies
• VTA Grant Programs
• Municipal Subsidies for Additional VTA Service
• Utilizing Excess Paratransit Capacity
• Additional Service Hours in ATU Contract for First/Last Mile Services

The local context where each application might be implemented should be considered as an additional layer of information to craft an appropriate strategic approach.
# PUBLIC-PRIVATE PARTNERSHIPS

<table>
<thead>
<tr>
<th>Tools</th>
<th>TNC Partnerships for First/Last Mile Connections</th>
<th>TNC Partnerships for Temporal Service Gaps</th>
<th>TNC Partnerships for Suburban, Point-to-Point Mobility</th>
<th>TNC Partnerships for Non-ADA Paratransit Services</th>
<th>TNC Partnerships for ADA Paratransit Services</th>
<th>Real-Time Carpooling Partnerships</th>
<th>Microtransit Partnerships for Connecting Lower-Density O/D Demand Zones</th>
<th>Microtransit Partnerships for Premium Fixed-Route Service and Demand Generation</th>
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<tbody>
<tr>
<td>Ease of Implementation</td>
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<td>Cost-Effectiveness</td>
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<td>Potential to Connect to BART and/or Next Network</td>
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<td>Level of Accessibility for Seniors or PwD</td>
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<td>Funding Match Opportunities</td>
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<td>Level of Familiarity of Service Model to Current VTA Customers</td>
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<td>Ability to Fill Coverage Gaps</td>
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<td>Ability to Generate New Ridership</td>
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<td>Level of Flexibility to Tailor Service Design</td>
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## LEVERAGE VTA ACCESS TO FUNDING

- Grant Program for Operating Funding
- Vehicle Loan/Donation Program
- Productivity Augmentation Program – Municipal Subsidies for VTA Service

## LEVERAGE CAPITAL AND OPERATING CAPACITY

- Utilize Excess Paratransit Capacity
- Utilize Additional Service Hours in ATU Contract for First/Last Mile Services

### 7.1.a
Figure 6 Emerging Mobility Partnership Strategies

<table>
<thead>
<tr>
<th>Potential VTA Service Area Markets</th>
<th>Financial Implications</th>
<th>Benefits</th>
<th>Challenges</th>
<th>Strategies to Overcome the Challenges</th>
<th>Examples Where have similar applications been implemented or planned?</th>
</tr>
</thead>
<tbody>
<tr>
<td>What are the basic characteristics of the service area? Are there specific service areas well suited to this mode?</td>
<td>Who bears the cost of the service? How is it funded?</td>
<td>What are the expected benefits of planning, implementing, operating, or maintaining such a service?</td>
<td>What are the expected challenges to planning, implementing, operating, or maintaining such a service?</td>
<td>What are some potential solutions to these challenges?</td>
<td></td>
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<tr>
<td>TNC Partnerships for First/Last Mile Connections</td>
<td>Pilot partnership allows you to “test the demand waters” for localized first/last-mile trips</td>
<td>Pilot nature and technological capabilities of partners allow flexibility to adjust parameters and iterate quickly</td>
<td>Likely reductions in parking demand at transit stations, offering more space for pick-up / drop-off</td>
<td>Appropriately model for first/last-mile trips that cross city boundaries (where cities are not incentivized to serve natural cross-boundary travel patterns)</td>
<td>Title VI – TNCs have developed phone-based concierge services for people without smartphones. Credit card access can be facilitated through “ghost cards”—agency-held accounts into which users deposit cash. And the partnership can be extended to include local taxi companies, which are equipped to take cash and scheduled rides by phone.</td>
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<tr>
<td>First/Last Mile: Mlipitas to BART</td>
<td>Title VI compliance (smartphone, credit card access)</td>
<td>Financial risk of “successful” programs (high usage = high overall subsidy), and risk due to surge pricing</td>
<td>Liability – TNCs are indemnified by their driver partners</td>
<td>Monitoring eligibility – income-based eligibility requires monthly or quarterly monitoring</td>
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<tr>
<td>Almaden Valley to VTA Light Rail</td>
<td>Options to reduce financial risk:</td>
<td></td>
<td>Accessibility / FTA Requirements – how to ensure people using wheelchair have access</td>
<td>Accessibilty / FTA Requirements – how to ensure on-demand service is not in competition with existing agency-run and ATU-operated service</td>
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<tr>
<td>Southern Mt View/Foothill College to Caltrain</td>
<td>• Limit subsidies by time of day, origin, and/or destination</td>
<td>• Pilot partnership allows you to “test the demand waters” for localized first/last-mile trips</td>
<td>Title VI – TNCs have developed phone-based concierge services for people without smartphones. Credit card access can be facilitated through “ghost cards”—agency-held accounts into which users deposit cash. And the partnership can be extended to include local taxi companies, which are equipped to take cash and scheduled rides by phone.</td>
<td></td>
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<tr>
<td>Morgan Hill to Caltrain</td>
<td>• Require the use of shared TNCs trips (Lyft Line, UberPool)</td>
<td>Pilot nature and technological capabilities of partners allow flexibility to adjust parameters and iterate quickly</td>
<td>Liability – TNCs are indemnified by their driver partners</td>
<td>Monitoring eligibility – income-based eligibility requires monthly or quarterly monitoring</td>
<td></td>
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<tr>
<td>Gilroy to Caltrain</td>
<td>• Offer to qualified individuals only (e.g. seniors, people with disabilities, low-income households)</td>
<td>Likely reductions in parking demand at transit stations, offering more space for pick-up / drop-off</td>
<td>Accessibility / FTA Requirements – how to ensure people using wheelchair have access</td>
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<tr>
<td>Foothills/ Mt Pleasant area</td>
<td>• Subsidize fare up to a per-trip cap (e.g. 50% of fare up to $3)</td>
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<td>Accessibility / FTA Requirements – how to ensure on-demand service is not in competition with existing agency-run and ATU-operated service</td>
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<tr>
<td>Alum Rock connections to BART</td>
<td>• Monitor usage of program funds, apply caps as needed in later phase of pilot</td>
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<tr>
<td>Peery Park to Caltrain</td>
<td>• TNC subsidy.</td>
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<tr>
<td>Potential constituents reached:</td>
<td>Funding options: Most localities that have established TNC partnerships have leveraged local or state funding Can target financial benefits to underserved populations</td>
<td>Options to reduce financial risk:</td>
<td>Options to reduce financial risk:</td>
<td></td>
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<tr>
<td>• Low-income families</td>
<td>• Local accessible taxi services can be provided by including a local accessible taxi service in the partnership, or by requiring TNCs to integrate with an operator of a local accessible fleet. Further, FTA’s Mobility On Demand Sandbox program encourages experimentation with existing FTA rules/regulations; agencies may be able to negotiate with FTA to experiment without relying on FTA grant funds.</td>
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<tr>
<td>• Existing and potential transit riders</td>
<td>• Destination liable to take cash and scheduled rides by phone.</td>
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<tr>
<td>• Employees</td>
<td>• TNC subsidy.</td>
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<tr>
<td>• Students</td>
<td>• TNC subsidy.</td>
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Nelson\Nygaard Consulting Associates, Inc. | 40
### Emerging Mobility Partnership Strategies

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<td><strong>Temporal gaps:</strong></td>
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<tr>
<td>Northern and eastern Milpitas to Milpitas BART</td>
<td>Same as above</td>
<td>Targets late night service workers, low-income populations</td>
<td>Same as above</td>
<td><em>Same as above</em></td>
<td><em>PSTA’s TD Late Shift Pilot</em></td>
</tr>
<tr>
<td>Shopping centers to Caltrain, VTA light rail, or BART</td>
<td></td>
<td>Provides trips at lower cost/trip than fixed-route at low-demand times of day</td>
<td><em>PSTA finds low-income workers prefer the taxi partner to the TNC provider, which has increased program costs due to higher taxi fares</em></td>
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<td><em>Lawrence, KS COA – partnership in planning stages</em></td>
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<td>Commuter colleges to Caltrain, VTA light rail, or BART</td>
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<td>Alum Rock to BART</td>
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<td><em>Uber partnerships with colleges, including SJSU</em></td>
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<td><strong>Suburban mobility markets (intra-city trips):</strong></td>
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<tr>
<td>Southern Mountain View</td>
<td>Same as above</td>
<td>Serves trips in areas where VTA coverage is low due to lack of appropriate land use pattern for fixed-route service</td>
<td><em>Financial risk – Risk high subsidies by offering a premium point-to-point service in an area previously served infrequently with fixed-route</em></td>
<td><em>Financial risk – Limit to specific eligible populations, times of day, or specific destinations (e.g., human service providers, medical centers, shopping centers)</em></td>
<td><em>Evensham Township, NJ (targeting drinking establishments)</em></td>
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<tr>
<td>Morgan Hill</td>
<td></td>
<td>Can target specific population groups who are most burdened by a loss of coverage</td>
<td><em>Dialysis trips – high need for return-home trips, potential financial risk</em></td>
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<td><em>Guaranteed Ride Home applications (e.g., LACMTA, Minneapolis/St Paul Metro)</em></td>
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<td>Gilroy</td>
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<td>Almaden Valley</td>
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<td>Alum Rock</td>
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<td>Berryessa</td>
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28 [https://www.uber.com/info/back-to-college-west-coast/](https://www.uber.com/info/back-to-college-west-coast/)
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<td>Who bears the cost of the service? How is it funded?</td>
<td>Opportunity for lower cost per trip</td>
<td>Potential cost savings for agency</td>
<td>Access for wheelchair passengers and unbanked population – if federal funding is used, must provide equivalent service for individuals who need to transport a wheelchair (i.e. wheelchair-accessible vehicles (WAVs) must be on same response times)</td>
<td>Non-ambulatory, unbanked passengers – agency or TNC partners with local accessible vehicle fleet (agency-named or otherwise); ghost cards used for unbanked; concierge call-in reservations service</td>
<td>META’s The Ride Pilot (implemented)</td>
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<td>Risk of usurping cost savings by generating new demand (premium service offering)</td>
<td>Opportunity for same-day service for ADA-eligible customers</td>
<td>VTA Access Program – currently in transition; may be difficult to add new program in short-term</td>
<td>Financial risk – potential to generate new demand for trips, by attracting new individuals to seek eligibility for ADA paratransit who may be existing users of TNCs (paying full fares)</td>
<td>WMATA’s Abilities-Ride (in progress)</td>
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<td></td>
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<td>Potential cost savings for agency</td>
<td>Potential cost savings for agency</td>
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<td>PSTA – Paratransit Demonstration (FTA Mobility on Demand Sandbox grantee)</td>
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<td>Opportunity for same-day service for ADA-eligible customers</td>
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**TNC Partnerships for Non-ADA Paratransit Services**
To reduce cost of ADA paratransit service, offer a premium non-ADA alternative option at lower cost/trip

- Targets ADA-eligible individuals in VTA’s service area
- Opportunity for lower cost per trip
- Potential cost savings for agency
- Access for wheelchair passengers and unbanked population
- Non-ambulatory, unbanked passengers – agency or TNC partners with local accessible vehicle fleet (agency-named or otherwise); ghost cards used for unbanked; concierge call-in reservations service
- Financial risk – pilot with a subset of eligible riders (avoid those who use TNCs already)

**TNC Partnerships for ADA Paratransit Services**
To reduce cost of ADA paratransit service, shift ADA trips to TNCs (as a non-dedicated service provider)

- Targets ADA-eligible individuals in VTA’s service area
- Opportunity for lower cost per trip
- Opportunity for same-day service for ADA-eligible customers
- Driver requirements currently, neither Uber or Lyft drivers meet ADA Paratransit driver requirements (fingerprinting, accessible vehicle training)
- Driver requirements – require partnered TNCs to encourage voluntary participation of drivers in fingerprinting and specialized training to create a pool of ADA-certified drivers
- Vehicle requirements – TNCs do not directly control availability of wheelchair-accessible vehicles in fleets
- Vehicle requirements – limit participation to drivers with wheelchair accessible vehicles; require TNC partners to integrate with local accessible vehicle fleets
- Scheduling – TNCs accept on-demand requests rather than in-advance
- Scheduling – TNCs are testing a scheduling system to allow for in-advance reservations
- Insurance – TNCs driver-partners are not required to have insurance coverage to the standards required by ADA Paratransit operators
- Insurance – TNCs can encourage driver-partners to voluntarily increase insurance coverage to avail the ADA Paratransit market

None to date. TNCs are currently less interested in the ADA market, but rather are pursuing non-ADA partnerships. If these prove successful, the potential to serve ADA trips may increase.
### Emerging Mobility Partnership Strategies

**What Emerging Mobility Partnership Strategies are available to VTA?**

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### Microtransit Partnerships for Connecting Lower-Density Origin-Destination Demand Zones with Dynamic Service

Microtransit can be thought of as privately-funded, privately-operated transit open to the general public. Some microtransit providers’ service model includes serving two lower-density zones, one of which has a cluster of origins and the other a cluster of destinations. Routes, stops, and schedules are determined dynamically, depending on demand.

- O-D demand pairs for service but not sufficient density for fixed-route
- South County to/from North County
- Some east-west trips
- Populations that are more time- than price-sensitive (fares not subsidized)
- Funding partnership allows microtransit to charge same fare as public transit (can provide subsidies and cap at number of trips per month)
- If limited to users with smartphone apps, likely population served will be higher income than local average (possible choice riders)
- Opportunity to use agency resources (vehicles, drivers)

**Funding options:**
- VTA provides operating funds to microtransit provider
- VTA provides user-side subsidies per trip taken
- VTA facilitates market entrance, but provides no financial assistance

### Microtransit Partnerships for Premium Fixed-Route Service and Demand Generation

A second version of microtransit that has emerged involves premium (Wi-Fi, guaranteed seat) fixed-route service operating on a fixed route and schedule, along crowdsourced routes (revealed demand).

- TBD – routes would be crowdsourced from within VTA service area (e.g. to/from BART station, to/from employment clusters)
- Populations that are more time- than price-sensitive (fares not subsidized)

**Same as above**

- Advanced or on-demand reservations available
- Can reserve 24 hours or 5 minutes in advance
- Attracts choice riders
- Connects lower-density residential and employment zones
- Access - Users have to have the mobile app to hail/pay fare
- Market viability – Microtransit operators have not found a market in Santa Clara County yet (unknown interest/viability)
- Efficiency – Concerns about deadhead trips
- Accessibility – unless agency vehicles and drivers are used, these services currently do not serve people who need to transport a wheelchair, nor do their drivers have specialized training for serving people with disabilities or seniors

**Accessibility -** Some microtransit operators may accept printed tickets if passengers without smartphones are able to purchase online and print ahead of boarding

**Market viability –** A public subsidy may help generate sufficient demand

**Accessibility -** Operate in-house, using scheduling and routing software from microtransit provider and agency vehicles and drivers

- City of Austin / Chariot / Movability Austin / Rocky Mountain Institute partnership to serve employees of Whole Foods Market and GSD&M

### Examples

- RideKC: Bridj/KCATA
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<td>Dynamic Carpooling Partnerships for First/Last Mile</td>
<td>First/Last Mile:  - Milpitas to BART  - Almaden Valley to VTA Light Rail  - Southern View/FC to Caltrain  - Morgan Hill to Caltrain  - Gilroy to Caltrain  - Foothills/Mt Pleasant area  - Alam Rock connections to BART  - Peery Park to Caltrain</td>
<td>Opportunity for lower cost/offer than fixed-route or taxi/TNC subsidies  - Opportunity to negotiate level of subsidy with real-time carpool partner, who can dynamically spread a fixed subsidy budget across drivers and riders to attract critical mass  - Mitigate financial risk to agency by capping annual subsidy budget, partner takes on financial risk</td>
<td>Potential to reduce parking demand at high-used transit stations or VTA park-and-ride lots  - Opportunity to incentivize carpooling through provision of guaranteed parking  - Provide coverage in lower-density areas ill-suited to fixed-route service</td>
<td>New concept – has yet to be tested  - May be difficult to generate critical mass in markets where first/last-mile connections most needed  - May be difficult to provide trips at low-demand times of day when fewer trips can be coordinated</td>
<td>New partnership between BART and Scoop will test this model over the next 12 months; Scoop has grown critical mass throughout the Bay Area by partnering directly with large employers; there is an existing user base that will continue to grow through BART partnership  - Focus this solution in zones where peak-period first/last-mile and parking constraints are the concern</td>
<td>BART, MTC, and Scoop (FTA Mobility on Demand Sandbox grantee)</td>
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<tr>
<td>Dynamic Carpooling Partnerships for Long-Distance Express</td>
<td>Agency partnership helps facilitate critical mass for longer-distance carpool trips, connecting residents of lower-density areas of Santa Clara County to centers of employment</td>
<td>Same as above</td>
<td>Provide mobility to communities with limited connections to economic centers of county  - Provide express-like mobility to areas underserved by existing VTA Express service</td>
<td>County partnerships with real-time carpooling apps historically have been less successful than partnerships directly with employers (critical mass problem)  - Avoid competing with VTA’s existing high-productivity express routes</td>
<td>TBD</td>
<td>Carma partnerships with MTC (Bay Area), Austin (Central Texas Regional Mobility Authority), Santa Barbara, and Seattle</td>
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### Emerging Mobility Partnership Strategies

**What Emerging Mobility Partnership Strategies are available to VTA?**

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**Municipal Link Program – Grant Program for Operating Funding**

To replace coverage lost, offer a grant program to municipalities, non-profits, and/or employers to design and operate a localized service (fixed-route, demand-response, or other)

- Municipalities that want to provide transit service above and beyond VTA Core Network Candidate areas include those that do not serve a regional purpose (and therefore are better designed/operated locally)
- Can serve a variety of service areas with needs for:
  - First/last mile connections
  - Off-peak trips
  - Senior trips
  - Point-to-point service
  - Feeder into high-frequency VTA services

**Candidate markets:**
- Palo Alto
- Mountain View
- Saratoga
- Los Gatos
- Milpitas
- Gilroy
- Morgan Hill

**Potential financial arrangements (part of the negotiation):**
- No strings attached / limited implementation guidelines
- Can require cost sharing; improves local interest in success

**Low-cost way to test demand for other types of services in specific markets**

- Allows VTA to focus on core network services
- Municipalities may be interested in banding together to coordinate service

- Capacity/ability of municipality to plan or market services (and VTA staffing capacity to assist)
- Funding for partner services would be capped at the level of cost savings achieved through reducing VTA-operated coverage area
- Temporary nature of grant funding and/or fluctuations in VTA’s funding sources threaten long-term viability of partnered services without resilient local funding sources
- Marketing and branding inconsistency with other VTA services; potential to create a segmented transit system
- Need to coordinate with local operators at VTA interface points

**Consider VTA code/contract implications for:**
- Use of certain VTA funds for general public versus targeted populations
- Ability to increase or decrease VTA service hours or service types provided by union labor
- Fare integration with existing VTA family of services, and potential to adjust fares based on type of service
- Fare recovery requirements by service type

- VTA is a partner in helping partners develop and market services, but is not responsible for operating it
- Allow municipality to cover fares for passengers if local funding is available (at most fares would be VTA fare)
- VTA may be able to share vehicle yards and shared maintenance
- Provide Implementation Guidelines to grantees to ensure services delivered meet mutual goals

- King County Alternative Services Program (e.g. VanShare Program)
- Pace Municipal Dial-a-Ride Program (provides vehicles and operating funding for Dial-a-Ride services in dozens of communities)

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<td>Vehicle Loan/Donation Program (Capital Contributions)</td>
<td>Areas where localized service does not provide a regional benefit Candidate markets: Palo Alto Mountain View Saratoga Los Gatos Milpitas Gilroy Morgan Hill</td>
<td>Could require VTA to make additional capital purchases (new vehicles) if none are ready to retire VTA counts ridership at zero operating cost because agency provides the vehicle</td>
<td>Unknown to VTA whether the capital cost of a vehicle is the barrier that prevents a municipality from providing this service (they need operating dollars) Could be administratively difficult to manage with vehicle maintenance, training, reporting, etc. Limited availability of spare vehicles in good condition Could be redundant with a municipal grant program</td>
<td>- Under Strategies to Overcome Challenges, the bullet with the King County Process – is this supposed to be here? VTA is a partner in helping partners develop and market services, but is not responsible for operating it Allow municipality to cover fares for passengers if local funding is available (at most fares would be VTA fare) VTA may be able to share vehicle yards and shared maintenance Provide Implementation Guidelines to grantees to ensure services delivered meet mutual goals</td>
<td>Pace Municipal Vanpool Program (provides vans to municipalities for use in a locally designed transportation service) LA Metro “Call for Projects” program (provides discretionary capital funding, not vehicles directly)</td>
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<td>Productivity Augmentation Program – Municipal Subsidies for VTA-Operated Service</td>
<td>Candidate markets: Palo Alto Mountain View Saratoga Los Gatos Milpitas Gilroy Morgan Hill</td>
<td>No risk to VTA for low productivity; operations costs covered by local partner Helps VTA overcome farebox recovery loss from low-demand routes</td>
<td>Municipalities already contribute funding to VTA for service of regional significance, so may be reluctant to contribute additional funds for local service Do existing definitions of VTA’s family of services limit VTA to the types of services it can operate (e.g., if municipality requests a specific type of local service outside VTA’s existing family of services)?</td>
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<td>Utilize Excess Paratransit Capacity</td>
<td>VTA has an option within its existing paratransit contract to add additional transit services, which could leverage current paratransit infrastructure so that general public demand-responsive trips within specific zones or times of day could be served with existing resources.</td>
<td>TBD – depends on service design</td>
<td>Increases utilization of existing paratransit infrastructure</td>
<td>May require VTA to design a new service type, in collaboration with paratransit contractor</td>
<td>Additional administration and oversight of new services</td>
<td>ACCESS Transportation Services (Pittsburgh, PA)</td>
</tr>
<tr>
<td>Utilize Additional Service Hours in ATU Contract for First/Last Mile Services</td>
<td>VTA has a contract provision with ATU that allows the agency to subsidize up to 50,000 service hours per year for rail or bus feeder shuttle services not operated by ATU (Caltrain and ACE shuttles not included)</td>
<td>First/Last Mile:  - Milpitas to BART  - Almaden Valley to VTA Light Rail  - Southern Mt View/Foothill College to Caltrain  - Morgan Hill to Caltrain  - Gilroy to Caltrain  - Foothills/Mt Pleasant area  - Alum Rock connections to BART  - Peery Park to Caltrain</td>
<td>Would specify not-to-exceed amount in contract amendment</td>
<td>Flexibility to contract for additional first/last mile shuttle services</td>
<td>Additional administration and oversight of new contracted service</td>
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# Appendix A Comprehensive List of Known Emerging Mobility Public-Private Partnerships

This appendix provides a comprehensive list of known public-private partnerships either in planning or implemented as of mid-October 2016. The list relies on news media accounts as well as information gathered at the Shared Use Mobility Summit (October 2016) and TRB’s Demand-Response Transportation Conference (September 2016).

<table>
<thead>
<tr>
<th>Public Partner(s)</th>
<th>Private Partner(s)</th>
<th>Brief Description of Pilot</th>
<th>Status (Planning or Implemented)</th>
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<td>Altamonte Springs, FL</td>
<td>Uber</td>
<td>In a one-year public-private partnership, the City will pay for 20 percent of all Uber trips that both begin and end within the city limits. To boost commuter rail ridership, the City also subsidize 25 percent of all trips beginning or ending at the Altamonte Springs SunRail station. The City's contract with Uber does not include terms regarding the access of people with disabilities or accommodations for riders without bank accounts or smartphones. $500,000 of City and private funding have been allocated to the program.</td>
<td>Project began in March 2016 and is scheduled to end in March 2017.</td>
<td>FLMF</td>
</tr>
<tr>
<td>Arlington County, VA</td>
<td>TBD</td>
<td>Arlington County is looking to partner with transportation providers such as Uber and Lyft to offer rides from more remote residential areas of the county where bus service to metro stations is limited. The on-demand option would replace some fixed bus service in north Arlington. The service will be available to and from a metro station. Depending on the zone where a rider is picked up, it would be to Ballston, East Falls Church or Courthouse Metro station.</td>
<td>The launch of the service is still several years away.</td>
<td>FLMF</td>
</tr>
<tr>
<td>Baltimore, MD</td>
<td>TBD</td>
<td>A request for bids will be advertised seeking a two-year pilot program to provide microtransit services that will complement the Baltimore Link network. Possible partners include Lyft, Ford, and GM. The project is framed as a response to challenges of socioeconomic mobility, particularly in West Baltimore.</td>
<td>The launch of the service is still several years away.</td>
<td>FLMF</td>
</tr>
<tr>
<td>BART</td>
<td>TBD</td>
<td>San Francisco Bay Area Rapid Transit (BART) will receive $350,000 in USDOT Mobility on Demand funding for an integrated carpool to transit program that will help users find carpool matches as well as match them to their transit destinations. The project will provide a seamless way to reserve and pay for in-demand parking spaces at BART stations, allow preferential parking for carpoolers while increasing transit ridership by improving access to BART stations. The software will include ways to identify drivers with wheelchair-accessible vehicles.</td>
<td>Launch date TBD.</td>
<td>On-demand carpooling</td>
</tr>
<tr>
<td>Centennial, CO</td>
<td>Lyft, Xerox</td>
<td>Riders in a 2-square-mile targeted service area will be able to summon free Lyft rides to and from the Dry Creek light-rail station that serves the city of Centennial, which sits southeast of Denver. Riders will have the option of putting in their request on the Lyft app or on Go Denver, a mobile platform developed by Xerox that integrates scheduling and payment information for transit and ride-hailing services around the metro area. The program is funded by Bloomberg Philanthropies Innovation Team ($45 million total budget), which aims to improve governance through civic-tech partnerships.</td>
<td>Project began in August 2016 and is scheduled to end in February 2017.</td>
<td>FLMF</td>
</tr>
<tr>
<td>Chicago, IL</td>
<td>Getaround</td>
<td>The City of Chicago has partnered with the peer-to-peer car-share company Getaround to participate in an FHWA-funded study of PSP carsharing in low-income, low-density, and suburban communities. The project will rely on Getaround’s connected-car technology, the Getaround Connect™, to collect anonymized trip data to be analyzed and interpreted to help inform future policy and program decisions in the Chicago area.</td>
<td>Project began in August 2015</td>
<td>Software collaboration</td>
</tr>
<tr>
<td>Dallas Area Rapid Transit (DART)</td>
<td>Uber, Lyft, Zipcar</td>
<td>Riders who use DART’s mobile ticketing app “GoPass” will be able to access the Uber app to begin or finish their linked trips. This partnership is intended to encourage linked trips by allowing riders to make multimodal transit/Uber trip purchases within a single app. Similar options are available through Lyft and Zipcar. This project has received $1.2 million in USDOT Mobility on Demand funding.</td>
<td>Project began in April 2015.</td>
<td>Software collaboration</td>
</tr>
<tr>
<td>Denton County Transportation Authority (DCTA)</td>
<td>Uber</td>
<td>Riders traveling within a specified Highland Village Zone will receive a $2 discount on Uber rides, M-F 5:30 am - 7 pm. This program is intended to be a first-mile/last-mile solution for transit riders.</td>
<td>Project began on October 17, 2016.</td>
<td>FLMF</td>
</tr>
<tr>
<td>Evenensham Township, NJ</td>
<td>Uber</td>
<td>To offer alternatives to impaired driving, Evenensham Township is offering free Uber rides for patrons whose trips begin at any of 19 drinking establishments in town between 9 p.m. and 2 a.m., 7 days a week. The program is funded by private donations. Donations from area nonprofits and businesses are also funding a second free ride option that started on Friday: the mobile app BeMyDD, through which people can hire a driver to get both them and their car home.</td>
<td>Project began in October 2015.</td>
<td>Impaired driving alternatives</td>
</tr>
<tr>
<td>GoTriangle</td>
<td>Uber, TransLoc</td>
<td>GoTriangle and TransLoc piloted the Rider mobile app to integrate Uber with the agency’s existing real-time transit information and fare payment mobile app.</td>
<td>Pilot began in March 2016</td>
<td>Software collaboration</td>
</tr>
<tr>
<td>Public Partner(s)</td>
<td>Private Partner(s)</td>
<td>Brief Description of Pilot</td>
<td>Status (Planning or Implemented)</td>
<td>Partnership Type</td>
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<tr>
<td>Hillsborough Area Rapid Transit (HART)</td>
<td>TransDev</td>
<td>HART began a one-year pilot program to connect riders within 3 miles of fixed-route service to the closest sheltered stop or transit center via sourced rides through TransDev. Rides can be haled by mobile app or by call-in option, either on-demand or in advance. Customers pay $3 for the TransDev rides, while HART subsidizes rides for the next $7.</td>
<td>Pilot began July 2016, scheduled to end June 2017</td>
<td>FMLM</td>
</tr>
<tr>
<td>Inland Empire United Way</td>
<td>Uber</td>
<td>Online trip planner targeted toward veterans, developed and managed by Inland Empire United Way. Partnership is with 42 transportation providers, including public transit and Uber. 5 of the 8 transportation providers offer free or reduced-fare trips for veterans.</td>
<td>Program began linking to Uber in September 2016</td>
<td>Software collaboration</td>
</tr>
<tr>
<td>Kansas City Area Transportation Authority (KCATA)</td>
<td>Bridj, Ford</td>
<td>KCATA in Kansas City is partnering with Bridj to provide a new “Ride KC: Bridj” service at peak hours between Downtown/Hospital Hill and the University of Kansas Medical Center. To start, rides are going to cost the same as a KCATA bus ride ($1.50) and the buses will be driven by KCATA employed drivers. Ford has an exclusive contract to provide the vehicles, while Bridj provides the software platform to reserve rides, pay fares, plan trips, and see real-time transit information. KCATA is spending $1.3 million on the one-year pilot program.</td>
<td>Pilot began in March 2016 and is expected to wrap in March 2017.</td>
<td>Software collaboration</td>
</tr>
<tr>
<td>King County Metro, City of Redmond</td>
<td>iCarpool, Uber, Lyft</td>
<td>King County Metro and the City of Redmond have partnered with iCarpool, a mobile ridesharing app, to facilitate carpooling among local commuters. Drivers and riders are able to share the cost of the trip via an automated in-app payment system. The service’s Emergency Ride Home program, carpool users who can’t get a ride home through the iCarpool application are also eligible to receive up to eight free rides with Uber or Lyft per year, limit 60 miles or $120 charge.</td>
<td>Pilot began in September 2015</td>
<td>On-demand carpooling, Guaranteed Ride Home</td>
</tr>
<tr>
<td>LA Metro</td>
<td>Uber</td>
<td>LA Metro has partnered with Uber for their Guaranteed Ride Home programs, which provide reimbursements for emergency trips for employees that travel via transit, bicycle, carpool, or vanpool to get to work. The cost of Uber or Lyft rides is reimbursable up to $3.50/mile.</td>
<td>Partnership began in August 2015</td>
<td>Guaranteed Ride Home</td>
</tr>
<tr>
<td>LA Metro</td>
<td>Lyft</td>
<td>The Los Angeles County Metropolitan Transportation Authority (LA Metro) will receive $1.35 million in USDOT Mobility on Demand funding for a two-region mobility on demand partnership with the car-sharing company, Lyft, in Los Angeles and Seattle. The project will explore the viability of first-mile solutions for trips originating and ending at select transit stops. Customers can use the Lyft app or call a dispatcher phone number, providing equity to lower income individuals.</td>
<td>Launch date TBD.</td>
<td>FMLM</td>
</tr>
<tr>
<td>Los Angeles, CA</td>
<td>Lyft, Zipcar, Xerox</td>
<td>The City of Los Angeles partnered with Xerox to launch the Go LA wayfinding app in January 2016. The app aggregates every available mode of transportation—including transit, car sharing, ride-hailing, private vehicles, and eventually bike-sharing—for a given route and calculates the time, cost, and carbon footprint for each option. As the system learns about its users’ individual travel preferences, it will eventually recommend and highlight personalized commuting options. Future updates to Go LA will also include a single payment system that lets users pay for multiple transportation options through the application.</td>
<td>App launched in January 2016</td>
<td>Software collaboration</td>
</tr>
<tr>
<td>Los Angeles, CA</td>
<td>Zipcar, Car2go, SUMC</td>
<td>The City of Los Angeles received $1.6 million in funding from the California statewide cap-and-trade fund to implement an all-electric car-share pilot in several under-served, low-income communities of central LA: Downtown, Koreatown, Pico-Union, and Westlake. The project will distribute 110 EV charging stations and 100 electric vehicles at on-street and off-street locations throughout the project area, with the hopes of recruiting 7,000 members and delaying/eliminating 1,000 private cars from the roads in the process. The City is still in procurement talks with Zipcar and Car2go and will release an RFP soon.</td>
<td>Three-year pilot, launch date TBD</td>
<td>Car share</td>
</tr>
<tr>
<td>MARTA</td>
<td>Uber</td>
<td>Similar to the Uber partnership with DART, above. MARTA riders can purchase Uber rides within MARTA’s fare payment/trip planning app, “MARTA On the Go,” to simplify the user experience</td>
<td>Partnership began in July 2015</td>
<td>Software collaboration</td>
</tr>
<tr>
<td>MBTA</td>
<td>Uber, Lyft</td>
<td>MBTA is partnering with TNCs to provide paratransit service, similar to DC. The agency is unable to meet current demand on its RIDE paratransit service and looking to save significant money through having some users use ride-hailing apps. The customer pays first $2.00 per trip, and MBTA subsidizes up to $15.00, while customers pay any amount in excess of $15.00 (credit card payment only during pilot period). Trip reservations made by mobile app, but call-in option is available. Driver-partners will undergo third-party safety screenings, vehicle and criminal background record checks and receive educational materials on providing service for RIDE customers with accessibility needs. To promote ADA compliance, MBTA is offering Lyft drivers an additional $12 fare supplement per ride for drivers who use wheelchair accessible vehicles. Post pilot period, MBTA may issue “ghost cards” to customers w/o credit cards, with customers depositing into an account</td>
<td>One-year pilot lasts from October 2016 to September 2017.</td>
<td>Paratransit</td>
</tr>
<tr>
<td>Public Partner(s)</td>
<td>Private Partner(s)</td>
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<td>Status (Planning or Implemented)</td>
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<tr>
<td>Memphis Area Transit Authority (MATA)</td>
<td>Uber, TransLoc</td>
<td>In a partnership similar to that of GoTriangle, Uber will integrate its API into TransLoc’s Rider app, allowing MATA riders to customize several modes of transportation from within a single mobile app.</td>
<td>Software integration began in January 2016</td>
<td>Software collaboration</td>
</tr>
<tr>
<td>Metra</td>
<td>TBD</td>
<td>Metra, the Chicago commuter rail operator, has issued an Invitation for Bids (IFB) for an “Official RideShare Partner” in an effort to increase service while generating non-fare revenue for the agency. The Official RideShare Partner’s image and marketing materials would be featured prominently at rail stations and on the agency’s website. In return (we assume), the rideshare provider would provide discounted rides to Metra passengers whose trips begin or end at Metra rail stations.</td>
<td>The three-year pilot program would begin in 2017 with two one-year options to renew.</td>
<td>FMLM</td>
</tr>
<tr>
<td>Miami-Dade County</td>
<td>Uber, Lyft</td>
<td>In July, Miami-Dade County applied for a $3.5m federal grant to improve public transit, of which $575,000 would be used to subsidize first-mile/last-mile travel to two commuter rail stations, Miami-Dade County. Miami-Dade County will develop commuter trip reduction software, a mobility aggregation multimodal trip planning app, workplace parking rebates and analytics to compare commutes in order to reduce vehicle commuting. It is unclear if the multimodal trip planning app will include links to TNCs. The pilot program has received $1.1 million in federal USDOT Mobility on Demand funding.</td>
<td>No word on the timeline for this partnership</td>
<td>FMLM</td>
</tr>
<tr>
<td>Minneapolis/St Paul Metro Transit</td>
<td>Uber, Lyft</td>
<td>Similar to the Guaranteed Ride Home program for LACMTA, above. Registered users who take transit, carpool, walk or cycle to work regularly can take Uber rides in emergencies and receive reimbursement up to four times or $100 in value annually.</td>
<td>Began in August 2015. Guaranteed Ride Home</td>
<td>Software integration in September 2015</td>
</tr>
<tr>
<td>Minneapolis/St Paul Metro Transit</td>
<td>Hourcar</td>
<td>In 2015, the Twin Cities car sharing company HOURCAR upgraded its vehicle technology to recognize the chips in Metro Transit Go-to cards. This technology allows members to swipe a registered transit pass to lock and unlock the doors of any HOURCAR vehicle. Partnerships began in October 2015.</td>
<td>Software integration began in January 2016</td>
<td>Software collaboration</td>
</tr>
<tr>
<td>MTC</td>
<td>Scoop, Carma, Carzac, Duet, Muv, Hovee</td>
<td>MTC is partnering its existing S1L RideShare program with several carpool-oriented TNCs to expand carpool options for Bay Area commuters. Scoop is mainly marketed to large employers in the Bay Area for commute trips but can also be used for discretionary trips. In addition to dynamic ride-sharing services offered on a peer-to-peer basis, Carma offers car-share services (“Carma Zoom”) for mid-day errands at major employer centers through a separate partnership with City CarShare. During rush hours, the car-share vehicles convert to dynamic ride-sharing vehicles available by on-demand reservation. Other similar dynamic carpool apps that have partnered with MTC include Carzac, Duet, Muv, and Hovee.</td>
<td>Partnerships began in October 2015.</td>
<td>On-demand carpooling</td>
</tr>
<tr>
<td>MWCOG</td>
<td>Commuter Connections</td>
<td>MWCOG has released an on-demand carpooling app, Carpool Now, that matches drivers and riders in real time. The service is free of charge and relies on peer-to-peer connections.</td>
<td>App launched in September 2016</td>
<td>On-demand carpooling</td>
</tr>
<tr>
<td>Nashville MTA</td>
<td>Uber, Lyft</td>
<td>Metro Nashville transit officials are in preliminary talks about forming a partnership with ride-sharing services Uber and Lyft in a push to expand mobility options and ways for customers to pay fares. The pilot would cost $500,000. The plan is being discussed as part of a smartride-based fare payment system.</td>
<td>Software integration began in January 2016</td>
<td>Software collaboration</td>
</tr>
<tr>
<td>Palo Alto, CA</td>
<td>TBD</td>
<td>City of Palo Alto, CA, will develop commuter trip reduction software, a mobility aggregation multimodal trip planning app, workplace parking rebates and analytics to compare commutes in order to reduce vehicle commuting. It is unclear if the multimodal trip planning app will include links to TNCs. The pilot program has received $1.1 million in federal USDOT Mobility on Demand funding.</td>
<td>Software integration began in January 2016</td>
<td>Software collaboration</td>
</tr>
<tr>
<td>Pierce County Public Transportation Benefit Area Corporation</td>
<td>TBD</td>
<td>The Pierce County Public Transportation Benefit Area Corporation will receive funding for the Limited Access Connections project, an initiative connecting Pierce Transit local service, Sound Transit/Sounder regional service, and local ride-share companies in order to increase regional transit use. This project has received $205,000 in USDOT Mobility on Demand funding.</td>
<td>Software integration began in January 2016</td>
<td>Software collaboration</td>
</tr>
<tr>
<td>Pima County, AZ</td>
<td>RubyRides, Metropia</td>
<td>The RTA received a federal USDOT Mobility on Demand grant of $669,000 for a first-mile/last-mile, on-demand transit service partnership, titled “Adaptive Mobility with Reliability and Efficiency (AMORE).” The project will target the Rita Ranch master-planned community north of Tucson. Partners include navigation software firm Metropia and the TNC RubyRides.</td>
<td>Software integration began in January 2016</td>
<td>Software collaboration</td>
</tr>
<tr>
<td>Pinellas Suncoast Transit Authority</td>
<td>Uber, United Taxi</td>
<td>In its “Direct Connect” partnership, Pinellas Suncoast Transit Authority began paying half or up to $3 towards last mile/first mile Uber rides to and from bus stops or transit stations. The Direct Connect partnership replaced the East Lake Connector service and was the first of its kind in the U.S. Smartphone users will be directed to a mobile app, connected with Uber rides, while riders without smartphones can call-in their reservations and will be directed to a traditional cab company, United Taxi. PSTA allocated $40,000 for the first six months of the partnership, a 50% savings over the East Lake Connector’s operating costs. The partnership has since expanded countywide to offer unlimited, on-demand Uber or United Taxi rides for $1.</td>
<td>Partnership began in February 2016 and was expanded in fall 2016.</td>
<td>FMLM</td>
</tr>
<tr>
<td>Public Partner(s)</td>
<td>Private Partner(s)</td>
<td>Brief Description of Pilot</td>
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<td>Partnership Type</td>
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</tr>
<tr>
<td>Pinellas Suncoast Transit Authority</td>
<td>Uber, United Taxi</td>
<td>Pinellas Suncoast Transit Authority began a partnership in August 2016, called “TD Late Shift”, to provide unemployed or low-income residents up to 23 rides per month. Rides must be to/from homes or workplaces between 9 PM and 6 AM, as this program is specifically aimed at late-shift workers who cannot access other PSTA service that typically ends at 10 PM. Program was funded through a $300,000 state grant from the Commission for the Transportation Disadvantaged.</td>
<td>Partnership began in August 2016</td>
<td>Subsidized microtransit for low-income people</td>
</tr>
<tr>
<td>Pinellas Suncoast Transit Authority</td>
<td>TBD</td>
<td>The Pinellas Suncoast Transit Authority will receive $500,000 in USDOT Mobility on Demand funding for the Paratransit Mobility on Demand Demonstration, a set of partnerships with a taxi company, a paratransit service and a car-sharing company to develop a model to provide more cost-effective on-demand door-to-door paratransit service. The project will feature a central dispatch software that provides users with a selection of transportation service providers based on an estimated time of pickup, available payment types, and physical limitations.</td>
<td>Launch date TBD.</td>
<td>Paratransit</td>
</tr>
<tr>
<td>Sacramento Regional Transit</td>
<td>Uber, Lyft, Yellow Cab</td>
<td>In its “StationLink” program, Sacramento Regional Transit provides up to $5 off on Uber, Lyft, or Yellow Cab for all trips beginning or ending at one of six light rail stations, limited to 10 discounted rides per rider. Wheelchair-accessible rides and cash payment rides are available by calling Yellow Cab. SRT has allocated $50,000 for the six-month pilot.</td>
<td>Partnership began on October 3, 2016 and may last up to six months.</td>
<td>FMLM</td>
</tr>
<tr>
<td>SEPTA</td>
<td>Uber</td>
<td>In a summer 2016 pilot program, SEPTA commuter rail riders taking Uber to or from 11 Regional Rail stations in the four counties surrounding Philadelphia will get 40 percent off the cost of their Uber ride. The discount can be no more than $10 per trip. SEPTA officials are concerned that a lack of parking at SEPTA rail stations may suppress rider travel demand. The goal of the pilot is to study whether discounted Uber trips can encourage greater commuter rail ridership.</td>
<td>Pilot project was in effect Memorial Day - Labor Day 2016</td>
<td>FMLM</td>
</tr>
<tr>
<td>Town of Breckenridge, CO</td>
<td>Lyft</td>
<td>Breckenridge is in preliminary talks about partnering with Lyft to subsidize first mile/last mile connections, up to $10 subsidy per ride. At this level of subsidy the pilot program would cost about $450,000 per year.</td>
<td>Proposed in March 2016, launch date as early as winter 2016/2017</td>
<td>FMLM</td>
</tr>
<tr>
<td>TriMet</td>
<td>Lyft</td>
<td>In a partnership similar to that of GoTriangle, MATA, Lyft will integrate its API into TriMet's mobile ticketing app (RideTap), allowing MATA riders to customize several modes of transportation from within a single mobile app. Other services like car-share provider Car2go and Biketown bike-share stations will soon be available. This partnership has received $500,000 in USDOT Mobility on Demand funding</td>
<td>Software integration began in May 2016</td>
<td>Software collaboration</td>
</tr>
<tr>
<td>Valley Metro Rail</td>
<td>TBD</td>
<td>Valley Metro Rail of Phoenix will receive $1m in federal USDOT Mobility on Demand funding for an app-based mobility platform that integrates mobile ticketing and multimodal trip planning. The network will include a range of mobility providers, including ride-hailing, bike sharing, and car-sharing companies.</td>
<td>Launch date TBD.</td>
<td>Software collaboration</td>
</tr>
<tr>
<td>Vermont Agency of Transportation</td>
<td>TBD</td>
<td>The Vermont Agency of Transportation will receive funding for a statewide transit trip planner that will enable flex-route, hail-a-ride, and other non-fixed-route services to be incorporated in mobility apps. The online trip planner for both fixed and flexible transit services particularly benefits non-traditional rural transit system users, allowing universal access to transit information, including to people with disabilities. This project has received $480,000 in USDOT Mobility on Demand funding.</td>
<td>Launch date TBD.</td>
<td>Software collaboration</td>
</tr>
<tr>
<td>WMATA / Metro Access</td>
<td>Uber</td>
<td>Metro in Washington DC is looking to partner with Uber for paratransit service. The agency cannot keep up with demand given its current fleet. While Uber’s vehicles are generally not handicap accessible, approximately 70% of Metro Access users do not require a wheelchair. The agency said then that it would pay up to $15 per trip to the contracting company and cover a $12 surcharge applied to trips in wheelchair-accessible vehicles (current trips cost Metro about $44 per trip). Customers would be restricted to four trips daily - either direct or shared rides - and would not be required to book trips 24 hours in advance, as they are currently. Metro estimates the program could save $26m annually.</td>
<td>The new program would be called “Abilities-Ride” and would launch March 2017.</td>
<td>Paratransit</td>
</tr>
</tbody>
</table>
Core Connectivity Program Update

Board of Directors Meeting
February 2018
Program Background

- Evaluate new service models and mobility strategies
- Increase connectivity to VTA’s core frequent network
- Phase 1 – Core Connectivity Toolkit, FLEX Pilot (completed)
- Phase 2 – Demonstration projects, ongoing research (current)
## Core Connectivity Toolkit

Increase connectivity to VTA's core network through **new and existing** service delivery options and strategies

<table>
<thead>
<tr>
<th>Traditional Mobility Strategies</th>
<th>Emerging Mobility Strategies</th>
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<tbody>
<tr>
<td>• Demand-response transit</td>
<td>• Public-private partnerships (e.g. TNC, microtransit)</td>
</tr>
<tr>
<td>• Ridesharing</td>
<td>• Grant programs for innovative mobility projects</td>
</tr>
<tr>
<td>• Community shuttles</td>
<td>• Excess paratransit capacity</td>
</tr>
<tr>
<td>• Subscription bus</td>
<td>• Dynamic carpooling</td>
</tr>
<tr>
<td>• Taxi vouchers</td>
<td>• Public-public partnerships (e.g. school districts)</td>
</tr>
<tr>
<td>• Shared ride taxi</td>
<td>• Future technology/service models</td>
</tr>
<tr>
<td>• Express bus service models</td>
<td></td>
</tr>
<tr>
<td>• Point-to-point assisted rides</td>
<td></td>
</tr>
</tbody>
</table>
Research Findings

- Publicly-operated on-demand transit can increase coverage but is not yet cost effective
- Flexible transit service models have low productivity
- Emerging mobility services are still rapidly evolving, making it difficult for public agencies to know where the real opportunities lie for their agencies and contexts
## Flexible Service Models = Low Productivity

<table>
<thead>
<tr>
<th>Sample Service</th>
<th>Passengers Trip/Vehicle Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>VTA minimum ridership standard</td>
<td>15</td>
</tr>
<tr>
<td>General public dial-a-ride</td>
<td>0-3</td>
</tr>
<tr>
<td>Paratransit</td>
<td>0-2</td>
</tr>
<tr>
<td>Uber/Lyft/Taxi</td>
<td>1-3</td>
</tr>
<tr>
<td>IT-enabled demand response</td>
<td>0-5</td>
</tr>
</tbody>
</table>
Sample Data from Microtransit Pilot Projects

- Reviewed 20+ pilot programs
- Performance of these services = high cost, low utilization

<table>
<thead>
<tr>
<th>Pilot Name</th>
<th>Toolkit Model</th>
<th>Agency</th>
<th>Passenger Trip Per Hour</th>
<th>Cost Per Trip</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ride KC Freedom (Bridj)</td>
<td>Microtransit for premium fixed route</td>
<td>KCATA</td>
<td>n/a</td>
<td>$878</td>
</tr>
<tr>
<td>VTA FLEX</td>
<td>Microtransit for first/last mile</td>
<td>VTA</td>
<td>0.4</td>
<td>$299</td>
</tr>
<tr>
<td>AC Transit FLEX</td>
<td>Microtransit for connecting lower demand OD zones</td>
<td>AC Transit</td>
<td>5</td>
<td>$63.57 (Castro Valley FLEX)</td>
</tr>
<tr>
<td>GO Centennial</td>
<td>TNC for first/last mile</td>
<td>City of Centennial</td>
<td>n/a</td>
<td>$48.50</td>
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<tr>
<td>West Salem Connector</td>
<td>Microtransit for connecting lower demand OD zones</td>
<td>Cherriots</td>
<td>3.3</td>
<td>$17.65 (compared to $9.40 fixed route replacement)</td>
</tr>
</tbody>
</table>
Core Connectivity Program

- Explore ways to leverage funding and partnership opportunities to deliver cost-effective alternative mobility solutions

- Program activities include but not limited to:
  - Demonstration projects (2 proposed pilot concepts)
  - Matching funding resources with projects
  - Ongoing research
Demonstration Projects

- **Pilot #1: Demand response pilot**
- Use case: Suburban coverage-oriented service
- Study market(s): Almaden Valley, South County
- What’s new:
  - Possible delivery through Paratransit contract utilizing excess capacity on Paratransit vehicles (new model)
  - Implementation details to be determined
Demonstration Projects

- **Pilot #2: Peery Park Rides**
- Use case: First/last mile service
- Study market: Sunnyvale’s Peery Park employment district
- What’s new:
  - Jointly funded by MTC grant, VTA, City and local TMA
  - Service will be designed to meet Caltrain in peak hours
  - 2019 implementation schedule
Funding Opportunities

- Grant Programs
  - VTA’s 2016 Measure B “Innovative Mobility Models & Programs”
  - MTC’s Climate Initiatives Grant Program
  - BAAQMD’s Pilot Trip Reduction Grant Program
  - MTC’s Lifeline Transportation Grant
  - Other
- Cost sharing through public-private partnerships
Next Steps

- Develop pilot concept and service details for two demonstration projects
- Present draft framework for competitive grant program (2016 Measure B funds)
- Identify additional funding sources to support Core Connectivity projects
VTA service cuts to "low productivity" routes made much of VTA’s network unusable, resulting in huge ridership losses (>30%).

Since 1990, three large service cuts and a major systemwide restructuring all followed VTA’s Next Network philosophy. It didn’t work.

There is simply not enough bus service overall. VTA operates 1/3 less service than it promised to Measure A voters in 2000. VTA offers less service today than in 1990, despite the county’s population growing by 25%.

Source: VTA
Created by the Almaden Valley Community Association
## Current Bus System Data
### October 2017

### Demographic Information
- Adult
- Adult Express
- Youth 5-18
- Senior

<table>
<thead>
<tr>
<th>Facility</th>
<th>Routes by Service Type</th>
<th>Fare Information</th>
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<td></td>
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</tr>
<tr>
<td></td>
<td></td>
<td>Fare Information</td>
</tr>
</tbody>
</table>

### Park and Ride Data
- No. of Lots
- Parking Spaces
- Bus
- Light Rail
- Commuter
- Total

### Historical Data

#### Network Analysis

- **2017**
  - Adult
  - Adult Express
  - Youth 5-18
  - Senior

- **2016**
  - Adult
  - Adult Express
  - Youth 5-18
  - Senior

- **2015**
  - Adult
  - Adult Express
  - Youth 5-18
  - Senior

- **2014**
  - Adult
  - Adult Express
  - Youth 5-18
  - Senior

- **2013**
  - Adult
  - Adult Express
  - Youth 5-18
  - Senior

- **2012**
  - Adult
  - Adult Express
  - Youth 5-18
  - Senior

- **2011**
  - Adult
  - Adult Express
  - Youth 5-18
  - Senior

- **2010**
  - Adult
  - Adult Express
  - Youth 5-18
  - Senior

- **2009**
  - Adult
  - Adult Express
  - Youth 5-18
  - Senior

- **2008**
  - Adult
  - Adult Express
  - Youth 5-18
  - Senior

- **2007**
  - Adult
  - Adult Express
  - Youth 5-18
  - Senior

- **2006**
  - Adult
  - Adult Express
  - Youth 5-18
  - Senior

- **2005**
  - Adult
  - Adult Express
  - Youth 5-18
  - Senior

- **2004**
  - Adult
  - Adult Express
  - Youth 5-18
  - Senior

- **2003**
  - Adult
  - Adult Express
  - Youth 5-18
  - Senior

- **2002**
  - Adult
  - Adult Express
  - Youth 5-18
  - Senior

- **2001**
  - Adult
  - Adult Express
  - Youth 5-18
  - Senior

- **2000**
  - Adult
  - Adult Express
  - Youth 5-18
  - Senior

- **1999**
  - Adult
  - Adult Express
  - Youth 5-18
  - Senior

- **1998**
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  - Youth 5-18
  - Senior

- **1997**
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  - Youth 5-18
  - Senior

- **1996**
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  - Youth 5-18
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- **1994**
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  - Adult Express
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  - Senior

- **1993**
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  - Youth 5-18
  - Senior

- **1992**
  - Adult
  - Adult Express
  - Youth 5-18
  - Senior

- **1991**
  - Adult
  - Adult Express
  - Youth 5-18
  - Senior

- **1990**
  - Adult
  - Adult Express
  - Youth 5-18
  - Senior

- **1989**
  - Adult
  - Adult Express
  - Youth 5-18
  - Senior

- **1988**
  - Adult
  - Adult Express
  - Youth 5-18
  - Senior

---

*Source: California Department of Finance*
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<th>January 2018</th>
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<td>126</td>
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<td>57</td>
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</tr>
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<td>34</td>
<td>27</td>
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<td>Light Rail Cases</td>
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<th>VTA Fare Inspectors</th>
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<tr>
<td>Total Passengers Checked</td>
<td>35,287</td>
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<tr>
<td>Total Citations</td>
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<td>86</td>
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</table>
FEDERAL

**FY 2018 Appropriations:** Congress has until Thursday, February 8 to take action to keep the government funded, having just ended a government shutdown on January 22, 2018. The federal government has been functioning under a series of Continuing Resolutions (CR) since the previous fiscal year ended on September 30, 2017. While funding for the Children’s Health Insurance Program (CHIP) was extended for six years with the passage of the current CR, other key factors that led to the breakdown in negotiations in January remain. Senate Majority Leader Mitch McConnell helped to end the shutdown with a vow to allow floor debate on a legislative fix for the Deferred Action for Childhood Arrivals (DACA) Program, but President Trump’s other immigration demands present a challenge for members of both parties seeking compromise. With the March 8 deadline for the DACA program looming, Democrats continue to use the budget process as a way to leverage a final deal on DACA. One week remains in the current funding agreement, and no agreements have been reached on spending caps for defense and domestic programs. Before an FY 2018 appropriations deal can be made, Congress also needs to raise spending caps for defense and domestic programs, or risk across-the-board spending cuts, known as “sequestration”, if current caps are exceeded.

The Budget Control Act of 2011 requires that budget caps for FY 2018 and FY 2019 must be raised to fund defense and domestic programs at authorized levels. Since the end of 2017, congressional Republicans have been pushing for a defense funding level of $626.4 billion for FY2018, $77.3 billion above the FY 2018 defense cap. However, Congress cannot appropriate defense funding at this level until the defense spending cap is raised, or risk the entire increase being cancelled through sequestration. The non-defense spending cap for FY 2018 is $516 billion, which Democrats also want raised in parity with defense spending. Little movement on these disagreement points to another potential CR to fund the government through March 9.

**National Infrastructure Initiative:** The Trump Administration continues to deliberate on a detailed proposal for a national infrastructure initiative, with early drafts being leaked to the public in mid-January. The White House is now expected to share an updated proposal as part of the President’s budget recommendations in February. During his State of the Union address on January 30, President Trump increased the estimated total combined public and private investment in infrastructure under the plan, to $1.5 trillion. Of this amount, only $200 billion would come from direct federal investment, as the Administration has previously indicated. However, these draft proposals seem to indicate that the federal funding may come from cuts to Amtrak and repurposing existing programs, and may not represent new investments. These early drafts also emphasize streamlining environmental reviews and permitting processes and the Administration continues to support funding for innovative technologies such as automated vehicles, and narrowing federal investment in infrastructure projects of regional and national significance with funding plans that rely more of state and local support. According to the Congressional Budget Office, three-quarters of the more than $416 billion spent on transportation, drinking water, and wastewater infrastructure in the United States in 2014 came from state and local governments.
STATE

SB 1 (Beall) Implementation: VTA began 2018 moving quickly to take advantage of a range of competitive grant programs and formula funding made available with the passage of SB 1 (Beall) the “Road Repair and Accountability Act of 2017” this past April. SB 1 was designed to make a massive impact on the maintenance and expansion of California’s local streets and roads, highways and transit systems. VTA estimates more than $30 million allocated by formula to the cities and approximately $20 million to the County in Santa Clara County for the maintenance of local roads. Other increases in funding distributed by formula include almost $9 million in State Transit Assistance Program funds, $4.3 million to fund light rail vehicle mid-life overhauls, and $9 million toward the Eastridge to BART Regional Connector through the Local Partnership Program.

In addition, VTA is also applying for funding from various competitive grant programs within SB 1, for projects located across Santa Clara County. The California Transportation Commission (CTC) is expected to adopt several programs of grant awards in May 2018. Among the competitive grant programs that VTA has applied for funding:

• **Solutions for Congested Corridors Program:** $33 million for US 101 Express Lanes Project, Phase 3 from the San Mateo County border to SR 237, part of a joint application with San Mateo and Caltrans.

• **Local Partnership Program – Competitive:** $17 million for the construction of the US 101/Mathilda Avenue Interchange Improvements.

• **Trade Corridor Enhancement Program:** $4.4 million for planning and environmental work at US 101/SR 25.

• **Transit and Intercity Rail Capital Program (TIRCP):** $730 million over seven years for Phase 2 of the BART extension.

SB 1 is a comprehensive measure that would raise an estimated $5 billion annually to address the broad range of critical transportation infrastructure needs facing communities across the state. Funding for these programs comes from several fuel taxes and fees increases that went into effect on November 1, 2017. SB 1 establishes the Road Maintenance and Rehabilitation Account to be funded with revenues generated from these new sources:

• A 12 cent per gallon increase in the gasoline excise tax, indexed annually to inflation.

• An increase of 20 cents per gallon in the diesel excise tax, also indexed annually to inflation. Half of the revenues from this increase would be deposited into the Road Maintenance and Rehabilitation Account and the other half the revenues would go to a new Trade Corridor Enhancement Account for corridor-based freight projects nominated by local agencies and the state.
New revenues for public transit also took effect in November, 2017:

- A new diesel sales tax rate of 3.5 percent for the State Transit Assistance Program (STA). Public transit agencies could use their formula shares for any eligible STA operating or capital expenditure.

- A new diesel sales tax rate of 0.5 percent for intercity and commuter rail. Under the provisions of SB 1, 50 percent of the revenues would be allocated by the California State Transportation Agency (CalSTA) to the three state-supported intercity rail operators, including the Capital Corridor Joint Powers Authority. Each intercity rail operator would receive a minimum of 25 percent of these funds, with CalSTA having the flexibility to allocate the remainder to any operator. The other 50 percent of the revenues derived from this diesel sales tax would be distributed by CalSTA to the state’s five commuter rail operators, including Caltrain. For FY 2018 through FY 2020, each commuter rail operator would receive an equal share. SB 1 allows intercity and commuter rail operators to use these dollars for either operating or capital expenditures.

Two other funding sources are being phased in after the fuel tax increases. On January 1, 2018, a portion of the revenues from a new transportation improvement fee assessed annually, ranging from $25 to $175 based on the market value of an individual’s vehicle. This fee would be indexed to inflation annually. $350 million per year (adjusted annually for inflation) from the revenues generated by the new transportation improvement fee to be split 70 percent to the Transit and Intercity Rail Capital Program ($245 million), and 30 percent to the STA program ($105 million).

Effective July 1, 2020, a new vehicle registration surcharge of $100 per year imposed on zero-emission vehicles, which would be indexed to inflation every year. This surcharge would be paid starting with the second year of ownership of a new zero-emission vehicle model year 2020 or later.

Additionally, SB 1 requires the repayment of $706 million in prior-year loans made to the General Fund from various transportation accounts over the next three fiscal years. The entire amount is required to be repaid no later than June 30, 2020.

Revenues generated by tax and fee increases under SB 1 would be protected from diversion to non-transportation purposes, subject to voter approval. A companion bill to SB 1, ACA 5 (Frazier), requires a constitutional amendment to be placed on the June 2018 statewide ballot that would protect these funds from being borrowed or otherwise used for anything other than their specified transportation infrastructure improvement purposes.
REGIONAL

Regional Measure 3: On January 24, 2018 the MTC, serving as the Bay Area Toll Authority (BATA), approved a resolution authorizing the placement of a Bay Area bridge toll increase known as Regional Measure 3 (RM 3) on the June 5, 2018 ballot. SB 595 (Beall) authorizes the measure which, with voter approval, would increase bridge tolls by $3. Revenues generated would fund a defined program of projects designed to reduce congestion or make travel improvements in the toll bridge corridors. In Santa Clara County, the framework includes the following regionally significant projects:

- BART Silicon Valley Extension Project, Phase 2 = $375 million.
- Expansion of the San Jose Diridon Station Complex = $100 million.
- Eastridge to BART Regional Connector = $130 million

Express Lanes projects in Santa Clara County are eligible to compete for a portion of the RM 3 funding, and VTA may conduct, administer and operate express lanes to the border with the City and County of San Francisco, subject to an agreement with the City/County Association of Governments of San Mateo County and the San Mateo County Transportation Authority.

The adopted resolution establishes the election date, and the schedule for phasing in the $3 increase. The toll increase would be phased in a dollar at a time starting in 2019, with the last increase in 2025. Other regionally significant projects in the RM 3 program include: the expansion of Muni and BART fleets, Dumbarton Corridor Improvements, and highway interchange improvements at US 101/SR 92 and I-680/SR 84.
FOR INFORMATION ONLY

Silicon Valley Berryessa Extension Project

Currently, the Berryessa Extension Project is 98.5% complete with no changes in unallocated contingency of $150 million.

Dynamic train control testing (testing train movements along the 10-mile extension from the project’s control center) continues to progress and is expected to be completed in spring 2018. Once this phase of testing is complete, VTA will turn the project over to BART to perform integration testing, which is the process of fully integrating the Berryessa Extension with the rest of the BART system and operating it from BART’s Operations Control Center. The conversion of BART’s Warm Springs/South Fremont Station from an end-of-the line station to a pass-through station, which started in December 2017, is forecasted to finish in February 2018. Once BART completes the conversion of the Warm Springs/South Fremont Station, testing to integrate the Berryessa Extension into the overall BART system can begin.

Finish work and system testing within the Milpitas and Berryessa/North San Jose Station buildings is almost complete and installation of hardscape and landscape, including sustainability features, throughout the two transit center campuses is projected to be complete by February 2018.

Community Outreach staff continued developing community engagement action plans leading up to the opening of the extension. Staff also continued to provide advanced noticing for the remaining impactful construction activities and testing operations throughout the project corridor; and conducted tours for vendors responding to the parking vendor Request for Proposals, VTA Employee Activities Committee, and Engineering & Program Delivery Division.
**Phase II Extension Activities**

VTA’s request to extend the Project Development Phase of the New Starts Funding Program is being processed by the Federal Transit Administration. Based on the November 2017 Phase II Tunnel Technology Methodology Peer Agency Review, staff has initiated a schedule of activities to refine the single-bore configuration to satisfy BART’s operational safety concerns, and to further explore construction impact mitigation strategies for the Downtown San Jose Station.

In mid-January, VTA and BART staff met with the VTA’s tunnel design teams to comprehensively review the twin bore tunneling design and studies developed to date; and review current codes, standards, and design criteria requirements. Preparations are underway for a workshop that will be held with industry experts in early February to review the proposed approach and sequence for the construction of the Downtown San Jose Station in the twin bore configuration. In addition the expert panel will also brainstorm ideas to reduce the impacts of twin bore tunneling. The project team also continues to work on refinements to the single bore configuration to address some of the observations of the peer review panel.

It is anticipated that these activities will result in the development of single and twin bore options that satisfy the operational, safety, and community impact concerns of VTA, BART and the community at large. If VTA’s request to FTA to extend Project Development is granted, VTA’s Board of Directors would be asked to approve a project description in April 2018, with a Record of Decision anticipated in June 2018.

Prepared By: Kevin Kurimoto, Sr. Management Analyst
Memo No. 6260
BART Silicon Valley Program Update

VTA Board of Directors Meeting

February 1, 2018
Phase I Update
Berryessa Extension Progress

Station Construction
Complete landscaping, station interiors and exteriors

Static Testing
Perform all communications, track and signal tests

Dynamic Testing
Test train movements along 10-mile extension

Integration Testing
Integrate 10-mile extension with existing BART system

Safety Certification
Certify the safety and reliability of the integrated 10-mile extension

Passenger Service

FEB 2018
O&M Agreement Status

Ongoing Negotiating Efforts:

• Regular daily communications
• Three negotiating sessions per week between BART and VTA staff
• Monthly executive meetings

Tentative Board Dates:

• VTA Board approval                April 5, 2018
• BART Board 1st Reading            April 12, 2018
• BART Board approval               April 26, 2018
Phase II Update
FTA’s New Starts Funding Program Update

• FTA granted VTA’s request to extend the Project Development phase of FTA’s New Starts Funding Program to June 2018

• 3 month extension will be used to refine the design considerations for twin-bore and single-bore tunneling methodologies
  • Updated cost estimate and schedule needed to enter New Starts Engineering
Refining Phase II Design Considerations

• VTA and BART staff met with VTA’s tunnel design teams to comprehensively review the design and studies developed to date; and review current codes, standards, and design criteria requirements
  • Twin-Bore meeting: January 16, 2018
  • Single-Bore meeting: January 30, 2018

• In early February a workshop will be held with industry experts to review the proposed approach and sequence for the construction of the Downtown San Jose Station in the twin-bore configuration
Refining Phase II Design Considerations

• VTA continues to work on refinements to the single-bore configuration to address some of the observations of the peer review panel

• VTA is conducting a series of technical meetings with BART during the month of February
Phase II Environmental Process Update

• Final SEIS/SEIR will be published mid-February
  • Final document will include all comments and responses received on the draft document

• VTA Board will be asked to approve Project Description in April 2018

• Record of Decision anticipated in June 2018
Phase II Extension Timeline

- **Environmental Clearance**: 2018
- **FTA Record of Decision**: 2nd Qtr 2018
- **New Starts Engineering**: 2019
- **Receive FTA Full Funding Grant Agreement**: 3rd Qtr 2020
- **Project Construction**: 2021-2023
- **BART System Testing**: 2024
- **Passenger Service**: 2026

*Based on preliminary schedule for planning purposes.*
Questions?
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
    Board of Directors

FROM: Board Chairperson, Sam Liccardo

SUBJECT: Appointments to Ad Hoc Financial Stability Committee

Policy-Related Action: No
Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Approve the appointment of the following Board Members to the Santa Clara Valley Transportation Authority (VTA) Ad Hoc Financial Stability Committee:

Jeannie Bruins representing small city groups. Chair
Cindy Chavez representing Santa Clara County
Johnny Khamis representing City of San José

Approve the following Stakeholder Group representatives to the VTA Ad Hoc Financial Stability Committee:

VTA Policy Advisory Committee (PAC)
VTA Citizens Advisory Committee (CAC)
VTA Committee for Transportation Mobility and Accessibility (CTMA)

Santa Clara County City Managers Association
Santa Clara Coalition of Chambers of Commerce
Silicon Valley Leadership Group (SVLG)
Transit Justice Alliance
SPUR
Amalgamated Transit Union Local 265 (ATU)
Service Employees International Union Local 521 (SEIU)
Transportation Authority Engineers & Architects Association Local 21 (TAEA)
American Federation of State, County, and Municipal Employees Local 101 (AFSCME)
South Bay AFL-CIO Labor Council

Each Stakeholder Group to have one representative and one alternate.
BACKGROUND:

At the January 4, 2018 Board of Directors Meeting I announced the formation of committee to address the structural deficit that VTA is currently facing. While we were successful in using Reserve Funds to address the shortfall last fiscal year, this is not a sustainable approach.

As the Board knows VTA’s role is to provide transit service, congestion management and the construction of transportation projects. We are justifiably proud of success in delivering transportation projects on time and on budget. Our transit system is known for reliability and safety. Our planning provides state of the art guidance to cities and the county on transportation related issues. We provided valuable technical and financial assistance to regional transportation partners like Caltrain, ACE and Santa Cruz Express. All of these efforts are at risk unless we address the immediate and long term financial challenges we face.

DISCUSSION:

The proposed committee is anticipated to meet on a monthly basis from now until June 2018 in order to come up with recommendations and approaches to address our immediate financial challenge. While it may take longer to reach a recommendation(s) on long term challenges, I believe we should target no longer than a year to reach conclusion.

Because of the short time frames involved, I am asking the chair persons of PAC, CAC and CTMA to appoint their representative and alternate. I request that the other Stakeholders named above provide written notice to VTA’s Board Secretary of their appointment and alternate in the manner consistent with their organizations practice.

The work plan of the committee is anticipated to cover:

- Review of structural deficit
- Review of current budget
- Future economic outlook
- Review relevant Board adopted policies
- Review of Board adopted priorities to address shortfall
- Address recommended actions and target reductions
- Submit recommendations to Board of Directors

The Committee will function under the Brown Act. All meetings will be publicly noticed and open to the public.

Previous committees established for this purpose have arrived at consensus recommendations. While this is the desired outcome, the committee’s recommendation will be considered the action of the three VTA Board members appointed. Their vote is to be informed by the vote of the Stakeholders who will each have one vote.

The Board of Directors will be open to hearing alternative recommendations in the event consensus is not reached in order to inform their decision.
It is imperative that the committee be formed quickly in order to address the serious financial consequences we face if no action is taken.

**ALTERNATIVES:**

There are no viable alternatives to solving this financial challenge.

**FISCAL IMPACT:**

The fiscal impact of creating this committee is de minimis.

Prepared by: Jim Lawson, Director of Government Affairs/Executive Policy Advisor
Memo No. 6445
CALL TO ORDER

The Regular Meeting of the Congestion Management Program & Planning Committee (CMPP) was called to order at 10:02 a.m. by Chairperson Khamis in Conference Room B-106, 3331 North First Street, San José, California.

1. ROLL CALL

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<tr>
<th>Attendee Name</th>
<th>Title</th>
<th>Status</th>
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<td>Johnny Khamis</td>
<td>Chairperson</td>
<td>Present</td>
</tr>
<tr>
<td>John McAlister</td>
<td>Member</td>
<td>Absent</td>
</tr>
<tr>
<td>Raul Peralez</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Savita Vaidhyanathan</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Dev Davis</td>
<td>Alternate Member</td>
<td>N/A</td>
</tr>
<tr>
<td>VACANT – Group 2</td>
<td>Alternate Member</td>
<td>--</td>
</tr>
</tbody>
</table>

A quorum was present.

2. PUBLIC PRESENTATIONS

Roland Lebrun, Interested Citizen, expressed concern on issues pertaining to Joint Development and congestion management, noting importance of maintaining parking facilities at the Ohlone/Chynoweth Light Rail Station. He urged to conduct a study on lessons learned from the Cottle Road development in the City of San Jose, suggested parking enforcement strategy via Clipper, and to defer Joint Development considerations until parking removal impacts are known.

3. ORDERS OF THE DAY

There were no Orders of the Day.
4. **Committee 2018 Vice Chairperson Election**

Chairperson Khamis highlighted the importance of the Committee’s input on issues related to congestion management and exploring ways to provide mobility solutions for all modes of transportation, including cars and buses on highways.

Chairperson Khamis opened the floor for nominations.

Member Vaidhyanathan nominated Member Peralez as the Committee Vice Chairperson.

**M/S/C (Vaidhyanathan/Peralez)** to close the nominations and elect Member Peralez as the Committee's Vice Chairperson for calendar year 2018.

**RESULT:** APPROVED [UNANIMOUS] – Agenda Item #4

**MOVED:** Savita Vaidhyanathan, Member

**SECONDER:** Raul Peralez, Member

**AYES:** Khamis, Peralez, Vaidhyanathan

**NOES:** None

**ABSENT:** McAlister

**CONSENT AGENDA**

5. **Regular Meeting Minutes of December 21, 2017**

**M/S/C (Peralez/Vaidhyanathan)** to approve the Regular Meeting Minutes of December 21, 2017.

6. **2018 Congestion Management Program and Planning (CMPP) Committee Meeting Schedule**

**M/S/C (Peralez/Vaidhyanathan)** to approve the 2018 Congestion Management Program and Planning (CMPP) Committee Meeting Schedule.

**RESULT:** APPROVED [UNANIMOUS] – Consent Agenda Items #5-6

**MOVED:** Raul Peralez, Vice Chairperson

**SECONDER:** Savita Vaidhyanathan, Member

**AYES:** Khamis, Peralez, Vaidhyanathan

**NOES:** None

**ABSENT:** McAlister

**REGULAR AGENDA**

7. **Core Connectivity Program Update**

Aiko Cuenco, Transportation Planner, provided a brief background and overview of the staff report, highlighting: 1) Core Connectivity Toolkit; 2) summary of research findings, noting flexible service models show low productivity; 3) sample data from select microtransit pilot projects; 4) current Core Connectivity Program activities, including demonstration projects; 5) funding opportunities; and 6) next steps.
Public Comment

Mr. Lebrun expressed conditional support of the program, noting the need to be more proactive on costs. He opined autonomous vehicles could be a cost effective solution.

Members of the Committee and staff discussed partnership opportunities, operations, and cost and ridership performance of various pilot projects. Members of the Committee commented the following: 1) consider service for seniors and students; 2) on-demand mobile application features should be appealing; and 3) flexible service should connect passengers to transit or popular destinations rather than a door-to-door service.

Nuria I. Fernandez, General Manager and CEO, noted forthcoming VTA Board of Directors workshop meeting topic on the future of transportation in Santa Clara County.

On order of Chairperson Khamis and there being no objection, the Committee received an update on VTA's Core Connectivity Program and related implementation efforts.

8. Update on SB 743 and LOS-to-VMT Transition

Robert Swierk, Principal Transportation Planner, provided a brief background and overview of the staff report, highlighting: 1) VTA guidance on Level of Service (LOS) analysis for development projects; 2) the "three-legged stool" of transportation analysis of development projects and impacts of SB 743 to CEQA, Congestion Management Programs (CMPs), and local policies; 3) summary of VTA perspective on SB 743; 4) VTA activities to date on SB 743 and next steps; and 5) VTA's goals and objectives for LOS to Vehicle Miles Traveled (VMT) transition.

Staff noted the link to the January 23, 2018, VTA webinar on the LOS-to-VMT transition would be shared with the Committee via email.

Public Comment

Mr. Lebrun commented on the increase in VMT surrounding the Cottle Road development. He expressed concern that Joint Development efforts could reduce parking supply and discourage transit access.

A brief discussion ensued regarding impacts of SB 743 to local practices. A concern was expressed on the legislation’s impact to infill housing developments.

On order of Chairperson Khamis and there being no objection, the Committee received a presentation on the latest milestones in the implementation of Senate Bill 743 and the transition from Level of Service (LOS) to Vehicle-Miles-Traveled (VMT) in transportation impact analysis.
OTHER ITEMS

9. **Items of Concern and Referral to Administration**
   
   Member Vaidhyanathan noted she would be participating in an upcoming Transit Agency Board Member Workshop organized and led by *TransitCenter*.

   Chairperson Khamis requested updates to the State Route (SR) 85 and SR 87 corridor studies be brought forward to the Committee at a future meeting.

10. **Committee Work Plan**
    
    On order of Chairperson Khamis and there being no objection, the Committee reviewed the Work Plan.

11. **Committee Staff Report**
    
    Chris Augenstein, Deputy Director of Planning & Programming and Staff Liaison, provided a written report to the Committee, highlighting: 1) VTA webinar on SB 743 LOS-to-VMT Update; 2) development of SB 1 funded programs application; and 3) summary of Highways and Express Lanes Program activities.

12. **Chairperson's Report**
    
    Chairperson Khamis noted his attendance to a recent *SV@Home* meeting, and expressed he was pleased to see several local cities engaged in addressing housing issues in the region.

13. **Determine Consent Agenda for the February 1, 2018, Board of Directors Meeting**
    
    **CONSENT:**
    
    None.
    
    **REGULAR:**
    
    **Agenda Item #7.** Receive an update on VTA's Core Connectivity Program and related implementation efforts.

14. **ANNOUNCEMENTS**
    
    There were no Announcements.

15. **ADJOURN**
    
    On order of Chairperson Khamis, and there being no objection, the meeting was adjourned at 11:06 a.m.

    Respectfully submitted,

    Michelle Oblena, Board Assistant
    VTA Office of the Board Secretary
CALL TO ORDER

The Regular Meeting of the Administration and Finance Committee (A&F) was called to order at 12:01 p.m. by Chairperson O’Neill in Conference Room B-106, VTA River Oaks Campus, 3331 North First Street, San Jose, California.

1. ROLL CALL

<table>
<thead>
<tr>
<th>Attendee Name</th>
<th>Title</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Larry Carr</td>
<td>Vice Chairperson</td>
<td>Present</td>
</tr>
<tr>
<td>David Cortese</td>
<td>Alternate Member</td>
<td>NA</td>
</tr>
<tr>
<td>Dev Davis</td>
<td>Alternate Member</td>
<td>NA</td>
</tr>
<tr>
<td>Daniel Harney</td>
<td>Alternate Member</td>
<td>NA</td>
</tr>
<tr>
<td>Sam Liccardo</td>
<td>Member</td>
<td></td>
</tr>
<tr>
<td>Teresa O’Neill</td>
<td>Chairperson</td>
<td>Present</td>
</tr>
<tr>
<td>Ken Yeager</td>
<td>Member</td>
<td>Present</td>
</tr>
</tbody>
</table>

A quorum was present.

2. PUBLIC PRESENTATIONS:

Roland Lebrun, Interested Citizen, made the following comments: 1) informed the Committee about an incident that happened when taking VTA light rail; 2) noted VTA should have signal priority; and 3) suggested relocating Clipper readers at the end of the VTA light rail platform.

3. ORDERS OF THE DAY

There were no Orders of the day.

4. Determine the Committee Vice Chairperson for calendar year 2018.

Chairperson O’Neill opened the floor for nominations.

Member Liccardo nominated Member Yeager as the Committee Vice Chairperson.

Due to conflicts with certain A&F meeting dates, Member Yeager declined the position of Vice Chairperson and nominated Larry Carr.
M/S/C (Yeager/Liccardo) to close the nominations and elect Larry Carr as the Committee Vice Chairperson for 2018.

<table>
<thead>
<tr>
<th>RESULT:</th>
<th>ELECTED 2018 VICE CHAIRPERSON</th>
</tr>
</thead>
<tbody>
<tr>
<td>MOVER:</td>
<td>Agenda Item #4</td>
</tr>
<tr>
<td>SECONDER:</td>
<td>Sam Liccardo, Member</td>
</tr>
<tr>
<td>AYES:</td>
<td>Larry Carr, Member</td>
</tr>
<tr>
<td>NOES:</td>
<td>Carr, Liccardo, O’Neill, Yeager</td>
</tr>
<tr>
<td>ABSENT:</td>
<td>None</td>
</tr>
</tbody>
</table>

CONSENT AGENDA
Chairperson O’Neill noted a member of the public’s request to comment on Agenda Item #5., Approve the Regular Meeting Minutes of December 21, 2017.

5. (Removed from the Consent Agenda and placed on the Regular Agenda.)
Approve the Regular Meeting Minutes of December 21, 2017.

6. 2018 A&F Committee Meeting Schedule
M/S/C (Liccardo/Carr) to approve the 2018 Administration and Finance (A&F) Committee Meeting Schedule.

7. Quarterly Purchasing Report October 1 through December 31, 2017
M/S/C (Liccardo/Carr) to review the Quarterly Purchasing Report for October 1 through December 31, 2017.


<table>
<thead>
<tr>
<th>RESULT:</th>
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<td>Larry Carr, Member</td>
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<tr>
<td>AYES:</td>
<td>Carr, Liccardo, O’Neill, Yeager</td>
</tr>
<tr>
<td>NOES:</td>
<td>None</td>
</tr>
<tr>
<td>ABSENT:</td>
<td>None</td>
</tr>
</tbody>
</table>

NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.
REGULAR AGENDA

5. **Regular Meeting Minutes of December 21, 2017**

Mr. Lebrun directed the Committee to page 2 of 6, Agenda Item #9. Authorization for Addition of Sites to VTA Joint Development Portfolio, paragraph 3, and clarified his statement was the Bay Area Rapid Transit (BART) Milpitas Station should have been built underneath the elevated VTA light rail station, which would then eliminate the need for a connector between the two stations.

M/S/C (Liccardo/Carr) to approve the Regular Meeting Minutes of December 21, 2017, as amended.

<table>
<thead>
<tr>
<th>RESULT:</th>
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<td>Larry Carr, Member</td>
</tr>
<tr>
<td>AYES:</td>
<td>Carr, Liccardo, O’Neill, Yeager</td>
</tr>
<tr>
<td>NOES:</td>
<td>None</td>
</tr>
<tr>
<td>ABSENT:</td>
<td>None</td>
</tr>
</tbody>
</table>

6. **Silicon Valley Express Lanes Electronic Toll Systems Integration Services - Task Order #2**

Gene Gonzalo, Engineering Group Manager, provided an overview of the staff report.

Discussion ensued about the following: 1) reasons for the multiple task orders, noting it was part of the Request for Proposal (RFP) strategy; 2) 2018 State Transportation Improvement Program (STIP) funding already programmed; and 3) any opportunities for other funding sources.

**Public Comment**

Mr. Lebrun made the following comments: 1) expressed concern about long wait times due to ramp metering; 2) expressed concern about motorists using surface streets to avoid ramp meters; 3) provided suggestions on which area to focus efforts to decongest traffic; and 4) suggested incentivizing motorists to use Caltrain from the Blossom Hill Station.

M/S/C (Carr/Liccardo) to recommend that the VTA Board of Directors authorize the General Manager to execute Task Order #2A for $693,604 and Task Order #2B for $3,512,769 with TransCore to perform Design Development Services for the Silicon Valley Express Lanes Program Phase 3 Electronic Toll System (ETS) for a total amount of $4,206,373, with Task Order #2B to be issued when the 2018 State Transportation Improvement Program (STIP) funds are secured.

<table>
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<th>RESULT:</th>
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<td>Sam Liccardo, Member</td>
</tr>
<tr>
<td>AYES:</td>
<td>Carr, Liccardo, O’Neill, Yeager</td>
</tr>
<tr>
<td>NOES:</td>
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</tr>
<tr>
<td>ABSENT:</td>
<td>None</td>
</tr>
</tbody>
</table>
10. **Delegation of Authority for VTA Highway Projects**

Ron Golem, Deputy Director of Real Estate, provided an overview of the staff report.

**M/S/C (Liccardo/Carr)** to recommend that the VTA Board of Directors; 1) Authorize the General Manager to execute all documents required for VTA’s acquisition (or possession and use) of the requisite right-of-way, or properties used for replacement rights or public infrastructure, for the VTA Capital Program for Highways and the 2016 Measure B Program, where: (a) the purchase price equals the statutory offer of just compensation established for the property; or (b) the purchase price is within 15% above the statutory offer of just compensation established for the property; and 2) Authorize the General Manager to execute all documents necessary to convey easement rights or fee title for the requisite right-of-way, or replacement rights or public infrastructure, for the VTA Highway Program projects and the 2016 Measure B program, to: (a) utility providers for replacement rights, along with requisite access rights, related to utility relocations; and (b) public agencies for the operation and maintenance of public infrastructure.

<table>
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<th>RESULT:</th>
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<td>SECONDER:</td>
<td>Larry Carr, Member</td>
</tr>
<tr>
<td>AYES:</td>
<td>Carr, Liccardo, O’Neill, Yeager</td>
</tr>
<tr>
<td>NOES:</td>
<td>None</td>
</tr>
<tr>
<td>ABSENT:</td>
<td>None</td>
</tr>
</tbody>
</table>

11. **Approval of RFP for Milpitas Transit Center Joint Development Site**

Mr. Golem provided an overview of the staff report.

Discussion ensued about the following: 1) if in-lieu fees for affordable housing are to be considered, the Board must review the policy for in-lieu fees and its implementation prior to the approval of the joint development; 2) ensure that the language relating to in-lieu fees is clear so that affordable housing units can be built; 3) consider minimum height and density requirements as part of the RFP; and 4) the possibility of pursuing air rights for a future development.

**Public Comment**

Mr. Lebrun recommended that the first several stories of this building site be used for parking to buffer the housing development from transportation noise.

**M/S/C (Yeager/Carr)** to recommend that the VTA Board of Directors authorize the General Manager to issue a competitive Request for Proposals (RFP) for the Milpitas Transit Center Joint Development site. The solicitation will seek proposals to design, finance, build and operate a Transit-Oriented Development consistent with the Milpitas Transit Area Station Plan, pursuant to a long-term ground lease from VTA. VTA staff will review all submittals and recommend a developer to the Board of Directors for an Exclusive Negotiations Agreement (ENA).
OTHER ITEMS

12. Items of Concern and Referral to Administration

There were no items of Concern and Referral.

13. Committee Work Plan

Raj Srinath, Chief Financial Officer, made the following comments for the February 2018 A&F meeting: 1) reported the Monthly Investment Report will be placed on the regular agenda; and 2) consultants from NEPC Investment and Cheiron Consulting will provide a presentation on VTA’s investment activities.

On order of Chairperson O’Neill and there being no objection, the Committee reviewed the Committee Work Plan.

14. Committee Staff Report

There was no Committee Staff Report.

15. Chairperson’s Report

There was no Chairperson’s Report.

16. Determine Consent Agenda for the February 1, 2018 Board of Directors Meeting

CONSENT:

Agenda Item #9. Recommend that the VTA Board of Directors authorize the General Manager to execute Task Order #2A for $693,604 and Task Order #2B for $3,512,769 with TransCore to perform Design Development Services for the Silicon Valley Express Lanes Program Phase 3 Electronic Toll System (ETS) for a total amount of $4,206,373, with Task Order #2B to be issued when the 2018 State Transportation Improvement Program (STIP) funds are secured.

Agenda Item #10. Recommend that the VTA Board of Directors; 1) Authorize the General Manager to execute all documents required for VTA’s acquisition (or possession and use) of the requisite right-of-way, or properties used for replacement rights or public infrastructure, for the VTA Capital Program for Highways and the 2016 Measure B Program, where: (a) the purchase price equals the statutory offer of just compensation established for the property; or (b) the purchase price is within 15% above the statutory offer of just compensation established for the property; and 2) Authorize the General Manager to execute all documents necessary to convey easement rights or fee title for the requisite right-of-way, or replacement rights or public infrastructure, for the
VTA Highway Program projects and the 2016 Measure B program, to: (a) utility providers for replacement rights, along with requisite access rights, related to utility relocations; and (b) public agencies for the operation and maintenance of public infrastructure.

**Agenda Item #11.** Recommend that the VTA Board of Directors authorize the General Manager to issue a competitive Request for Proposals (RFP) for the Milpitas Transit Center Joint Development site. The solicitation will seek proposals to design, finance, build and operate a Transit-Oriented Development consistent with the Milpitas Transit Area Station Plan, pursuant to a long-term ground lease from VTA. VTA staff will review all submittals and recommend a developer to the Board of Directors for an Exclusive Negotiations Agreement (ENA).

**REGULAR:**

None.

17. **Announcements**

There were no Announcements.

18. **Adjournment**

On order of Chairperson O’Neill and there being no objection, the meeting adjourned at 12:34 p.m.

Respectfully submitted,

Theadora Abraham, Board Assistant  
VTA Office of the Board Secretary
NOTICE OF CANCELLATION

NOTICE IS HEREBY GIVEN that the Santa Clara Valley Transportation Authority Safety, Security, and Transit Planning and Operations Committee meeting scheduled for Thursday, January 18, 2018, at 3:00 p.m. has been cancelled.

The next regular meeting of the Santa Clara Valley Transportation Authority Safety, Security, and Transit Planning and Operations Committee is scheduled for Friday, February 16, 2018, at 12:00 p.m. in Conference Room B-106, Building B, 3331 North First Street, San Jose, California.

Thalia Young, Board Assistant
VTA Office of the Board Secretary
Technical Advisory Committee

Wednesday, January 10, 2018

MINUTES

CALL TO ORDER

The Regular Meeting of the Technical Advisory Committee (TAC) was called to order at 1:30 p.m. by Chairperson Morley in Conference Room B-106, Santa Clara Valley Transportation Authority (VTA), 3331 North First Street, San José, California.

1. ROLL CALL

<table>
<thead>
<tr>
<th>Attendee Name</th>
<th>Title</th>
<th>Representing</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Todd Capurso</td>
<td>Member</td>
<td>City of Campbell</td>
<td>Present</td>
</tr>
<tr>
<td>Amy Olay</td>
<td>Alternate Member</td>
<td>City of Campbell</td>
<td>N/A</td>
</tr>
<tr>
<td>Timm Borden</td>
<td>Member</td>
<td>City of Cupertino</td>
<td>Present</td>
</tr>
<tr>
<td>David Stillman</td>
<td>Alternate Member</td>
<td>City of Cupertino</td>
<td>N/A</td>
</tr>
<tr>
<td>Girum Awoke</td>
<td>Member</td>
<td>City of Gilroy</td>
<td>Absent</td>
</tr>
<tr>
<td>Gary Heap</td>
<td>Alternate Member</td>
<td>City of Gilroy</td>
<td>Present</td>
</tr>
<tr>
<td>Susanna Chan</td>
<td>Member</td>
<td>City of Los Altos</td>
<td>Present</td>
</tr>
<tr>
<td>Aruna Bodduna</td>
<td>Alternate Member</td>
<td>City of Los Altos</td>
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<tr>
<td>Steve Erickson</td>
<td>Member</td>
<td>City of Milpitas</td>
<td>Absent</td>
</tr>
<tr>
<td>Steve Chan</td>
<td>Alternate Member</td>
<td>City of Milpitas</td>
<td>Absent</td>
</tr>
<tr>
<td>Jeannie Hamilton</td>
<td>Member</td>
<td>City of Monte Sereno</td>
<td>Absent</td>
</tr>
<tr>
<td>VACANT</td>
<td>Alternate Member</td>
<td>City of Monte Sereno</td>
<td></td>
</tr>
<tr>
<td>Scott Creer</td>
<td>Member</td>
<td>City of Morgan Hill</td>
<td>Absent</td>
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<tr>
<td>David Gittleson</td>
<td>Alternate Member</td>
<td>City of Morgan Hill</td>
<td>Present</td>
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<tr>
<td>Helen Kim</td>
<td>Member</td>
<td>City of Mountain View</td>
<td>Present</td>
</tr>
<tr>
<td>Dawn Cameron</td>
<td>Alternate Member</td>
<td>City of Mountain View</td>
<td>N/A</td>
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<tr>
<td>Joshua Mello</td>
<td>Vice Chairperson</td>
<td>City of Palo Alto</td>
<td>Present</td>
</tr>
<tr>
<td>Philip Kamhi</td>
<td>Alternate Member</td>
<td>City of Palo Alto</td>
<td>N/A</td>
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<tr>
<td>John Ristow</td>
<td>Member</td>
<td>City of San José</td>
<td>Present</td>
</tr>
<tr>
<td>Jessica Zenk</td>
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<td>City of San José</td>
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<tr>
<td>VACANT</td>
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<td>-</td>
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<tr>
<td>Dennis Ng</td>
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<td>City of Santa Clara</td>
<td>Present</td>
</tr>
<tr>
<td>John Cherbone</td>
<td>Member</td>
<td>City of Saratoga</td>
<td>Present</td>
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<tr>
<td>Macedonio Nunez</td>
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<tr>
<td>Shahid Abbas</td>
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<td>City of Sunnyvale</td>
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<tr>
<td>Lillian Tsang</td>
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<tr>
<td>Harry Freitas</td>
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<td>County of Santa Clara</td>
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<tr>
<td>Ellen Talbo</td>
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<tr>
<td>Allen Chen</td>
<td>Member</td>
<td>Town of Los Altos Hills</td>
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<tr>
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<td>Alternate Member</td>
<td>Town of Los Altos Hills</td>
<td>-</td>
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<tr>
<td>Matt Morley</td>
<td>Chairperson</td>
<td>Town of Los Gatos</td>
<td>Present</td>
</tr>
<tr>
<td>Lisa Petersen</td>
<td>Alternate Member</td>
<td>Town of Los Gatos</td>
<td>N/A</td>
</tr>
</tbody>
</table>
A quorum was present.

2. ORDERS OF THE DAY

There were no Orders of the Day.

3. PUBLIC PRESENTATIONS

There were no Public Presentations

4. Committee Staff Report

- General Manager’s Report


Member Freitas arrived at the meeting and took his seat at 1:36 p.m.

Member Abbas arrived at the meeting and took his seat at 1:39 p.m.

Public Comment

Roland Lebrun, Interested Citizen, made suggestions on organizational structure, light rail service modification, and paratransit outreach.

Chairperson Morley expressed appreciation to Ms. Fernandez for her presentation and commended VTA on its 2018 priorities.

Chris Augenstein, Deputy Director of Planning and Programming, provided a brief report, noting: 1) summary of actions the VTA Board of Directors (Board) took at their January 4, 2018, meeting; and 2) overview of fare and service changes for 2018.

On order of Chairperson Morley, and there being no objection, the Committee received the Committee Staff Report.

5. Chairperson’s Report

There was no Chairperson’s Report.

6. Reports from TAC Working Groups

There were no reports from the Capital Improvement Program (CIP), Systems Operations and Management (SOM), and Land Use/Transportation Integration (LUTI) Working Groups.
CONSENT AGENDA

7. Regular Meeting Minutes of December 13, 2017

M/S/C (Abbas/Ng) to approve the Regular Meeting Minutes of December 13, 2017.

RESULT: APPROVED [UNANIMOUS] – Consent Agenda Item # 7
MOVER: Shahid Abbas, Member
SECONDER: Dennis Ng, Alternate Member
AYES: Abbas, Borden, Capurso, Susanna Chan, Chen, Cherbone, Freitas, Gittleson (Alt.), Heap (Alt.), Kim, Mello, Morley, Ng (Alt.), Ristow
NOES: None
ABSENT: Awoke, Creer, Steve Chan (Alt.), Erickson, Hamilton

REGULAR AGENDA

8. Core Connectivity Program Update

Aiko Cuenco, Transportation Planner, provided a brief background and overview of the staff report, highlighting: 1) key findings from the study; 2) summary of microtransit pilot outcomes from other transit agencies; 3) Core Connectivity Program implementation, including planned demonstration projects; 4) grant program for community-based mobility projects through 2016 Measure B; 5) overview of Mobility Toolkit; and 6) next steps.

Members of the Committee made the following comments: 1) consider transportation for seniors and school service as part of the program; 2) there should be a feasibility study before initiating a pilot program; 3) projects with demonstrated success should be eligible for ongoing funding; and 4) consider impact to local congestion relief in the project evaluation process.

On order of Chairperson Morley, and there being no objection, the Committee received an update on VTA’s Core Connectivity Program and related implementation efforts.

9. Update on SB 743 and LOS-to-VMT Transition

Robert Swierk, Principal Transportation Planner, provided background and overview of the staff report, highlighting: 1) the "three-legged stool" of transportation analysis in development projects; 2) overview of Senate Bill (SB) 743 impacts to the California Environmental Quality Act (CEQA), Congestion Management Programs (CMP), and local policies; 3) summary of SB 743 key benefits from VTA perspective; 4) VTA activities to date on SB 743; 5) VTA’s goals and objectives for LOS-to-VMT transition; and 6) schedule and next steps

NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.
Public Comment

Mr. Lebrun noted the development around Cottle Road in South San Jose and its congestion impacts to adjacent freeways. He urged for better pedestrian access to transit, faster light rail travel speeds, and to maintain parking at Tamien Station.

Members of the Committee and staff briefly discussed Infill Opportunity Zone designation and correlation of VTA’s travel demand model and local transportation analysis.

On order of Chairperson Morley, and there being no objection, the Committee received presentation on the latest milestones in the implementation of Senate Bill 743 and the transition from Level of Service (LOS) to Vehicle-Miles-Traveled (VMT) in transportation impact analysis.

OTHER

10. Update on Metropolitan Transportation Commission (MTC) Activities and Initiatives

Ex-Officio Member Trivedi provided a report, highlighting: 1) MTC and Association of Bay Area Governments (ABAG) planning staff merger; 2) proposed Santa Clara County projects under SB 1; 3) ongoing discussion to place the Regional Measure 3 on the June 2018 ballot; 4) Priority Development Areas (PDA) planning grant opportunities due in March 2018, noting informational workshop scheduled at VTA; and 5) Caltrans planning grant opportunities due on February 23, 2018.

On order of Chairperson Morley, and there being no objection, the Committee received an update on MTC Activities and Initiatives.

11. Update on Caltrans Activities and Initiatives

Ex-Officio Member Saleh expressed appreciation of the Committee for their feedback at last month’s meeting and distributed iTEAM contact information and their roles. He provided a brief update, noting: 1) change to striping standards to accommodate autonomous vehicles in the future, beginning with segments of US-101 and SR-85; 2) announced Fariba Zohoury, Regional Project Manager, will be assisting the iTEAM in Dina El-Tawansy’s absence, projected until June 2018; and 3) forthcoming SB 1 grant opportunities.

On order of Chairperson Morley, and there being no objection, the Committee received an update on Caltrans Activities and Initiatives.

12. Update on Santa Clara Valley Water District (SCVWD) Activities and Initiatives

Alternate Ex-Officio Member Hakes noted the SCVWD Board approved its preliminary capital improvement program at their January 9, 2018, meeting, and highlighted next steps.

On order of Chairperson Morley, and there being no objection, the Committee received an update on SCVWD Activities and Initiatives.
13. **TAC Committee Work Plan**

Chairperson Morley directed attention to the revised Committee Work Plan at their places.

**On order of Chairperson Morley** and there being no objection, the Committee reviewed the TAC Committee Work Plan.

14. **ANNOUNCEMENTS**

There were no Announcements.

15. **ADJOURN**

**On order of Chairperson Morley**, and there being no objection, the meeting was adjourned at 2:53 p.m.

Respectfully submitted,

Michelle Oblena, Board Assistant  
VTA Office of the Board Secretary
CALL TO ORDER

The Regular Meeting of the Citizens Advisory Committee (CAC)/2000 Measure A Citizens Watchdog Committee (CWC) was called to order at 4:02 p.m. by Chairperson Wadler in Conference Room B-106, VTA River Oaks Campus, 3331 North First Street, San Jose, California.

1. ROLL CALL

<table>
<thead>
<tr>
<th>Attendee Name</th>
<th>Title</th>
<th>Represents</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aboubacar Ndiaye</td>
<td>Member</td>
<td>South Bay AFL-CIO Labor Council</td>
<td>Present</td>
</tr>
<tr>
<td>Stephen Blaylock</td>
<td>Member</td>
<td>Mass Transit Users</td>
<td>Present</td>
</tr>
<tr>
<td>Aneliza Del Pinal</td>
<td>Member</td>
<td>Senior Citizens</td>
<td>Present</td>
</tr>
<tr>
<td>Chris Elias</td>
<td>Vice Chairperson</td>
<td>Environmentalists</td>
<td>Present</td>
</tr>
<tr>
<td>Sharon Fredlund</td>
<td>Chairperson</td>
<td>BOMA Silicon Valley</td>
<td>Present</td>
</tr>
<tr>
<td>William Hadaya</td>
<td>Member</td>
<td>SCC Chambers of Commerce Coalition</td>
<td>Absent</td>
</tr>
<tr>
<td>Ray Hashimoto</td>
<td>Member</td>
<td>Homebuilders Assn. of No. CA</td>
<td>Present</td>
</tr>
<tr>
<td>Aaron Morrow</td>
<td>Member</td>
<td>Disabled Community</td>
<td>Present</td>
</tr>
<tr>
<td>Matthew Quevedo</td>
<td>Member</td>
<td>Silicon Valley Leadership Group</td>
<td>Present</td>
</tr>
<tr>
<td>Connie Rogers</td>
<td>Member</td>
<td>South County Cities</td>
<td>Present</td>
</tr>
<tr>
<td>Martin Schulte</td>
<td>Member</td>
<td>Disabled Persons</td>
<td>Present</td>
</tr>
<tr>
<td>Noel Tebo</td>
<td>Member</td>
<td>San Jose</td>
<td>Present</td>
</tr>
<tr>
<td>Herman Wadler</td>
<td>Chairperson</td>
<td>Bicyclists &amp; Pedestrians</td>
<td>Present</td>
</tr>
</tbody>
</table>

A quorum was present.

2. ORDERS OF THE DAY

Chairperson Wadler noted staff requested Agenda Item #15, Vehicle Registration Fee (VRF) Annual Report, be removed from the Regular Agenda and placed on the Consent Agenda.

Member Tebo arrived at the meeting at 4:04 p.m. and took his seat.
3. **PUBLIC PRESENTATIONS:**

There were no Public Presentations.

4. **Committee Staff Report**

Aaron Quigley, Senior Policy Analyst and Staff Liaison, introduced Nuria I. Fernandez, General Manager and CEO.

- **Report from the General Manager**

  Ms. Fernandez reviewed the 2017 accomplishments and briefly discussed the priorities for 2018.

  Members of the Committee and staff discussed the following: 1) congratulated VTA on the safety award; 2) light rail accidents and the increased public safety awareness campaigns to avoid future accidents; 3) revenue projections and deficit reduction; 4) cyber security program, and; 5) California Public Utilities Commission (CPUC) Audit and VTA’s development of standard operating procedures.

  Mr. Quigley reported on actions the VTA Board of Directors (Board) took at their January 4, 2018 meeting, highlighting the following: 1) approved VTA’s 2018 Legislative Program that guides VTA’s advocacy efforts at the federal, state and regional levels; 2) awarded contract with Allied Telesis to install new mobile closed-circuit TV (CCTV) systems for 99 light rail car vehicles; 3) VTA fare and service changes for 2018, and; 4) State Route (SR) 85 Corridor Study is moving forward.

  **On order of Chairperson Wadler** and there being no objection, the Committee received the Committee Staff Report.

5. **Chairperson’s Report**

Chairperson Wadler introduced new Committee Member Aboubacar Ndiaye, representing South Bay, AFL-CIO Labor Council.

Chairperson Wadler reported the following: 1) the Committee will recognize former CAC Member Charlotte Powers at the February 2018 CAC meeting; and 2) VTA has a yearly leadership meeting for Committee chairpersons and vice chairpersons, and noted management encourages committee feedback.

6. **Committee for Transportation Mobility and Accessibility**

Member Morrow reported the following: 1) visited the new Access Paratransit Eastridge Loop Facility, and; 2) expressed concern with current Access Paratransit contractor not meeting some of the on-time performance goals.

Member Tebo requested an update on the status of the fencing project along light rail tracks.

  **On order of Chairperson Wadler** and there being no objection, the Committee received the Committee for Transportation Mobility and Accessibility Report.
7. **Bicycle and Pedestrian Advisory Committee**
   There was no Bicycle and Pedestrian Advisory Committee (BPAC) Report.

**COMBINED CAC AND 2000 MEASURE A CITIZENS WATCHDOG COMMITTEE CONSENT AGENDAS**

8. **Regular Meeting Minutes of November 8, 2017**
   
   M/S/C (Fredlund/Hashimoto) to approve the Regular Meeting Minutes of November 8, 2017.

9. **CAC 2017 Year-End Attendance Report**
   
   M/S/C (Fredlund/Hashimoto) to receive the Citizens Advisory Committee (CAC) 2017 Year-End Attendance Report.

15. **Vehicle Registration Fee (VRF) Annual Report**
   
   M/S/C (Fredlund/Hashimoto) to receive the Vehicle Registration Fee (VRF) Annual Report.

RESULT: APPROVED [UNANIMOUS] (Consent Agenda Item #8-9 and 15)

<table>
<thead>
<tr>
<th>MOVER:</th>
<th>Fredlund, Member</th>
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<tbody>
<tr>
<td>SECONDER:</td>
<td>Hashimoto, Member</td>
</tr>
<tr>
<td>AYES:</td>
<td>Blaylock, Del Pinal, Elias, Fredlund, Hashimoto, Morrow, Ndiaye, Quevedo, Rogers, Schulter, Tebo, Wadler</td>
</tr>
<tr>
<td>NOES:</td>
<td>None</td>
</tr>
<tr>
<td>ABSENT:</td>
<td>Hadaya</td>
</tr>
</tbody>
</table>

**The Agenda was taken out of order.**

**CITIZENS ADVISORY COMMITTEE REGULAR AGENDA**

13. **CAC Election Process for 2018 Committee Leadership: Conduct Elections**

   Stephen Flynn, Senior Management Analyst and Advisory Committee Coordinator, provided a brief overview of the election process.

   Member Tebo reiterated that the Nomination Subcommittee nominated the following slate of candidates for the 2018 elections: 1) Vice Chairperson Sharon Fredlund for Chairperson; and 2) Member Chris Elias for Vice Chairperson.

   Chairperson Wadler opened the nominations from the floor for the position of Chairperson for 2018.

   M/S/C (Tebo/Hashimoto) to close nominations and elect Sharon Fredlund as Chairperson for 2018.

**NOTE:** M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.
RESULT: APPROVED [UNANIMOUS] Agenda Item #13 - 2018 Chairperson
MOVER: Tebo, Member
SECONDER: Hashimoto, Member
AYES: Blaylock, Del Pinal, Elias, Fredlund, Hashimoto, Morrow, Ndiaye, Quevedo, Rogers, Schulter, Tebo, Wadler
NOES: None
ABSENT: Hadaya

On behalf of VTA Staff, Mr. Flynn extended thanks to Members Wadler and Fredlund for their service to VTA and the community.

Chairperson Wadler opened nominations from the floor for the position of Vice Chairperson for 2018.

M/S/C (Hashimoto/Tebo) to close nominations and elect Chris Elias as Vice Chairperson for 2018.

RESULT: APPROVED [UNAN.] Agenda Item #13 - 2018 Vice Chairperson
MOVER: Hashimoto, Member
SECONDER: Tebo, Member
AYES: Blaylock, Del Pinal, Elias, Fredlund, Hashimoto, Morrow, Ndiaye, Quevedo, Rogers, Schulter, Tebo, Wadler
NOES: None
ABSENT: Hadaya

Member Wadler relinquished his seat to newly elected Chairperson Fredlund.

2000 MEASURE A CITIZENS WATCHDOG COMMITTEE REGULAR AGENDA

10. Independent Auditor Initiation of Compliance Audit of FY17

Eugene Ma, CPA/Partner of Certified Public Accounting (CPA) firm of Macias, Gini and O’Connel, LLP (MGO), provided a presentation entitled "Citizens Watchdog Committee of the 2000 Measure A Transit Improvement Program FY Ended June 30, 2017," highlighting: 1) Agenda; 2) Responsibilities; 3) Risk-based audit approach; 4) Audit timeline, and; 5) Questions.

Members of the Committee and Mr. Ma discussed the following: 1) sample selection process, and; 2) the risk assessment process includes reviewing any available public information as well as internal audit reports.

On order of Chairperson Fredlund and there being no objection, the Committee received a briefing from the 2000 Measure A Citizens Watchdog Committee's independent compliance auditor on the draft audit plan and schedule for performing the compliance audit of FY17.
11. **Citizens Watchdog Committee's ballot-specified duties, responsibilities and limitations**

Stephen Flynn, Advisory Committee Coordinator, provided a brief overview of the staff report.

Members of the Committee and staff discussed methods of communication and distribution to the public, including social media.

**On order of Chairperson Fredlund** and there being no objection, the Committee received the annual review of the Citizens Watchdog Committee's ballot-specified duties, responsibilities and limitations.

12. **VTA's BART Silicon Valley Program Semi-Annual Update**

Dennis Ratcliffe, Deputy Director, SVRT/BART Capital Program, provided an overview of the staff report and a presentation entitled BART Silicon Valley Program Semi-Annual Update," highlighting: 1) SVRT Program Cost Summary; 2) Berryessa Extension Summary Schedule; 3) Status of Contracts; 4) Milpitas Station Construction Progress; 5) Berryessa Station Construction Progress; 6) Phase II Extension Activities, and; 7) Barcelona Metro Line 9 Tour.

Members of the Committee and staff discussed the following: 1) the Federal Transit Administration (FTA) has not expressed concern with a two or three month extension of the June 2018 project completion date; 2) new BART cars to be deployed this year throughout the BART system; 3) it would be helpful to add the percentage completed on the forecast spreadsheet; 4) unallocated contingency; 5) Milpitas Parking Garage solar panel project, and; 6) thanked staff for their work on the project.

Member Morrow left the meeting at 5:33 p.m.

**On order of Chairperson Fredlund** and there being no objection, the Committee received VTA’s BART Silicon Valley Program Semi-Annual Update.

**CITIZENS ADVISORY COMMITTEE REGULAR AGENDA (CONT.)**

14. **Core Connectivity Program Update**

Aiko Cuenco, Transportation Planner, provided an overview of the staff report and a presentation entitled "Core Connectivity Program Update," highlighting: 1) Background; 2) Findings; 3) Flexible Service Models = Low Productivity; 4) Microtransit Pilot Outcomes; 5) Program Implementation; 6) Demonstration Projects; 7) Grant Program for Community-Based Mobility Projects; 8) Mobility Toolkit, and; 9) Next Steps.

Members of the Committee and staff discussed the following: 1) VTA standard for bus boardings per hour and the ridership report that staff regularly prepares; 2) projects that may be eligible for 2016 Measure B funds under the Innovative Mobility Services and Programs, and; 3) collaboration opportunities for mobility solutions.

**On order of Chairperson Fredlund** and there being no objection, the Committee received the Core Connectivity Program Update.
15. **(Removed from the Regular Agenda and placed on the Consent Agenda)**

Receive the Vehicle Registration Fee (VRF) Annual Report.

16. **Potential Amendments to the Citizens Advisory Committee (CAC) Bylaws to Modify the Committee Membership Structure Recommended by the CAC Membership Composition Subcommittee**

Mr. Flynn provided an overview of the staff report. He stated the Committee Membership Composition Subcommittee was established to review the existing CAC membership structure to determine if it is optimally configured to best represent the Board of Directors and citizens of Santa Clara County.

Member Tebo provided an overview and a handout entitled "VTA Citizens Advisory Committee (CAC) Potential Amendments to Membership Structure Discussion."

Members of the Committee discussed the following: 1) thanked the Subcommittee for their work; 2) term limits; 3) suggested accepting applications rather than having Cities appoint members; 4) expressed support for a four year term, two consecutive terms and staggering; 5) committee structure, and; 6) noted efficiency issues with committees being too large or too small.

Member Blaylock left the meeting at 6:08 p.m.

**Public Comment**

Chris Giangreco, Winchester Orchard Neighborhood Association (WONA) Traffic Transportation Liaison, queried about the elimination of the West Valley Cities representation. Member Wadler clarified that all city representation would be eliminated, and the Committee would be restructured to allow for more public feedback.

Chairperson Fredlund noted the matter will be agendized at a future meeting for further discussion.

**On order of Chairperson Fredlund** and there being no objection, the Committee reviewed and discussed potential amendments to the Citizens Advisory Committee (CAC) bylaws to modify the committee membership structure recommended by the CAC Membership Composition Subcommittee.

**COMBINED CAC AND CITIZENS WATCHDOG COMMITTEE ITEMS**

17. **Citizens Advisory Committee and Citizens Watchdog Committee Work Plans**

**On order of Chairperson Wadler** and there being no objection, the Committee reviewed the Citizens Advisory Committee and Citizens Watchdog Committee Work Plans.
OTHER

18. **ANNOUNCEMENTS**

There were no Announcements.

19. **ADJOURNMENT**

On order of Chairperson Fredlund and there being no objection, the meeting was adjourned at 6:21 p.m.

Respectfully submitted,

Anita McGraw, Board Assistant
VTA Office of the Board Secretary
Bicycle & Pedestrian Advisory Committee
Wednesday, January 10, 2018

MINUTES

CALL TO ORDER
The Regular Meeting of the Bicycle and Pedestrian Advisory Committee (BPAC) was called to order at 6:34 p.m. by Chairperson Hertan in Conference Room B-106, Santa Clara Valley Transportation Authority (VTA), 3331 North First Street, San José, California.

1. ROLL CALL

<table>
<thead>
<tr>
<th>Attendee Name</th>
<th>Title</th>
<th>Representing</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wes Brinsfield</td>
<td>Member</td>
<td>City of Los Altos</td>
<td>Present</td>
</tr>
<tr>
<td>Kristal Caidoy</td>
<td>Member</td>
<td>City of Milpitas</td>
<td>Present</td>
</tr>
<tr>
<td>Barry Chaffin</td>
<td>Member</td>
<td>City of Monte Sereno</td>
<td>Present</td>
</tr>
<tr>
<td>Susan Cretekos</td>
<td>Member</td>
<td>Town of Los Altos Hills</td>
<td>Absent</td>
</tr>
<tr>
<td>Jaime Fearer</td>
<td>Vice Chairperson</td>
<td>City of San José</td>
<td>Present</td>
</tr>
<tr>
<td>Paul Goldstein</td>
<td>Member</td>
<td>City of Palo Alto</td>
<td>Present</td>
</tr>
<tr>
<td>Tom Granvold</td>
<td>Member</td>
<td>City of Santa Clara</td>
<td>Present</td>
</tr>
<tr>
<td>Peter Hertan</td>
<td>Chairperson</td>
<td>Town of Los Gatos</td>
<td>Present</td>
</tr>
<tr>
<td>Erik Lindskog</td>
<td>Member</td>
<td>City of Cupertino</td>
<td>Absent</td>
</tr>
<tr>
<td>Carolyn Schimandle</td>
<td>Member</td>
<td>City of Gilroy</td>
<td>Present</td>
</tr>
<tr>
<td>David Simons</td>
<td>Member</td>
<td>City of Sunnyvale</td>
<td>Present</td>
</tr>
<tr>
<td>Jim Stallman</td>
<td>Member</td>
<td>City of Saratoga</td>
<td>Present</td>
</tr>
<tr>
<td>Paul Tuttle</td>
<td>Member</td>
<td>City of Campbell</td>
<td>Absent</td>
</tr>
<tr>
<td>Greg Unangst</td>
<td>Member</td>
<td>City of Mountain View</td>
<td>Present</td>
</tr>
<tr>
<td>Herman Wadler</td>
<td>Member</td>
<td>County of Santa Clara</td>
<td>Present</td>
</tr>
<tr>
<td>Vacant</td>
<td></td>
<td>City of Morgan Hill</td>
<td>n/a</td>
</tr>
<tr>
<td>Vacant</td>
<td>Ex-Officio Member</td>
<td>SV Bicycle Coalition</td>
<td>n/a</td>
</tr>
<tr>
<td>Shiloh Ballard</td>
<td>Alt. Ex-Officio Member</td>
<td>SV Bicycle Coalition</td>
<td>Absent</td>
</tr>
</tbody>
</table>

A quorum was present.

2. ORDERS OF THE DAY
There were no Orders of the Day.

3. PUBLIC PRESENTATIONS

Diane Solomon, Interested Citizen, spoke about the 4th annual Silicon Valley Bikes! Festival and Bicycle Show on May 6, 2018.

Member Granvold took his seat at 6:36 p.m.
Member Schimandle took her seat at 6:37 p.m.
4. **Committee Staff Report**

Lauren Ledbetter, Senior Transportation Planner and Staff Liaison, provided an overview of the written staff report, highlighting the following: 1) the VTA Board of Directors (Board) welcomed its 2018 Chairperson, Sam Liccardo and Vice Chairperson, Teresa O’Neill; 2) the Board approved VTA’s Legislative Program; 3) the Board awarded a contract to install new mobile closed circuit TV (CCTV) systems for light rail cars; 4) fare and service changes for 2018; 5) the State Route (SR) 85 Corridor Study; 6) Monthly Webinar on January 18, 2018, at noon on “Why Don’t We Do It in the Road - Implementing Open Streets”; and 7) the Federal Highway Association rescinded the 2008 interim approval of Rapid Rectangular Flashing Beacons (RRFB).

- **SB 743 Implementation Update**

  State Bill (SB) 743 mandates a shift from level of service (LOS) to vehicle miles traveled (VMT) for transportation analysis. Mandatory adoption of the change is expected to go into effect on January 1, 2020, with the option to use VMT before then. VTA is hosting a webinar on SB 743 via YouTube on January 23, 2018, at 10:00 a.m. and will be saved for viewing at a later time. Members were encouraged to get their cities involved.

- **2018 VTA Board Priorities and BPAC’s Role in Supporting Priorities**

  The 2018 Board priorities are: 1) to improve congestion management; 2) to establish a path to financial stability; 3) to define the future of transportation; 4) to deliver on the promise of 2016 Measure B; and 5) to champion Santa Clara County Projects and Programs.

  Members of the Committee discussed the following: 1) using the momentum of projects completed in 2017 to make progress in 2018; 2) the Coyote Creek Trail progress; and 3) increasing bicycle access along the State Route 237 corridor.

  Ms. Ledbetter announced that the Leadership Meeting with the Board Chairperson, Board Vice Chairperson, and the Chairpersons and Vice Chairpersons for the Advisory Committees will be scheduled soon.

**Public Comment**

Doug Muirhead, Interested Citizen, expressed concern that VTA keeps coming back to the same priorities of reducing costs and increasing revenue.

**On order of Chairperson Hertan**, and there being no objection, the Committee received the Committee Staff Report.

**The Agenda was taken out of order.**
6. **Chairperson’s Report**

Chairperson Hertan provided a report, highlighting the following: 1) multimodal travel as a way to reduce traffic congestion; and 2) creating an external Strategic Plan in line with the Board’s 2018 priorities.

5. **Santa Clara County Staff Report**

Ellen Talbo, County Transportation Planner, provided a brief report, noting the Roads Commission is hosting a workshop as part of their January 29, 2018, meeting at 12:30 p.m., including a tour of the Transportation Operations Center.

**On order of Chairperson Hertan**, and there being no objection, the Committee received the Santa Clara County Staff Report.

**CONSENT AGENDA**

7. **Regular Meeting Minutes of November 8, 2017**

Vice Chairperson Fearer requested the following change be made to the Regular Meeting Minutes for November 8, 2017. She referenced **Agenda Item #14**: BPAC Work Plan and clarified that the new bus stop signage has information on one side facing oncoming traffic which can be problematic for bicyclists and pedestrians coming from the other direction. Vice Chairperson Fearer noted that this does not need to be on the work plan as signs are being installed.

Member Goldstein made the following comments on the November 8, 2017, Regular Meeting Minutes: 1) meeting minutes should reflect what was said at the meeting; 2) referenced **Agenda Item #3**: Public Presentations and mentioned that the requested event should be spelled CicLAvia; and 3) referenced **Agenda Item #15**: Announcements noting that the Stanford general use permit is not approved but being reviewed.

Member Granvold mentioned that he is not listed on the votes but was in attendance at the meeting.

**M/S/C (Simons/Goldstein)** to approve the amended Regular Meeting Minutes of November 8, 2017.

| RESULT: | APPROVED as AMENDED – Agenda Item #7 |
| MOVER:  | David Simons, Member                  |
| SECONDER: | Paul Goldstein, Member                |
| AYES:   | Brinsfield, Caidoy, Chaffin, Fearer, Goldstein, Granvold, Hertan, Schimandle, Simons, Stallman, Unangst, Wadler |
| NOES:   | None                                  |
| ABSENT: | Cretekos, Lindskog, Tuttle            |
REGULAR AGENDA

8. Election Process for 2018 Bicycle & Pedestrian Advisory Committee Leadership: Conduct Elections

Stephen Flynn, Advisory Committee Coordinator, provided a brief overview of the BPAC leadership election process, noting Member Brinsfield and Chairperson Hertan were nominated for Chairperson and Member Brinsfield and Vice Chairperson Fearer were nominated for Vice Chairperson.

Member Brinsfield withdrew his nomination for BPAC Chairperson and Vice Chairperson for 2018.

Vice Chairperson Fearer noted that she will be out for three months in the spring on maternity leave.

Chairperson Hertan opened the floor for additional nominations for the position of 2018 BPAC Chairperson. There were no additional nominations.

On a vote of 12 ayes to 0 noes to re-elect Chairperson Hertan as BPAC Chairperson for 2018.

RESULT: APPROVED
AYES: Brinsfield, Caidoy, Chaffin, Fearer, Goldstein, Granvold, Hertan, Schimandle, Simons, Stallman, Unangst, Wadler
NOES: None
ABSENT: Cretekos, Lindskog, Tuttle

Chairperson Hertan opened the floor for additional nominations for the position of 2018 BPAC Vice Chairperson. There were no additional nominations.

On a vote of 12 ayes to 0 noes to re-elect Vice Chairperson Fearer as BPAC Vice Chairperson for 2018.

RESULT: APPROVED
AYES: Brinsfield, Caidoy, Chaffin, Fearer, Goldstein, Granvold, Hertan, Schimandle, Simons, Stallman, Unangst, Wadler
NOES: None
ABSENT: Cretekos, Lindskog, Tuttle

9. I-280 Corridor Study Update

Shanthi Chatradhi, Associate Transportation Engineer, and Gene Gonzalo, Engineering Group Manager - Capital Program, provided a presentation entitled, “I-280 Corridor Study.”
Discussion ensued on the following: 1) encouraging cities to collaborate on multi-jurisdictional road and expressway projects; and 2) bicycle and pedestrian routes parallel to expressways and freeways.

**On order of Chairperson Hertan**, and there being no objection, the Committee received the final report for I-280 Corridor Study.

10. **MTC Complete Streets Checklist**

Ms. Ledbetter provided an overview of the Metropolitan Transportation Commission (MTC) Complete Streets Checklist.

Members of the Committee expressed concern about the process and projects not getting to the BPAC’s in each City.

**On order of Chairperson Hertan**, and there being no objection, the Committee reviewed and commented on the Metropolitan Transportation Commission (MTC) Complete Streets Checklist.

**OTHER**

11. **Reports from BPAC Subcommittees**

- Travel Reimbursement Subcommittee

  Mr. Flynn noted there was initial agreement and support for taking the travel reimbursement guidelines to the Board but discussions continue for multimodal reimbursement.

- Complete Streets Subcommittee

  Ms. Ledbetter recommended disbanding the subcommittee because it has completed its mission.

- Best Practices for Transit Operators Training Subcommittee

  Vice Chairperson Fearer provided a brief report from the subcommittee’s meeting on November 28, 2017. At that meeting the subcommittee developed next steps, including identifying information needed from VTA staff and distributing additional reading in preparation for their next meeting.

**On order of Chairperson Hertan**, and there being no objection, the Committee received the BPAC Subcommittee reports.

12. **Citizens Advisory Committee (CAC) and 2000 Measure A Citizens Watchdog Committee (CWC) Report**

Member Wadler provided a report, highlighting that the Committee is looking at reorganizing their membership structure to make it more people friendly.
13. **BPAC Work Plan**

Ms. Ledbetter provided an overview of the BPAC Work Plan.

The Committee removed **Queue Item #6**: Discussion regarding improving communication between BPAC and Board of Directors.

The following topics were added to the queue: 1) after the joint leadership meeting add agenda items related to the Board’s priorities; and 2) combining **Queue Item #5**: North San José Development Plan and **Queue Item #8**: State Route 237 High Occupancy Toll Lanes and add the Coyote Creek Trail to the item titled Trail Construction in North San José.

Members of the Committee made the following comments: 1) requested an update on **Queue Item #4**: BART Phase II Update regarding the opening of stations in Santa Clara County; and 2) noted that the Google North Bayshore Transportation Access Study - Draft Report would make a good workshop item.

14. **ANNOUNCEMENTS**

Vice Chairperson Fearer announced that California Walks received funding to launch Walk San José.

Member Goldstein made the following announcements: 1) Palo Alto received a report from Safe Routes to School which indicated that 41% of students walk or bike to school; and 2) Palo Alto’s bike boulevard on Ross Road has undergone a major change to slow traffic.

Member Simons announced that the Sunnyvale Safe Routes to School is continuing with a grant and is looking to become a nonprofit organization.

Member Wadler informed the Committee that the Almaden Cycling Touring Club (ACTC) Bike Academy is starting on February 24, 2018.

Member Brinsfield made the following announcements: 1) in November, 2017 he left the Caltrain Bicycle Advisory Committee; 2) the Town of Los Altos Hills designated some streets as local streets; and 3) the Cupertino, Sunnyvale, and Los Altos School Districts are in discussions to merge their Safe Routes to Schools programs because of the overlap with the neighboring cities.

Member Chaffin noted that he has been appointed to the Better Streets Commission in Monte Sereno.

Member Schimandle announced that City staff is working to bring in VonBike for bike share to Gilroy.
15. ADJOURNMENT

On order of Chairperson Hertan and there being no objection, the meeting was adjourned at 8:47 p.m.

Respectfully submitted,

Thalia Young, Board Assistant
VTA Office of the Board Secretary
Committee for Transportation Mobility & Accessibility

Thursday, January 11, 2018

MINUTES

CALL TO ORDER

The Regular Meeting of the Committee for Transportation Mobility and Accessibility (CTMA) was called to order at 10:04 a.m. by First Vice Chairperson Morrow in Conference Room B-106, Santa Clara Valley Transportation Authority (VTA), 3331 North First Street, San José, California.

1. ROLL CALL

<table>
<thead>
<tr>
<th>Attendee Name</th>
<th>Title</th>
<th>Status</th>
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<tbody>
<tr>
<td>Tricia Kokes</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Kathy Bonilla</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Sara Court</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Jeffery Darling</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Rowan Fairgrove</td>
<td>Member</td>
<td>Absent</td>
</tr>
<tr>
<td>Christine Fitzgerald</td>
<td>Chairperson</td>
<td>Absent</td>
</tr>
<tr>
<td>Troy Hernandez</td>
<td>Member</td>
<td>Absent</td>
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<tr>
<td>Cheryl Hewitt</td>
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<td>Present</td>
</tr>
<tr>
<td>Melba Holliday</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Jeffery Jokinen</td>
<td>Second Vice Chairperson</td>
<td>Present</td>
</tr>
<tr>
<td>John Macon</td>
<td>Alternate Member</td>
<td>N/A</td>
</tr>
<tr>
<td>Lupe Medrano</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Laura Michels</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Alexandra Morris</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Aaron Morrow</td>
<td>First Vice Chairperson</td>
<td>Present</td>
</tr>
<tr>
<td>Dilip Shah</td>
<td>Member</td>
<td>Absent</td>
</tr>
<tr>
<td>Chaitanya Vaidya</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Lori Williamson</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Vacant</td>
<td>Rep. Ex-Officio Member Chavez</td>
<td>N/A</td>
</tr>
</tbody>
</table>

* Alternates do not serve unless participating as a Member.

A quorum was present.

2. INTRODUCTION OF AUDIENCE MEMBERS

Elaine Baltao, Board Secretary; Nuria I. Fernandez, General Manager and CEO; Leslie Garcia, Office Specialist II; Amado Guzman, Consultant for the Regional Transportation Services Department, Lauren Rosiles, Management Analyst; Inez Evans, Chief Operating
3. ORDERS OF THE DAY

There was no Orders of the Day.

4. PUBLIC PRESENTATIONS

Mr. Van Cleef expressed concern about the increase in senior fares, and Access Paratransit operators not allowing service animals on their vehicles.

Member Bonilla arrived at the meeting and took her seat at 10:08 a.m.

5. Committee Staff Report

- Report from the General Manager

Ms. Fernandez provided a presentation, highlighting the 2017 accomplishments and priorities for 2018.

The Committee discussed the following: 1) public safety measures; 2) status of 2016 Measure B funds; 3) Senate Bill 1; 4) future of transportation; 5) budget shortfall; 6) future of paratransit; and 7) proposed Senate Bill that will provide door-to-door service to people with disabilities. Staff referred to the proposed bill and noted that it will be agendized at a future meeting.

Mr. Vogel provided a report, highlighting the following: 1) actions taken at the January 4, 2018, Board of Directors meeting; 2) fare and service changes for 2018; and 3) State Route 85 Corridor study.

6. Chairperson's Report

First Vice Chairperson Morrow requested staff to report back to the Committee regarding the meeting with Chairperson Fitzgerald.

CONSENT AGENDA

7. Regular Meeting Minutes of November 9, 2017

M/S/C (Kokes/Vaidya) to approve the Regular Meeting Minutes of November 9, 2017.

8. Chief Operating Officer's Report
M/S/C (Kokes/Vaidya) to receive the Chief Operating Officer’s report.

<table>
<thead>
<tr>
<th>RESULT:</th>
<th>APPROVED [UNANIMOUS] – Consent Agenda Items #7 - #8</th>
</tr>
</thead>
<tbody>
<tr>
<td>MOVER:</td>
<td>Tricia Kokes, Member</td>
</tr>
<tr>
<td>SECONDER:</td>
<td>Chaitanya Vaidya, Member</td>
</tr>
<tr>
<td>AYES:</td>
<td>Bonilla, Court, Darling, Hewitt, Holliday, Jokinen,</td>
</tr>
<tr>
<td></td>
<td>Kokes, Medrano, Michels, Morris, Morrow, Vaidya,</td>
</tr>
<tr>
<td></td>
<td>Williamson</td>
</tr>
<tr>
<td>NOES:</td>
<td>None</td>
</tr>
<tr>
<td>ABSENT:</td>
<td>Fairgrove, Fitzgerald, Hernandez, Shah</td>
</tr>
</tbody>
</table>

**REGULAR AGENDA**


Mr. Flynn provided a brief overview of the election process and reported on the findings of the nominating subcommittee:
- Chairperson – candidates are Christine Fitzgerald and Cheryl Hewitt
- First Vice Chairperson – candidate is Aaron Morrow
- Second Vice Chairperson – candidates are Jeffery Jokinen and Tricia Kokes

On a vote of 10 ayes to 2 noes and 1 abstention to elect Christine Fitzgerald as Chairperson for 2018.

<table>
<thead>
<tr>
<th>RESULT:</th>
<th>ELECTED 2018 CHAIRPERSON – Agenda Items #9</th>
</tr>
</thead>
<tbody>
<tr>
<td>AYES:</td>
<td>Bonilla, Court, Holliday, Kokes, Medrano, Michels,</td>
</tr>
<tr>
<td></td>
<td>Morris, Morrow, Vaidya, Williamson</td>
</tr>
<tr>
<td>NOES:</td>
<td>Hewitt, Jokinen</td>
</tr>
<tr>
<td>ABSTAIN:</td>
<td>Darling</td>
</tr>
<tr>
<td>ABSENT:</td>
<td>Fairgrove, Fitzgerald, Hernandez, Shah</td>
</tr>
</tbody>
</table>

On a vote of 13 ayes to 0 noes to elect Aaron Morrow as First Vice Chairperson for 2018.

<table>
<thead>
<tr>
<th>RESULT:</th>
<th>ELECTED 2018 FIRST VICE CHAIRPERSON – Agenda Items</th>
</tr>
</thead>
<tbody>
<tr>
<td>AYES:</td>
<td>Bonilla, Court, Darling, Hewitt, Holliday, Jokinen,</td>
</tr>
<tr>
<td></td>
<td>Kokes, Medrano, Michels, Morris, Morrow, Vaidya,</td>
</tr>
<tr>
<td></td>
<td>Williamson</td>
</tr>
<tr>
<td>NOES:</td>
<td>None</td>
</tr>
<tr>
<td>ABSENT:</td>
<td>Fairgrove, Fitzgerald, Hernandez, Shah</td>
</tr>
</tbody>
</table>

After two rounds of Roll Call voting, a Second Vice Chairperson has not been selected and the election for Second Vice Chairperson has been deferred to the next meeting.

10. **Core Connectivity Program Update**
Ms. Cuencoproduced a presentation titled “Core Connectivity Program Update.”

The Committee’s discussion focused on different transportation services and their performance.

Upon inquiry, staff responded that data about Scoop will be provided to the Committee.

**On order of First Vice Chairperson Morrow** and there being no objection, the Committee received an update on VTA’s Core Connectivity Program and related implementation efforts.

11. **Paratransit Service and Technology**

Mr. Vogel provided a presentation, highlighting the performance of the paratransit service: 1) total trips and total trips requested; 2) no show, cancels and missed rides; 3) on-time performance goal of 90%; 4) passengers per revenue hour goal of 2; 5) total subs trips; 6) average trip length and trip distance; and 7) my access online and new interactive voice recognition (IVR).

The Committee’s discussion focused on the issues encountered with the IVR and training of telephone agents.

**On order of First Vice Chairperson Morrow** and there being no objection, the Committee received an update on Paratransit Service and Technology.

**REPORTS**

12. **Citizens Advisory Committee (CAC)/Citizens Watchdog Committee (CWC) Report**

First Vice Chairperson Morrow provided a brief report, highlighting the following: 1) election of Sharon Fredlund as Chairperson and Chris Elias as Vice Chairperson; 2) Silicon Valley Rapid Transit (SVRT) update; 3) use Measure A funds on SVRT; and 4) improvements to the Committee’s membership.

He also expressed appreciation for the years of service provided by CAC/CWC Member Powers who will be retiring.

**OTHER**

13. **Workplan Update**

Members of the Committee requested adding the following to the work plan: 1) joint meeting between CTMA and BART Accessibility Committee; 2) recertification and operator training for patients with dementia; 3) changes to the paratransit report; 4) improved work plan; 5) create an Ad Hoc Committee for the work plan; and 6) agendize the eligibility process at the May 2018 meeting.

14. **ANNOUNCEMENTS**
There were no announcements.

15. **ADJOURNMENT**

On order of First Vice Chairperson Morrow and there being no objection, the Committee meeting was adjourned at 11:53 a.m.

Respectfully submitted,

Michael Diareseco, Board Assistant
VTA Office of the Board Secretary
Policy Advisory Committee

Thursday, January 11, 2018

MINUTES

The Regular Meeting of the Policy Advisory Committee (PAC) was called to order at 4:04 p.m. by Chairperson Miller in Conference Room B-106, Valley Transportation Authority (VTA), 3331 North First Street, San Jose, California.

1. ROLL CALL

<table>
<thead>
<tr>
<th>Attendee Name</th>
<th>Title</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Susan Landry</td>
<td>City of Campbell</td>
<td>Present</td>
</tr>
<tr>
<td>Rich Waterman (Alternate)</td>
<td>City of Campbell</td>
<td>NA</td>
</tr>
<tr>
<td>Rod Sinks</td>
<td>City of Cupertino</td>
<td>Present</td>
</tr>
<tr>
<td>Barry Chang (Alternate)</td>
<td>City of Cupertino</td>
<td>NA</td>
</tr>
<tr>
<td>Daniel Harney</td>
<td>City of Gilroy</td>
<td>Absent</td>
</tr>
<tr>
<td>Cat Tucker (Alternate)</td>
<td>City of Gilroy</td>
<td>Absent</td>
</tr>
<tr>
<td>Lynette Lee Eng</td>
<td>City of Los Altos</td>
<td>Present</td>
</tr>
<tr>
<td>Jeannie Bruins (Alternate)</td>
<td>City of Los Altos</td>
<td>NA</td>
</tr>
<tr>
<td>Michelle Wu</td>
<td>Town of Los Altos Hills</td>
<td>Present</td>
</tr>
<tr>
<td>Gary Waldebeck (Alternate)</td>
<td>Town of Los Altos Hills</td>
<td>NA</td>
</tr>
<tr>
<td>Rob Rennie</td>
<td>Town of Los Gatos</td>
<td>Present</td>
</tr>
<tr>
<td>Marcia Jensen (Alternate)</td>
<td>Town of Los Gatos</td>
<td>NA</td>
</tr>
<tr>
<td>Vacant</td>
<td>City of Milpitas</td>
<td>-</td>
</tr>
<tr>
<td>Vacant (Alternate)</td>
<td>City of Milpitas</td>
<td>-</td>
</tr>
<tr>
<td>Vacant</td>
<td>City of Monte Sereno</td>
<td>-</td>
</tr>
<tr>
<td>Curtis Rogers (Alternate)</td>
<td>City of Monte Sereno</td>
<td>NA</td>
</tr>
<tr>
<td>Rich Constantine</td>
<td>City of Morgan Hill</td>
<td>Present</td>
</tr>
<tr>
<td>Rene Spring (Alternate)</td>
<td>City of Morgan Hill</td>
<td>NA</td>
</tr>
<tr>
<td>Lenny Siegel</td>
<td>City of Mountain View</td>
<td>Present</td>
</tr>
<tr>
<td>Margaret Abe-Koga (Alternate)</td>
<td>City of Mountain View</td>
<td>NA</td>
</tr>
<tr>
<td>Liz Kniss</td>
<td>City of Palo Alto</td>
<td>Present</td>
</tr>
<tr>
<td>Cory Wolbach (Alternate)</td>
<td>City of Palo Alto</td>
<td>NA</td>
</tr>
<tr>
<td>Magdalena Carrasco</td>
<td>City of San Jose</td>
<td>Absent</td>
</tr>
<tr>
<td>Vacant (Alternate)</td>
<td>City of San Jose</td>
<td>-</td>
</tr>
<tr>
<td>Kathy Watanabe</td>
<td>City of Santa Clara</td>
<td>Present</td>
</tr>
<tr>
<td>Patrick Kolstad (Alternate)</td>
<td>City of Santa Clara</td>
<td>NA</td>
</tr>
<tr>
<td>Howard Miller</td>
<td>City of Saratoga</td>
<td>Present</td>
</tr>
<tr>
<td>Rishi Kumar (Alternate)</td>
<td>City of Saratoga</td>
<td>NA</td>
</tr>
<tr>
<td>Glenn Hendricks</td>
<td>City of Sunnyvale</td>
<td>Present</td>
</tr>
<tr>
<td>Nancy Smith (Alternate)</td>
<td>City of Sunnyvale</td>
<td>NA</td>
</tr>
<tr>
<td>Mike Wasserman</td>
<td>SCC Board of Supervisors</td>
<td>Present</td>
</tr>
</tbody>
</table>

A quorum was not present and a Committee of the Whole was declared.
2. ORDERS OF THE DAY

There were no Orders of the Day.

3. PUBLIC PRESENTATIONS:

John McAlister, VTA Board Member, made the following comments: 1) noted the importance of the PAC Committee and the responsibility of the Members; 2) commented how transportation plays a big role in the community; and 3) expressed appreciation for Member Constantine showing interest in a leadership role.

Member Lee Eng arrived and took her seat at 4:03 p.m. and a quorum was declared.

4. Committee Staff Report

Aaron Quigley, Senior Policy Analyst and Acting Staff Liaison, introduced Nuria I. Fernandez, General Manager/CEO. Ms. Fernandez provided a report on the accomplishments of 2017 and priorities for 2018.

Member Sinks arrived and took his seat at 4:10 p.m.

Member Kniss arrived and took her seat at 4:13 p.m.

Members of the Committee and staff discussed the following: 1) the status of the 2016 Measure B funds; 2) impacts of the lawsuit on the SR 85 Corridor Study; 3) a funding disbursement plan once the lawsuit is settled; 4) the 2016 Measure B guidelines; 3) technology’s role in the future of transportation; 5) accrued interest of the escrowed 2016 Measure B; and 6) VTA’s retired bus program, specifically what happens when the buses are taken out of service; and any opportunities for schools to use them.

A Member of the Committee requested staff to provide an offline report that would detail VTA’s plan for the SR 85 Corridor study if the 2016 Measure B funds do not become available in the time planned.

Ms. Fernandez stated that VTA always had a clear and transparent process in its programs. She indicated an update about 2016 Measure B will be agendized for a future meeting, and staff will address the Committee’s questions surrounding funds, status of the lawsuit and the guidelines. Ms. Fernandez noted she looks forward to working with the Committee in the upcoming year.

Public Comment

Roland Lebrun, Interested Citizen, made the following comments: 1) recommended that there be a separate Board for the Congestion Management Agency (CMA) apart from the VTA Board; and 2) provided suggestions related to light rail express trains, 2016 Measure B and paratransit.

Carlos Orellana, Senior Assistant Counsel, provided a brief status report regarding the 2016 Measure B lawsuit.
Mr. Quigley provided a brief report, highlighting the following: 1) summary of actions taken by the VTA Board of Directors (Board) at the January 4, 2018, meeting; and 2) announced the Government affairs written report was at the Members table and Public table; 3) reported about fare and service changes that went into effect on January 1, 2018; and 4) announced the new Member Orientation will immediately follow the PAC meeting held on February 15, 2018.

5. Chairperson’s Report

There was no Chairperson’s Report.

CONSENT AGENDA

6. Regular Meeting Minutes of January 11, 2018

M/S/C (Wasserman/Constantine) to approve the Regular Meeting Minutes of January 11, 2018.

REGULAR AGENDA

7. Election Process for 2018 PAC Committee Leadership: Conduct Elections

Stephen Flynn, Advisory Committee Coordinator, provided a brief background and overview of the election process.

Member Sinks provided a brief report from the nomination subcommittee, noting Members Constantine, Miller, Rennie and Sinks expressed interest in Chair and/or Vice Chair for 2018.

Members Constantine, Miller, Rennie and Sinks addressed the Committee and shared their reasons why they are interested in a leadership position.

On a vote of 9 ayes 3 and 0 abstains to elect Howard Miller as the Policy Advisory Committee Chairperson for 2018.

RESULT: Elected 2018 Chairperson – Agenda Item #4
AYES: Hendricks, Kniss, Lee Eng, Miller, Rennie, Siegel, Sinks, Watanabe, Wu
NOES: Constantine, Landry, Wasserman
ABSENT: Carrasco, Harney
ABSTAIN: None

On a vote of 7 ayes 5 and 0 abstains to elect Rod Sinks as the Policy Advisory Committee Vice Chairperson for 2018.

NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY
RESULT: Elected 2018 Vice Chairperson – Agenda Item #4
AYES: Hendricks, Kniss, Miller, Siegel, Sinks, Watanabe, Wu
NOES: Constantine, Landry, Lee Eng, Rennie, Wasserman
ABSENT: Carrasco, Harney
ABSTAIN: None

8. Core Connectivity Program Update

Aiko Cuenco, Transportation Planner III, provided an overview of the staff report and provided a presentation entitled "Core Connectivity Program Update," highlighting:
1) Background;
2) Findings;
3) Flexible;
4) Flexible Service Models = Low Productivity;
5) Microtransit Pilot Outcomes;
6) Program Implementation;
7) Demonstration Projects;
8) Grant Program for Community-Based Mobility Projects; and
9) Mobility Toolkit.

Members of the Committee made the following comments: 1) inquired about the FLEX Pilot Program in Santa Clara; 2) referenced slide 8 of the presentation and encouraged staff to focus on the last bullet “Demand –response demonstration projects” in order to gather new information to better form a policy and make decisions; 3) noted the first and last mile gap is a deterrent for the public to ride transit; 4) recommended staff seek opportunities for public-private partnerships; 5) commented about wanting to see more innovative models and solutions, including what the future of technology will look like in transportation; 6) encouraged staff to find ways to make the current system better, using the tools VTA already has available; 7) the need for VTA to hold accountable any partnerships as it relates to public and driver safety; and 8) expressed support for the program.

Member Hendricks left his seat at 5:22 p.m.

Public Comment

Sheillina Brunston, Amalgamated Transit Union (ATU) Local 265, made the following comments: 1) thanked the Committee for their work; 2) reminded the Committee that when looking at first and last mile solutions, VTA already provides a service and to find ways to maximize VTA’s ability to serve the public; 3) reported about the many drivers that have downtime, when that time could be used to serve the public to fill in first and last mile gaps; And 4) Private shuttle companies and transportation network companies need to be held to the same standards as VTA if servicing the public with public funds.

Members Kniss, Constantine, and Wasserman left their seats at 5:37 p.m. and a Committee of the Whole was declared.

On order of Chairperson Miller and there being no objection, the Committee of the Whole received an update on VTA's Core Connectivity Program and related implementation efforts.

9. (Deferred)

Receive presentation on the latest milestones in the implementation of Senate Bill 743 and the transition from Level of Service (LOS) to Vehicle-Miles-Traveled (VMT) in transportation impact analysis.
10. **I-280 Corridor Study Update**


Discussion ensued about the following: 1) the importance for improvements to various corridors in Santa Clara County; 2) finding ways to use mass transit to help ease the congestion on I-280 in the San Jose - Cupertino area; and 3) including City of Campbell during VTA’s outreach efforts; and 4) the timeline for the projects development process to completion.

**On order of Chairperson Miller** and there being no objection, the Committee of the Whole received final report for I-280 Corridor Study.

**OTHER**

11. **Committee Work Plan**

Chairperson Miller requested staff provide an update on the following items: 1) the current Measures; 2) 2016 Measure B funds, including the status of the lawsuit and a funding plan for when funds are released; 3) different types of innovative solutions; and 4) VTA’s retirement bus program.

**On order of Chairperson Miller** and there being no objection, the Committee of the Whole reviewed the Committee Work Plan.

12. **ANNOUNCEMENTS**

There were Announcements.

13. **ADJOURNMENT**

**On order of Chairperson Miller** and there being no objection, the Committee meeting was adjourned at 6:06 p.m.

Respectfully submitted,

Theadora Abraham, Board Assistant
VTA Office of the Board Secretary
NOTICE OF CANCELLATION

NOTICE IS HEREBY GIVEN that the Santa Clara Valley Transportation Authority Eastridge to BART Regional Connector Policy Advisory Board meeting scheduled for 1:00 p.m. on Thursday, January 25, 2018, has been cancelled.

Thalia Young, Board Assistant
VTA Office of the Board Secretary
Caltrain JPB Meeting Summary

At its February 1, 2018 meeting, the Caltrain JPB:

- Swearing-in of Cindy Chavez, Representing the Santa Clara Valley Transportation Authority

- Received the monthly report of the Executive Director on Financial Dashboard as well as the Peninsula Corridor Electrification Project Quarterly Report. The monthly progress report on the Peninsula Corridor Electrification Project (PCEP) provided an overview of the PCEP and provided funding partners, stakeholders, and the public an overall update on the progress of the project. The document provided information on the scope, cost, funding, schedule, and project implementation.

- Authorized the Execution of Supplemental Agreement No. 4, Pacific Gas and Electric (PG&E) Procurement and Construction Services for PG&E Infrastructure Build Outs In Support of the Peninsula Corridor Electrification Project (PCEP); Amendment of Supplemental Agreement No. 2 PG&E Oversight of Caltrain Design and Construction of 115 KV Interconnections; and Amendment of Supplemental Agreement No. 5 Interim Power Design and Construction Services for the PCEP Awarded contract to J. Powers Recruiting, Inc. of Sacramento, California to provide technical recruiting services for a not-to-exceed amount of $3.5 million for a five-year term.

- Deferred update on Caltrain Mobile Ticketing until next meeting.

- Authorized the agreement with Pacific Gas and Electric (PG&E) for relocation of pipeline as required for the 25th Avenue Grade Separation Project.

- Authorized an amendment of County Law Enforcement Agreement and approved the Communication Services Agreement.

- Approved the Caltrain Business Plan Final Business Strategy and Scope.

The Caltrain JPB will next meet on
March 1, 2018, at 10 a.m.
San Mateo County Transit District Administrative Building
Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070