Santa Clara Valley Transportation Authority

BOARD OF DIRECTORS MEETING

Thursday, September 7, 2017

5:30 p.m.

Board of Supervisors' Chambers
County Government Center
70 West Hedding Street
San Jose, California

ADDENDUM TO AGENDA

8.1.B.X. INFORMATION ITEM - Receive an update on the Silicon Valley Rapid Transit (SVRT) Operations and Maintenance Agreement. (Verbal Report)

Santa Clara Valley Transportation Authority

BOARD OF DIRECTORS MEETING

Thursday, September 7, 2017

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.

70 West Hedding St., San Jose, California is served by bus lines *61, 62, 66, 181, and Light Rail. (*61 Southbound last trip is at 8:55 pm for this location.)

For trip planning information, contact our Customer Service Department at (408) 321-2300 between the hours of 6:00 a.m. to 7:00 p.m. Monday through Friday and 7:30 a.m. to 4:00 p.m. on Saturday. Schedule information is also available on our website, www.vta.org.

1. CALL TO ORDER AND ROLL CALL

1.1. ROLL CALL

1.2. Orders of the Day

2. AWARDS AND COMMENDATION

2.1. INFORMATION ITEM - Adopt a Retirement Commendation recognizing Arthur Douwes, Operations Manager, Engineering, for 37 years of service; Rick Melatti, Transit Foreperson, for 37 years of service; Kim Alejandro, Service Mechanic, for 36 years of service; Rely Villanueva, Transit Foreperson, for 35 years of service; Derrick McCray, Coach Operator, for 33 years of service; Horacio Ubillos, Coach Operator, for 31 years of service; Richard Terry, Coach Operator, for 29 years of service; David Ramos, Paint and Body Foreperson, for 27 years of service; Kurt Evans, Government Affairs Manager, for 25 years of service.

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

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

5.2. Policy Advisory Committee (PAC) Chairperson's Report. (Verbal Report) (Miller)

5.3. Policy Advisory Board Chairpersons' Report. (No Report)

6. CONSENT AGENDA

6.1. ACTION ITEM: Approve the Board of Directors Regular Meeting Minutes of August 3, 2017.

6.2. ACTION ITEM - Authorize the General Manager to execute an agreement with the County of Santa Clara to continue the Transit Assistance program (TAP) for one year with four one-year extensions for an aggregate total of $1,000,000.

6.3. ACTION ITEM - Authorize the General Manager to execute contract amendments with Mark Thomas and Company, Inc. in an amount not to exceed $410,000, increasing the not-to-exceed total contract value to $3,728,769 for the SR 237 Express Lanes Project (Project). This authorization would cover the cost of the additional Design Services to complete final design and the cost of Design Services During Construction (DSDC).

6.4. ACTION ITEM - Authorize the General Manager to execute a contract with DMZ Builders, the lowest responsive and responsible bidder, for the construction of the Electric Bus Charging Infrastructure, Cerone Phase 1 contract (C17156).

6.5. ACTION ITEM - 1) Authorize the General Manager to submit Federal Fiscal Year 2017 grant applications and execute grant agreements with the Federal Transit Administration (FTA) for Section 5307 Urbanized Area Formula, Section 5309 New Starts, Section 5337 Fixed Guideway and High Intensity Motorbus, and Section 5339 Bus and Bus Facilities funds; and

2) Adopt a resolution authorizing the filing of applications with the Federal Transit Administration for Federal transportation assistance authorized by 49 U.S.C. chapter 53, title 23 United States Code, and other Federal statutes administered by the Federal Transit Administration.

6.6. ACTION ITEM - Approve the Priority Development Area (PDA) Investment and Growth Strategy, Third Edition, as a requirement of receiving future OBAG grant funding.

6.7. ACTION ITEM - Approve the 2017 Priority Development Area (PDA) Planning Grant Program of Projects for funding.

6.8. INFORMATION ITEM - Review the Legislative Update Matrix.

6.9. INFORMATION ITEM - Receive the report on VTA-ATU Pension Plan Actuarial Valuation as of January 1, 2017

6.10. INFORMATION ITEM - Receive information on a new contract for Silicon Valley Express Lanes Electronic Toll Systems Integration Services with TransCore, LP.

6.11. INFORMATION ITEM - Review the Draft Pedestrian Access to Transit Plan.

7. REGULAR AGENDA

Administration and Finance Committee

7.1. ACTION ITEM - Adopt a resolution that approves the Loan Agreement and related documents that are on file with the Board Secretary and authorizes entry into a loan for a not to exceed principal amount of $24,000,000, (the "Loan") from Western Alliance Business Trust, a wholly-owned affiliate of Western Alliance Bank ("Western Alliance"), to fund costs of the Silicon Valley Express Lanes Program SR 237, Phase 2 Project (the "Project").

NOTE: Motion must be approved by at least 2/3 of the Board (8 members).

Safety, Security, and Transit Planning and Operations Committee

7.2. ACTION ITEM - Approve the original FY18-19 "Next Network" Transit Service Plan proposals for: 1) Discontinuing Route 45 due to low ridership, and; 2) Operating the Rapid 500 on Santa Clara Street.

Governance and Audit Committee

7.3. ACTION ITEM - Approve appointments to the 2016 Measure B Citizens' Oversight Committee.

This action is contingent upon the recommendation of the Governance & Audit Committee.

8. OTHER ITEMS

8.1. General Manager Report. (Verbal Report)

8.1.A. Receive Government Affairs Update. (Verbal Report)

8.1.B. Receive Safety and Security Report. (Verbal Report)

8.2. Chairperson's Report. (Verbal Report)

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 Real Property Negotiators
[Government Code Section 54956.8]

Property: 801 Newhall Street, San Jose, CA.

VTA Negotiator: Ron Golem

Negotiating parties: Sprint Communications Co., L.P.

Under Negotiation: Price and terms of payment (ground lease extension)

B. Conference with Legal Counsel - Existing Litigation
[Gov't Code Section 54956.9(d)(1)]

Claim of the Estate of Lawrence Thompson, Claim No. 1893575

9.2. Reconvene to Open Session

9.3. Closed Session Report

10. ADJOURN

Santa Clara Valley Transportation Authority

Date: September 1, 2017
Current Meeting: September 7, 2017
Board Meeting: September 7, 2017

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: Retirement Commendation

FOR INFORMATION ONLY

BACKGROUND:

Arthur Douwes, Operations Manager, Engineering, Badge #3285, has provided 37 years of distinguished public service with VTA.

Rick Melatti, Transit Foreperson, Badge #1432, has provided 37 years of distinguished public service with VTA.

Kim Alejandro, Service Mechanic, Badge #1473, has provided 36 years of distinguished public service with VTA.

Rely Villanueva, Transit Foreperson, Badge #1496, has provided 35 years of distinguished public service with VTA.

Derrick McCray, Coach Operator, Badge #2777, has provided 33 years of distinguished public service with VTA.

Horacio Ubillos, Coach Operator, Badge #2927, has provided 31 years of distinguished public service with VTA.

Terry Richard, Coach Operator, Badge #3094, has provided 29 years of distinguished public service with VTA.

David Ramos, Paint and Body Foreperson, Badge #1622, has provided 27 years of distinguished public service with VTA.

Kurt Evans, Government Affairs Manager, Badge #8707, has provided 25 years of distinguished public service with the Santa Clara County and VTA.

DISCUSSION:

Arthur Douwes, Operations Manager, Engineering, Badge #3285

Art began his career with the Santa Clara County Transit District as a Senior Mechanical Engineer Automotive in May of 1980. Art was given aggressive goals to help the Transit District grow into a one thousand two hundred fifty (1,250) bus fleet and improve efficiency and organization in the Engineering unit. Art's exemplary performance and commitment to his work earned the prestigious Employee of the Month award in September of 1994. Art was promoted to Operations Manager, Engineering in July of 2007, where he implemented many programs improving bus service in the County, including building a robust bus fleet with significant reductions of emissions, establishing improved maintenance programs, maintenance training, and warranty and quality assurance programs. Art was recognized for his guidance and collaboration with many VTA departments and partners and for establishing significant and lasting improvements at VTA. Art provided 37 years of distinguished public service and was a valuable asset to VTA.

Congratulations to Art Douwes!

Rick Melatti, Transit Foreperson, Badge #1432

Rick began his career with the Santa Clara County Transit District as a Utility Worker in May of 1980 and was promoted to Third Class Mechanic in 1981, Second Class Mechanic in 1986, Transit Mechanic in 1989, and Transit Foreperson in 2013. Rick demonstrated excellent leadership in directing and providing support to his staff and earned the respect of those who knew and worked with him. Rick's exemplary performance and dedication to his work earned the prestigious Employee of the Quarter award in 2015. Rick provided 37 years of distinguished public service and was a valuable asset to the Operations Division and to VTA.

Congratulations to Rick Melatti!

Kim Alejandro, Service Mechanic, Badge #1473

Kim began his career with the Santa Clara County Transit District as a Service Mechanic in January of 1981. Kim went above and beyond his duties to assist his fellow co-workers and other VTA staff and provided customer service with positive, friendly attitude. Kim was recognized for his hard work and dedication. Kim provided 36 years of distinguished public service and was a valuable asset to the Operations Division and to VTA.

Congratulations to Kim Alejandro!

Rely Villanueva, Transit Foreperson, Badge #1496

Rely began his career with the Santa Clara County Transit District as a Third Class Mechanic in August of 1981. Rely was promoted to Second Class Mechanic in 1985, Transit Mechanic in 1989, and Transit Foreperson in 2001. Rely demonstrated hard work, dedication, leadership, and commitment to his duties and led his team by example. Rely imparted his vast knowledge of the bus fleet and the skills needed to be an effective mechanic to all those who worked with him and displayed an amazing ability to manage work distribution for optimal production. Rely provided 36 years of distinguished public service and was an asset to Operations and to VTA.

Congratulations to Rely Villanueva!

Derrick McCray, Coach Operator, Badge #2777

Derrick began his career with the Santa Clara County Transit District as a Coach Operator in July of 1984. 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. Derrick provided excellent customer service towards all VTA riders and received numerous compliments for his courteous, tactful, and friendly demeanor. Derrick was recognized for his dependability and was highly respected by all who knew and worked with him. Derrick provided 33 years of distinguished public service and was a valuable asset to the Operations Division and to VTA.

Congratulations to Derrick McCray!

Horacio Ubillos, Coach Operator, Badge #2927

Horacio began his career with the Santa Clara County Transit District as a Coach Operator in April of 1986. Horacio 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. Horacio maintained an outstanding attendance record and provided excellent customer service towards all VTA riders. Horacio was recognized for his kind, respectful, courteous, and professional demeanor and was respected by all who knew and worked with him. Horacio provided 31 years of distinguished public service and was a valuable asset to the Operations Division and to VTA.

Congratulations to Horacio Ubillos!

Richard Terry, Coach Operator, Badge #3094

Richard began his career began with the Santa Clara County Transit District as a Coach Operator in November of 1987. Richard demonstrated passion for his work and commitment to safety throughout his career and attained 26 years of safe driving, thereby earning the prestigious Two Million Miles Operator Safety Award. Richard received numerous compliments from the public for providing excellent customer service. He was a role model for his fellow operators and was well-esteemed for his professional, confident, and strong demeanor. Richard provided 29 years of distinguished public service and was a valuable asset to the Operations Division and to VTA.

Congratulations to Richard Terry!

David Ramos, Paint and Body Foreperson, Badge #1622

David began his career with the Santa Clara County Transit District as a Paint and Body Worker in April of 1990. He was instrumental in the complete restoration of the Rosa Parks Coach and successfully performed countless major coach and non-revenue vehicle repairs. David fulfilled his duties with a high level of professionalism and commitment, thereby earning the prestigious Employee of the Month award in July of 1996 and April of 2000. David was promoted to Paint and Body Foreperson in 2014. David provided 27 years of distinguished public service and was a valuable asset to the Operations Division and to VTA.

Congratulations to David Ramos!

Kurt Evans, Government Affairs Manager, Badge #8707

Kurt began his career with the Santa Clara County Board of Supervisors in April of 1992 and transferred to the Santa Clara County Transit District as a Government Affairs Manager in April of 1995. Kurt was responsible for managing VTA's federal and state legislative programs. Kurt advocated on behalf of VTA on federal and state legislative and public policy issues and advocated for funding for high-priority transportation capital improvement projects in Santa Clara County at the federal and state levels. Kurt served as VTA's representative on various federal and state transportation associations, including the American Public Transportation Association and the California Transit Association. Kurt provided 25 years of distinguished public service and was a valuable asset to VTA.

Congratulations to Kurt Evans!

Prepared By: Mitsuno Baurmeister, Diversity and Inclusion Manager
Memo No. 5955

COMMENDATION
BY THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
GIVING SPECIAL TRIBUTE, DUE HONOR, AND RECOGNITION TO
OPERATIONS MANAGER, ENGINEERING
ARTHUR DOUWES

WHEREAS, Arthur "Art" Douwes retired from the Santa Clara Valley Transportation Authority (VTA) on July 22, 2017, with 37 years of distinguished public service; and

WHEREAS, Art Douwes, Badge #8325, began his career with the Santa Clara County Transit District as a Senior Mechanical Engineer Automotive in May of 1980, where he was given aggressive goals to help the Transit District grow into a one thousand two hundred fifty (1,250) bus fleet and improve efficiency and organization in the Engineering unit; and

WHEREAS, Art Douwes' exemplary performance and commitment to his work earned the prestigious Employee of the Month award in September of 1994; and

WHEREAS, Art Douwes was promoted to Operations Manager, Engineering in July of 2007, where he implemented many programs improving bus service in the County, including building a robust bus fleet with significant reductions of emissions, establishing improved maintenance programs, maintenance training, and warranty and quality assurance programs; and

WHEREAS, Art Douwes was recognized for his guidance and collaboration with many VTA departments and partners and for establishing significant and lasting improvements at VTA; and

WHEREAS, Art Douwes earned the respect and gratitude of VTA employees and partners for his contributions 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 Art Douwes for his valued and dedicated public service.

Signed on September 7, 2017.

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Jeannie Bruins, Chairperson
Santa Clara Valley Transportation Authority

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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 FOREPERSON
RICK MELATTI

WHEREAS, Rick Melatti retired from the Santa Clara Valley Transportation Authority (VTA) on June 1, 2017, with 36 years of distinguished public service; and

WHEREAS, Rick Melatti, Badge #1432, began his career with the Santa Clara County Transit District as a Utility Worker in May of 1980 and moved up to Third Class Mechanic in May of 1981 and Second Class Mechanic in November of 1986; and

WHEREAS, Rick Melatti was promoted to Transit Mechanic in January of 1989 and to Transit Foreperson in February of 2013; and

WHEREAS, Rick Melatti demonstrated excellent leadership in directing and providing support to his staff and earned the respect of those who knew and worked with him; and

WHEREAS, Rick Melatti's exemplary performance and dedication to his work earned the prestigious Employee of the Quarter award in 2015; and

WHEREAS, Rick Melatti was known for his outstanding performance and attention to detail and was an asset to Operations 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 Rick Melatti for his valued and dedicated public service.

Signed on September 7, 2017.

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Jeannie Bruins, Chairperson
Santa Clara Valley Transportation Authority

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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
SERVICE MECHANIC
KIM ALEJANDRO

WHEREAS, Kim Alejandro retired from the Santa Clara Valley Transportation Authority (VTA) on July 1, 2017, with 36 years of distinguished public service; and

WHEREAS, Kim Alejandro, Badge #1473, began his career with the Santa Clara County Transit District in January of 1981 as a Service Mechanic at North Division; and

WHEREAS, Kim Alejandro went above and beyond his duties to assist his fellow co-workers and other VTA staff and provided customer service with positive, friendly attitude; and

WHEREAS, Kim Alejandro was recognized for his hard work and dedication 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 Kim Alejandro for his valued and dedicated public service.

Signed on September 7, 2017.

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Jeannie Bruins, Chairperson
Santa Clara Valley Transportation Authority

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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 FOREPERSON
RELY VILLANUEVA

WHEREAS, Rely Villanueva retired from the Santa Clara Valley Transportation Authority (VTA) on May 20, 2017, with 35 years of distinguished public service; and

WHEREAS, Rely Villanueva, Badge #1496, began his career with the Santa Clara County Transit District as a Third Mechanic in August of 1981 and moved up to Second Class Mechanic in 1985 and Transit Mechanic in 1989; and

WHEREAS, Rely Villanueva was promoted to Transit Foreperson in December of 2001, where he worked at various Divisions and demonstrated hard work, dedication, leadership, and commitment to his duties and led his team by example; and

WHEREAS, Rely Villanueva created rapport with the mechanics throughout VTA and was well respected by those who knew and worked with him; and

WHEREAS, Rely Villanueva imparted his vast knowledge of the bus fleet and the skills needed to be an effective mechanic to all those who worked with him; and

WHEREAS, Rely Villanueva displayed an amazing ability to manage work distribution for optimal production and was an asset to Operations 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 Rely Villanueva for his valued and dedicated public service.

Signed on September 7, 2017.

Jeannie Bruins, 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
DERRICK MCCRAY

WHEREAS, Derrick McCray retired from the Santa Clara Valley Transportation Authority (VTA) in July 31, 2017, with 33 years of distinguished public service; and

WHEREAS, Derrick McCray, Badge #2777, began his career with the Santa Clara County Transit District as a Coach Operator in July of 1984; and

WHEREAS, Derrick McCray 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, Derrick McCray provided excellent customer service towards all VTA riders and received numerous compliments for his courteous, tactful, and friendly demeanor; and

WHEREAS, Derrick McCray was recognized for his dependability and was highly respected by all who knew and worked with him; and

WHEREAS, Derrick McCray 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 Derrick McCray for his valued and dedicated public service.

Signed on September 7, 2017.

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Jeannie Bruins, Chairperson
Santa Clara Valley Transportation Authority

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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
HORACIO UBILLOS

WHEREAS, Horacio Ubillos retired from the Santa Clara Valley Transportation Authority (VTA) on May 1, 2017, with 31 years of distinguished public service; and

WHEREAS, Horacio Ubillos, Badge #2927, began his career with the Santa Clara County Transit District as a Coach Operator in April of 1986; and

WHEREAS, Horacio Ubillos demonstrated passion for his work and commitment to safety throughout his career and attained 25 years of safe driving, thereby earning the prestigious Two Million Miles Operator Safety Award; and

WHEREAS, Horacio Ubillos maintained an outstanding attendance record and provided excellent customer service towards all VTA riders; and

WHEREAS, Horacio Ubillos was recognized for his kind and professional demeanor and was highly respected by all who knew and worked with him; and

WHEREAS, Horacio Ubillos 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 Horacio Ubillos for his valued and dedicated public service.

Signed on September 7, 2017.

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Jeannie Bruins, Chairperson
Santa Clara Valley Transportation Authority

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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
RICHARD TERRY

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

WHEREAS, Richard Terry, Badge #3094, began his career with the Santa Clara County Transit District as a Coach Operator in November of 1987; and

WHEREAS, Richard Terry demonstrated passion for his work and commitment to safety throughout his career and attained 26 years of safe driving, thereby earning the prestigious Two Million Miles Operator Safety Award; and

WHEREAS, Richard Terry received numerous compliments from the public for his courteous, tactful demeanor and for providing excellent customer service to VTA riders; and

WHEREAS, Richard Terry was well-esteemed for his strong, professional, and confident disposition and was recognized for performing his duties in an outstanding manner; and

WHEREAS, Richard Terry served as a role model for his fellow operators and was highly respected by all who knew and worked with him; and

WHEREAS, Richard Terry 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 Richard Terry for his valued and dedicated public service.

Signed on September 7, 2017.

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Jeannie Bruins, Chairperson
Santa Clara Valley Transportation Authority

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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
DAVID RAMOS

WHEREAS, David Ramos retired from the Santa Clara Valley Transportation Authority (VTA) on August 1, 2017, with 27 years of distinguished public service; and

WHEREAS, David Ramos, Badge #1622, began his career with the Santa Clara County Transit District as a Paint and Body Worker in April of 1990; and

WHEREAS, David Ramos fulfilled his duties with a high level of professionalism and commitment, thereby earning the prestigious Employee of the Month award in July of 1996 and April of 2000; and

WHEREAS, David Ramos was promoted to Paint and Body Foreperson in March of 2014; and

WHEREAS, David Ramos was instrumental in the complete restoration of the Rosa Parks Coach and successfully performed countless major coach and non-revenue vehicle repairs; and

WHEREAS, David Ramos 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 David Ramos for his valued and dedicated public service.

Signed on September 7, 2017.

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Jeannie Bruins, Chairperson
Santa Clara Valley Transportation Authority

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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
GOVERNMENT AFFAIRS MANAGER
KURT EVANS

WHEREAS, Kurt Evans retired from Santa Clara Valley Transportation Authority (VTA) on August 12, 2017, with 25 years of distinguished public service; and

WHEREAS, Kurt Evans, Badge #8707, began his career with the Santa Clara County Board of Supervisors in April of 1992 and transferred to the Santa Clara County Transit District as a Government Affairs Manager in April of 1995; and

WHEREAS, Kurt Evans was responsible for managing VTA's federal and state legislative programs; and

WHEREAS, Kurt Evans advocated on behalf of VTA on federal and state legislative and public policy issues and advocated for funding for high-priority transportation capital improvement projects in Santa Clara County at the federal and state levels; and

WHEREAS, Kurt Evans served as VTA's representative on various federal and state transportation associations, including the American Public Transportation Association and the California Transit Association; and

WHEREAS, Kurt Evans was a valuable asset to the organization 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 Kurt Evans for his valued and dedicated public service.

Signed on September 7, 2017

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Jeannie Bruins, Chairperson
Santa Clara Valley Transportation Authority

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

	Jobs Approved				Total	Housing Approved		Total
Member Agency	2011	2012	2013	2014	Jobs	2013	2014	Housing
Campbell	-179	-140	0	9	-310	12	21	33
Cupertino	-3	432	277	700	1,406	-30	15	-25
Gilroy	56	0	39	639	731	278	350	628
Los Altos	-40	50	211	0	221	20	0	20
Los Altos Hills	0	0	0	0	0	7	0	7
Los Gatos	264	70	555	23	912	20	23	43
Milpitas	706	-1,176	-399	0	-869	793	466	1,259
Monte Sereno	0	0	0	0	0	0	0	0
Morgan Hill	10	0	57	0	67	544	103	647
Mountain View	598	798	1,151	2,304	4,851	537	399	936
Palo Alto	4,584	585	924	-993	5,100	2	311	313
San Jose	853	1,247	4,211	7,913	14,224	729	3,182	3,911
Santa Clara	460	2,583	3,407	13,700	20,150	140	1,363	1,503
Santa Clara County	693	80	1,071	318	2,162	369	0	369
Saratoga	0	0	0	0	0	8	0	8
Sunnyvale	635	2,524	1,179	4,031	8,369	583	1,144	727
Total	8,636	7,053	12,683	31,047	59,419	4,012	7,325	11,337

Assume 2 Year Lag Between Job Approvals and Housing Approvals

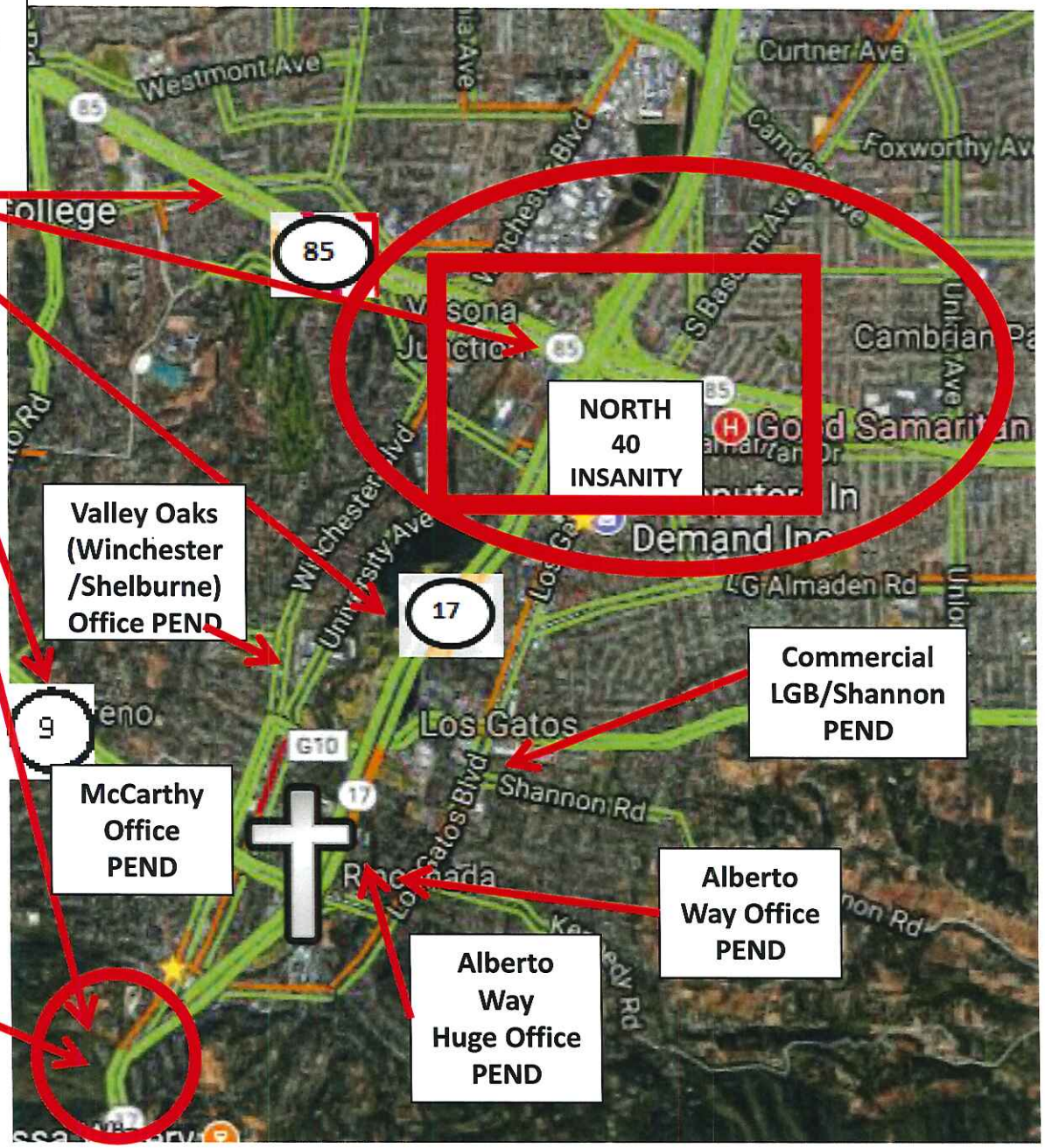
Shortfall of 2011/12 Housing to 2009/10 Jobs: 11,947
Shortfall of 2013/14 Housing to 2011/12 Jobs: 4,532
2013/14 Jobs 43,730
60,209

We Understand and Support Economic Vitality in SV And the Resulting Housing Crisis!

Angelia Doerner
LOS GATOS
SaveOurHood@yahoo.com

TOWN OF LOS GATOS HAS NO CONTROL OVER RE-ROUTING OF REGIONAL CUT-THROUGH TRAFFIC!

INABILITY OF STATE/COUNTY HIGHWAYS TO ACCOMMODATE NOW-ROUTINE REGIONAL TRAFFIC



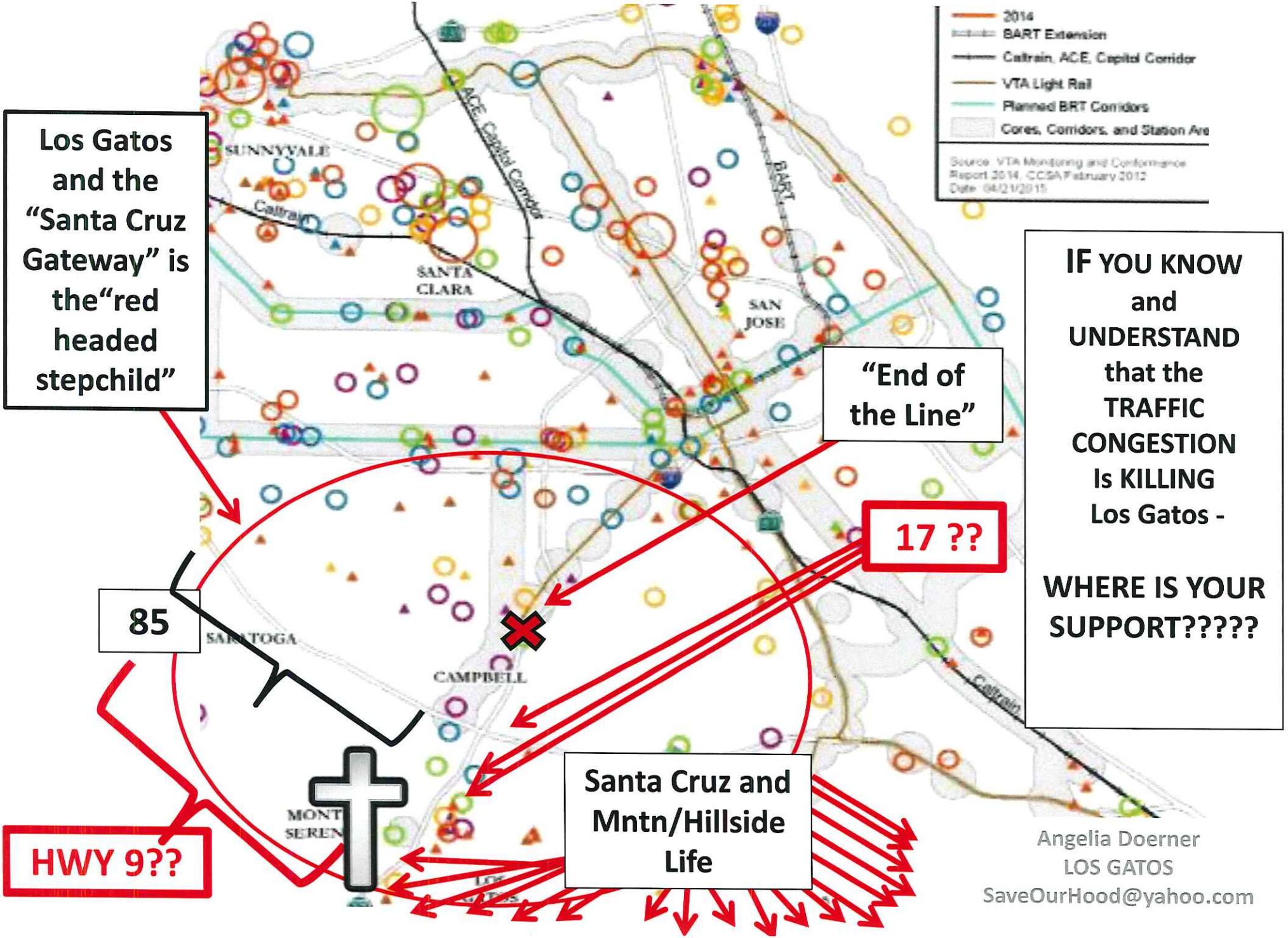
FINAL 17 CHOKEPOINT (Third Lane From SSC's Unmetered OnRamp Must Merge Into Two Lanes)

DO YOU KNOW and UNDERSTAND and SUPPORT Economic Vitality in Los Gatos???? And That the Resulting Housing Crisis is "settling" South and "Over the Hill" ???

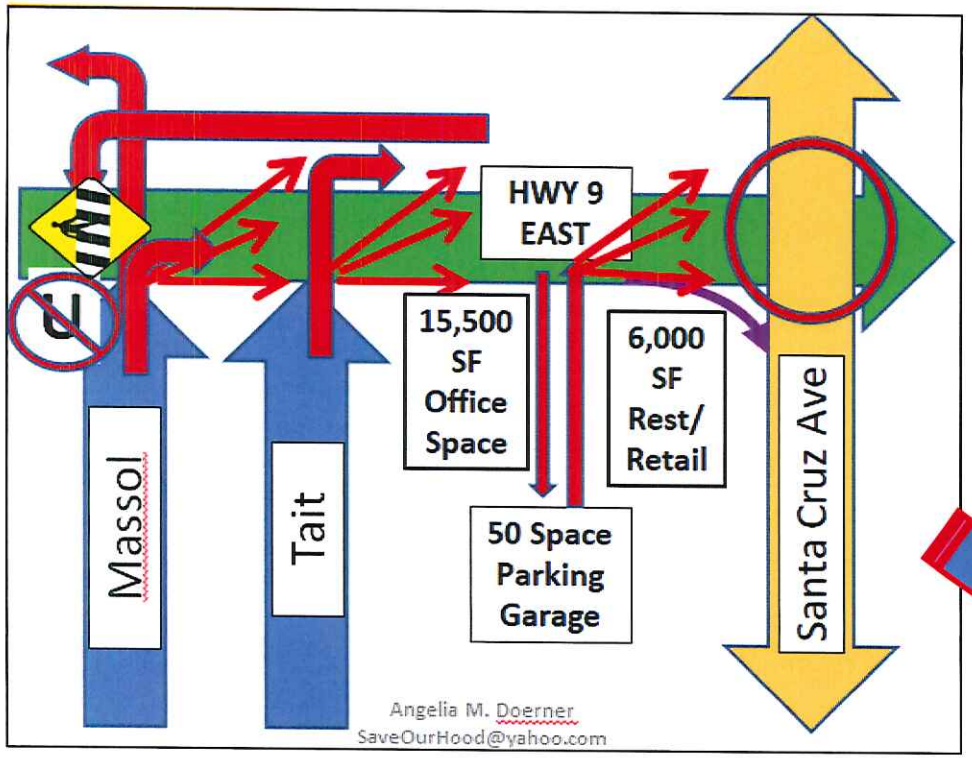
Do You KNOW and UNDERSTAND that the TRAFFIC CONGESTION Is KILLING Los Gatos?

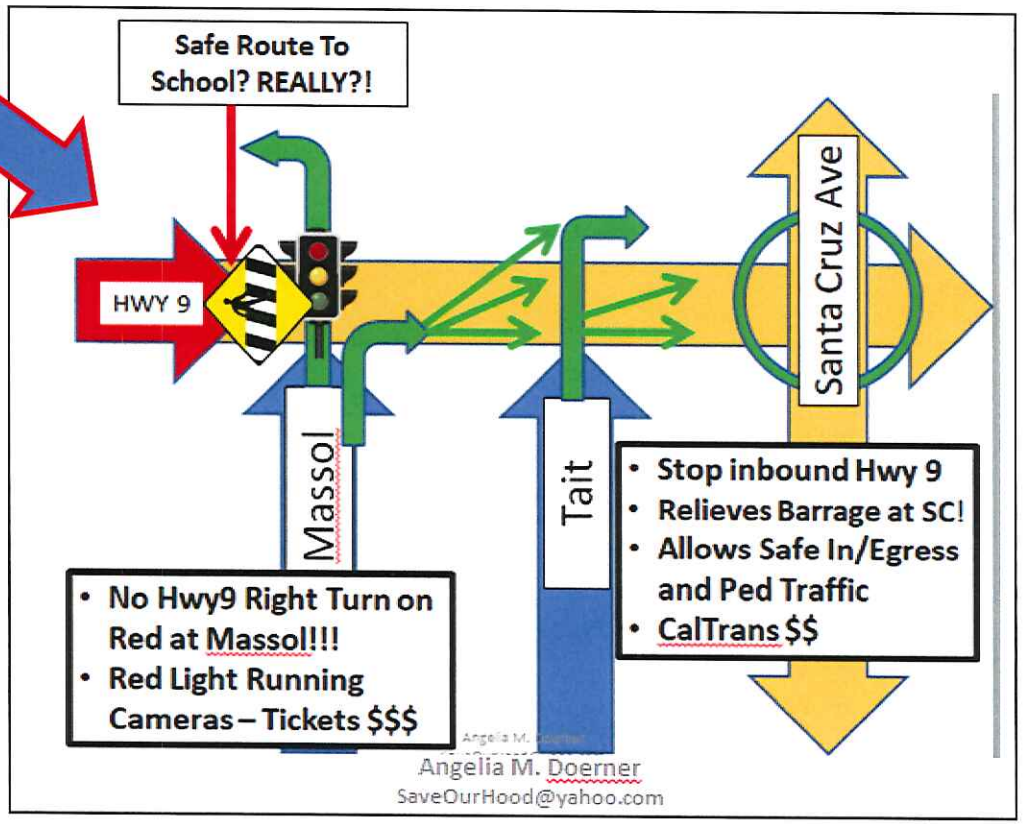
Angelia Doerner
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JOB CHANGE ESTIMATES NEAR VTA'S CORES, CORRIDORS, AND STATION AREAS



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Salvador "Sal" Sanchez

Fri Sept 1, 2017 6:21 am

Hit While in Flashing Crosswalk!

ASK:

WHY? When??

WE NEED IT NOW!!

Angelia M. Doerner
LOS GATOS
SaveOurHood@yahoo.com

Valley Transportation Authority

Solutions that move you

5.1

VTA Citizens Advisory Committee (CAC)
CAC Chairperson Report to VTA Board of Directors
September 7, 2017

The CAC met on August 9th. Notable Committee actions, comments and/or concerns from that meeting you should be aware of are:

A. Fond Farewell

The Committee thanked and bid a fond farewell to Kurt Evans, Government Affairs Manager, who retired after 31 years of dedicated public service, 22 with VTA. Kurt kept the CAC (and others) informed and educated on the happenings in Washington and Sacramento with his Legislative Update Matrix and VTA positions of support, presenting complex and nuanced topics in a way that laymen could easily understand.

B. 2000 Measure A Citizens Watchdog Committee (CWC) Items

Lastly, regarding our CWC responsibilities:

- We issued our Annual Report on FY 2016 in August. It indicated the Committee's conclusion that for the period Measure A funds were spent in accordance with the intent of the measure. As is our established practice, a copy was emailed to Board members.
- Notifying the community on the report's availability and the Committee's finding were accomplished with recent advertising in 23 local newspapers in VTA's service area. This included a broad spectrum of non-English language newspapers. We also notified the public by advertising on several electronic network sites, on social media, and on *Nextdoor*.
- Lastly, hard copies of the summary report (Benefits and Key Achievements) have been distributed to libraries, hospitals, government and other public buildings throughout Santa Clara County.

Respectfully submitted,

Herman Wadler
CAC/CWC Chairperson

Policy Advisory Committee (PAC)
Meeting Summary

At its August 10 meeting, the PAC:

- Recommended the Board of Directors approve the 2017 Priority Development Area (PDA) Planning Grant Program of Projects.

- Received an update on the 2016 Measure B Program Category Guidelines. The committee expressed its support for maintaining the 50 percent cap, per jurisdiction, in the Bicycle and Pedestrian Program Category. VTA staff had recommended no change to this provision.

- Reviewed the Draft Pedestrian Access to Transit Plan, and discussed identified projects and potential for 2016 Measure B funding, next steps and coordination with cities in implementation of projects.

- Recommended the VTA Board approve the PDA Investment and Growth Strategy.

- Received a presentation from Kurt Evans, Government Affairs Manager, on the Legislative Update Matrix, including an overview of the passage of AB 398 (E. Garcia) which authorized cap-and-trade through 2030, and the status of SB 595 (Beall) which would authorize MTC to place a bridge toll increase on a future ballot in the nine county Bay Area.

- Received the Transit Operations Performance Report for the Third Quarter of FY 2017.

The next PAC meeting will be held on September 14, 2017 at 4 p.m. in the
VTA Conference Room B-106
3331 North First Street, San Jose, CA.

Santa Clara Valley Transportation Authority

BOARD OF DIRECTORS MEETING

Thursday, August 3, 2017

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 Bruins at 5:30 p.m. in the Board of Supervisors' Chambers, County Government Center, 70 West Hedding Street, San José, California.

1.1. ROLL CALL

Attendee Name	Title	Status
Jeannie Bruins	Chairperson	Present
Larry Carr	Board Member	Present
Cindy Chavez	Board Member	Present
David Cortese	Alternate Board Member	Excused
Dev Davis	Alternate Board Member	Present
Lan Diep	Board Member	Present
Daniel Harney	Alternate Board Member	Excused
Glenn Hendricks	Board Member	Present
Chappie Jones	Board Member	Absent
Johnny Khamis	Board Member	Excused
Sam Liccardo	Vice Chairperson	Present
John McAlister	Alternate Board Member	Present
Bob Nunez	Alternate Board Member	Excused
Teresa O'Neill	Board Member	Present
Raul Peralez	Board Member	Present
Rob Rennie	Alternate Board Member	Excused
Savita Vaidhyanathan	Board Member	Present
Ken Yeager	Board Member	Present

* Alternates do not serve unless participating as a Member.

A quorum was present.

1.2. Orders of the Day

Chairperson Bruins noted the meeting will adjourn in memory of Pat Dando, former VTA Board Member, San Jose Vice Mayor and City Councilmember.

Chairperson Bruins noted the addendum to the Agenda**, Agenda Item 8.1.B.X.,** Silicon Valley Rapid Transit (SVRT) Program update.

M/S/C (Liccardo/Chavez) to accept the Orders of the Day.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Sam Liccardo, Board Member
SECONDER:	Cindy Chavez, Board Member
AYES:	Bruins, Carr, Chavez, Davis, Diep, Hendricks, Liccardo, O'Neill, Peralez, Yeager
ABSENT:	Jones, Vaidhyanathan

2. AWARDS AND COMMENDATION

2.1. Employees and Supervisor of the Quarter for the Third (3rd) Quarter of 2017

The Board recognized Juanita Gaillard, Office and Timekeeping Technician, Chaboya Division; Eric King, Coach Operator, Cerone Operations; and Robert Torres, Parts Clerk, Materials Management Department; as Employees of the Third (3rd) Quarter of 2017.

3. PUBLIC COMMENT

Board Member Vadidhyanathan arrived and took her seat at 5:40pm

Dan Stofle, Interested Citizen, made the following comments: 1) expressed concern regarding potential changes to bus route 88 and its impacts to Veterans who ride it; and 2) expressed opposition to using autonomous vehicles.

Sean Mulligan, Interested Citizen, made the following comments: 1) provided suggestions on how VTA could save costs related to the BART Project; 2) expressed support for the station name change from Berryessa to Berryessa/North San Jose; and 3) looking forward to the audio recordings at the BART stations and suggested VTA blog about it.

Joyce Weissman, Interested Citizen, commented about the need to inform the public of transit changes. She requested those changes be placed on the website where it is easily accessible.

William Macdonald, Interested Citizen, made the following comments: 1) noted his disability; and 2) stated that VTA operators need to enforce Americans with Disabilities Act (ADA) regulations.

Roland Lebrun, Interested Citizen, made the following comments: 1) complimented VTA about engaging the public for feedback and taking that feedback into consideration; and 2) suggested VTA conduct an analysis between bus stop locations and potential areas for cars speeding.

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

4. PUBLIC HEARINGS

4.1. Resolution of Necessity, Caltrain Peninsula Corridor Electrification Project

Robert Fabela, General Counsel, provided a brief introduction.

Ron Golem, Deputy Director of Real Estate, introduced Brian Fitzpatrick, Samtrans Real Estate & Property Development Manager; Dave Couch, Caltrain Project Delivery Director; and Michael B. McNaughton, Hanson Bridgett, noting they were present to answer any questions by the Board.

Mr. Golem provided an overview of the staff report and provided a presentation entitled, "Caltrain Modernization Program Electrification Project," highlighting: 1) Resolution of Necessity Hearing; 2) Project Map; 3) Resolution of Necessity Property #1; 4) Aerial Map of property #1: JPB-SC4-0089-1A & 2A; 5) Resolution of Necessity Property #2; 6) Aerial Map of property #2: JPB-SC4-0098-1A & 2A; 7) Resolution of Necessity Property #3; and 8) Aerial Map of property #3: JPB-SC4-0112.

Public Comment

Jim Alves, Alves Alongi Properties, LLC, provided history of events and made the following comments: 1) noted that negotiations have been ongoing for a few years; 2) expressed concern about not receiving the proper documents in a timely manner to have adequate time to review; 3) expressed concern about the two- year old data used; and 4) requested that new data be provided to reflect the current market.

Mr. Fabela referenced the Declaration of Gary Dowd, which disputed Mr. Alves' claim that he did not receive adequate information in a timely manner. Mr. Fabela further reported that the information provided in the declaration would be considered substantial evidence used in court. Mr. Fabela informed the Board that there was no specific requirement on how recent the data should be as long as it was not less than the market value.

Board Member Hendricks clarified that compensation was not part of the Board's decision.

Mr. Fitzpatrick noted that negotiations would be ongoing with the client.

M/S/C (Liccardo /Hendricks) to close the Public Hearing.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Sam Liccardo, Board Member
SECONDER:	Gelnn Hendricks, Board Member
AYES:	Bruins, Carr, Chavez, Davis, Diep, Hendricks, Liccardo, O'Neill, Peralez, Vaidhyanathan, Yeager
ABSENT:	Jones

M/S/C (Davis/Yeager) to adopt Resolutions of Necessity Nos. 2017.08.25, 2017.08.26 and 2017.08.27 to approve determining that the public interest and necessity requires the acquisition of property interests from three properties owned by: (1) Central Concrete Supply Co., Inc. (property located at 790 Stockton Avenue, San Jose, California, 95126); (2) Vinh Ngoc Phan and Lien Nguyen (property located at 60 Stockton Avenue, San Jose, California, 95126); and (3) Alves Alongi Properties, LLC (property located at 1025 Stockton Avenue, San Jose, California, 95110) for the Caltrain Peninsula Corridor Electrification Project.

Property ID/Assessor's Parcel Number/Owner (Resolution No. 2017.08.25)

JPB-SCL4-0089 (APN# 259-09-029) owned by Central Concrete Supply Co., Inc.

Property ID/Assessor's Parcel Number/Owner (Resolution No. 2017.08.26)

JPB-SC4-0098 (APN# 259-28-002) owned by Vinh Ngoc Phan and Lien Nguyen

Property ID/Assessor's Parcel Number/Owner (Resolution No. 2017.08.27)

JPB-SC4-0112 (APN# 230-41-001) owned by Alves Alongi Properties, LLC.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Dev Davis, Alternate Board Member
SECONDER:	Ken Yeager, Board Member
AYES:	Bruins, Carr, Chavez, Davis, Diep, Hendricks, Liccardo, O'Neill, Peralez, Vaidhyanathan, Yeager
ABSENT:	Jones

5. COMMITTEE REPORTS

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

There was no Citizens Advisory Committee (CAC) Chairperson's report.

5.2. Policy Advisory Committee (PAC) Chairperson's Report

There was no Policy Advisory Committee (PAC) report.

5.3. Policy Advisory Board Chairperson's Report

There was no Policy Advisory Board Chairperson's report

6. CONSENT AGENDA

Public Comment

Eugene Bradley, Interested Citizen, thanked VTA staff for responding to his inquiries, but requested to be informed of the VTA staff names who provided the responses.

6.1. Board of Directors Regular Meeting Minutes of June 1, 2017

M/S/C (Hendricks/Chavez) to approve the Board of Directors Regular Meeting Minutes of June 1, 2017.

6.2. Construction of Closed Circuit Television (CCTV) at Various Locations, Phase 9 (C17020F) Contract)

M/S/C (Hendricks/Chavez) to authorize the General Manager to execute a contract with Ojo Technology, Inc., the lowest responsible bidder, in the amount of $660,461 for the installation of Closed Circuit Television (CCTV) at Various Locations, Phase 9 (C17020F) contract.

6.3. Construction Contract Award - Capitol Expressway Pedestrian Connection to Eastridge Transit Center, Contract (C17131F)

M/S/C (Hendricks/Chavez) on a vote of 10 ayes, 0 noes, 1 recusal to authorize the General Manager to execute a contract with St. Francis Electric, LLC., the responsive and responsible bidder, in the amount of $740,160 for the construction of Capitol Expressway Pedestrian Connection to Eastridge Transit Center. Board Member Liccardo recused.

6.4. Status Report on One Bay Area Grant Cycle 2 Funding

M/S/C (Hendricks/Chavez) to receive the report on One Bay Area Grant Cycle 2 funding.

6.5. VERBS Program of Projects - Third Cycle

M/S/C (Hendricks/Chavez) to approve a program of projects for the Vehicle Emissions Reductions Based at Schools (VERBS) Program.

6.6. 2016 Monitoring and Conformance Report

M/S/C (Hendricks/Chavez) to adopt the 2016 Monitoring and Conformance Findings in Compliance with State Congestion Management Legislation.

6.7. Inventory and Assets Held at Outreach

M/S/C (Hendricks/Chavez) to review and receive the Auditor General's report on the Inventory and Assets Held at Outreach.

6.8. Interagency Agreements Risk Assessment

M/S/C (Hendricks/Chavez) to review and receive the Auditor General's report on the Interagency Agreement Risk Assessment.

6.9. Follow-Up on the Trapeze OPS Pre-Implementation Review

M/S/C (Hendricks/Chavez) to review and receive the Auditor General's follow-up report on the implementation status of management's action plans contained in the Trapeze OPS Pre-Implementation Review performed during Fiscal Year 2014.

6.10. Follow-Up on the Public Safety Process Assessment

M/S/C (Hendricks/Chavez) to review and receive the Auditor General's follow-up report on the implementation status of management's action plans contained in the Public Safety Process Assessment performed during Fiscal Year 2014.

6.11. Follow-Up on the Operator Scheduling Assessment

M/S/C (Hendricks/Chavez) to review and receive the Auditor General's follow-up report on the implementation status of management's action plans contained in the Operator Scheduling Assessment performed during Fiscal Year 2015.

6.12. Follow-Up on the Sheriff's Office Contract Compliance Internal Audit

M/S/C (Hendricks/Chavez) to review and receive the Auditor General's follow-up report on the implementation status of management's action plans contained in the Sheriff's Office Contract Compliance Internal Audit performed during Fiscal Year 2013.

6.13. Programmed Project Monitoring - Quarterly Report

M/S/C (Hendricks/Chavez) to receive the Programmed Projects Quarterly Monitoring Report for January - March 2017.

6.14. Legislative Update Matrix

M/S/C (Hendricks/Chavez) to review the Legislative Update Matrix.

RESULT:	**APPROVED [UNANIMOUS] –Consent Agenda Items #6.1-6.2, 6.4-6.14**
MOVER:	Glenn Hendricks, Board Member
SECONDER:	Cindy Chavez, Board Member
AYES:	Bruins, Carr, Chavez, Davis, Diep, Hendricks, Liccardo, O'Neill, Peralez, Vaidhyanathan, Yeager
ABSENT:	Jones

RESULT:	**APPROVED – Consent Agenda Item #6.3**
MOVER:	Glenn Hendricks, Board Member
SECONDER:	Cindy Chavez, Board Member
AYES:	Bruins, Carr, Chavez, Davis, Diep, Hendricks, O'Neill, Peralez, Vaidhyanathan, Yeager
RECUSED:	Liccardo
ABSENT:	Jones

7. REGULAR AGENDA

Administration and Finance Committee

7.1. VTA's BART Extension Station Names

Dennis Ratcliffe, Deputy Director, SVRT/BART Capital Program, provided an overview of the staff report.

Public Comment

Mr. Mulligan expressed support of the name change, noting the need to avoid confusion when the additional San Jose BART stations open.

Jaems Whightman, Interested Citizen, discussed various incidents he observed on VTA light rail and provided suggestions on how to handle incidents related to safety.

Ms. Weissman expressed support of the name change, but noted her concern about the length of the new name, noting the public may think there are two stops and not one.

Vice Chairperson Liccardo thanked Mr. Mulligan for bringing awareness and advocating for the name change.

M/S/C (Liccardo/Diep) to approve "Berryessa/North San José" as the official name of VTA's BART station in the City of San José, and "Milpitas" as the official name for the Milpitas BART station in the City of Milpitas.

RESULT:	**APPROVED [UNANIMOUS] – Agenda Item #7.1**
MOVER:	Sam Liccardo, Board Member
SECONDER:	Lan Diep, Board Member
AYES:	Bruins, Carr, Chavez, Davis, Diep, Hendricks, Liccardo, O'Neill, Peralez, Vaidhyanathan, Yeager
ABSENT:	Jones

7.2. SB 797 Support Position

Jim Lawson, Director of Government & Public Relations, provided a brief report and introduced Mark Simon, Caltrain Chief of Staff.

Public Comment

Carl Guardino, Silicon Valley Leadership Group, made the following comments: 1) expressed support for SB 797; 2) noted the importance of taking steps to continue the Peninsula Corridor Electrification Program (PCEP); 3) noted the PCEP is necessary to grow service capacity; and 4) commented about the need to have a permanent revenue stream for Caltrain.

Mr. Lebrun made the following comments: 1) commented about VTA's strong efforts to pass 2016 Measure B; 2) expressed opposition of SB 797; 3) expressed frustration with Caltrain's Management; and 4) noted Santa Clara County would be providing the bulk of the revenue to Caltrain.

Discussion ensued about the following: 1) San Francisco's efforts in passing a previous ballot measure; 2) the need for Caltrain to have its own dedicated funding source; 3) positive polling results for SB 797; 4) congestion management, noting a priority is getting cars off the road; 5) reasons for supporting SB 797; 6) Caltrain's current governance structure; 6) properly structured Memorandum of Understanding (MOU) surrounding the money Caltrain is receiving; 7) the challenges the Board has wearing multiple jurisdiction hats; 8) any impacts high speed rail will have to the existing corridor and the surrounding cities; 9) the importance of timing when presenting multiple needs to transit; 10) Caltrain farebox recovery; 11) the challenges Caltrain Board faced to find opportunities to bring in revenue including fare increases and reducing the overall budget; and 11) taking actions that have long-term transit success.

Members of the Board expressed concern about the following: 1) adding another sales tax when Santa Clara County just passed the 2016 Measure B sales tax; 3) the smaller cities reaching their spending cap sooner if SB 797 passes; 4) the Board supporting a ballot measure with the current Caltrain management structure; 5) Caltrain asking for additional money after receiving dedicated funds; and 6) the need to ensure Caltrain is properly using the money it receives from partnerships.

Mr. Lawson commented that the smaller cities would not be at a disadvantage with SB 797 being approved, noting it would not affect the smaller cities funding cap.

Mr. Guardino made the following comments: 1) Caltrain's farebox recovery is between 70-75 percent; 2) Caltrain is running at 125% capacity in both the morning and evening commute; 3) noted the Silicon Valley Leadership group was invited to participate in part of San Francisco's Ballot Measure process, but it was not successful; 4) both San Francisco and San Mateo may have a Ballot Measure for 2018; and 5) thanked Board Member Yeager for his leadership on Caltrain.

Mr. Simon reported that Caltrain is working on a business plan to address the changes ahead and several of the questions raised by the Board. Mr. Simon suggested it would be beneficial for their VTA partner to see the business plan and would like to provide a presentation within the next 180 months.

M/S/C (Yeager/Davis) on a vote of 10 ayes, 1 no, 0 abstentions to adopt a support position for SB 797 (Hill) which authorizes the Peninsula Corridor Joint Powers Board (Caltrain) to place on the ballot a regional measure enacting a sales and use tax (not to exceed 0.125%) in the City and County of San Francisco and the Counties of San Mateo and Santa Clara. The net revenues to be used by Caltrain for operating and capital purposes. This regional measure requires a 2/3 voter approval. Board Member Vaidhyanathan opposed.

RESULT:	**APPROVED – Agenda Item #7.2**
MOVER:	Ken Yeager, Board Member
SECONDER:	Devora Davis, Alternate Board Member
AYES:	Bruins, Carr, Chavez, Davis, Diep, Hendricks, Liccardo, O'Neill, Peralez, Yeager
OPPOSED:	Vaidhyanathan
ABSENT:	Jones

8. OTHER ITEMS

8.1. General Manager Report

Nuria I. Fernandez, General Manager and CEO, provided a report, highlighting:

- Announced the American Public Transportation Association's Light Rail Rodeo (APTA LR Rodeo) winners Pedro Diaz and Rick Fredriksz, noting they won Frist Place Awards for Operators and the Safety Test. Also, announced that VTA won a Certificate of Merit for Light Rail Security at the APTA Rail Conference.
- Announced the Santa Clara Pedestrian Undercrossing "Reveal" was held on June 30, 2017.
- VTA held the Lesbian, Gay, Transgender, Bisexual and Queer (LGTBQ) Pride Symposium in June 2017, and the Women's Equality Symposium was on August 2, 2017.
- On July 13, 2017, VTA partnered with other agencies to host a Complete Streets Design & Implementation workshop.
- Announced VTA's participation in the National Night Out, an annual event promoting police-community partnerships and safe neighborhoods.
- Noted the Ridership report was in the Board Members' reading folders.

8.1.A. Government Affairs Update

Kurt Evans, Government Affairs Manager, provided a brief presentation, highlighting the following: 1) FY 2018 Transportation Appropriations; 2) Cap-and-Trade; 3) Metropolitan Transportation Commission (MTC) input on Regional Measure 3; and 5) Plan Bay Area 2040.

Ms. Fernandez announced Mr. Evans was retiring and that this would be his last meeting.

8.1.B. Security Update

Captain David Lera, Santa Clara County Sheriff's Department, provided a Security and Public Safety update, highlighting the following: 1) July 2017 Public Safety Data; and 2) Federal Bureau of Investigation (FBI) Uniform Crime Reporting 3-Year Robbery Comparison.

Upon query of Board Member Chavez, Captain Lera reported that the Sheriff's department will participate in the Sobering Station Pilot Program, but VTA will not.

8.1.B.X Silicon Valley Rapid Transit (SVRT Update)

Mr. Ratcliffe and Carolyn Gonot, Director of Engineering and Transportation Program Delivery provided a brief report.

Mr. Ratcliffe provided a presentation entitled "SVRT Program Update," highlighting: 1) Berryessa Extension Activities; 2) Berryessa Extension Cost Summary; and 3) Berryessa Extension Progress.

Members of the Board made the following comments: 1) noted the importance of following through with the target date of June 2018; 2) the importance of keeping the Board informed about benchmarks and milestones; 3) clearly communicate the complex information to the public; and 4) the importance for the Board to understand the intricacies of VTA's partnership with BART.

Mr. Ratcliffe reported on the sequence of events to complete Phase I. He briefly discussed the different phases of testing that VTA and BART need to conduct before passenger service.

Ms. Fernandez noted VTA is committed to safety and reliability. Staff is working diligently and will advise the Board of the progress through the Ad Hoc BART Committee.

Public Comment

Mr. Lebrun suggested staff use the left over money from the Full Funding Grant Agreement (FFGA) and/or the 1/8 Measure B sales tax for BART Phase I.

Ms. Gonot reported that the money from the FFGA with Federal Transit Agency (FTA) is not guaranteed for BART Phase II.

Mr. Fabela noted staff does not have a formal opinion on using the recently passed 2016 Measure B sales tax.

Ms. Gonot continued the presentation, highlighting: 1) Phase II Extension Activities; and 2) Barcelona Metro Line 9 Tour.

Upon query of Members of the Board, Ms. Gonot reported that the tunnel methodologies will be discussed at the Board Workshops.

8.2. Chairperson's Report

Chairperson Bruins announced that Board of Directors Workshop meetings to be held on August 25, 2017, and September 22, 2017, would be focused on BART Phase II. She encouraged Board Members to attend both workshops.

8.2.A. Caltrain Update

Mr. Lawson noted the goal of the Caltrain update is to provide more transparency.

Mr. Simon provided a brief report, highlighting: 1) the Los Gatos Creek Bridge Replacement Project; 3) a contract award for on-call planning support for Grade Separation Projects; 4) announced the creation of two ad hoc committees to focus on the Caltrain Business Plan and the Positive Train Control/Communications Based Overlay Signal System (PTC/CBOSS) project; 5) PCEP update; and 6) Caltrain Fare Increases.

Public Comment

Mr. Lebrun commended the Network Rail staff from the United Kingdom, and encouraged VTA staff to listen to them regarding testing and problem areas.

Mr. Whightman provided light rail route suggestions.

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 – The June 1, 2017, Minutes were accepted as contained in the Agenda Packet.
- Congestion Management Program & Planning (CMPP) Committee – There was no report.
- Safety, Security, and Transit Planning & Operations (SSTP&O) Committee – There was no report.
- Administration & Finance (A&F) Committee - There was no report.

8.4.B. VTA Advisory Committees

- Technical Advisory Committee (TAC) - The June 7, 2017, and July 12, 2017, Notices of Cancellation were accepted as contained in the Agenda Packet.
- Citizens Advisory Committee (CAC) and 2000 Measure A Citizens Watchdog Committee (CWC) - The June 7, 2017, and July 12, 2017, Notices of Cancellation were accepted as contained in the Agenda Packet.
- Bicycle & Pedestrian Advisory Committee (BPAC) – The June 7, 2017, Notice of Cancellation was accepted as contained in the Agenda Packet. The July 12, 2017, Workshop Minutes were accepted as contained in the Agenda Packet.
- Committee for Transportation Mobility and Accessibility (CTMA) – The July 13, 2017, Notice of Cancellation was accepted as contained in the Agenda Packet.
- Policy Advisory Committee (PAC) - The June 8, 2017, and July 13, 2017, Notices of Cancellation were accepted as contained in the Agenda Packet.

8.4.C. VTA Policy Advisory Boards (PAB)

- Eastridge to BART Regional Connector PAB (formerly Downtown East Valley PAB) – The June 29, 2017, Notice of Cancellation was accepted as contained in the Agenda Packet.
- State Route 85 Corridor PAB – There was no report.
- Downtown East Valley Policy Advisory Board – There was no report.
- Diridon Station Joint Policy Advisory Board – The June 16, 2017, Reschedule Meeting Notice was accepted as contained in the Agenda Packet.
- 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 July 6, 2017 and August 3, 2017, Summary Notes were accepted as contained in the reading folder.
- 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.

8.5. ANNOUNCEMENTS

There were no Announcements.

9. CLOSED SESSION

9.1. Recess to Closed Session at 7:44 p.m.

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

Name of Case: Kim Keith vs. Santa Clara Valley Transportation Authority
(Workers Compensation Appeals Board ADJ 279122)

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

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

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

Name of Case: City of Saratoga; City of Cupertino; Town of Los Gatos v. California Department of Transportation [Santa Clara Valley Transportation Authority, Real Parties in Interest] (Santa Clara County Superior Court Case No.: 115CV281214)

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

Name of Case: Santa Clara Valley Transportation Authority v. Outreach and Escort, Inc.
(Santa Clara County Superior Court Case No.: 16CV299209)

E. Conference with Legal Counsel - Anticipated Litigation
[Government Code Section 54956.9(d)(2) and Government Code Section 54956.9(d)(4)]

Significant exposure to litigation and/or Initiation of Litigation
Number of Potential Cases: 1

9.2. Reconvene to Open Session at 9:20 p.m.

9.3. Closed Session Report

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

Name of Case: Kim Keith vs. Santa Clara Valley Transportation Authority
(Workers Compensation Appeals Board ADJ 279122)

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

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

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

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

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

Name of Case: City of Saratoga; City of Cupertino; Town of Los Gatos v. California Department of Transportation [Santa Clara Valley Transportation Authority, Real Parties in Interest] (Santa Clara County Superior Court Case No.: 115CV281214)

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

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

Name of Case: Santa Clara Valley Transportation Authority v. Outreach and Escort, Inc.
(Santa Clara County Superior Court Case No.: 16CV299209)

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

E. Conference with Legal Counsel - Anticipated Litigation
[Government Code Section 54956.9(d)(2) and Government Code Section 54956.9(d)(4)]

Significant exposure to litigation and/or Initiation of Litigation
Number of Potential Cases: 1

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

10. ADJOURNMENT

On order of Chairperson Bruins and there being no objection, the meeting was adjourned at 10:00 p.m.

Santa Clara Valley Transportation Authority

Date: August 31, 2017
Current Meeting: September 7, 2017
Board Meeting: September 7, 2017

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Financial Officer, Raj Srinath

SUBJECT: Transit Assistance Program (TAP)

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

ACTION ITEM

RECOMMENDATION:

Authorize the General Manager to execute an agreement with the County of Santa Clara to continue the Transit Assistance program (TAP) for one year with four one-year extensions for an aggregate total of $1,000,000.

BACKGROUND:

The Transit Assistance Program (TAP) was instituted in August 1, 2013 to provide discounted VTA monthly transit passes to eligible low-income county residents who are at or below 200% of the Federal Poverty Level. This equates to a household income of $48,600 for a family of four. Under the direction of County Social Services, passes are distributed through a network of local non-profit organizations comprising the Emergency Assistance Network (EAN). County staff provides coordination between the EAN agencies and between the EAN agencies and VTA.

VTA provides up to 1,000 passes each month for the duration of this agreement. The monthly passes are sold to qualified eligible low-income persons for $25.00. This represents a discount of $45.00 from the regular monthly price of $70.00. This discount increases to $55.00 effective January 1, 2018 when the regular monthly price increases to $80.00. Under the agreement, the County of Santa Clara may invoice VTA up to $50,000 per calendar quarter or a maximum of $200,000 per year ($1,000,000 over five years) to be distributed amongst the EAN agencies for program management expenses.

The EAN agencies participating in this program are:

- Sacred Heart Community Service

- The Salvation Army
- Sunnyvale Community Services
- Community Services of Mountain View, Los Altos, and Lost Altos Hills
- St. Joseph's Family Center
- West Valley Community Services

DISCUSSION:

TAP addresses a significant need in the community and continues to be well received by the EAN agencies as well as the individuals they serve. The VTA Board of Directors at the June board meeting approved the use of 2016 Measure B funds up to $1 million per year to continue the program. The term of this agreement is from July 1, 2017 to June 30, 2018 with the option of an additional 4 one-year terms based upon mutual agreement between VTA and the County through June 30, 2022. County staff has requested and VTA staff concurs that the optimal approach is to structure the contract in a manner that allows for annual extensions.

VTA will pay the County up to $200,000 per year to cover the administrative costs incurred by the EAN agencies for eligibility and program management services.

ALTERNATIVES:

The Board could choose to eliminate TAP. This is not recommended as it will cause hardship to low income individuals who depend on this program.

FISCAL IMPACT:

Appropriation for the $200,000 annual program management expenses through June 30, 2019 is included in the FY18 & FY19 Adopted VTA Transit Fund Operating Budgets. Appropriation for future years covered by the contract will be included in subsequent Biennial Operating Budgets.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Administration and Finance Committee considered this item at its meeting on August 17, 2017 and unanimously recommended Board approval.

Prepared by: Ali Hudda
Memo No. 6183

Santa Clara Valley Transportation Authority

Date: August 31, 2017
Current Meeting: September 7, 2017
Board Meeting: September 7, 2017

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director - Engr & Transp Program Dev., Carolyn M. Gonot

SUBJECT: SR 237 Express Lanes Phase 2 – Mark Thomas and Company Contract Amendment

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

ACTION ITEM

RECOMMENDATION:

Authorize the General Manager to execute contract amendments with Mark Thomas and Company, Inc. in an amount not to exceed $410,000, increasing the not-to-exceed total contract value to $3,728,769 for the SR 237 Express Lanes Project (Project). This authorization would cover the cost of the additional Design Services to complete final design and the cost of Design Services During Construction (DSDC).

BACKGROUND:

On December 11, 2008 Board Meeting, the Santa Clara Valley Transportation Authority (VTA) Board of Directors (Board) approved the Silicon Valley Express Lanes Program (Program). As part of the Program, the SR 237 Express Lanes will implement a roadway pricing system to allow for the use of unused capacity in the High Occupancy Vehicle (HOV) lanes to provide congestion relief through more effective use of existing roadways. It will also provide a new mobility option and a funding source for transportation improvements including public transit. Access to the available capacity in the HOV lanes would be made available to commuters meeting the carpool requirement and solo commuters for a fee. The first phase of SR 237 Express Lanes, converting HOV lanes to Express Lanes on I-880 from Dixon Landing Road interchange to SR 237 interchange, and on SR 237 from I-880 to North First Street interchange, has been in operation since March 20, 2012.

Implementation of roadway pricing is also part of the Bay Area Express Lanes Network which was approved by the Metropolitan Transportation Commission in April 2009 as part of their

transportation plan.

The VTA Board of Directors has taken the following actions to fund the Project:

- On March 1, 2012, the Board approved the programming of $50,000 in Local Program Reserve (LPR) Funds to the Project to assist with the scoping of this Project.
- On August 2, 2012, the Board approved the allocation of $2.5 million in LPR funds to the Project for project approval and environmental documentation (PA/ED) work.
- On November 1, 2012, the Board approved a cost plus fixed fee contract with Mark Thomas and Company, Inc. in an amount not to exceed $1,350,000 to perform PA/ED work for the Project, and authorized the General Manager to negotiate and execute the necessary agreements with Caltrans and the Federal Highway Administration to complete the project.
- On August 19, 2013, VTA was granted $1.6 million of Value Pricing Pilot Program (VPPP) funding by the Federal Highway Administration (FHWA) for this Project.
- On November 2, 2013, the Board approved the allocation of $4.45 million in LPR funds and $ 14.5 million in 2000 Measure A Transit Improvement Program funds in exchange for State Transportation Improvement Program (STIP) funds for design and implementation of the SR 237, SR 85 and US 101 Express Lanes projects.
- On February 26, 2014, the Board approved a contract amendment to Mark Thomas and Company Inc. in an amount of $1,750,000 to perform the plans, specifications, and estimates (PS&E) work for the Project and authorized a total new contract amount of $3,100,000.
- On September 15, 2016, the Board authorized the General Manager to negotiate and execute the necessary agreements with the cities of Santa Clara and Sunnyvale to receive voluntary contributions to the Project. VTA is negotiating with the cities for these voluntary contributions. The Board also approved $4 million in Vehicle Registration Fee matching funds for the Project's construction phase at this meeting.

DISCUSSION:

VTA completed the PA/ED phase of the SR 237 Express Lanes Phase 2 Project on June 10, 2015.

The Final Roadway Design package has been submitted to Caltrans for approval. Development and implementation work by the System Integrator for the electronic toll system is also underway. The request for additional design services is related to the communications network to be implemented along SR 237.

VTA staff recommends that the Board grant authority to the General Manager to negotiate and execute contract amendments with Mark Thomas and Company, Inc. for the additional design services and to provide design support during construction as required for the Project. Staff would return to the Board of Directors for the award of a construction contract to the lowest responsible bidder later in the fall of this year with construction scheduled to commence in 2018.

CONTRACT SUMMARY:

Vendor Name:	Mark Thomas and Company, Inc.	Original Contract Amount:	$1,322,495
Contract Number:	S12156	Prior Modifications:	$1,996,274
Original Contract Term:	12/14/2014	Amount Requested:	$ 410,000
Extended Contract Term:	12/30/2017	Total Amount Incl. Request:	$3,728,769
Procurement Type:	Cost Plus Fixed Fee	% of Request to Current Amt:	12%
SBE Goal:	N/A	% Mod. to Original Contract:	182%
DBE Goal:	15.25%	Funding Sources:	Cities, Fed - VPPP* & LPR

*Value Pricing Pilot Program

ALTERNATIVES:

The Board of Directors may elect to not authorize the award of these contract amendments; however, doing this would delay the completion of the SR 237 Express Lanes Phase 2 Project and potentially result in the loss of funding contributions from cities.

FISCAL IMPACT:

This action will authorize up to $410,000 for the completion of Design and required Design Support During Construction tasks. Appropriation for the expenditures is included in the FY18 Adopted VTP Highway Improvement Program Fund Capital Budget.

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION:

Based on identifiable subcontracting opportunities, a DBE goal of 13.0% was established for the initial contract. With the additional scope of work for the previously completed PA/ED phase and the ongoing Plans, Specifications and Estimates (PS&E) phase, a revised DBE commitment of 15.25% would be achieved by the Contractor for this contract.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

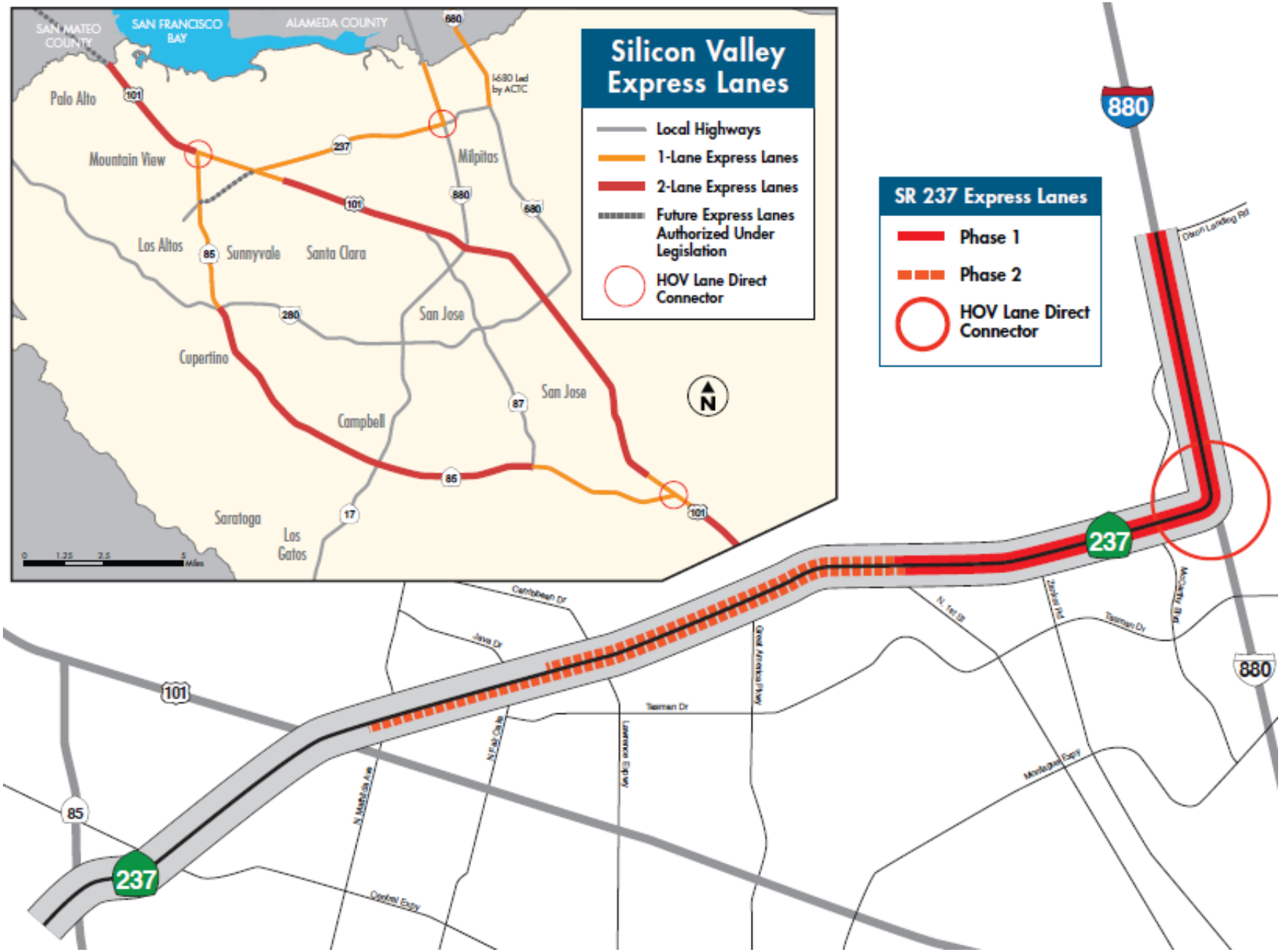
The Administration & Finance Committee considered this item as part of the consent agenda on August 17, 2017. The Committee recommended Board approval of this item without comment.

Prepared by: Lam Trinh
Memo No. 6172

ATTACHMENTS:

- 6172_Attachment A_Phase 1 & 2 Map (PDF)
- 6172_Attachment_B_84308 (PDF)

Attachment A - SR 237 Express Lanes Phase 1 & Phase 2 Map



ATTACHMENT B

Government Code Section 84308
Campaign Disclosure Prohibitions

Subject: SR 237 Express Lanes Phase 2 – Mark Thomas and Company Contract Amendment

FIRM NAME	NAME	ROLE	LOCATION
Mark Thomas & Company, Inc. (Prime Consultant)	**Richard Tanaka**	**Principal/Project Manager**	**San Jose, CA**
Parikh Consultants,	Gary Parikh	Principal	San Jose, CA
David J Powers and Associates, Inc.	John Hesler	Vice President	San Jose, CA
Y&C Transportation Consultants	Daniel Yau	Principal	Sacramento, CA
Bess TestLab, Inc.	Jose Bohorquez	Principal	Santa Clara, CA
HT Harvey & Associates	Patrick Boursier	Principal	Los Gatos, CA
Illingworth & Rodkin	Michael Thill	Staff Scientist	Petaluma, CA
Far Western	Pat Mikkelson	Principal	Davis, CA
Baseline Environmental Consulting	Yane Nordav	Principal	Emeryville, CA

Santa Clara Valley Transportation Authority

Date: August 31, 2017
Current Meeting: September 7, 2017
Board Meeting: September 7, 2017

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director - Engr & Transp Program Dev., Carolyn M. Gonot

SUBJECT: Electric Bus Charging Infrastructure, Cerone Phase 1 Contract (C17156)

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

ACTION ITEM

RECOMMENDATION:

Authorize the General Manager to execute a contract with DMZ Builders, the lowest responsive and responsible bidder, for the construction of the Electric Bus Charging Infrastructure, Cerone Phase 1 contract (C17156).

BACKGROUND:

The California Air Resources Board (CARB) has long been a leading agency in the field of vehicle air pollution regulation. In 2014, CARB began working under renewed state-wide emissions reduction goals to update the suspended 2008 Zero Emissions Bus (ZEB) purchase mandate. It is expected that an updated ZEB purchase mandate will be implemented as part of the Advance Clean Transit rule making process. This mandate will include provisions to eventually transition all transit buses in the state to a zero emission platform.

To comply with the coming mandate and to advance VTA's commitment of implementing an environmentally friendly transit fleet, VTA intends to operate zero emissions electric buses. VTA has already ordered an initial set of electric buses and associated vehicle chargers through a separate procurement contract with expected delivery by end of 2017. This contract scope includes electrical infrastructure upgrades at VTA's Cerone Yard to support the delivery and installation of the bus chargers. This initial set of electric buses and functional chargers would allow for a full evaluation of the technology by VTA.

The contract includes infrastructure upgrades to provide power to the new charging station location

at the southeast area of Cerone yard. The infrastructure design includes provisions for expansions to accommodate additional chargers and electric buses in the future. While this initial phase will accommodate six chargers, the completed charging station in a subsequent phase will support up to twelve chargers

The specific work includes trenching, conduit installation, wiring, lighting, charger foundations, high voltage electrical cabinets, pavement restoration and striping improvements.

DISCUSSION:

The Electric Bus Charging Infrastructure Cerone Phase 1 construction contract (C17156) was advertised on July 19, 2017. Four bids were submitted on August 10, 2017 with the following results:

Company Name	Bid Amount
DMZ Builders	$ 1,115,000
Rosendin Electric	$ 1,281,489
Long Electric	$ 1,421,800
Balfour Beatty	$ 1,716,529
Engineer's Estimate	$ 1,268,990

Staff is recommending DMZ Builders as the lowest responsible and responsive bidder. The low bid is 12% under the Engineer's Estimate with the average bid 9% over the Engineer's Estimate. This contractor has a satisfactory record of performance on past VTA work.

Construction is scheduled to begin in September 2017 with completion in February 2018.

ALTERNATIVES:

The Board could choose to reject all bids and readvertise the contract. This would result in a delay in awarding this contract and would jeopardize the completion of the project that is planned in conjunction with the delivery of the initial complement of electric buses and chargers by the end of 2017.

FISCAL IMPACT:

This action will authorize funds for construction of improvements for the Electric Bus Charging Infrastructure, Cerone Phase 1 contract (C17156). Appropriation for this expenditure is included in the FY18 Adopted VTA Transit Fund Capital Budget. This contract is funded with local VTA Transit Funds.

SMALL BUSINESS ENTERPRISE (SBE) PARTICIPATION:

Based on identifiable subcontracting opportunities, a Small Business Enterprise (SBE) goal of 4.4% was established for this contract. Contractor met the established goal and has committed to 100% SBE participation.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Administration and Finance (A&F) Committee met on August 17, 2017 to review the item. Staff noted the recommendation presented at the meeting is preliminary due to the timing of the bid.

In response to Committee Members' questions about the location of the bus charging stations and future phase to increase the number of charging stations from six to 12 at Cerone, staff confirmed that the expansion will be done within the boundary of the existing facility and not in conflict with the property identified for possible development. Staff added the initial phase of bus charging work will be used as the infrastructure for both the initial and future phase. The Committee unanimously recommended awarding the contract to the lowest responsible and responsive bidder. Staff subsequently revised the report to reflect the recommended contractor, DMZ Builders.

Prepared by: Usman Husaini, Assoc. Transportation Engineer
Memo No. 6173

Santa Clara Valley Transportation Authority

Date: September 1, 2017
Current Meeting: September 7, 2017
Board Meeting: September 7, 2017

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director - Planning & Programming, Chris Augenstein

SUBJECT: Fiscal Year 2017 Federal Transit Administration (FTA) Grants

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

Resolution

ACTION ITEM

RECOMMENDATION:

1) Authorize the General Manager to submit Federal Fiscal Year 2017 grant applications and execute grant agreements with the Federal Transit Administration (FTA) for Section 5307 Urbanized Area Formula, Section 5309 New Starts, Section 5337 Fixed Guideway and High Intensity Motorbus, and Section 5339 Bus and Bus Facilities funds; and

2) Adopt a resolution authorizing the filing of applications with the Federal Transit Administration for Federal transportation assistance authorized by 49 U.S.C. chapter 53, title 23 United States Code, and other Federal statutes administered by the Federal Transit Administration.

BACKGROUND:

The Fixing America's Surface Transportation (FAST) Act, signed by President Obama on December 4, 2015, is the five-year surface transportation authorization that provides FTA a total authorization level of $61.56 billion from FY 2016 through FY 2020.

The Further Continuing and Security Assistance Appropriations Act, 2017 (Pub. L. 114-254), appropriated funding to FTA's public transportation assistance programs through April 28, 2017. Since that time, Congress enacted the Consolidated Appropriations Act, 2017, Public Law 115-31 on May 5, 2017 (Appropriations Act, 2017) that allows FTA to continue its current program

funding through September 30, 2017.

DISCUSSION:

A summary of VTA's proposed grant projects for FFY 2017 is provided below. The projects were determined by staff to be the best fit for grant funding from the VTA Board of Directors (Board) adopted VTA Capital Budget. See Table 1 for a complete listing of projects and programmed amounts.

FTA Section 5307 Urbanized Area Formula Grant Program
VTA proposes to use $17,107,280, the bulk of Section 5307 funding, for Bus Procurement and $3,754,433 for ADA Operating Set Aside to help meet its operating needs in FY 2017. VTA will use the remaining $2,893,751 for paratransit vehicle procurement.

FTA Section 5309 New Starts Grant Program
Under the Section 5309 New Starts Program, funds in the amount of $100,000,000 are available for the SVBX Berryessa Extension in FFY 2017.

FTA Section 5337 Fixed Guideway and High Intensity Motorbus Programs
VTA proposes to use $19,682,605 of Section 5337 Fixed Guideway funding for various light rail projects. The projects are listed in the table below.

FTA Section 5339 Bus and Bus Facilities Program
VTA proposes to use $2,892,720 for Bus Procurement under the §5339 Bus and Bus Facilities Program.

Table 1

FFY 2017 Federal Transit Grant Program Summary

GRANT PROGRAM	FEDERAL	LOCAL	TOTAL
FTA Section 5307			
Bus Procurement	$17,107,280	$4,276,820	$21,384,100
ADA Operating Set Aside	3,754,433	$938,608	$4,693,041
Paratransit Vehicle Procurement	2,893,751	723,438	3,617,189
Subtotal Section 5307	$23,755,464	$5,938,866	$29,694,330
FTA Section 5309			
SVBX Berryessa Extension	$100,000,000	$158,891,330	$258,891,330
FTA Section 5337			
Rail Replacement Program	$4,334,405	$1,083,601	$5,418,006
Rail Grade Crossing Control Equipment	4,368,000	1,092,000	5,460,000
Replace Fault Monitoring System on LRVs	2,255,200	563,800	2,819,000
Rail Substation Rehab/Replacement	2,644,841	661,210	3,306,051
Guadalupe Train Wash Replacement	1,448,000	362,000	1,810,000
Light Rail Bridge and Structure - SG Repair	1,440,000	360,000	1,800,000
Vasona Pedestrian Back Gates	1,207,559	301,890	1,509,449
Train to Wayside Comm. System Upgrade	1,084,600	271,150	1,355,750
Pedestrian Swing Gates Replacement	704,000	176,000	880,000
Chaboya Yard Well Removal	196,000	49,000	245,000
Subtotal Subsection 5337	$19,682,605	$4,920,651	$24,603,256
FTA Section 5339			
Bus Procurement	$2,892,720	$723,179	$3,615,899
FY 2017 FTA Grant Program	$146,330,789	$170,474,026	$316,804,815

The matching funds for the SVBX Berryessa Extension come from 2000 Measure A. All other matching funds come from VTA's Transit Enterprise account.

ALTERNATIVES:

The projects listed above are from the Board adopted VTA Capital Budget, however, the VTA Board may select other projects.

FISCAL IMPACT:

These funds are included in the FY18 Adopted 2000 Measure A Transit Improvement Program Fund and VTA Transit Fund Capital Budgets and FY17 Adopted VTA Transit Fund Operating Budget.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Administration and Finance Committee heard this item on August 17, 2017 and had a discussion on the projects included for grant funding. Clarifying language was added to the memorandum, reflecting the Committee's suggestion to note that the recommended projects were from the Board-adopted VTA Capital Budget. The committee recommended the item for inclusion in the Consent Agenda of the September 7, 2017 Board meeting.

Prepared by: Jeffrey Ballou
Memo No. 6191

Attachment A

AUTHORIZING RESOLUTION

Resolution No. _____

Resolution authorizing the filing of applications with the Federal Transit Administration, an operating administration of the United States Department of Transportation, for Federal transportation assistance authorized by 49 U.S.C chapter 53, and for any title 23 United States Code and other Federal statutes administered by the Federal Transit Administration.

WHEREAS, the Federal Transit Administrator has been delegated authority to award Federal financial assistance for a public transportation project;

WHEREAS, the grant or cooperative agreement for Federal financial assistance will impose certain obligations upon the Applicant and may require the Applicant to provide the local share of the project cost;

WHEREAS, the Applicant has or will provide all annual certifications and assurances to the Federal Transit Administration required for the project.

NOW, THEREFORE, BE IT RESOLVED BY Santa Clara Valley Transportation Authority Board of Directors

1. The General Manager or his/her designee is authorized to execute and file an application for Federal assistance on behalf of Santa Clara Valley Transportation Authority with the Federal Transit Administration for Federal assistance authorized by 49.U.S.C. chapter 53, Title 23 United States Code or other Federal statutes authorizing a project administered by the Federal Transit Administration. The Santa Clara Valley Transportation Authority is a Designated Recipient as defined by 49 U.S.C. §5307(a)(2).

2. The General Manager or his/her designee is authorized to execute and file with its application(s) the annual certification and assurances and other documents the Federal Transit Administration requires before awarding a Federal assistance grant or cooperative agreement.

3. The General Manager or his/her designee is authorized to execute grant and cooperative agreements with the Federal Transit Administration on behalf of the Santa Clara Valley Transportation Authority.

CERTIFICATION to AUTHORIZING RESOLUTION

PASSED AND ADOPTED by the Santa Clara Valley Transportation Authority Board of Directors on this seventh day of September, 2017 by the following vote:

AYES:

NOES:

ABSENT:

Jeannie Bruins, Chairperson
Board of Directors

HEREBY CERTIFY AND ATTEST that the foregoing resolution was duly and regularly introduced, passed and adopted by the Board of Directors of the Santa Clara Valley Transportation Authority, California, at a meeting of said Board of Directors on the date indicated, as set forth above.

ATTEST:

Elaine F. Baltao
Board Secretary

APPROVED AS TO FORM:

Robert R. Fabela
General Counsel

Santa Clara Valley Transportation Authority

Date: August 31, 2017
Current Meeting: September 7, 2017
Board Meeting: September 7, 2017

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director - Planning & Programming, Chris Augenstein

SUBJECT: PDA Investment and Growth Strategy

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

ACTION ITEM

RECOMMENDATION:

Approve the Priority Development Area (PDA) Investment and Growth Strategy, Third Edition, as a requirement of receiving future OBAG grant funding.

BACKGROUND:

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) approved Plan Bay Area, the Bay Area Regional Transportation Plan, in July 2013. A key component of Plan Bay Area is the identification of Priority Development Areas (PDAs). PDAs are areas that cities or counties have designated to focus future growth. PDAs are generally areas of at least 100 acres where there is local commitment to developing more housing along with amenities and services to meet the day-to-day needs of residents in a pedestrian-friendly environment served by transit.

As part of the implementation of Plan Bay Area, MTC established the One Bay Area Grant 2 (OBAG2) Program under MTC Resolution 4202 to provide financial assistance in developing PDAs. As a requirement of accepting OBAG funds, Congestion Management Agencies (CMAs) are required to produce a PDA Investment and Growth Strategy report in each year that the Regional Transportation Plan is adopted.

The purpose of the report is to document growth in housing and employment within PDAs and to better understand employment and housing growth patterns in order to better serve these PDAs through funding resources.

DISCUSSION:

The first edition of the PDA Investment and Growth strategy report, completed in May 2013, focused on the introduction of the PDA concept and identified current policies related to housing and employment within PDAs. The report was developed through a working group of individuals from VTA's Citizens Advisory Committee, local advocacy groups, regional agency staff, and city planning staff.

The second edition of the PDA Investment and Growth Strategy, completed in November 2014, was an update to the original report. It included additional information on PDAs and an assessment of the developments occurring within the PDAs.

VTA has just completed third edition of the report. The third edition provides an update on the activities occurring in PDAs in Santa Clara County and documents existing affordable housing policies in each jurisdiction. The assessment and documentation of housing policies and development activity within the PDAs is an ongoing effort. VTA will continue refining this information through its outreach and technical support efforts with the Member Agencies.

VTA will continue to work with MTC, ABAG, and other Member Agencies in tracking the needs of PDAs. VTA will also program additional funding for the implementation of transportation projects in PDAs as applicable through future grant program cycles.

The PDA Investment and Growth Strategy Third Edition Report is included as Attachment A.

ALTERNATIVES:

There are no alternatives, as this is a requirement from MTC.

FISCAL IMPACT:

There is no direct fiscal impact with the adoption of the PDA Investment and Growth Strategy; however as a requirement for accepting future OBAG funding, VTA is required to adopt the report.

ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:

The Technical Advisory Committee (TAC), and Policy Advisory Committee (PAC) considered this item as part of their August 2017 Consent Agendas and approved it unanimously without comment.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Congestion Management Program and Planning (CMPP) Committee considered this item on the regular agenda of their August 2017 meeting.

Chair O'Neill asked how staff can track changes over time. Staff responded that in the coming updates, staff can begin to track the growth within the PDAs.

Member Vaidyanathan asked if the report focused only on those areas that were PDAs. She also stated that while tracking housing growth was good, it will only work if transit supports that growth commenting that mass transit availability was an issue.

Member Khamis stated that the report should capture improvements related to bicycle and pedestrian improvements within the PDAs. Staff responded that the report is intended to capture all progress within PDAs. Member Khamis also wanted to see if there was a way to publish a progress chart within PDAs to see which agencies have accommodated the most growth both in housing and employment. Member Vaidyanathan opposed that suggestion.

Chair O'Neill suggested that the future report could include an education component that would help explain the PDA concept to the public.

CMPP recommended approval of the item by a 3 to 1 vote, with Member Vaidyanathan opposing.

Member Khamis made a staff referral to request staff to develop a progress report on growth within Santa Clara County.

Prepared by: John Sighamony
Memo No. 6167

ATTACHMENTS:

- Final Combined PDA Report2 (PDF)

VALLEY TRANSPORTATION AUTHORITY



PRIORITY DEVELOPMENT AREA INVESTMENT & GROWTH STRATEGY 3rd EDITION

2017

Valley Transportation Authority

Solutions that move you


kinko's
OPEN

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CHAPTER ONE – INTRODUCTION

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Priority Development Areas (PDAs)

WHAT THEY ARE

PDAs are locally-identified, infill development opportunity areas within existing communities. Each PDA is generally areas of at least 100 acres where there is local commitment to developing more housing along with amenities and services to meet the day-to-day needs of residents in a pedestrian-friendly environment served by transit. These areas were designed to identify specific locations within Cities and Counties that encompass major transit corridors and are locations that are ready for densified growth. These defined locations are the basis for future funding to help with their development. It is also identifies needs that require these PDAs to fully develop. PDAs are expected to accommodate 78 percent of new housing production (over 500,000 units) and 62 percent of employment growth (almost 700,000 jobs) in the Bay Area through the year 2040.

Below is a list of requirements to become a PDA based on the application process for nomination and summarized in Table 1.1:

Area - means the planning area being proposed for designation as a priority development area under the pre-Plan Bay Area FOCUS program. Since the program seeks to support area planning, the recommended area size is 100 acres, which is approximately a ¼ mile radius.

- A planned area is part of an existing plan that is more specific than a general plan, such as a specific plan or an area plan.
- A potential area may be envisioned as an area that is not currently identified in a plan or may be part of an existing plan that needs changes.

Existing Community – means that the area is within an existing urbanized area, lies within an urban growth boundary or limit line if one is established, and has existing or planned infrastructure to support development that will provide or connect to a range of services and amenities that meet the daily needs of residents making non-motorized modes of transportation an option.

Housing – means the area has plans for a significant increase in housing units to a minimum density of a selected place type, including affordable units, which can also be a part of a mixed-use development that provides other daily services, maximizes alternative modes of travel, and makes appropriate land use connections.

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Place Types is a term to distinguish between the various types of PDAs. The Place Type designation is based on the MTC Station Area Planning Manual, adopted in October 2007. The Place Types are: Regional Center, City Center, Urban Neighborhood, Mixed-Use Corridor, Suburban Center, Employment Center, Transit Town Center, and Transit Neighborhood.

Near Transit – means (1) the area around an existing rail station or ferry terminal (typically a half-mile around the station), (2) the area served by a bus or bus rapid transit corridor with minimum headways of 20 minutes during peak weekday commute periods, or (3) the area defined as a planned transit station by MTC's Resolution 3434.

INVESTMENT AND GROWTH STRATEGY

Through the implementation of the One Bay Area Grant, the regional agencies developed the investment and growth strategy as a tool to evaluate growth in housing and employment within PDAs. As a requirement to access One Bay Area Grant funds, VTA and other Congestion Management Agencies were asked to develop these reports to understand employment and housing growth patterns in order to better serve these PDAs through funding resources.

The Investment and Growth Strategy developed through an outreach effort through discussions with City staff, City Councils, and public advocacy groups. In November 2012, VTA convened a Growth Strategy Forum to gather input for the development of the first report. The first Investment and Growth Strategy Report was adopted by the VTA Board of Directors in June 2013.

The first report contained basic information related to the PDAs. It did not set recommendations but gave an overview of the PDAs themselves and included information related to housing policies and expected growth. The second report identified a sampling of the current efforts taking place within the PDAs, as well as new developments occurring within the PDAs. The efforts highlighted in the report show the level of work being done by each City that has a PDA. There is potential for this report to lay the foundation to develop site specific strategies for each of the PDAs. This report also included information related to the Regional Housing Needs Allocation (RHNA) process.

REPORT UPDATE

The 2017 report is following the previous cycles of the PDA Investment and Growth Strategy, however it outlines some of the strategies, both funding and planning, being taken to address

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PDA needs. Unlike the previous two editions of the report, there is no RHNA update for this cycle; however, we will identify the RHNA Progress Report from 2014-22 in this report. This report will:

- Describe PDAs in Santa Clara County: This section will present the current conditions of the PDAs in the county. It will show a map of the current PDAs.
- Identify Housing and Employment Trends in PDAs: Using data provided by MTC and ABAG, this section will present growth trends in the PDAs as well as information on housing policies contained within the PDAs by local agencies.
- Identify Funding Assistance for PDAs: This section will show funding opportunities for the PDAs both from local and regional sources.
- Identify Planning Assistance for PDAs: This section will highlight planning assistance provided to the PDAs from the CMA and activities being done that can support PDA planning activities.

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Table 1.1 PDA Definitions

CENTERS	Regional Center	City Center	Suburban Center	Transit Town Center
Housing Mix (New Development)	High rise & mid rise apartments/condos	Mid-rise, low-rise, some high-rise and townhomes	Mid-rise, low-rise, some high-rise and townhomes	Mid-rise, low-rise, townhomes, small lot single family
Station Area Total Units Target	8,000 - 30,000	5,000 - 15,000	2,500 - 10,000	3,000 - 7,500
Net Project Density (Net Housing)	75-300 du/acre	50 -150 du/acre	35 - 100 du/acre	20 - 75 du/acre
Station Area Total Jobs Target	40,000 - 150,000	5,000 - 30,000	7,500 - 50,000	2,000 - 7,500
Minimum FAR (New Employment Density)	5.0 FAR	2.5 FAR	4.0 FAR	2.0 FAR
DISTRICTS/ CORRIDORS	**Urban Neighborhood District**	**Transit Neighborhood District**	**Mixed Use Neighborhood Corridor**	
Housing Mix (New Development)	Mid-rise, low-rise, townhomes	Mid-rise, low-rise, some high-rise and townhomes	Mid-rise, low-rise, townhomes, small lot s.f. off immediate corridor	
Station Area Total Units Target	8,000 - 30,000	5,000 - 15,000	2,500 - 10,000	
Net Project Density (Net Housing)	75-300 du/acre	50 -150 du/acre	35 - 100 du/acre	
Station Area Total Jobs Target	40,000 - 150,000	5,000 - 30,000	7,500 - 50,000	
Minimum FAR (New Employment Density)	5.0 FAR	2.5 FAR	4.0 FAR	

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Plan Bay Area 2040

Plan Bay Area 2040 is the update to Plan Bay Area, which was adopted by the Metropolitan Transportation Commission in 2013. The goal of the long range transportation planning document is to adhere to the concepts set by Senate Bill 375. All metropolitan regions in California must complete a Sustainable Communities Strategy (SCS) as part of a Regional Transportation Plan.

Plan Bay Area 2040 builds upon the growth pattern and strategies developed in the original Plan Bay Area but with updated planning assumptions that incorporate key economic, demographic and financial trends from the last four years. It is assumed in the plan lifetime, there will be approximately 820,000 new households and about 1.3 million new jobs. The challenges are plentiful when taking into account the role of the economy and the funding available.

The region is expected to have about $303 billion in transportation funding to help address some of the transportation needs of the Bay Area, most notably in the realm of PDAs. Plan Bay Area 2040 does set a path for future transportation investments and identify what it would take to accommodate expected growth.

Apart from PDAs, Priority Conservation Areas (PCAs) have been established as open spaces that provide agricultural, natural resource, scenic, recreational, and/or ecological values and ecosystem functions. These areas are identified through consensus by local jurisdictions and park/open space districts as lands in need of protection due to pressure from urban development or other factors. MTC will be funneling resources to address the needs in these areas.

REGIONAL PROGRAMS

MTC and ABAG have provided assistance to help those cities with PDAs through the implementation of the PDA Planning Grant Program. Beginning in 2005 with the release of the Station Area Plan, MTC has developed grant programs to assist local agencies in developing precise and specific plans for locations centered on transit stops and major transportation hubs. Over time this program evolved in to the grant program for the PDAs. This resource was available through both a regional program and a local program in 2014. MTC will be releasing a PDA Planning Grant program in 2017.

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The initial program funded comprehensive planning in PDAs based upon the goals of improving housing production, encouraging non-automobile trips, and increasing land use intensities in these locations. Local governments (cities and counties) with PDAs were eligible to apply for PDA planning funds. While all jurisdictions with PDAs are eligible to apply, the top sixteen cities are taking on 2/3 of the region's housing growth in Plan Bay Area, the region's long-range transportation plan/Sustainable Communities Strategy, will receive priority.

PLAN BAY AREA 2040 SCENARIOS

The strategies highlighted in Plan Bay Area could influence land use patterns by adjusting a community's capacity for new development or providing financial incentives for a particular type or location of growth. Each scenario builds on the Bay Area's existing land use pattern and transportation network, while also taking into account local plans for growth, historical trends, and the results of the most recent PDA assessment.

The different land use strategies varied intensity and location of future growth of housing and jobs, highlighting growth distributions within three distinct geographic regions:

- Big 3 (the region's three largest cities – San Jose, San Francisco and Oakland)
- Bayside (generally cities directly adjacent to San Francisco Bay – e.g., Hayward, San Mateo and Richmond)
- Inland, Coastal, and Delta

There were four scenarios identified in Plan Bay Area 2040 to best represent the growth in the Bay Area by the plan and follow the overarching guidelines set by PDA implementation. These scenarios are:

No Project Scenario

The No Project scenario assumes no new growth strategies would be implemented, meaning future growth likely would follow historic trends. Urban growth boundaries would be allowed to expand at historical rates, while only committed transportation projects would be allowed to proceed.

Scenario 1 – Main Streets

The Main Streets scenario forecasts the most dispersed growth pattern, meaning cities outside of the region's largest — Oakland, San Jose and San Francisco — are likely to see higher levels of growth than in other scenarios. It is assumed that multi-family and mixed-use

development in downtowns would provide opportunities for households of all incomes to live near a mix of jobs, shopping, services and other amenities.

Scenario 2 – Connected Neighborhoods

The Connected Neighborhoods Scenario emphasizes growth in medium-sized cities with access to the region's major rail services. Outside of PDAs, this scenario has modest infill development and no growth outside the urban footprint on currently undeveloped land. This scenario most closely follows the footprint of the original Plan Bay Area. The Connected Neighborhoods scenario prioritizes efficient transportation and land use investments.

Scenario 3 – Big Cities

The Big Cities Scenario targets future population and employment growth within the three largest job centers - San Francisco, Silicon Valley and Oakland. Over two-thirds of household growth and almost half of employment growth would be in these three areas. Neighboring cities already well-connected to the region's three largest cities also would see growth, particularly in their locally adopted PDAs. Growth outside the region's three big cities would be relatively small, with limited infill development in PDAs and no development on currently undeveloped land.

PLAN BAY AREA 2040 ACTION PLAN

Apart from transportation investments within the plan and using input from the scenario testing, Plan Bay Area 2040 will include the development of an Action Plan. This Action Plan will address how well the performance targets of Plan Bay Area are manifesting. Its goal is to address whether a target has met its goal and to highlight any necessary changes can happen to positively affect those targets. This can be done through specific policy changes with assistance from local and regional agencies. Because Plan Bay Area 2040 is focused on concentrating growth within PDAs, there may actions highlighted within PDAs that may require changes.

The Action Plan recommends strengthening and expanding existing regional housing initiatives and pursuing more ambitious policy solutions at the state, regional, and local levels. It also includes an accompanying economic strategy that will advance regional solutions related to business expansion and retention, workforce training, housing and workspace, and infrastructure improvements, particularly in PDAs. Finally the Action Plan recommends continuing and expanding existing resilience efforts and developing creative funding solutions to implementing resilience projects.



CHAPTER TWO – PDAS IN SANTA CLARA COUNTY

CHAPTER 2 – PDAs IN SANTA CLARA COUNTY

PDAs in Santa Clara County

VTA and the Cities and County of Santa Clara, throughout the development of the FOCUS Program, have actively pursued designations of PDAs. The FOCUS Program was the original vision for the Bay Area spearheaded by ABAG and MTC to develop locations that would accommodate future growth which resulted the PDA designation. The PDAs in Santa Clara County are all unique in nature and are distinct in each way possible. Currently there are 42 PDAs in Santa Clara County. Only Los Altos Hills, Los Gatos, Monte Sereno, and Saratoga do not have a PDA. Table 2.1 shows the existing PDA Framework for the county.

The goal of the PDAs is to adhere to the guidelines set forth by SB 375 and AB 32. The PDAs attempt to address growth through varying efforts. Some PDAs in the county are far along in their development. For example, San Jose's Urban Villages within their General Plan have had active support within the City to identify funding and planning support. Others in the county have been in holding patterns for a few years with little activity. Other PDA cities, such as Campbell have applied and received planning grant funds to assist in the development of guidelines and standards for the areas within their boundaries.

In most cases VTA provides financial assistance to Cities interested in implementing projects within PDA locations. VTA also provides comment on various planning issues and challenges, namely with transit. VTA however does not have land use authority and therefore can only marginally assist on many of the PDA-related activities.

Appendix A shows a map of the PDAs by city.

COMMUNITY DESIGN & TRANSPORTATION (CDT) AND PDAS

The Community Design and Transportation (CDT) Program was developed to provide a unified framework for VTA's various land use activities. In 2002, the VTA Board of Directors adopted the CDT Program as its primary program to integrate transportation and land use, and adopted the CDT Manual of Best Practices for Integrating Transportation and Land Use. Within the next two years, every VTA Member Agency formally endorsed the CDT Program through Board or Council action, pledging to work to implement the guidelines laid out in the CDT Manual for future development. One key element of the CDT Program is the Cores, Corridors and Station Areas (CCSA) framework, which shows VTA and Member Agency priorities for supporting concentrated development in the County. The CCSA framework continues to play an important role for cities as identifiable PDA locations.

CHAPTER 2 – PDAs IN SANTA CLARA COUNTY

In supporting the PDA Program, the CDT Program can influence the design and programming of developments as early as possible in the development process. It can also be an advocate for planning and design practices that enhance community livability and assist local jurisdictions with planning and developing projects. A key component of the program is to foster joint planning and project development efforts, and have more meaningful interaction and coordination with cities and the county regarding land use policy.

VTA intends to update the CDT Manual over the coming years to reflect the most recent research and best practices in integrating transportation and land use. This effort will be undertaken in partnership with Member Agencies and other VTA stakeholders to ensure that the program is as useful and effective as possible and benefit the PDA structure through its advocacy.

LOCAL ACTIVITIES WITHIN PDAS

PDAs in the county have shown various levels of activity. This section highlights a few of these PDA-level activities that demonstrate innovative and creative uses of developing these PDAs. Appendix B highlights additional activity within PDAs.

Mountain View El Camino Specific Plan

Adopted in 2014, The El Camino Precise Plan will provide planning priorities, development regulations, and an implementation strategy for the 5-mile stretch of the El Camino Real corridor that runs through Mountain View. It integrates land use, transportation, urban design, and infrastructure to create a consistent strategy for the future of the corridor. The plan addressed topics such as ground-floor land use, height and intensity, pedestrian and bicycle improvements, and approaches to small parcel redevelopment. It specifically sets guidelines for walkable streets and amenities for public benefit.

Bascom Avenue Complete Streets

Through a PDA Planning Grant, VTA and the cities of San Jose, Campbell, and the County are working together to implement complete streets elements in this corridor. At this stage, the project is in the process of developing a summary of existing conditions and initially identifying a set of improvements that will be refined throughout the summer. The result of this effort will be a series of community-supported conceptual street designs for improving Bascom Avenue. The designs will be organized by location and timing (short-term or long-term) to help VTA and partner agencies pursue funding to implement street improvements. It is expected to be completed before the end of 2018.

CHAPTER 2 – PDAs IN SANTA CLARA COUNTY

Sunnyvale Lawrence Station Plan

Adopted in December 2016, the plan identified strategies for maximizing benefits for Sunnyvale that come from the area's proximity to Lawrence Caltrain Station. The Plan includes goals, policies and guidelines to guide public and private investment in the area. A summary of the key features of these concepts include:

- Framework Plan - A conceptual framework of streets and blocks is proposed for those areas where land use change is likely or encouraged.
- Land Use Concepts - Three land use concepts with different mixes of use and density are presented.
- Transportation Improvements - A variety of transportation improvements will en-sure good access to the Caltrain station and to districts and neighborhoods within the study area.
- Parking Strategies - Initial recommendations for modifications to parking requirements for all land uses are discussed.
- Utilities and Infrastructure - Probable utility improvements that will be occasioned by new development are presented.

San Jose Urban Villages

Through the adoption of its Envision 2040 General Plan, San Jose has taken an active role in the development of their urban villages. Each urban village is at different stages of development. There are five approved Urban Village Plans, while a few more are under development. The urban villages will attempt to improve community conditions through redevelopment of neighborhoods, develop housing choices, identifying funding strategies for transportation and housing, and implementation for commercial development. Some of the Urban Village Plans under development are:

- East Santa Clara Street
- West San Carlos Street
- Stevens Creek Boulevard
- Santana Row/Valley Fair

Other PDA Planning Activities

The City of San Jose was awarded an MTC PDA Planning grant to fund comprehensive planning in PDA's that will result in intensified land uses around public transit hubs and bus and rail corridors in the nine-county San Francisco Bay Area. The key goals of this program are to (1) increase both the housing supply, including affordable housing for low-income

residents, and jobs within the planning area; (2) boost transit ridership by PDA residents, employees and visitors by increasing land use intensities in the areas, thereby reducing vehicle miles traveled (VMT); (3) increase walking, bicycling, carpooling and car sharing by effectively managing parking and driving while promoting multimodal connections for residents, employees and visitors within the PDA; and (4) locate key services and retail within the planning area.

VTA ACTIVITIES WITHIN PDAS

VTA Transit Network Redesign

VTA is redesigning its transit network in order to accomplish three goals: 1) Better connect VTA's transit network with future BART stations at Milpitas and Berryessa; 2) Increase overall system ridership; and 3) Improve VTA's farebox recovery rate. This redesign was approved by the VTA Board of Directors in May 2017 and will go into effect in the near future. The system redesign may affect PDAs in terms of transit service, however it should be noted that these changes would support increased ridership. The bulk of the changes revolved around improvement of headways for major bus routes, which would support multimodal transit use within to and from PDAs. The Transit Network Redesign also was a revenue-neutral process that would use the financial resources currently available to implement.

BART to Silicon Valley Berryessa Extension

The PDAs within Milpitas and East San Jose will benefit from the BART service expansion into Santa Clara County. The Berryessa BART Station is one of two stations that are part of the 10-mile Berryessa Extension, the first phase of the 16-mile BART Silicon Valley extension of the regional BART system. The station is located between Berryessa and Mabury roads, adjacent to the San Jose Flea Market in east San Jose. The other station will be in Milpitas.

The Berryessa Extension will provide a transportation alternative to the heavily-congested I-880/I-680 commute corridor and contribute to significant economic development opportunities around the future BART stations. The project will provide convenient access to the entire BART system, which provides a direct connection from Silicon Valley jobs and housing to the job and entertainment centers of the East Bay and San Francisco.

The extension goes through the Milpitas Transit Area PDA and will end at the site of the Berryessa Station PDA. The extension will average approximately 25,000 daily passengers in 2030. The extension will be open by the end of the year.

CHAPTER 2 – PDAs IN SANTA CLARA COUNTY

TABLE 2.1 PDAs IN SANTA CLARA COUNTY		
Location	**Name**	**Type**
Campbell	Central Redevelopment Area	Transit Neighborhood
Cupertino	Cores, Corridors and Station Areas	Mixed-Use Corridor
Gilroy	Cores, Corridors and Station Areas	Mixed-Use Corridor
	Downtown	Transit Town Center
Los Altos	Cores, Corridors and Station Areas	Mixed-Use Corridor
Milpitas	Cores, Corridors and Station Areas	Mixed-Use Corridor
	Transit Area	Suburban Center
Morgan Hill	Downtown	Transit Town Center
Mountain View	Downtown	Transit Town Center
	El Camino Real Corridor	Mixed-Use Corridor
	North Bayshore	Suburban Center
	Whisman Station	Transit Neighborhood
	San Antonio Center	Transit Town Center
Palo Alto	California Avenue	Transit Neighborhood
San Jose	Bascom Corridor	Mixed-Use Corridor
	Bascom Urban Village	Mixed-Use Corridor
	Berryessa Station	Transit Neighborhood
	Blossom Hill/Snell Urban Village	Mixed-Use Corridor
	Camden Urban Village	Mixed-Use Corridor
	Capitol Corridor Urban Villages	Mixed-Use Corridor
	Capitol/Tully/King Urban Villages	Suburban Center
	Communications Hill	Transit Town Center
	Cores, Corridors and Station Areas	Mixed-Use Corridor
	Cottle Transit Village	Suburban Center
	Downtown "Frame"	City Center
	East Santa Clara/Alum Rock Corridor	Mixed-Use Corridor
	Greater Downtown	Regional Center
	North San Jose Development	Regional Center
	Oakridge/Almaden Plaza Urban Village	Suburban Center
	Saratoga TOD Corridor	Mixed-Use Corridor
	Stevens Creek TOD Corridor	Mixed-Use Corridor
	Westgate/ El Paseo Urban Village	Suburban Center
	West San Carlos & Southwest Expressway	Mixed-Use Corridor
	Winchester Blvd. TOD Corridor	Mixed-Use Corridor
Santa Clara	Cores, Corridors and Station Areas	Mixed-Use Corridor
	Downtown Focus Area	City Center
	El Camino Real Focus Area	Mixed-Use Corridor
Sunnyvale	Downtown/Caltrain Station	Transit Town Center

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TABLE 2.1 PDAs IN SANTA CLARA COUNTY		
Location	**Name**	**Type**
	East Sunnyvale Area	Urban Neighborhood
	El Camino Real Corridor	Mixed-Use Corridor
	Lawrence Station Transit Village	Transit Neighborhood
	Tasman Crossing	Mixed-Use Corridor

CHAPTER 2 – PDAs IN SANTA CLARA COUNTY



CHAPTER THREE – PDA EMPLOYMENT & HOUSING

CHAPTER 3 – PDA EMPLOYMENT & HOUSING

PDA REPORTING

VTA, in its role as the Congestion Management Agency, has always supported MTC's efforts in developing a fruitful long range transportation plan. With the adoption of SB 375, VTA has continued its efforts to support Santa Clara County cities in addressing congestion through better land use strategies and transportation solutions.

As outlined by MTC's policy guidance for the One Bay Area Grant (OBAG) grant cycle, CMAs must develop a growth and investment strategy to encourage and support local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA. Each transportation planning cycle, an investment and growth strategy must be developed via the adoption of MTC Resolution 4242. MTC is also requiring that the reports address the region's housing crisis and identify complementary policies and strategies that fit into the following categories:

- **Produce housing for the full range of workers within your community.** Building new homes—both market-rate and affordable—is critical. How local governments plan to increase the number of available homes, particularly in PDAs, is key to addressing high housing costs, increasing access to transit and walkable neighborhoods, and sustaining economic vitality in the region.
- **Protect existing residents from displacement.** Protecting current residents, mostly renters, from rapid housing cost increases and deter market-motivated evictions of rent-paying tenants in the near-term is a challenge for many communities. Displacement pressures are felt most acutely in a constrained housing market, characterized by low vacancies, and may be felt at the household, neighborhood and regional level.
- **Preserve existing affordable units.** Preserving subsidized or unsubsidized affordable housing is a cost effective strategy for maintaining current levels of affordability for existing residents—both homeowners and renters.

This section highlights future growth within Santa Clara County and addresses policies in place by local agencies to address their growing population.

EMPLOYMENT PROJECTIONS

Plan Bay Area 2040 projects growth within the Bay Area as required by state statute. MTC uses the UrbanSim model to develop projections for both jobs and housing. ABAG generally

CHAPTER 3 – PDA EMPLOYMENT & HOUSING

tracks housing and job activity and demographic trends. The regional forecast (or set of projections) shows that between 2010 and 2040, the Bay Area is projected to grow from 3.4 to 4.7 million jobs. This increase of 1.3 million jobs between 2010 and 2040. Almost half of those jobs—over 600,000—were added between 2010 and 2015.

According to ABAG, employment projections suggest an economy increasingly concentrated in professional services and health and education and less in direct production of goods and wholesale trading, in line with changes expected nationwide. However, in Santa Clara County, the technology sector continues to see growth. The number of land use approvals has risen to levels from the mid-1990s. Significant growth has occurred in San Jose, Mountain View, and Santa Clara. Various PDAs will carry the lion's share of employment growth.

In 2040, ABAG is projecting there will be approximately 1.3 million jobs in Santa Clara County alone. Projects that have contributed to the growth in Santa Clara County include activity within Cupertino related to the Apple Campus Expansion which will likely become a large generator for jobs that will likely bring people from outside Santa Clara County. In Mountain View's North Bayshore PDA, the precise plan for the area highlights new redevelopment of job centers to provide a vibrant mix of retail, commercial and housing. Also located within the vicinity of North Bayshore lies the Google Campus, which contributes a large employment share. Santa Clara's City Place development also will create a mix of housing and employment within Santa Clara County. Table 3.1 shows Employment Growth within Santa Clara County for Plan Bay Area 2040.

HOUSING PROJECTIONS

Similar to the projections for employment in Plan Bay Area 2040, there are also projections for housing growth. The population is projected to grow from 7.2 to 9.5 million people. This population will live in almost 3.6 million households, an increase of nearly 800,000 households over 2010 levels. This increase requires us to take a look at how these people will be accommodated. In 2040, it is expected that there would be approximately 860,000 households within Santa Clara County alone, growing from about the projected total of 604,000 in 2010.

Santa Clara County has seen an increase in housing production since 2010. The median home value in Santa Clara County is $1,025,100. Santa Clara County home values have gone up 4.8% over the past year. Rents in Santa Clara County have also gone up in the same timeframe to

CHAPTER 3 – PDA EMPLOYMENT & HOUSING

approximately $3,550 per month. While there has been more housing production and prices have gone up, it still is insufficient to meet the need of accommodating a growing population.

Plan Bay Area 2040 notes that this increase in households with a combination of housing policies and economic growth has caused a housing crisis in the Bay Area. The plan states that there simply isn't enough housing from affordable to moderate to match the sheer volume of households. To magnify the issue further, funding for housing has been decreasing in the past few years, beginning with the economic recession in 2010. Since the market has improved in the past 5 years, affordability of housing has gone up due to increased rents and mortgages.

Table 3.2 shows household growth in Santa Clara for Plan Bay Area 2040 for in total and for PDAs in the county.

HOUSING POLICIES

As part of the update to the PDA Investment and Growth Strategy, VTA is required to identify housing policies that are being implemented by local jurisdictions to help address housing growth and make an effort to house all residents by 2040 as directed by the long range plan. VTA, as the CMA does not recommend to local agencies specific housing policies that they should implement, although VTA staff may comment if requested by a city.

Housing production and costs have not met the demand of growth in Santa Clara County. Other policy strategies are being developed by cities to address this delta. Some of these strategies have been identified by ABAG through their housing policy survey and are highlighted in Appendix C.

Another point of emphasis are policies related to anti-displacement. Plan Bay Area 2040 predicts that displacement will be high due to the costs of home ownership and renter-ship and that it adversely affects renters, notably low-income renters. The plan identifies that there are over a half million lower-income households at risk of displacement in the Bay Area, with the majority in San Francisco, Santa Clara and Alameda counties.

Using information from ABAG's Housing Policy Menu, we are able to identify strategies in place to address the housing crisis. Most agencies in Santa Clara County have an affordable housing requirement. The database includes all housing policies: Market-Rate Housing Strategies, Affordable Housing Strategies, Anti-Displacement Strategies, Local Affordable Housing Strategies, and By-right Supportive Housing Strategies.

CHAPTER 3 – PDA EMPLOYMENT & HOUSING

Market Rate Housing Strategies

- Most agencies in Santa Clara County have reduced parking requirements and mixed-use zoning policies.
- Only Los Altos and San Jose have Form-based code strategies.
- 9 of 16 agencies in the county have streamlined permitting process.

Affordable Housing Strategies

- 11 of 16 agencies have an Inclusionary/Below Market Rate Housing Policy in place.
- 10 agencies have a condominium conversion ordinance.
- Most agencies in Santa Clara County have density bonus ordinances, except for Los Altos Hills, which does not have a PDA.
- The City of San Jose is currently considering a density bonus ordinance.

Anti-Displacement Strategies

- No agency in Santa Clara County has a Just Cause Eviction policy.
- Only Campbell, Gilroy, Los Gatos, and San Jose have a Rent Stabilization strategy.
- 11 of 16 agencies have an Acquisition/Rehabilitation/Conversion program
- The City of San Jose is considering a Just Cause Eviction policy and is exploring other Anti-Displacement strategies.
- The City of Sunnyvale is investigating Anti-Displacement strategies.

Local Affordable Housing Strategies

- 10 of 16 agencies have reduced fees or waivers in place for affordable housing.
- 9 of 16 agencies have an Inclusionary Zoning policy.
- The Cities of Cupertino, Gilroy, Los Altos, and Mountain View have a Housing Development Impact Fee.
- The cities of San Jose and Sunnyvale are looking into a Housing Development Impact Fee.
- 6 of 16 agencies have a Commercial Development Impact Fee.
- The Cities of Cupertino, Milpitas, and Mountain View have some alternate fees dedicated to housing.

Other Housing Strategies

- 10 agencies in Santa Clara County have Affordable Housing complexes.

CHAPTER 3 – PDA EMPLOYMENT & HOUSING

- The Town of Los Gatos and the City of Santa Clara have Public Housing.
- 13 of 16 agencies in the county have a Second Unit Ordinance.

HOUSING FOR ALL INCOME LEVELS

Through requirements set aside by SB 375, MTC and ABAG are required to incorporate their Regional Housing Needs Allocation (RHNA) in the RTP. RHNA is the state-mandated process to identify the total number of housing units (by affordability level) that each jurisdiction must accommodate in its Housing Element. The last RHNA update occurred with the last adoption of Plan Bay Area in 2013. Plan Bay Area 2040 does not include an update to RHNA, as it is updated on an 8-year cycle.

In February of 2017, ABAG put together an annual report that highlights how RHNA is being addressed by cities. This report lists housing permits approved by cities and includes the annual housing element progress report submitted to the State Office of Housing and Community Development (HCD). Where information was not available, ABAG looked at previous years trends. The RHNA housing cycle shown is 2015-2023. Appendix D shows the number of non-deed restricted and deed-restricted permits issued by city and the percentage of RHNA met.

In Santa Clara County, about 16% of the RHNA needs have been met so far in this cycle. The City of San Jose by volume has the most permits processed. The number of Above Moderate units permitted in this county is also one of the highest in the Bay Area. The City of Gilroy had the most deed-restricted units approved in this cycle.

CHAPTER 3 – PDA EMPLOYMENT & HOUSING

Table 3.1 – Employment Growth in Santa Clara County based on Plan Bay Area 2040 Projections				
Location	**Summary**	**Employment 2010**	**Employment 2040**	**Employment Growth**
Campbell	Total	25,500	32,700	7,200
	PDA	5,200	6,600	1,400
Cupertino	Total	26,800	38,000	11,200
	PDA	9,800	12,300	2,500
Gilroy	Total	17,800	22,300	4,500
	PDA	4,600	4,800	200
Los Altos	Total	14,100	17,200	3,100
	PDA	2,200	2,700	500
Los Altos Hills	Total	1,600	1,700	100
	PDA			
Los Gatos	Total	18,900	20,600	1,700
	PDA			
Milpitas	Total	42,000	58,000	16,000
	PDA	5,600	9,900	4,300
Monte Sereno	Total	530	560	30
	PDA			
Morgan Hill	Total	19,300	19,600	300
	PDA	1,500	1,300	-200
Mountain View	Total	48,500	73,300	24,800
	PDA	25,200	40,100	14,900
Palo Alto	Total	101,900	126,500	24,600
	PDA	3,900	4,900	1,000
San Jose	Total	387,500	554,900	167,400
	PDA	229,200	340,400	111,200
Santa Clara	Total	102,900	170,600	67,700
	PDA	10,300	10,800	500
Santa Clara County	Total	29,600	36,200	6,600
	PDA			
Saratoga	Total	8,800	9,100	300
	PDA			
Sunnyvale	Total	65,700	108,600	42,900
	PDA	21,800	33,100	11,300
County Total	**Total**	**911,500**	**1,289,900**	**378,300**
	PDA	**319,300**	**466,800**	**147,400**

CHAPTER 3 – PDA EMPLOYMENT & HOUSING

Table 3.2 – Household Growth in Santa Clara County based on Plan Bay Area 2040 Projections				
Location	**Summary**	**Households 2010**	**Households 2040**	**Household Growth**
Campbell	Total	16,200	18,800	2,600
	PDA	580	1,500	920
Cupertino	Total	20,200	23,000	2,800
	PDA	2,200	3,400	1,200
Gilroy	Total	14,200	19,600	5,400
	PDA	1,400	3,800	2,400
Los Altos	Total	10,700	11,700	1,000
	PDA	9	40	31
Los Altos Hills	Total	2,800	3,000	200
	PDA			
Los Gatos	Total	12,400	13,000	600
	PDA			
Milpitas	Total	19,200	30,400	11,200
	PDA	790	9,600	8,810
Monte Sereno	Total	1,200	1,300	100
	PDA			
Morgan Hill	Total	12,300	15,800	3,500
	PDA	260	1,300	1,040
Mountain View	Total	32,000	58,300	26,300
	PDA	5,800	27,300	21,500
Palo Alto	Total	26,500	32,900	6,400
	PDA	510	840	330
San Jose	Total	301,400	448,300	146,900
	PDA	67,600	203,600	136,000
Santa Clara	Total	43,000	57,000	14,000
	PDA	330	6,900	6,570
Santa Clara County	Total	28,200	32,600	4,400
	PDA			
Saratoga	Total	10,700	11,000	300
	PDA			
Sunnyvale	Total	53,400	84,200	30,800
	PDA	6,300	35,800	29,500
County Total	**Total**	**604,300**	**860,900**	**256,600**
	PDA	**85,700**	**294,200**	**208,500**



CHAPTER FOUR – FUNDING ACTIVITIES

CHAPTER 4 – FUNDING ACTIVITIES

Funding Assistance

In 2012, MTC developed a new framework for programming 2013-2016 Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) and Transportation Alternatives (formerly Enhancements) (TA) funds. The new program was called the "One Bay Area Grant" Program (OBAG). OBAG provided $87.3 million for Santa Clara County within those 3 years. OBAG is the funding mechanism to implement improvements within the Bay Area, with an emphasis in supporting PDA development.

In 2013, MTC released the first cycle of the PDA Planning Grant funds. Consistent with Plan Bay Area, PDA Planning Grants provide local jurisdictions with assistance in planning and implementing the vision for Santa Clara County's PDAs, namely, creating vibrant places with adequate housing for all income levels, a mix of uses, access to jobs, and multi-modal transportation infrastructure. The goal of the program is to enable transit-oriented housing and employment growth in Santa Clara County's PDAs. A total of $5.1 M in Federal Surface Transportation Program (STP) Planning Funds was made available for the program.

Many jurisdictions have already been working on specific or area plans for their PDAs, however additional technical studies or analyses was still needed to facilitate implementation of those plans. The PDA Planning Grant program was there to provide financial assistance that could be used to implement already completed plans in order to increase the number of housing units, including affordable housing, and jobs located within PDAs and transit corridors as well as improve multi-modal access and mobility.

In 2014, the cities of Santa Clara, San Jose, Palo Alto, Campbell, Morgan Hill, and Mountain View received grant funding through this program totaling $1.7 million. The program was undersubscribed by $3.2 million. VTA subsequently released another round of funding for PDA Planning in late 2015. Through the next round, three complete streets corridors were selected for funding: Tasman Drive Corridor; Bascom Avenue Corridor; and Story Road/Keyes Street Corridor. VTA anticipates more funding materializing through regional and local sources.

ONE BAY AREA GRANT 2 (OBAG2)

The next cycle of OBAG began in 2015. The OBAG 2 program is divided into a Regional Program, managed by MTC, and County Program, managed by the nine Bay Area CMAs. OBAG 2 covers the five-year period from FY 2017-18 to FY 2021-22. The funding for the program

CHAPTER 4 – FUNDING ACTIVITIES

comes from two sources: Surface Transportation Block Grant Program (STBGP) and Congestion Mitigation and Air Quality (CMAQ). The transportation improvement categories for the grant funds are: (1) local streets and roads preservation, (2) bicycle and pedestrian improvements, (3) transportation for livable communities (TLC), (4) safe routes to school, and (5) mobility management.

VTA instituted a program structure similar to the original OBAG Cycle 1. This structure provided guaranteed minimum funding to each Member Agency, maximum flexibility within that guarantee, and a significant competitive pool to fund larger projects based on the Board's adopted criteria. It is also can adjust to changes in funding levels and fund composition.

There were two exempt non-PDA programs:

- County Federal Aid Secondary Programming (FAS): Approximately $1.7 million in the OBAG cycle. Those program funds were eligible projects proposed by County of Santa Clara Roads Department.
- Vehicle Emissions Reductions Based at Schools (VERBS): VTA recommended setting aside the MTC designated amount of $6.9 million in CMAQ to continue VTA's Safe Routes to School Program.

Aside from the CMA Programming funding there were two identified programs:

PDA Planning Program

This program funds Member Agency planning activities that support the growth and development of existing PDAs. Separately from VTA, MTC will be soliciting PDA planning projects at the regional level. All VTA Member Agencies are eligible for MTC's program; however VTA staff recommended supplementing the regional program with a local Santa Clara County Agency-only program.

Countywide Competitive Complete Streets Program

This is a competitive program which provides grants to projects in or serving designated PDAs. It is open to the cities, towns, Santa Clara County and VTA to compete for grants that will fund pedestrian, bicycle, and signal systems projects designed to support dense development and use of alternate modes. Criteria for this program was developed in consultation with VTA's Member Agencies and community partners, and brought to the VTA Board for discussion and adoption in 2016.

Additionally, MTC adopted new specifications for OBAG 2 which require the following:

CHAPTER 4 – FUNDING ACTIVITIES

- Project sponsors must comply with the California Surplus Lands Act to be eligible for OBAG 2 funding. The California Surplus Lands Act requires public agencies to first offer land deemed to be surplus for the development of low and moderate income housing. MTC is exempting charter cities from this requirement. The charter cities in Santa Clara County are Gilroy, Mountain View, Palo Alto, San Jose, Santa Clara and Sunnyvale.
- CMAs must adopt OBAG 2 scoring criteria that reward local jurisdictions with anti-displacement policies. This requirement applies only to PDAs.

VTA staff recommended that the VTA Board of Directors adopts the two following OBAG 2 criteria to meet MTC's requirement, which occurred after the adoption of the program:

- All project sponsors must comply with the California Surplus Lands Act to be eligible for OBAG 2 funding. Charter cities are exempt from this requirement, pending resolution of the legal challenge to the City of San Jose. This criterion applies to all OBAG 2 funds, regardless of PDA status.
- Projects located in jurisdictions that have the following anti-displacement policies in place, as of September 1, 2016 shall receive one bonus point per policy, up to a maximum of five (5) bonus points. This criterion only applies to projects in the Complete Streets Competitive Program.

The approved OBAG 2 criteria is shown in Appendix E.

PDA PLANNING GRANTS

Part of OBAG 2 was the adoption of approximately $2.0 in additional funding for PDA Planning Grants. MTC directed that each CMA design its' PDA planning program to emphasize and support growth in housing, employment, and transportation within its' PDAs. In accordance with this direction, VTA staff developed a PDA Planning Grant program in consultation with member agency staff with the goal of enabling transit-oriented housing and employment growth in Santa Clara County's PDAs. The PDA Planning Program is an initiative to fund comprehensive planning in PDAs that will result in intensified land uses around public transit hubs and bus and rail corridors in Santa Clara County. The purpose of the PDA Planning Grant program is to provide local jurisdictions with assistance in planning and creating vibrant places with adequate housing for all income levels, a mix of uses, access to jobs, and multi-modal transportation infrastructure. VTA envisions that these grants will help local

CHAPTER 4 – FUNDING ACTIVITIES

jurisdictions enhance their planning activities to enable developments in the planned or potential PDAs. VTA will release this call in summer 2017.

Local Agency Projects

In 2014, VTA implemented the first phase of the PDA Planning Grants, awarding $1.9 Million worth of grants. These grants yielded six projects. These projects varied in scope and design and are currently under development with completion nearing the end of 2017. The following projects that were funded include:

Santa Clara - El Camino Real Precise Plan

The City of Santa Clara is developing a Precise Plan that covers the El Camino Real Focus Area PDA and includes a detailed Transit Access Element. The plan will act as a guide to address deficiencies in the PDA and help meet One Bay Area program goals and objectives for housing, employment, and transportation.

Mountain View - East Whisman Precise Plan

The City of Mountain View is developing an East Whisman Precise Plan, with the following key objectives: (1) increase employment near transit, (2) improve ridership and accessibility to transit, and (3) provide more jobs in close proximity to existing residential neighborhoods. To complement the grant, the City is funding an East Whisman infrastructure plan, including transit-related improvements, to accommodate new or expanded infrastructure needs in the area.

Campbell - Transportation Improvement Plan for Campbell PDA

The City of Campbell is developing a transportation improvement plan that articulates the vision for the transportation system within the Campbell PDA, identifies transportation and streetscape deficiencies, recommends project concepts, and provides project cost estimates.

San Jose - Stevens Creek, Santana Row/Valley Fair, and Winchester Urban Village Plans

The City of San Jose is developing Urban Village Plans (e.g. Specific Plan) that contains a land use plan, urban design, open space, circulation, streetscape guidelines and policies for each of the three study areas: Stevens Creek, Santana Row/Valley Fair, and Winchester. Following the completion of the Urban Village Plans, a Transportation Impact Analysis (TIA) will be required for these three areas. The TIA will likely necessitate a Transportation Area Development Policy, which in turn will require an Environmental Impact Report (EIR). The Transportation Area Development Policy will provide a mechanism for new development to pay for the transportation improvements identified in the Urban Village plans.

CHAPTER 4 – FUNDING ACTIVITIES

Morgan Hill - PDA Planning Activities: Station Area Master Plan; TOD Zoning; Development Feasibility Analysis

The City of Morgan Hill will conduct planning initiatives to guide implementing actions to achieve Downtown Specific Plan vision and Plan Bay Area goals. The activities include: (1) Station Area Master Plan for specific improvement plan; (2) TOD zoning for new high density (18du/ac) infill opportunity; (3) Market demand and financial feasibility analysis to achieve more intense use on 5 PDA opportunity sites; (4) Updating seven Planning Elements to align with new realities; and (5) Consolidating zoning provisions from Specific Plan into Code.

Palo Alto - Fry's Master Plan

The City of Palo Alto will develop a comprehensive and forward thinking planning document to guide development of a significant 15 acre site (340 Portage) located in Palo Alto's designated California Avenue Planned Development Area, one of the few areas in Palo Alto intended for higher density development, proximity to multi-modal transportation. The purpose of the plan is identify land use and transportation opportunities for a well-planned and designed mixed use area of residential, commercial, office and retail uses.

VTA Complete Streets Partnerships

As stated in the introduction of the chapter, VTA also pursued and was awarded two complete street corridor projects in 2015. These projects will be completed in late 2018. VTA staff released a supplemental Call-for-Projects on December 2014 to solicit additional applications. During the preparation process, VTA Planning staff offered to consult with any local agency requesting assistance. VTA staff received two applications: (1) the Bascom Avenue Complete Street Corridor Study and (2) the Tasman Drive Complete Street Corridor Study.

The complete street corridor studies are multijurisdictional where VTA is partnering with several local jurisdictions. Both studies are part of a larger Great Streets Demonstration Project which aims to advance Complete Streets planning and conceptual design for a number of corridors across Santa Clara County.

Santa Clara VTA – Bascom Avenue Complete Street Corridor Study

VTA is conducting a multijurisdictional Complete Streets Corridor Study to identify and evaluate transportation improvements along Bascom Avenue. The project corridor is 5.9 miles long, which runs north-south from I-880 in Santa Clara to SR 85 in Campbell. The corridor lies within three jurisdictions: San Jose, County of Santa Clara, and Campbell, and is located within several PDAs including Campbell's Central Redevelopment Area, San Jose's South Bascom Urban Village and VTA's Cores, Corridors, and Station Areas.

CHAPTER 4 – FUNDING ACTIVITIES

Santa Clara VTA – Tasman Drive Complete Street Corridor Study
VTA is conducting a multijurisdictional planning effort to identify and evaluate transportation improvements along Tasman Drive and a portion of Great Mall Parkway. The study corridor is seven miles long, beginning at the intersection of Tasman Drive and Fair Oaks/Java in Sunnyvale and extending to the intersection of Great Mall Parkway (the continuation of Tasman Drive) and Montague Expressway in Milpitas.

2016 MEASURE A

In 2015, the Santa Clara County Housing Task Force passed a resolution declaring that the problem of homelessness in Santa Clara County constituted a crisis. In response to this crisis, the Board of Supervisors added Measure A to the November ballot. In the resolution to place the housing bond measure on the November 2016 ballot.

Measure A will allow the County to borrow up to $950 million by issuing general obligation bonds. Bond proceeds could only be used to acquire or improve real property. The voters of Santa Clara County approved the measure.

According to the ballot language, Measure A will provide affordable local housing for vulnerable populations including veterans, seniors, the disabled, low and moderate income individuals or families, foster youth, victims of abuse, the homeless and individuals suffering from mental health or substance abuse illnesses. Up to $150 million in bond proceeds could be used to assist moderate income households. Of this $150 million, up to $50 million may be used to provide housing that is affordable for moderate income individuals and families; such portion, for example, could be used for first-time homebuyers or to promote housing that is in close proximity to employment.

It is estimated that bond proceeds will contribute to the creation and/or preservation of approximately 5,000 affordable housing units. The Board and County Administration have discussed ways to use the bond proceeds to leverage additional local, state and federal funds to support the development, operation and services of affordable and supportive housing. In addition, County Administration estimates that bond proceeds could assist approximately 1,000 first-time homebuyers in the first ten years of Measure A.

Measure A allows the County to increase the property tax rate to pay debt service on the bonds. The County estimates that the tax rate over the life of the bonds would range from $10.76 to $12.66 per $100,000 of assessed value of taxable property. The average assessed value of residential properties (single family residences and condominiums) in Santa Clara

CHAPTER 4 – FUNDING ACTIVITIES

County is currently a little under $571,000. The County is considering three separate bond issuances in 2017, 2021 and 2025. These bonds would mature in 2047, 2051 and 2055, respectively.

The first bond series issuance shall be in September 2017. Before bonds are issued, the Santa Clara County Office of Supportive Housing is going to be providing updates to the Board of Supervisors on next steps of the process. This includes:

(1) An approach to establish and build consensus for countywide housing goals of the measure;
(2) A developed framework for partnering with cities and other government agencies;
(3) Describing the major programs that will be funded by the Housing Bond and/or other sources; and
(4) Identify opportunities to leverage and raise additional resources for housing development. It will also include formation of an oversight committee to monitor progress on the measure with yearly reports on the funds.



CHAPTER FIVE – PLANNING ACTIVITIES

CHAPTER 5 – PLANNING ACTIVITIES

CMA Assistance

While VTA does not have land use authority at the local level, VTA is committed to assisting Member Agencies address growth and development within the PDA framework. VTA promotes the increased use of alternative transportation modes, such as transit, bicycling, and walking through the Congestion Management Program (CMP). In addition to encouraging infill housing, transit-oriented development, or mixed-use commercial development in core areas and around major transit facilities. VTA also underscores the need to balance level of service standards for traffic with the need to build infill housing and mixed-use commercial developments within walking distance of transit facilities, downtowns, and town centers. The VTA CMP seeks to give greater flexibility to local governments to balance these sometimes competing needs.

The long-term objective of the CMP is to develop land use and transportation initiatives that improve transportation conditions, community livability, and air quality—including the reduction of greenhouse gas emissions—while supporting community goals. For example, many of Santa Clara County's larger cities have relatively mature commercial and residential centers. In these cities, the planning emphasis has shifted from new land development to planning for balanced development within already developed centers – exactly what was envisioned for the PDAs. These cities are pursuing programs of infill, adaptive-reuse, renewal, mixed-use development, and increasing their density and housing supply.

Smaller and less-developed cities may have different planning goals for their PDAs than the larger cities. However, these smaller cities are equally interested in planning objectives that ensure appropriate development, maximize the use of transportation investments and, to the extent possible, prevent unwanted traffic. In addition to specific land-use planning efforts, VTA, the County and some cities have aggressively pursued and built new transportation facilities that could have a major impact on land-use plans.

DEVELOPMENT REVIEW PROGRAM

VTA's Development Review Program encompasses two separate, yet interrelated efforts to review and comment on development and transportation projects occurring in and adjacent to Santa Clara County: 1) the review of environmental documents and development proposals submitted by Member Agencies; and 2) the review of Transportation Impact Analysis (TIA) reports for proposed projects meeting the CMP TIA Guideline requirements.

CHAPTER 5 – PLANNING ACTIVITIES

The objectives of the Development Review Program include improving land use/transportation coordination, promoting alternative travel modes, and encouraging a balanced approach to addressing congestion.

VTA staff prepares a quarterly report summarizing:

1) Member Agency projects (both TIAs and Development Review referrals) that are submitted to VTA for review;
2) Comments submitted to Member Agencies by VTA staff, as well as projects that VTA previously commented on which were approved during the past quarter; and
3) Any responses to VTA comments or conditions of approval related to transportation.

LAND USE TRANSPORTATION INTEGRATION (LUTI) PARTNERSHIPS PROGRAMS

VTA initiated the Land Use and Transportation Integration (LUTI) Partnerships Program in response to a series of discussions with VTA Advisory Committees, Congestion Management Program and Planning Committee (CMPP) and the Board of Directors in 2014. The purpose of the program is to enhance VTA's involvement in land use decision-making. A key objective is to create opportunities for VTA and Member Agencies to work together earlier in the planning and development process to produce more effective and meaningful collaborative outcomes. This relationship is mutually beneficial; VTA's transportation investments greatly influence many aspects of city livability and sustainability, and the local land use decisions influence the effectiveness of the various types of travel (e.g., car, walk, bike, and transit). Both efforts attain greater value working together through each phase of development.

VTA staff offers three broad categories of outreach and assistance to Member Agencies:

- Knowledge-building: trainings, blog series, policy discussions;
- Research: reporting on trends and development tracking;
- Technical assistance: providing project-based expertise on land use, urban design, and transportation issues.

Since 2015, VTA has been highlighting major areas of development throughout the county at presentations to VTA Committees and the Board, in collaboration with Member Agency staff. These locations include those that are PDAs. A key component of this effort will be to identify transportation solutions to address the cumulative impacts and effects of growth on the multimodal transportation system, ultimately feeding back into VTA's long-range transportation planning efforts.

CHAPTER 5 – PLANNING ACTIVITIES

VTA JOINT DEVELOPMENT PROGRAM

VTA envisions its station areas and transit corridors as vibrant, prosperous community assets that create a strong sense of place for transit, pedestrians, and the surrounding community, and are destinations in their own right. VTA has worked with member agencies to better develop these station areas, some of which are in PDAs.

VTA's Joint Development Program furthers the VTP land use goal and objectives as well as the objectives of Plan Bay Area. The program was adopted by the VTA Board in January 2005 and is designed to secure the most appropriate private and public sector development of VTA-owned property at or adjacent to transit stations and corridors. The VTA Board of Directors adopted a revised Joint Development Policy and Implementation Plan in April 2009. The revised Joint Development Policy provides the appropriate framework to maximize the respective economic values of each real estate asset through consensus-driven, site-appropriate development that also increases transit ridership, creates vibrant community assets and enhances the long-term life of VTA's facilities.

The Joint Development Policy provides a framework for creating and pursuing the highest and best opportunities for development around station areas and corridors. The policy is intended to establish guidelines and procedures for identifying such opportunities to optimize return on investment to VTA. VTA's efforts related to Joint Development also include coordination with local jurisdictions in station area land use planning to establish development patterns that enhance transit use.

MULTIMODAL IMPROVEMENT PLANS (MIPs)

Multimodal Improvement Plans (MIPs) identify offsetting measures to improve transportation conditions on the CMP system in lieu of making physical traffic capacity improvements such as widening an intersection or roadway. Per CMP legislation, each MIP must include the implementation of all feasible and applicable actions in the "MIP Action Item List," which is found in VTA's MIP Requirements. Two Member Agencies in Santa Clara County currently have adopted MIPs: Sunnyvale has a citywide MIP, and San José has a MIP for North San José.

VTA's Deficiency Plan Requirements specify that Member Agencies with MIPs must submit a Multimodal Improvement Plan Implementation Status Report as part of the monitoring and conformance process for the CMP. These reports are intended to describe the progress on the implementation of all the improvements and actions in an MIP. The status reports are to be based on the Implementation Monitoring Program contained in the Deficiency Plan. In

CHAPTER 5 – PLANNING ACTIVITIES

addition to the status report provided for each action, the Member Agency must include a financial report on MIP implementation.

The cities of Sunnyvale and San José have made substantial progress in implementing the actions and improvements called for in their respective MIPs. However, a number of actions in each Plan have not yet been addressed. This may be due to funding constraints, competing city priorities, or the fact that development has not progressed enough to warrant certain improvements. VTA remains committed to working with these cities to monitor their progress and support the implementation of the actions in their MIPs.

It is expected that over the next few years, several additional Member Agencies in Santa Clara County will need to prepare an MIP due to growth that is projected to impact CMP facilities. Some of these plans may be citywide in nature, so they may address some of the needs within PDAs. These include the following:

- Mountain View is in the process of developing a Citywide MIP to address impacts for associated intersections.
- The City of San Jose is preparing a West San Jose Multimodal Transportation Improvement Plan (WSJ MTIP), which synthesizes and advances planning efforts in order to develop a comprehensive program of actions to address multimodal transportation needs.

VTA is prepared to assist these cities, as well as all Member Agencies, in developing MIPs that meet the requirements of state law and help manage congestion and air quality and provide additional transportation options in Santa Clara County, especially if they are within the PDA boundaries.

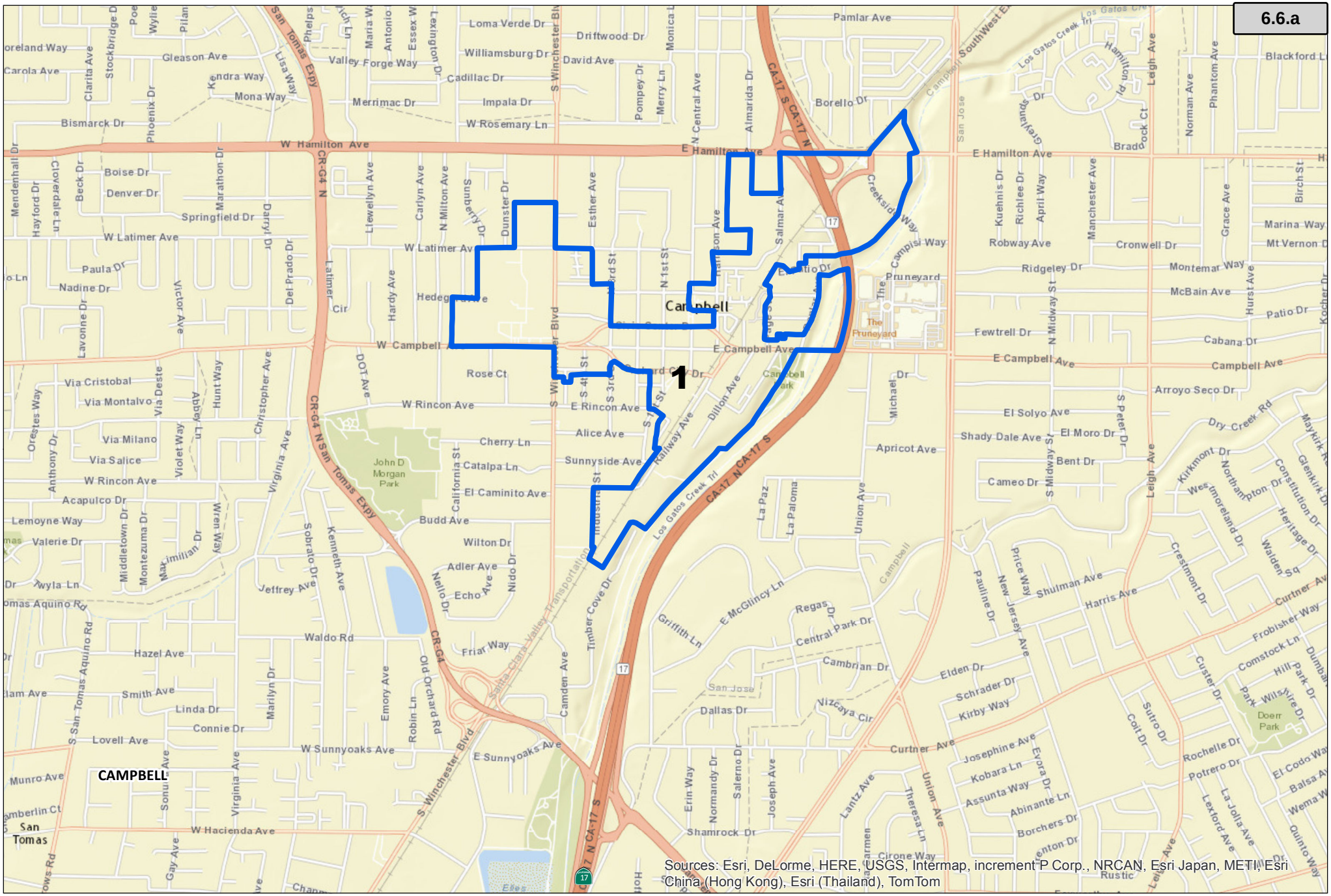


APPENDICES

PDA MAPS FOR SANTA CLARA COUNTY

PDA MAP KEY:

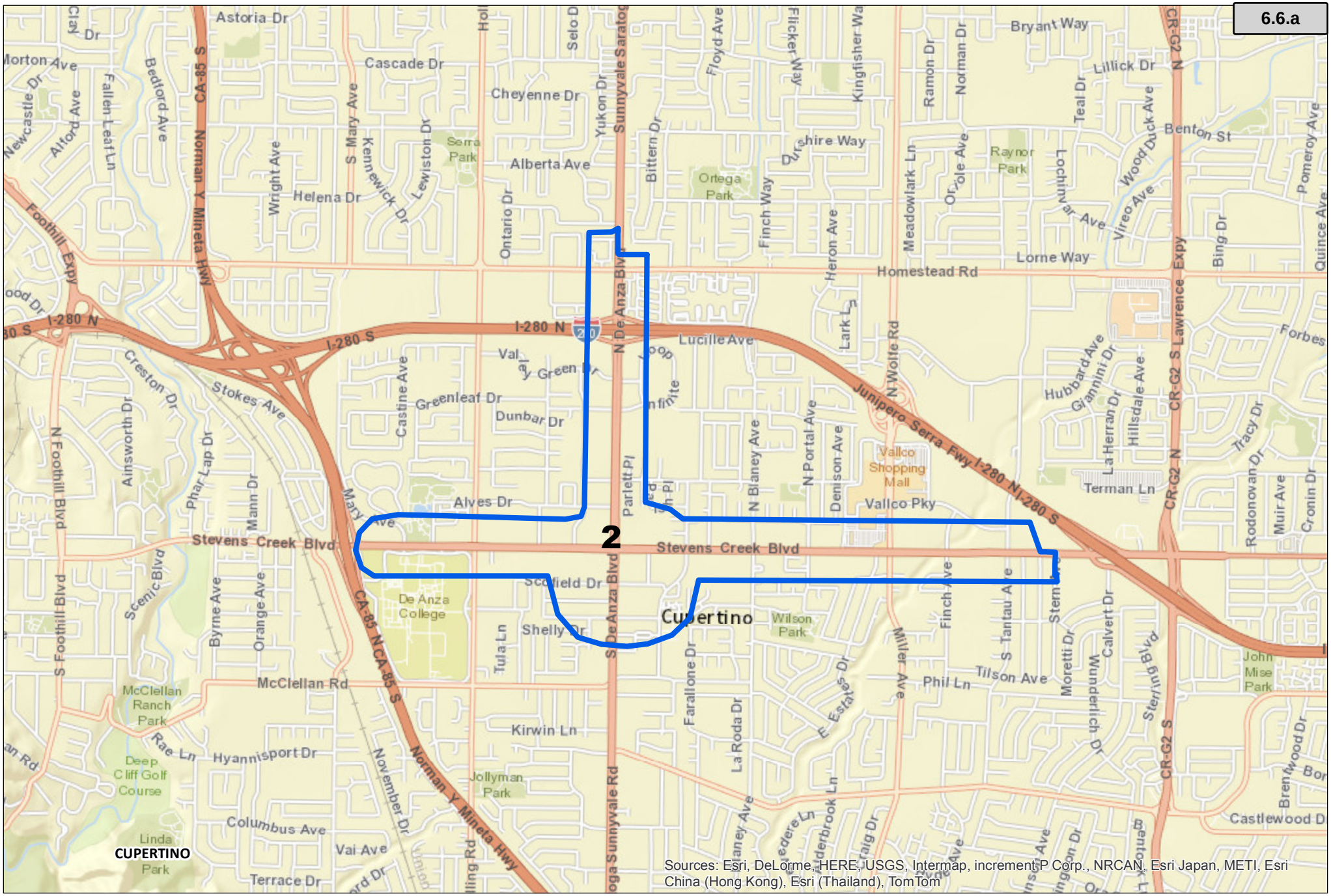
1. Campbell Central Redevelopment Area
2. Cupertino Cores, Corridors and Station Areas
3. Gilroy Cores, Corridors and Station Areas
4. Gilroy Downtown
5. Los Altos Cores, Corridors and Station Areas
6. Morgan Hill Downtown
7. Milpitas Cores, Corridors and Station Areas
8. Milpitas Transit Area
9. Mountain View North Bayshore
10. Mountain View San Antonio Center
11. Mountain View Downtown
12. Mountain View El Camino Real
13. Mountain View Whisman Station
14. Palo Alto California Avenue
15. Santa Clara Cores, Corridors, and Station Areas
16. Santa Clara El Camino Real Focus Area
17. Santa Clara Downtown Focus Area
18. San Jose Bascom Corridor
19. San Jose Bascom Urban Village
20. San Jose Berryessa Station
21. San Jose Blossom Hill/Snell Urban Village
22. San Jose Camden Urban Village
23. San Jose Capitol Corridors Urban Village
24. San Jose Capitol/Tully/King Urban Villages
25. San Jose Communications Hill
26. San Jose Cores, Corridors and Station Areas
27. San Jose Cottle Transit Village
28. San Jose Downtown "Frame"
29. San Jose East Santa Clara/Alum Rock Corridor
30. San Jose Greater Downtown
31. San Jose North San Jose Development
32. San Jose Oakridge/Almaden Plaza Urban Village
33. San Jose Saratoga TOD Corridor
34. San Jose Stevens Creek TOD Corridor
35. San Jose Westgate/ El Paseo Urban Village
36. San Jose West San Carlos & Southwest Expressway
37. San Jose Winchester Blvd. TOD Corridor
38. Sunnyvale Downtown/Caltrain Station
39. Sunnyvale East Sunnyvale Area
40. Sunnyvale El Camino Real Corridor
41. Sunnyvale Lawrence Station Transit Village
42. Sunnyvale Tasman Crossing



City of Campbell Priority Development Area

0 1,250 2,500 Feet

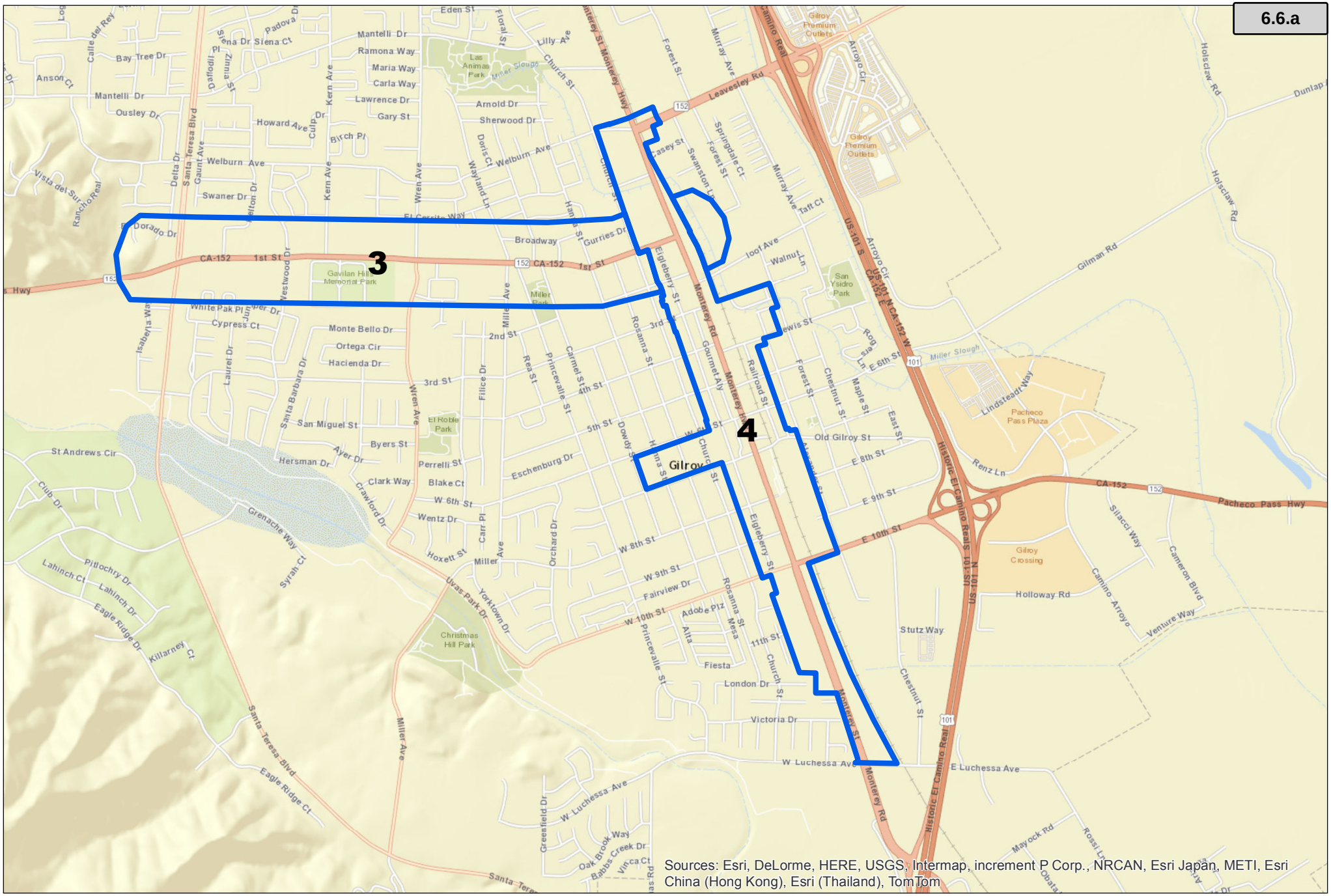
Source: VTA, MTC, Campbell, ESRI
Date: October 22, 2014



City of Cupertino Priority Development Area

0 1,800 3,600 Feet

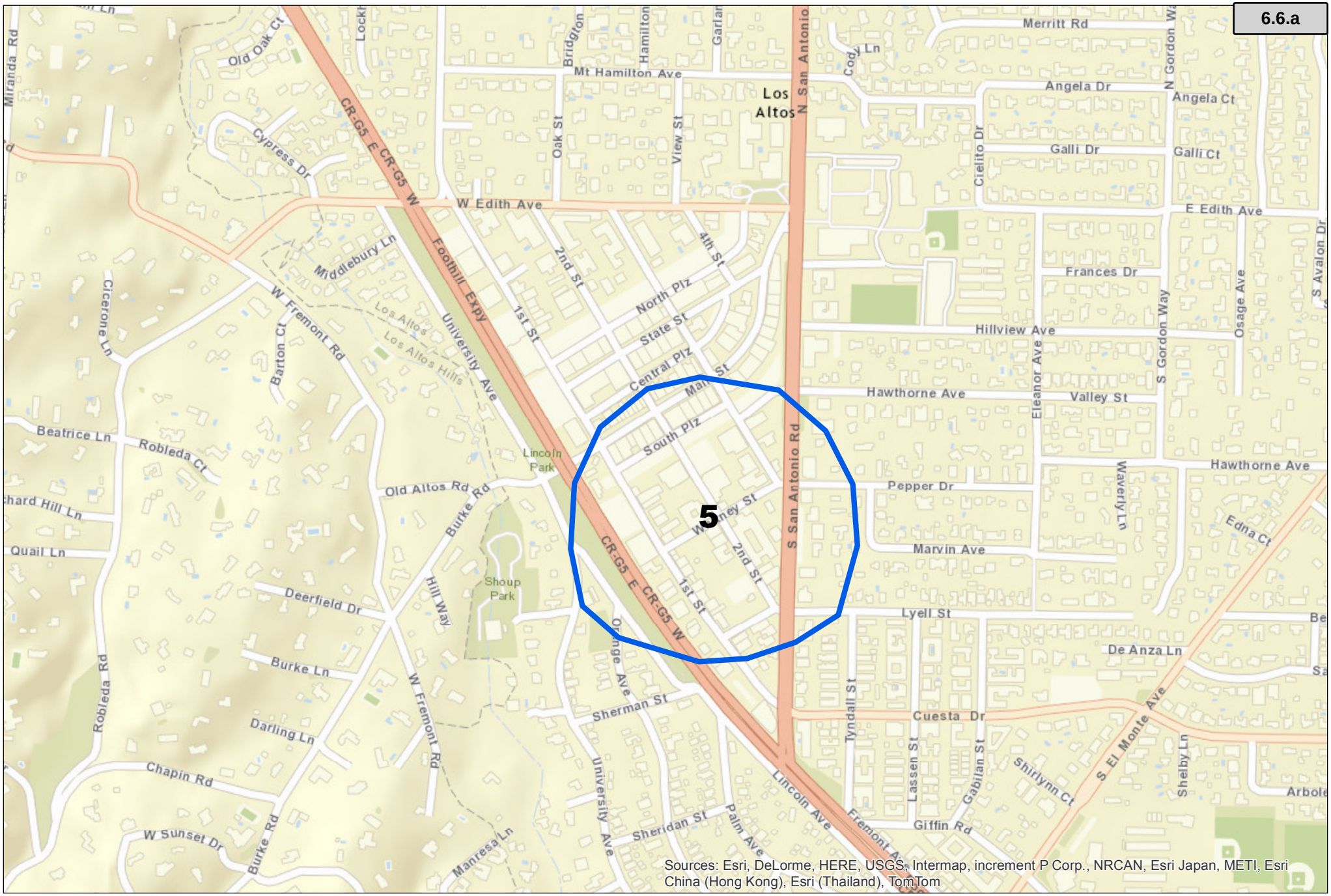
Source: VTA, MTC, Cupertino, ESRI
Date: October 22,2014



City of Gilroy Priority Development Areas

0 1,500 3,000 Feet

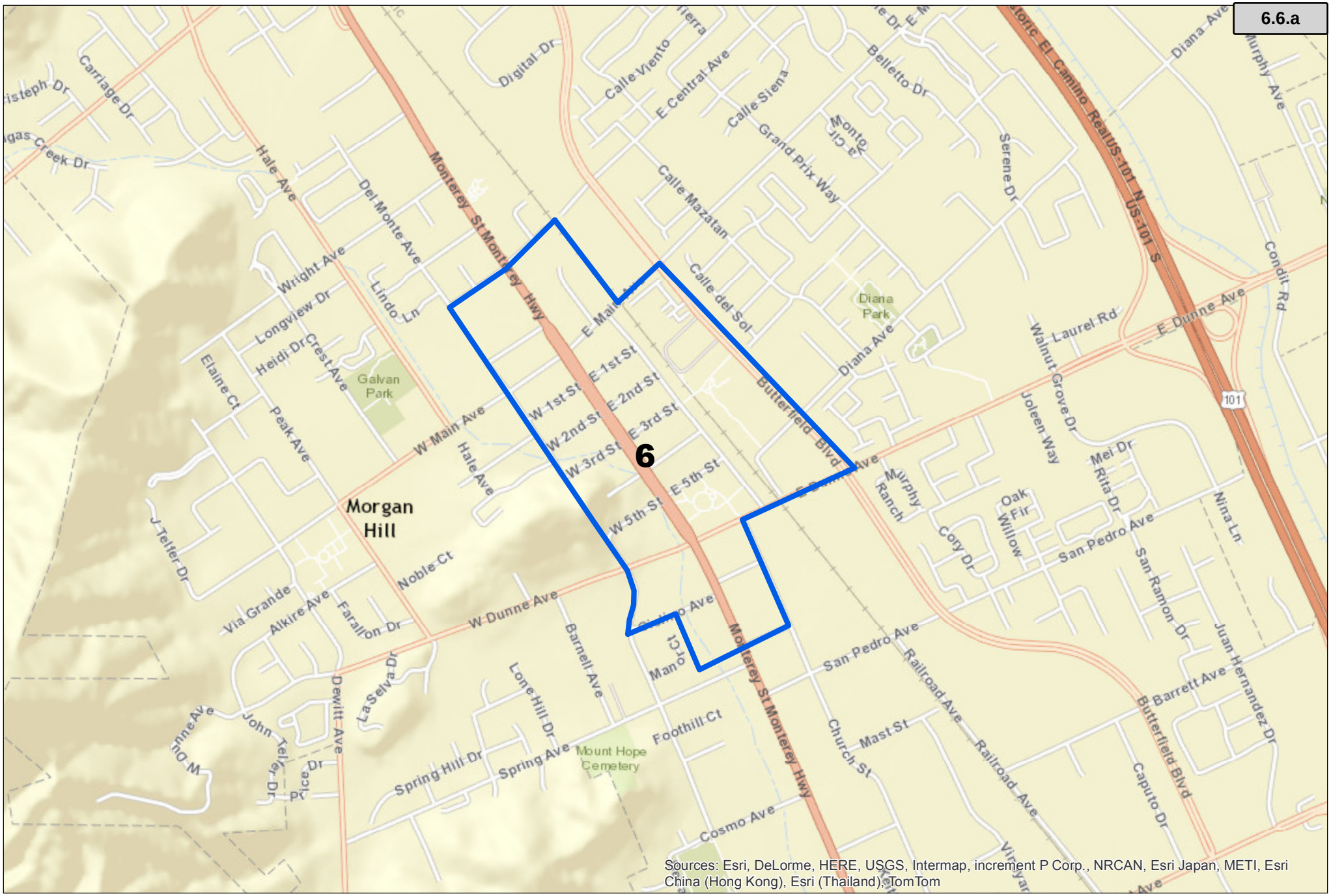
Source: VTA, MTC, Gilroyl, ESRI
Date: October 22, 2014



City of Los Altos Priority Development Area

0 500 1,000 Feet

Source: VTA, MTC, Los Altos, ESRI
Date: September 17, 2014

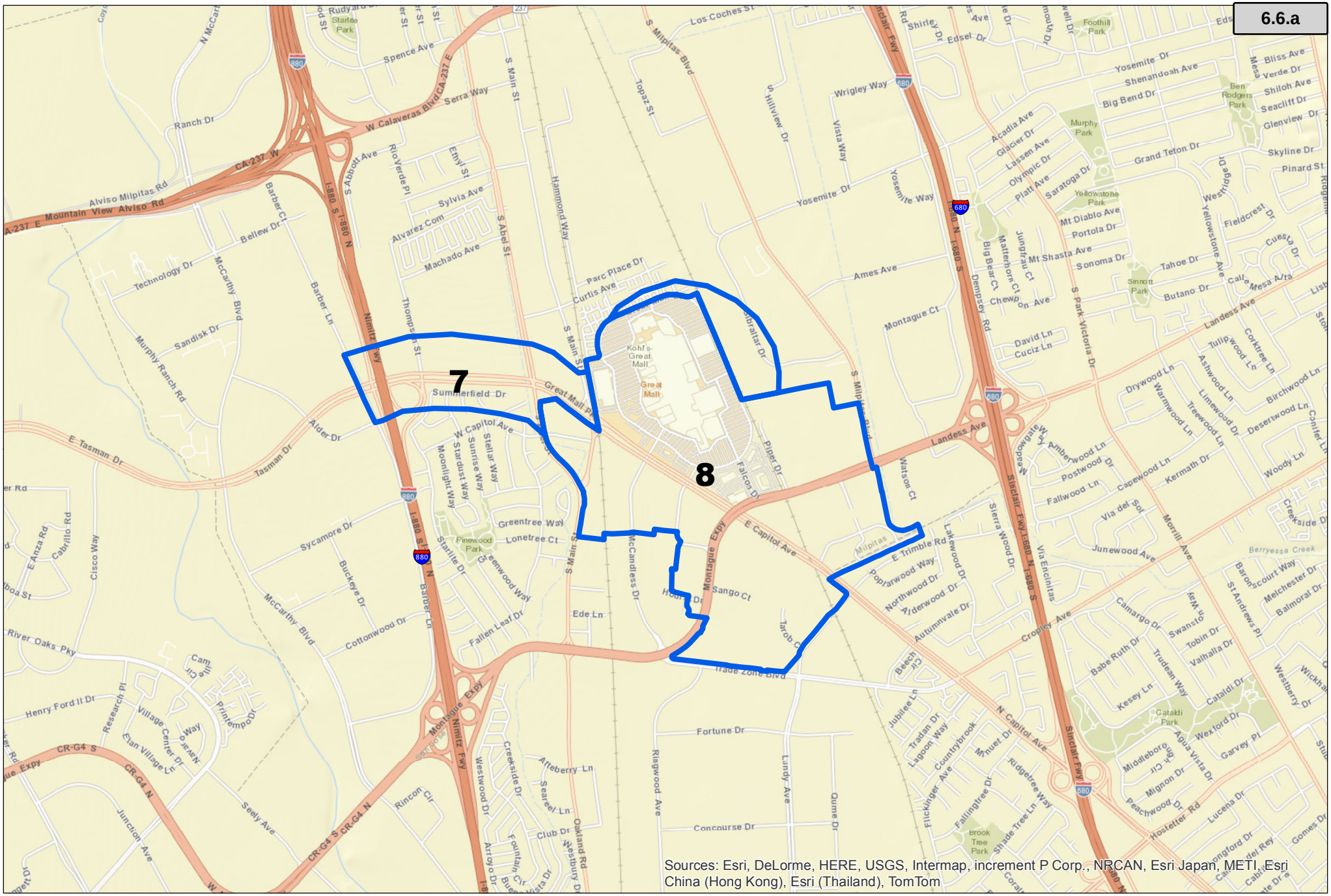


Sources: Esri, DeLorme, HERE, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom

City of Morgan Hill Priority Development Area

0 900 1,800 Feet

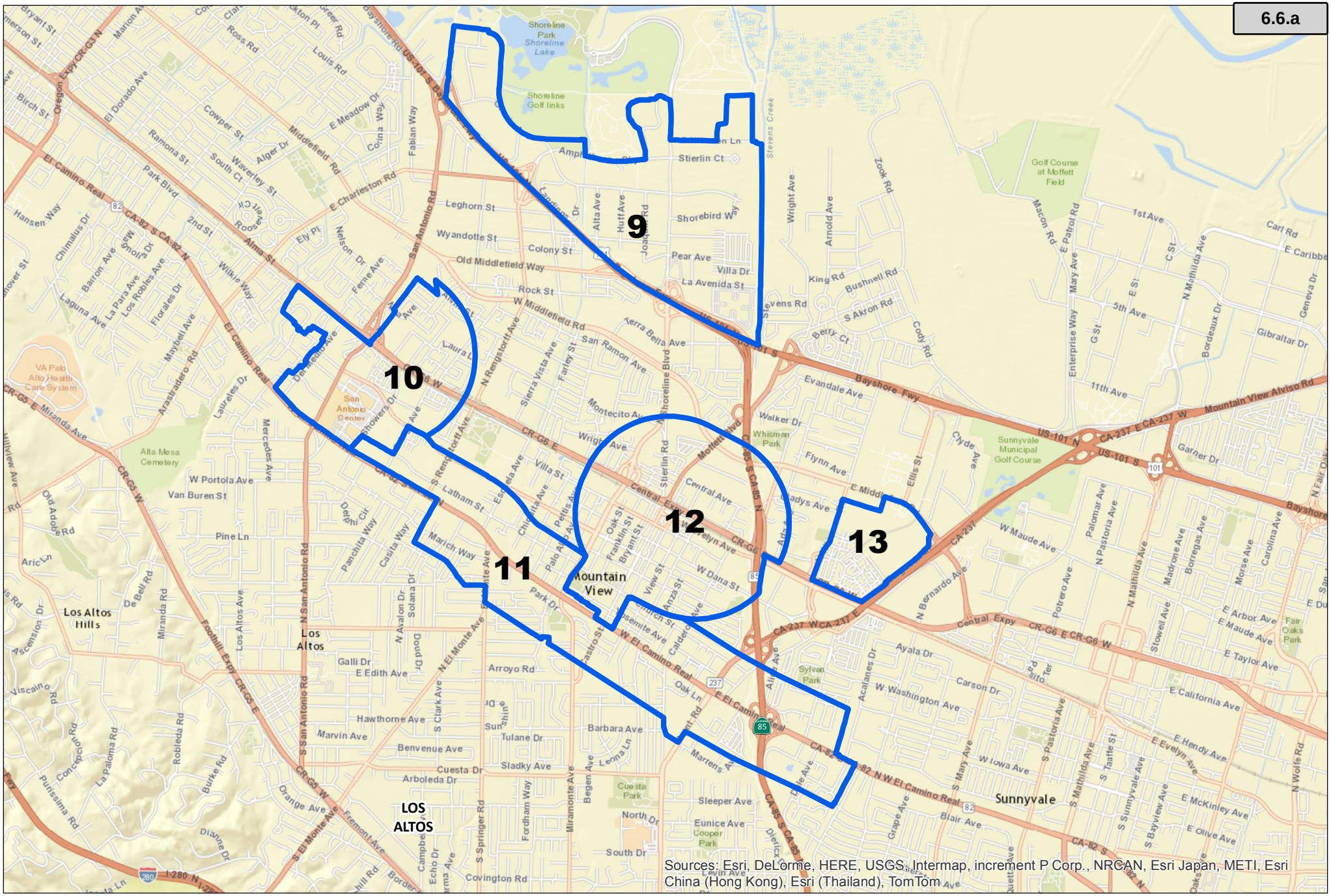
Source: VTA, MTC, Morgan Hill, ESRI
Date: September 17, 2014



City of Milpitas Priority Development Areas

0 0.25 0.5 Miles

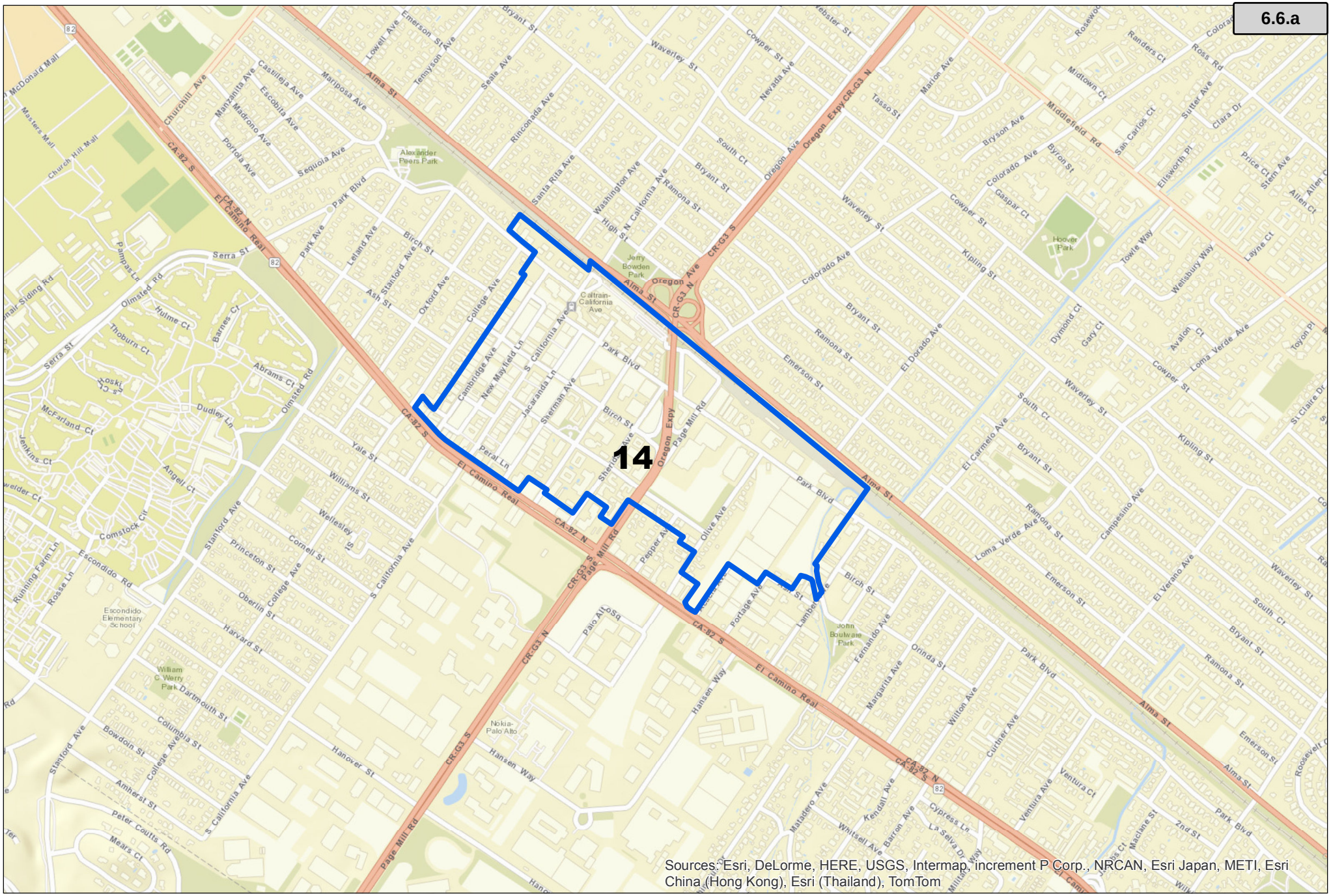
Source: VTA, MTC, Milpitas, ESRI
Date: October 22, 2014



City of Mountain View Priority Development Areas

0 0.5 1 Mile

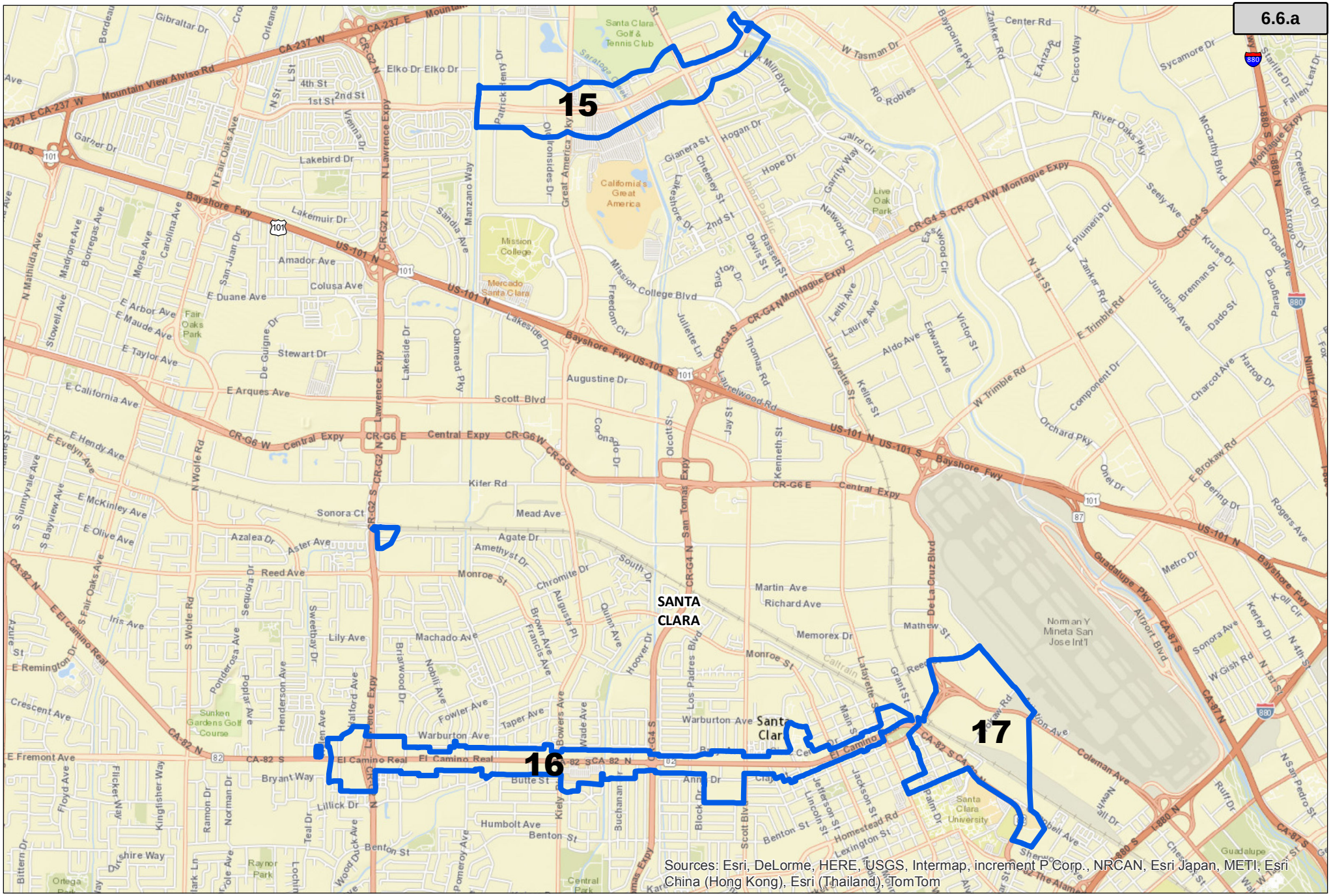
Source: VTA, MTC, Mountain View, ESRI
Date: October 22, 2014



City of Palo Alto Priority Development Area

0 750 1,500 Feet

Source: VTA, MTC, City of Palo Alto, ESRI
Date: September 17, 2014

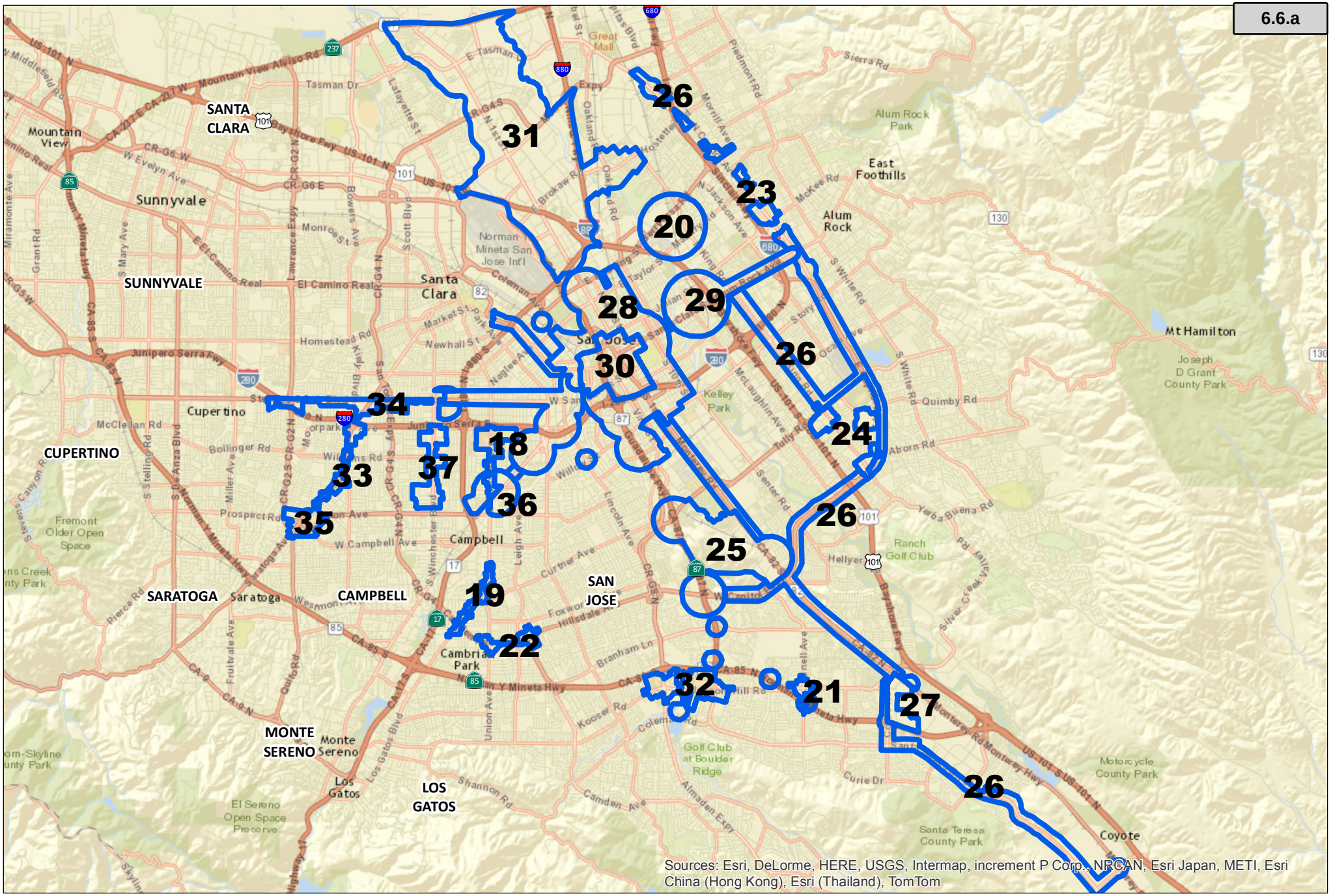


City of Santa Clara Priority Development Areas

0 0.5 1 Mile

Source: VTA, MTC, Santa Clara, ESRI
Date: September 17, 2014

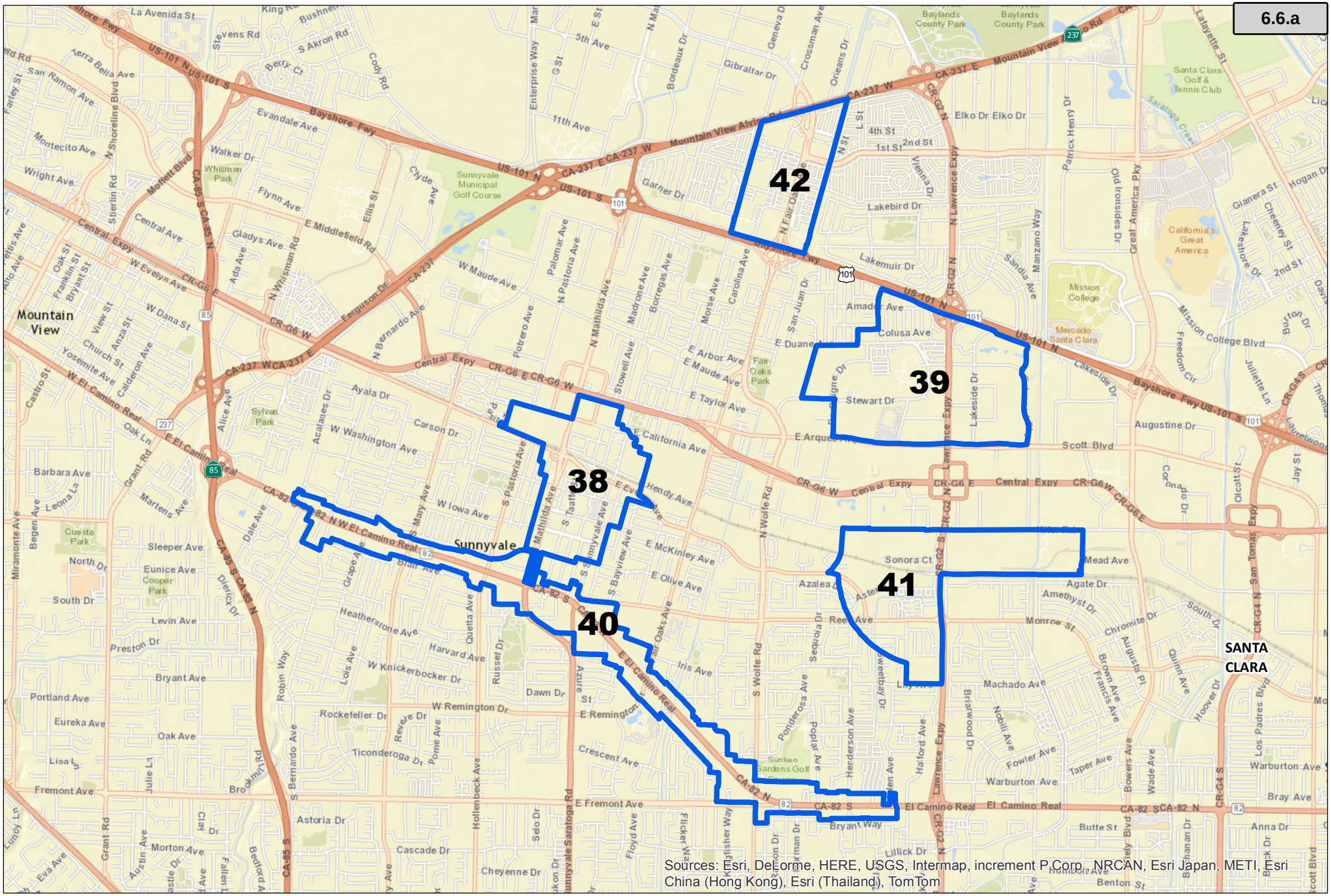
APPENDIX A - PDAs IN SANTA CLARA COUNTY



City of San Jose Priority Development Areas

0 1.5 3 Miles

Source: VTA, MTC, San Jose, ESRI
Date: September 17, 2014



City of Sunnyvale Priority Development Areas

0 0.5 1 Mile

Source: VTA, MTC, Sunnyvale, ESRI
Date: September 17, 2014

APPENDIX B - PDA ACTIVITIES IN SANTA CLARA COUNTY

City	PDA	Activity
Campbell	Central Redevelopment Area	• Received PDA Planning Grant in 2014. • Development of Design guidance for Downtown Core through PDA Grant • Winchester Blvd. Master Plan project implementation • Envision Campbell General Plan underway; production of existing conditions report completed in early 2017 • Housing Element adopted in 2015 • Transportation and Land Use Element adopted in 2014
Cupertino	Cores, Corridors, and Station Areas	• Marina Plaza Development approved • Implementing Bike/Ped Improvements • Heart of the City Specific Plan adopted in 2014; specific development guidance for the most important commercial corridor in the City of Cupertino. • General Plan including Housing Element adopted in 2015 • Continued planning for Vallco Redevelopment projects
Gilroy	Cores, Corridors, and Station Areas	• Challenge related to VTA Bus Service Redesign; possibility of loss of bus route
	Downtown	• Downtown Specific Plan adopted in 2005 • Downtown Gilroy Station Area Plan commenced in April 2015; Creation of three alternative land use and circulation plans for Downtown Gilroy • Challenge related to VTA Bus Service Redesign; possibility of loss of bus route
Los Altos	Cores, Corridors, and Station Areas	• City applied for removal of the Downtown PDA area; TBD
Milpitas	Cores, Corridors, and Station Areas	• VTA Bus Service Redesign may impact Great Mall Transit Area • Implementation of new Light Rail Service to coincide with BART opening

APPENDIX B - PDA ACTIVITIES IN SANTA CLARA COUNTY

City	PDA	Activity
	Transit Area	• City adopted Transit Area Impact Fee in 2014 • BART Station opening late 2017 • City approved new developments within PDA Areas; including development of McCandless Mixed Use Project, which is under construction.
Morgan Hill	Downtown	• City implementing Downtown Specific Plan elements • City received grant for PDA Planning to implement the Downtown Transit Area Specific Plan; project will involve the land use planning around Caltrain Station and integrate bike/ped amenities • City has also completed an Economic Feasibility Study for area around Transit Center • Working with VTA on Station Area parking
Mountain View	North Bayshore	• City is working to complete North Bayshore Precise Plan; document set for approval in summer 2017 • City has prepared a Nexus Study to adopt a North Bayshore Precise Plan Development Impact Fee. The fee is proposed to apply to all new commercial development and will help fund transportation, water, and sewer infrastructure improvements to serve new development. • As part of the study process, City has done a residential analysis; will be adopted with final Precise Plan
	San Antonio Center	• City approved development of the San Antonio Center in 2011 • Project has new mixed use and residential developments occupying land area • Refinements to the area will happen over time • Future development in corridor to be reviewed by City Council

APPENDIX B - PDA ACTIVITIES IN SANTA CLARA COUNTY

City	PDA	Activity
	Downtown	• City is implementing a Citywide Multimodal Improvement Plan • City is also studying a new fee to help pay for the multimodal improvements and programs identified by the plan
	El Camino Real	• Part of Grand Boulevard Vision • Look at improvements to transit network via VTA Bus Service Redesign • Planned developments along El Camino Real, to include new apartment complex via Summerhill Homes • Two hotel developments have approved planning permits • Greystar Mixed-Use development under construction
	Whisman Station	• City received a PDA Planning Grant from VTA for East Whisman Plan; plan work will be complete at the end of 2017 • Project working with VTA on transit access within plan boundaries • Proposed LinkedIn Office Expansion in plan boundary • City approved development for Symantec and TOD Office developments, both currently inactive
Palo Alto	California Avenue	• City received VTA grant for PDA Planning on the Fry's site • Area is part of Comprehensive Plan Update going through City Council process
Santa Clara	Cores, Corridors, and Station Areas	• Part of corridor for future BART Phase II Planning • Construction of Caltrain Station Undercrossing project • Includes Tasman Drive Complete Streets corridor project in tandem with VTA • City Place development projects approved

APPENDIX B - PDA ACTIVITIES IN SANTA CLARA COUNTY

City	PDA	Activity
		• City has traffic management plan in place for Levi's Stadium events
	El Camino Real Focus Area	• Plan underway; City Council refining plan vision • Policy to ask any project seeking a general plan amendment to come before the Council • Adoption of the plan will receive Council approval between August and November 2018. • Outreach for the plan to occur in 2018 as with work related to EIR
	Downtown Focus Area	• In August 2015, the Council adopted a Strategic Objective to evaluate a Santa Clara Downtown under the goal of promoting and enhancing economic and housing development • Future implementation of focus area to coincide with General Plan Amendment; including transit vision
San Jose	Bascom Corridor	• VTA working with CSJ on Bascom Corridor Complete Streets Project
	Bascom Urban Village	• CSJ developing Urban Village Plan for corridor • VTA is working with CSJ on Bascom Corridor Complete Streets Project, expected to highlight design elements for future projects. Completion expected 2018. • Planning for redevelopment along north segment of corridor • Held multiple community meetings for input
	Berryessa Station	• Urban Village process beginning • BART Extension to Berryessa to be operational by end of 2017 • Development of housing near transit • VTA future service changes with BART opening

APPENDIX B - PDA ACTIVITIES IN SANTA CLARA COUNTY

City	PDA	Activity
	Blossom Hill/Snell Urban Village	• CSJ developing Urban Village Plan • In 2015, developed land use plan and conceptual design framework for plan area • CSJ holding multiple community meetings to gather feedback
	Camden Urban Village	• Planned for future development of Urban Village Plan
	Capitol Corridors Urban Village	• Planned for future development of Urban Village Plan
	Capitol/Tully/King Urban Villages	• Planned for future development of Urban Village Plan
	Communication Hill	• Approval of Communications Hill Specific Plan in 2002 • GP Amendment approved in 2014 to redevelop • EIR for new housing development approved in 2014 • Construction of Phase I Housing Development underway • Phase II development under review
	Cores, Corridors, and Station Areas	• Various planning efforts underway • Transit service redesign in effect for some bus corridors • Completion of Eastridge Transit Center in 2015 • Continued development of Capitol Eastridge LRT Extension
	Cottle Transit Village	• Development of Mixed-use and Residential development • Since 2015, construction of new housing and shopping center
	Downtown Frame	• Various Residential and Mixed-use projects underway
	East Santa Clara/Alum Rock Corridor	• Finalizing Santa Clara Street Urban Village Plan; Final set of public meetings held in June; and Planned fall adoption of Plan • VTA implemented Alum Rock Santa Clara Bus Rapid Transit Project in 2014. • Future planning for BART Extension into San Jose/Santa Clara continuing

APPENDIX B - PDA ACTIVITIES IN SANTA CLARA COUNTY

City	PDA	Activity
	Greater Downtown	• New developments being constructed, notably Centerra Tower • Redevelopment of San Pedro Square • St. John Multi-Modal & Bike/Pedestrian Improvements Projects • Realignment of Julian Street construction underway • Platinum Towers being redeveloped at site of former Greyhound Station • Future planning for BART Extension Phase II
	North San Jose Development	• Update to NSJ Multimodal Improvement Plan completed in 2014 • 7,400 new housing units being developed or constructed in NSJ • Redevelopment of Sony building into Crescent Village in 2014 • Samsung Building open in 2016 • @N1st shopping center open in 2012 • Estimated $2.8 billion worth of new projects citywide are underway or about to start
	Oakridge/Almaden Plaza Urban Village	• Planned for future development of Urban Village Plan
	Saratoga TOD Corridor	• Planning work at early stages
	Stevens Creek TOD Corridor	• Final stages of Stevens Creek Urban Village Plan • Council hearings in summer 2017 with fall adoption scheduled • Development of special financing district for plan area • VTA implementing changes to Route 523 bus service • Special housing provisions associated with plan
	Westgate/El Paseo Urban Village	• Planned for future development of Urban Village Plan

APPENDIX B - PDA ACTIVITIES IN SANTA CLARA COUNTY

City	PDA	Activity
	West San Carlos & Southwest Expwy	• Planned for future development of Urban Village Plan • Some connection to VTA Bascom Corridor Complete Streets project
	Winchester Blvd. TOD Corridor	• Urban Village plan being finalized; City Council hearing in June; and adoption by fall 2017. • Plan identifies need for Affordable Housing; implementing housing impact fee • Tasks include: Develop an Urban Village Implementation Finance Strategy that will establish a financing mechanism to fund the improvements and develop a Multimodal Transportation and Streetscape Plan for Winchester Boulevard.
Sunnyvale	Downtown/Caltrain Station	• City is experiencing redevelopment at major sites in the downtown area; there has been redevelopment at the Sunnyvale Town Center • Recent activity includes: Approval of agreement to the redevelopment project includes retail, office and restaurant uses; a multi-screen movie theater with up to 2,950 seats; a hotel with up to 200 rooms; 292 residential units; several parking garages; and a central plaza (Redwood Square). Street improvements will also be made such as extending Murphy Avenue through the project site.
	East Sunnyvale Area	• EIR for Sense of Place Plan approved in 2015 • In November 2016, the City Council adopted the East Sunnyvale Sense of Place Plan. This plan encompasses an approximately 127 acre area. • The Sense of Place plan, provides guidelines for enhanced transit, pedestrian, bicycle and automobile circulation within the study area.

APPENDIX B - PDA ACTIVITIES IN SANTA CLARA COUNTY

City	PDA	Activity
	El Camino Real Corridor	• The Transportation Element for the City adopted by City Council in April 2017 • El Camino Precise Plan completed in 2007
	Lawrence Station Transit Village	• Station Area Plan currently under review • Plan was set to be adopted by December 2016 • Input gathered from adjoining cities
	Tasman Crossing	• Residential projects in project area completed • Part of Transportation Element; circulation plan includes bike/ped elements within the PDA • Part of Tasman Complete Streets corridor project with VTA; looking to be complete before the end of 2018

Santa Clara County Housing Policies for Jurisdictions with Priority Development Areas (PDAs)

Compiled by the Association of Bay Area Governments, 2016 updates from local agencies

	Affordable Housing Policies and Programs	Campbell	Cupertino	Gilroy	Los Altos	Los Altos Hills	Los Gatos	Milpitas	Monte Sereno	Morgan Hill	Mountain View	Palo Alto	San Jose	Santa Clara	Saratoga	Sunnyvale	County
1	Reduced Parking Requirements	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	N	Y	Y	N
2	Streamlined Permitting Process	N	Y	Y	N	Y	Y	Y	Y	N	N	N	Y	Y	N	Y	N
3	Graduated Density Bonus (parcel assembly)	N	Y	N	N	N	N	N	Y	N	Y	N	N	N	Y	Y	N
4	Form-based codes	N	N	N	Y	N	N	N	N	N	N	N	Y	N	N	N	N
5	Mixed Use Zoning	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	N
6	Housing Overlay Zone	N	Y	N	N	N	Y	N	N	N	N	N	UC	N	N	N	N
7	Density Bonus Ordinances	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	UC	Y	Y	Y	Y
8	Inclusionary/Below Market Rate Housing Policy	Y	Y	Y	Y	N	Y	N	N	Y	Y	Y	Y	Y	N	Y	N
9	Condominium Conversion Ordinance	N	Y	Y	Y	N	N	Y	N	Y	Y	Y	Y	Y	N	Y	N
10	Just Cause Evictions	N	N	N	N	N	N	N	N	N	N	N	UC	N	N	N	N
11	Rent Stabilization	Y	N	Y	N	N	Y	N	N	N	N	N	Y	N	N	N	N
12	Acquisition/Rehabilitation/ Conversion Program	Y	Y	Y	N	N	Y	Y	N	N	Y	Y	Y	N	Y	Y	Y
13	Preservation of Mobile Homes (Rent Stabilization ordinances)	N	N	Y	N	N	Y	Y	N	Y	Y	Y	Y	N	N	Y	N
14	SRO Preservation Ordinances	Y	Y	N	N	N	N	N	N	N	N	N	N	N	Y	N	N
15	Homeowner Rehabilitation program	Y	Y	Y	Y	N	Y	Y	N	Y	Y	N	Y	Y	N	Y	N
16	Other Anti-Displacement Strategies	N	Y	N	N	N	Y	N	N	N	Y	N	UC	N	N	UC	N
17	Reduced Fees or Waivers	Y	Y	Y	Y	N	N	Y	Y	N	N	Y	Y	N	Y	Y	N
18	General Fund Allocation Incl. former RDA “Boomerang” Funds	N	Y	N	N	N	N	N	N	N	N	N	N	Y	N	N	N
19	In-Lieu Fees (Inclusionary Zoning)	N	Y	N	N	N	Y	N	N	Y	Y	Y	Y	Y	Y	Y	N
20	Housing Development Impact Fee	N	Y	Y	Y	N	N	N	N	N	Y	N	UC	N	N	UC	N
21	Commercial Development Impact Fee	N	Y	Y	Y	N	N	N	N	N	Y	Y	N	N	N	Y	N
22	Other taxes or fees dedicated to housing	N	Y	N	N	N	N	Y	N	N	Y	N	N	N	N	N	N
23	Locally Funded Homebuyer Assistance Programs	Y	Y	N	N	N	N	Y	N	Y	Y	N	Y	Y	N	Y	Y
24	Tenant-Based Assistance	Y	N	Y	Y	N	Y	N	N	N	Y	N	Y	N	N	Y	Y
25	Home sharing programs	Y	Y	N	N	N	Y	Y	N	N	N	N	N	N	N	Y	Y
26	Has Public Housing? (Y/N)	N/A	N	N	N	N	Y	N	N	N	N	N	N	Y	N/A	N	N/A
27	Has Group Homes? (Y/N)	N/A	N	N	N	N	Y	Y	N	Y	Y	Y	Y	Y	N/A	Y	N/A
28	Has a Second Unit Ordinance? (Y/N)	N/A	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N/A	Y	N/A
29	Has Emergency Shelters? (Y/N)	N/A	N	Y	N	Y	N	N	N	Y	N	N	Y	N	N/A	Y	N/A
30	Has Affordable Housing Complexes? (Y/N)	N/A	Y	Y	Y	N	N	Y	N	Y	Y	Y	Y	Y	N/A	Y	N/A

ABAG tracked thirty housing policy and program types that represent the most prevalent and important strategies for fostering development of both market rate and affordable housing units. ABAG Staff compiled a summary of policies adopted by each jurisdiction based on the jurisdiction's certified 2007-2014 housing element, and sent the summary to local staff for verification. We have indicated instances in which we were not able to verify or obtain information. ABAG Housing Anti-Displacement Policy Menu found at: http://tinyurl.com/gwvy3cc

LEGEND

UC: The policy or program is currently under consideration by the jurisdiction	
N/A: Indicates information was unvailable for jurisdiction	
Jurisdiction has a Priority Development Area (PDA)	grey
Jurisdiction does NOT have a Priority Development Area	orange

APPENDIX D - REGIONAL HOUSING NEEDS ALLOCATION STATUS (2015-23)

SANTA CLARA COUNTY 2015-2023 REGIONAL HOUSING NEEDS ALLOCATION - Updated by the Association of Bay Area Governments, April 2017

SANTA CLARA COUNTY	Very Low (0-50% AMI)					Low (50-80% AMI)					Moderate (80-120% AMI)					AboveModerate (120%+ AMI)			Total				
		Permits Issued					Permits Issued					Permits Issued								Permits Issued			
	RHNA	Non-Deed Restricted	Deed Restricted	Total	% of RHNA Met	RHNA	Non-Deed Restricted	Deed Restricted	Total	% of RHNA Met	RHNA	Non-Deed Restricted	Deed Restricted	Total	% of RHNA Met	RHNA	Total Permits Issued	% of RHNA Met	RHNA	Non-Deed Restricted	Deed Restricted	Total	% of RHNA Met
Campbell	253	0	0	0	0%	138	4	0	4	3%	151	2	0	2	1%	391	43	11%	933	19	0	49	5%
Cupertino	356	0	0	0	0%	207	0	0	0	0%	231	4	0	4	2%	270	174	64%	1,064	178	0	178	17%
Gilroy	236	0	26	26	11%	160	0	249	249	156%	217	4	3	7	3%	475	398	84%	1,088	402	278	680	63%
Los Altos	169	0	0	0	0%	99	0	0	0	0%	112	0	0	0	0%	97	48	49%	477	48	0	48	10%
Los Altos Hills	46	5	0	5	11%	28	5	0	5	18%	32	0	0	0	0%	15	11	73%	121	21	0	21	17%
Los Gatos	201	0	0	0	0%	112	0	0	0	0%	132	2	0	2	2%	174	24	14%	619	26	0	26	4%
Milpitas	1,004	10	0	10	1%	570	0	0	0	0%	565	0	0	0	0%	1,151	0	0%	3290	10	0	10	0%
Monte Sereno	23	4	0	4	17%	13	0	0	0	0%	13	1	0	1	8%	12	2	17%	61	7	0	7	11%
Morgan Hill	273	0	0	0	0%	154	0	12	12	8%	185	6	0	6	3%	316	331	105%	928	337	12	349	38%
Mountain View	814	0	0	0	0%	492	0	9	9	2%	527	0	0	0	0%	1,093	237	22%	2,926	237	9	246	8%
Palo Alto	691	0	20	20	3%	432	0	58	58	13%	278	7	0	7	3%	587	153	26%	1,988	160	78	238	12%
San Jose	9,233	0	345	345	4%	5,428	0	231	231	4%	6,188	0	0	0	0%	14,231	5,904	41%	35,080	5,904	576	6,480	18%
Santa Clara	1,050	0	0	0	0%	695	0	0	0	0%	755	0	19	19	3%	1,593	212	13%	4,093	212	19	231	6%
Saratoga	147	0	0	0	0%	95	0	0	0	0%	104	0	0	0	0%	93		0%	439	0	0	0	0%
Sunnyvale	1,640	0	43	43	3%	906	0	0	0	0%	932	0	18	18	2%	1,974	799	40%	5,452	799	61	860	16%
Santa Clara County	22	0	0	0	0%	13	0	0	0	0%	214	0	0	0	0%	28	65	232%	277	65	0	65	23%
County Totals	16,158	19	434	453	3%	9,542	9	559	568	6%	10,636	26	40	66	1%	22,500	8,401	37%	58,836	8,455	1,033	9,488	16%

ATTACHMENT A
Santa Clara County OBAG 2 Competitive Program Scoring Criteria FY2018-2022

PRE-SCREENING CRITERIA CHECKLIST:

- ☐ 2008 Complete Streets Act Compliance
- ☐ *Housing Policies in Place (TBD)*

SCREENING CRITERIA CHECKLIST:

- ☐ VTP 2040 Consistency
- ☐ MTC Complete Streets Checklist
- ☐ PDA (and proximate access) location(s)
- ☐ Grant Request ≥ $500,000
- ☐ Will incorporate complete streets design guidelines

CRITERIA: Minimum Score 25 points

CATEGORIES	DETAILS	MAX PTS
Safety	High: Project will address a demonstrated safety issue (e.g. multiple collisions/fatalities/injuries on a regular basis) with a proven/demonstrated countermeasure. Medium: Project will improve a situation with safety issues (e.g. conflicts or evidence of high vehicle traffic volume or speed). Low: Project will generally improve safety issues. Project has the potential to reduce exposure/risk of conflicts between motor-vehicles and bike/pedestrians.	15
Project Benefits: Catalyst for Economic Vitality; Livability (Design); Multimodal	Project has identifiable benefits beyond typical transportation benefits (improves livability, economic vitality; creates sense of place) Project uses best complete streets design practices (application indicates which guidelines will be used). Project serves and/or improves three (3) or more transportation modes.	10
Gap Closure/ Connectivity	Project proposes a shorter route, completes sidewalks, closes gaps in a transportation facility and/or multimodal network.	10
Air Quality Improvement and/or Vehicle Miles Traveled (VMT) Reduced	Project demonstrates it can improve air quality by reducing emissions or lessening traffic congestion and/or the project employs strategies to reduce VMT (such as mobility management, bike/ped facilities, parking mgmt, etc.).	10
Public Involvement/Support	Project developed through a collaborative planning process that included broad partnerships among a variety of stakeholders.	10
Local Match	Agency can commit from 12% to ≥ 21% of total project cost from non- federal sources. (one point for each 1 percent to 10 points max)	10
Project Readiness/Delivery	Categorical Exclusion (CE) pts: Design Complete 5; ROW Complete 5 Not CE pts: ENV Complete 4; Design Complete 3; ROW Complete 3	10
Jobs Density (current and future) within ABAG defined PDA	Ranges (jobs per acre) pts: High: (30+) 5; Medium: (10-30) 3; Low: (1-9) 1 (Include map to show project's location)	5
Housing Density (current and future) within ABAG defined PDA	Ranges (housing units per acre) pts: High: (20+) 5; Medium: (10-20) 3; Low: (1-9) 1 (Include map to show project's location)	5
Community of Concern and/or Community Air Risk Evaluation (CARE)	Project is located within a COC and/or CARE area. Map included showing project location. **Y/N?**	5
Affordable Housing &/or Senior/Disabled-Serving Facilities	Project is within: pts 1/8 mile of affordable housing and/or a senior/disable facility **Y/N?** 5 1/4 mile of affordable housing and/or a senior/disable facility **Y/N?** 2 (Include map to show facilities location)	5
Proximity to designated high ridership transit stop (rail, bus, BRT)	Project is within: pts 1/4 mile of Major transit stop (≥ 200 boardings/day) 5 1/4 mile of Core transit stop (40 - 199 boardings/day) 2 (Include map/photo to show public transit stop location)	5
		100

		BONUS
BEP Plan	Project is in the Bicycle Expenditure Program **Y/N?**	10

Santa Clara Valley Transportation Authority

Date: September 1, 2017
Current Meeting: September 7, 2017
Board Meeting: September 7, 2017

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director - Planning & Programming, Chris Augenstein

SUBJECT: Priority Development Area Planning Grant Program of Projects

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

ACTION ITEM

RECOMMENDATION:

Approve the 2017 Priority Development Area (PDA) Planning Grant Program of Projects for funding.

BACKGROUND:

On July 27, 2016, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) adopted the One Bay Area Grant Cycle 2 (OBAG 2) program to distribute Federal funds to the nine-county Bay Area. The Commission revised the program October 26, 2016 to reflect additional housing requirements. The OBAG 2 program provides the programming framework for Federal fiscal years 2018 - 2022.

MTC's OBAG 2 program guidelines allowed each county Congestion Management Agency (CMA) to set aside funding for local agencies to do planning work designed to promote growth within their Priority Development Areas (PDA). VTA is the CMA for Santa Clara County. The VTA Board of Directors set aside $2 million of OBAG 2 Federal Surface Transportation Program (STP) for PDA Planning when it adopted the OBAG 2 program structure on November 1, 2015.

DISCUSSION:

VTA staff released the first competitive OBAG 2 PDA Planning Grant call-for-projects on May 22, 2017, with $2,000,000 available. VTA staff announced the call at the Capital Improvement Program Working Group and Land Use/Transportation Integration Working Group, Technical Advisory Committee and Policy Advisory Committee meetings and the notice was sent to all

groups via e-mail. VTA Planning staff offered to consult with any local agency requesting assistance during the application process.

Following the July 6, 2017 due date, VTA staff received three applications: (1) City of Palo Alto - North Ventura Coordinated Area Plan, (2) City of San José - Downtown San José Mobility, Streetscape, and Public Life Plan, and (3) City of San José - East Side Alum Rock Urban Village. Attachment A - Project Recommendations shows each application's requested and recommended amount; Attachment B - Project Descriptions provides additional project details; and Attachment C - Maps indicates the project location in relationship with the PDA.

The total request of all the applications was slightly less than the amount available. Therefore, an external review was waived. However, both VTA Planning and Programming staff reviewed each application and addressed points of clarification with the applicants. All three applications are recommended for the full grant amount requested.

As noted on Attachment A, the program is undersubscribed by $149,000. VTA staff propose to roll these funds into the next PDA Planning call for projects.

ALTERNATIVES:

The Board may choose to fund or not fund any and or all of the recommended projects.

FISCAL IMPACT:

There is no direct fiscal impact associated with the adoption of the PDA Planning Grant Program of Projects.

ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:

The Technical Advisory Committee (TAC) considered this item at their August 9, 2017 meeting and it was forwarded to the VTA Board of Directors (Board) with no discussion.

The Policy Advisory Committee (PAC) considered this item at their August 10, 2017 meeting and voted unanimously to recommend Board approval of 2017 Priority Development Area Planning Grant Recommended Program of Projects.

Members asked staff about program guidelines and criteria; staff responded that the program and requirements are set by federal government, and/or MTC; VTA only administers the program. Staff reiterated that the grant program is for planning studies only in PDAs. When asked about the few applicants, staff provided overview of application process, outreach efforts, and follow ups conducted.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Congestion Management Program and Planning Committee (CMPP) considered this item at their August 17, 2017 meeting and voted unanimously to recommend Board approval of the 2017 Priority Development Area Planning Grant Recommended Program of Projects.

Prepared by: Celeste Fiore

Memo No. 6025

ATTACHMENTS:

- Attach A (PDF)
- Attach B (PDF)
- Attach C (PDF)

ATTACHMENT A
2017 Priority Development Area Planning Grant
Recommended Program of Projects

Agency	Application Name	Requested Amount	Recommended Amount	Cumulative Amount
Palo Alto	North Ventura Coordinated Area Plan	$638,000	$638,000	$638,000
San Jose	Downtown San José Mobility, Streetscape, and Public Life Plan	$813,000	$813,000	$1,451,000
San Jose	East Side Alum Rock Urban Village	$400,000	$400,000	$1,851,000

Grant $ Available	$2,000,000
Grant $ Requested	$1,851,000
Grant $ Recommended	**$1,851,000**
(Over)/Under	$149,000

ATTACHMENT B

2017 PDA Planning Grant Program
Project Descriptions

City of Palo Alto – North Ventura Coordinated Area Plan

The North Ventura Coordinated Area Plan project would develop a comprehensive planning document similar to a specific plan for a mixed-use neighborhood in proximity to the California Avenue Caltrain station, the California Avenue business district, the El Camino Real corridor, and the Stanford Research Park.

Project limits: The boundaries of the planning area comprise the southernmost portion of the California Avenue Area Planned Development Area (PDA) and the northernmost section of the City's Ventura Neighborhood. A key component of this planning area is the 12.5 acre site owned by the Sobrato Organization and commonly referred to as the Fry's site due to the long-time presence of Fry's Electronics. The site includes approximately 250,000 square feet of office/R&D, retail, and warehouse and is zoned for multifamily housing. Alternatives considered could include repurposing existing buildings as well as complete redevelopment of the site with new construction.

Potential outcomes: to identify opportunities for transit-oriented housing and employment in a well-planned and designed mixed use area of residential and commercial uses. "Open space will respond to the planning area's transit oriented character by incorporating pedestrian and bicycle connections to nearby transit services."

City of San José – Downtown San José Mobility, Streetscape, and Public Life Plan

The existing guiding documents for transportation improvements in Downtown San José (DTSJ) are out-of-date and inadequate: they do not incorporate anticipated developments like BART, California High Speed Rail, and Google, nor do they acceptably reflect current community, city, and regional visions and goals.

This plan will provide clear, well-vetted direction for implementation of a world class multimodal transportation system in DTSJ. This community-based planning effort will be jointly led by the City of San José and VTA. These solutions will be safe, convenient, and comfortable, and fulfilling for all ages, abilities, incomes, and walks of life. This Plan seeks to contribute to and support a thriving Downtown San José that embodies environmental, fiscal, and social sustainability.

Project limits: Downtown San José. Reference Attachment C-2.

Potential outcomes: The outcome of this community-based planning effort will be a clear vision accompanied by a clear implementation strategy which will improve the mobility, streetscapes, and public life of DTSJ. This effort will synthesize, leverage, and advance past and ongoing planning efforts, multimodal innovations, and strategies for vibrant public life to create a unified, comprehensive, detailed, prioritized, and implementable plan. Efforts to be unified by this planning effort include, but are not limited to: San José Downtown Association's Downtown

ATTACHMENT B

2017 PDA Planning Grant Program
Project Descriptions

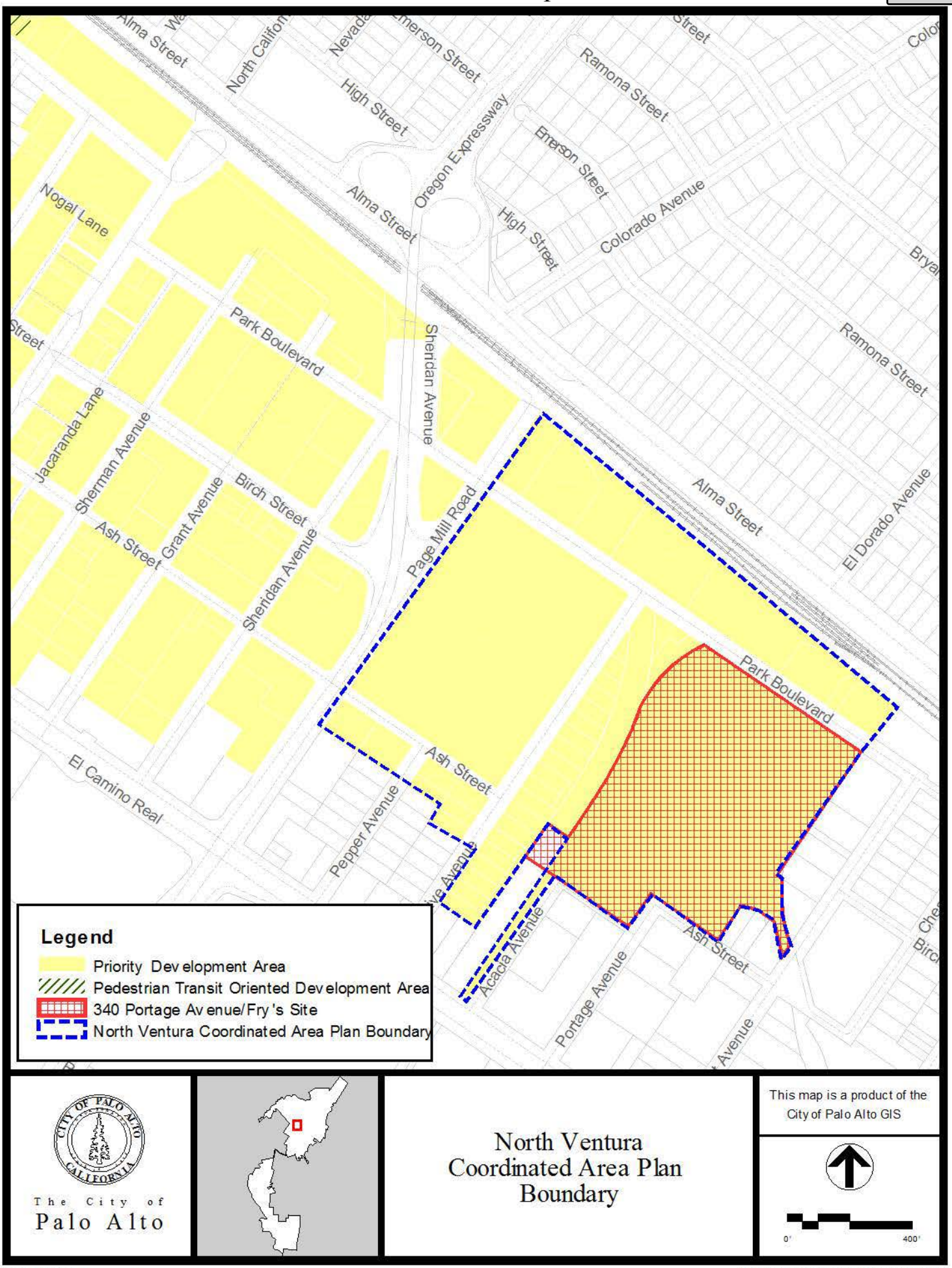
Streetlife Plan (2014), SPUR's The Future of Downtown San José (2014), and several plans of the City of San José and VTA's existing plans.

City of San José – East Side Alum Rock Urban Village

The vision for the PDA known as the East Side Alum Rock Urban Village is to further the transit-oriented development and infill growth strategies of the recently approved Envision San José 2040 General Plan. By developing a corridor-specific land use policy, the plan will facilitate high-density residential uses serving a mix of income levels, higher-intensity commercial/office uses, and mixed-uses that are in a more urban, vibrant, and walkable corridor on Alum Rock Avenue. Further, it will provide a connection to the planned 28th Street Bay Area Rapid Transit (BART) station, the Alum Rock Light Rail Station, and the adjacent Alum Rock Transit Center on Capital Avenue.

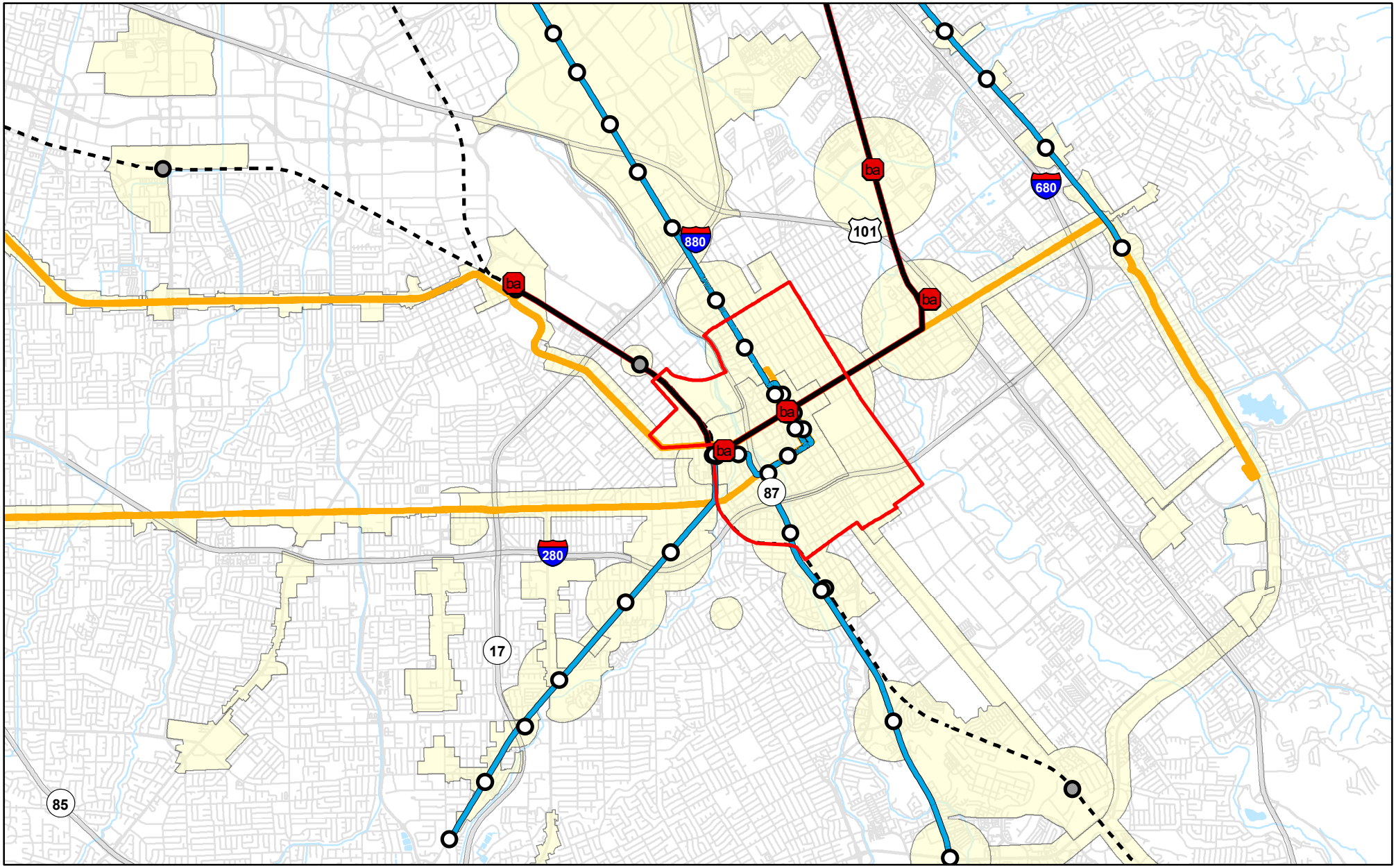
Project limits: along the VTA Bus Rapid Transit (BRT) system on Alum Rock Avenue (east of 680).

Potential outcomes: The East Side Alum Rock Urban Village Plan will provide the policy framework for new development to create a vibrant, walkable, mixed-use urban community, at a strategic location in San Jose. East Side Alum Rock is a Local Transit Urban Village and one of the 63 urban villages within the City of San Jose. This Urban Village planning process will identify key infill opportunity areas in the East Side Alum Rock Plan area to create a higher-density, mixed-used, urban district or "Urban Village". This Plan will integrate commercial uses and public services in close proximity to residential and employee populations to increase existing transit ridership, biking, and walking. Additionally, the Plan will promote urban development that is environmentally and fiscally beneficial to the City by reducing greenhouse gases and providing services more efficiently to a growing population.



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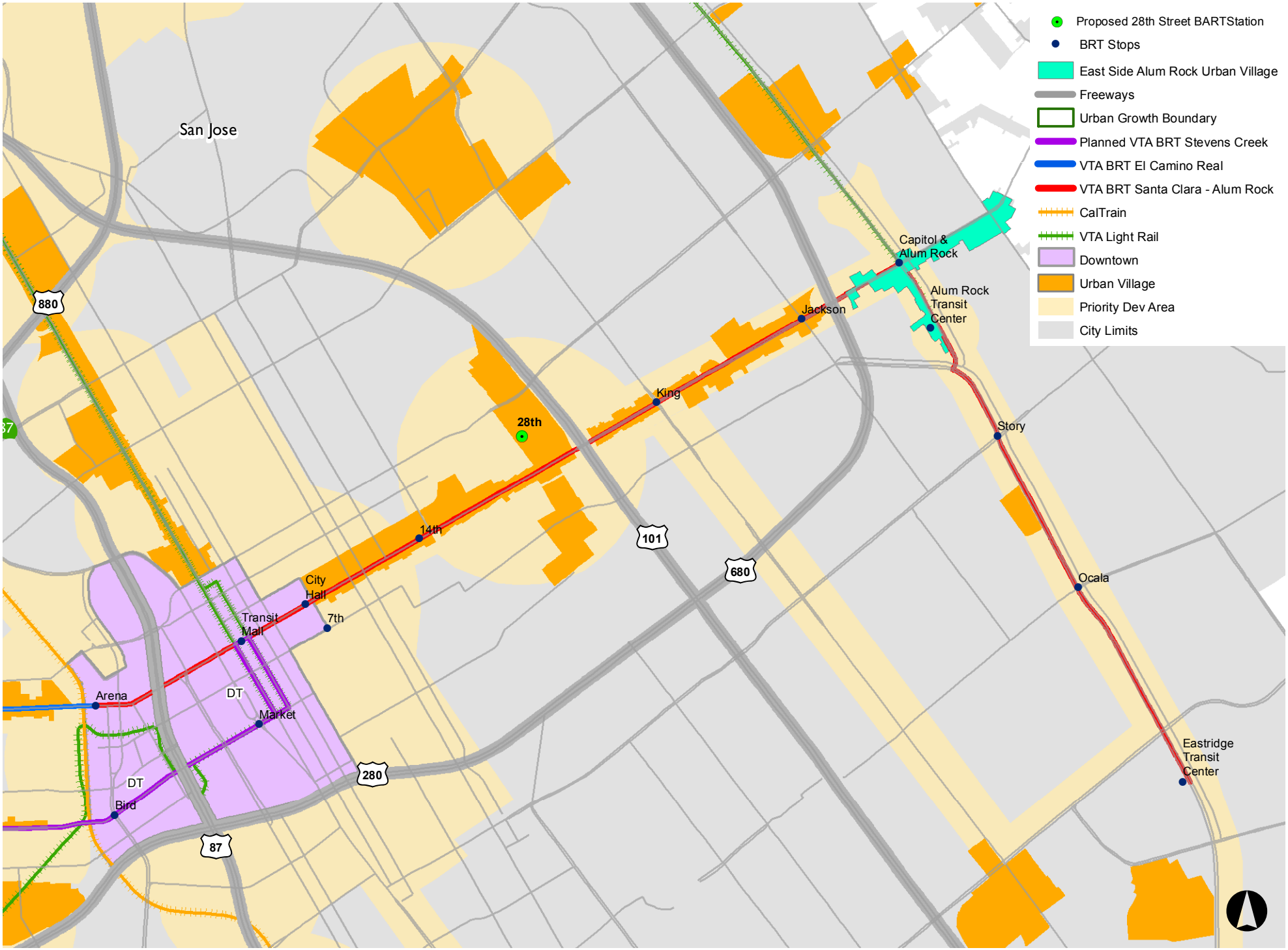
Downtown San Jose PDA and Project Area

Downtown San Jose PDA
Priority Development Areas
BRT/Rapid Bus Routes
Caltrain, Amtrak, ACE, HSR
VTA Light Rail
BART Extension

0 1 2 Miles

East Side Alum Rock Urban Village-PDA

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Santa Clara Valley Transportation Authority

Date: August 11, 2017
Current Meeting: September 7, 2017
Board Meeting: September 7, 2017

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Government & Public Relations, Jim Lawson

SUBJECT: Legislative Update Matrix

FOR INFORMATION ONLY

BACKGROUND:

The Legislative Update Matrix summarizes the key bills that are being considered by the California State Legislature during the first year of the 2017-2018 regular session. The matrix indicates the status of these measures and any VTA positions with regard to them.

DISCUSSION:

The Assembly and Senate are heading into the home stretch of the first year of the 2017-2018 regular legislative session. September 1 is the deadline for the Assembly and Senate Appropriations Committees to hear and pass bills introduced in the other house, while September 15 is the last day for floor sessions to be held before lawmakers adjourn for the year. Measures that are not sent to Gov. Jerry Brown by midnight on September 15 become two-year bills, and may be reconsidered next year. This report summarizes several pending issues of interest.

Cap-and-Trade: On July 17, 2017, the Legislature passed three companion bills that will guide California's climate change policy during the next decade. The centerpiece is AB 398 (E. Garcia), which extends the authority of the California Air Resources Board (CARB) to adopt and implement a regulation that establishes a system of market-based declining annual aggregate emissions limits known as "cap-and-trade" for sources that emit greenhouse gases from December 31, 2020, to December 31, 2030. AB 398 was approved by both the Assembly and Senate with a two-thirds majority, which ensures the constitutionality of cap-and-trade and insulates it from potential legal challenges. Seven Republicans in the Assembly and one in the Senate broke ranks with their caucuses and voted for the measure.

AB 398 includes a number of modifications to how cap-and-trade operates. Specifically, the legislation requires CARB to do all of the following:

- Establish a ceiling for the auction price of emissions allowances to help contain the cost of compliance for regulated entities, as well as two price containment points at levels below the ceiling.

- Evaluate and address concerns about the over-allocation of available allowances, which negatively impacts the effectiveness of cap-and-trade in using price signals to encourage regulated entities to reduce their greenhouse gas emissions.

- Establish rules pertaining to the ability of regulated entities to bank emissions allowances, and use them for future compliance that would discourage speculation and volatility in the cap-and-trade marketplace.

- Limit the amount of carbon offset credits that regulated entities could use to satisfy their compliance obligation, and ensure that at least 50 percent of such credits used by a regulated entity are for projects that provide direct environmental benefits in California.

- Continue to allocate a portion of emissions allowances to regulated entities for free, primarily to help those industries that would be placed at a competitive disadvantage with out-of-state companies because of the cost of compliance.

To entice Republicans and business organizations to support AB 398, the bill includes the following provisions:

- Suspends California's six-year-old fire prevention fee that is currently paid by some 800,000 rural property owners until January 1, 2031, repeals the fee thereafter, and declares the intent of the Legislature to instead use cap-and-trade auction proceeds to fund the state's wildfire prevention activities. GOP lawmakers, who represent many of the areas where this fee is charged, have been trying to eliminate it for years through legislation and the courts.

- Extends an existing state sales tax exemption for the purchase of equipment used in manufacturing, research and development to July 1, 2030. In addition, AB 398 expands this exemption to include equipment purchased for use in renewable energy generation, as well as for electricity storage and distribution, and removes a current prohibition on agricultural firms claiming the exemption. The bill requires that cap-and-trade auction proceeds be used to backfill the General Fund for any loss of revenues resulting from this exemption.

- Requires CARB to designate cap-and-trade as the rule for petroleum refineries, and oil and gas production facilities to achieve their greenhouse gas emissions reductions.

- Prohibits a regional air district from adopting or implementing an emissions reduction rule for carbon dioxide for stationary sources that are also subject to cap-and-trade.

AB 398 does not change the investment framework in existing law that is used to distribute

revenues generated from the purchase of emissions allowances by regulated entities at CARB's quarterly auctions. Under this framework, which was established in 2014 through the enactment of SB 862, 60 percent of all cap-and-trade money deposited into the Greenhouse Gas Reduction Fund is continuously appropriated, requiring no action on the part of the Legislature. The programs that receive continuous appropriations are as follows:

- 5 percent to the Low Carbon Transit Operations Program.
- 10 percent to the Transit & Intercity Rail Capital Program.
- 20 percent to the Affordable Housing & Sustainable Communities Program.
- 25 percent to high-speed rail.

The remaining 40 percent is "uncommitted" and subject to annual appropriations by the Legislature.

However, to encourage Republicans to vote for AB 398, particularly in the Assembly, the Legislature also passed ACA 1 (Mayes). This constitutional amendment, if approved by the voters, would require the first appropriation of cap-and-trade auction proceeds after January 1, 2024, to be subject to a two-thirds vote of the Legislature. Once this occurs, the appropriation of such revenues would go back to needing only a simple majority vote. Republicans view ACA 1 as a way to give the minority party future leverage in determining how these revenues get spent.

Finally, the Legislature passed AB 617 (C. Garcia) to address concerns on the part of moderate Democrats representing areas where stationary sources of pollution are located. Arguing that their communities are disproportionately harmed by poor air quality, these Democrats were reluctant to support a cap-and-trade extension bill unless it was coupled with direct emissions reductions of both greenhouse gases and other air pollutants at the source. AB 617, which needed only a simple majority vote to pass, includes the following key provisions:

- Requires CARB to establish a uniform, statewide system for monitoring and reporting emissions of criteria pollutants and toxic air contaminants to ensure regular and consolidated reporting of such emissions by stationary sources.

- Requires regional air districts that are in non-attainment for one or more air pollutants to adopt an expedited schedule for industrial sources covered by cap-and-trade to implement the best achievable retrofit technology for reducing criteria pollutants and toxic air contaminants. It is intended that industrial sources put this technology in place by the earliest feasible date, but no later than December 31, 2023.

- Increases the criminal fines and civil penalties for violations of air pollution laws, and indexes them to inflation.

- Requires the deployment of community air monitoring systems in locations with high exposure burdens for criteria pollutants and toxic air contaminants, as determined by CARB.

- Requires the development and implementation of community-based programs to reduce

emissions of criteria pollutants and toxic air contaminants in communities affected by a high cumulative exposure burden.

Greenhouse gas emissions are usually accompanied by the release of other pollutants that can directly harm the health of nearby residents. Several reports point to the lack of meaningful integration of cap-and-trade with the control of other air pollutants, while suggesting that cap-and-trade may permit, or even enable, increased greenhouse gas emissions at facilities without regard to associated air pollution impacts. AB 617 is intended to put in place a number of strategies for achieving additional reductions in criteria pollutants and toxic air contaminants in communities identified as having a high risk of exposure.

Gov. Brown signed AB 398 into law on July 25, 2017, and AB 617 a day later. ACA 1 is set to appear on the June 2018 primary election ballot.

Regional Measure 3: SB 595 (Beall) provides the Metropolitan Transportation Commission (MTC), acting as the Bay Area Toll Authority (BATA), with the statutory authority to pursue an increase in the base toll rate in an amount not to exceed $3 for vehicles crossing the seven state-owned toll bridges in the region to fund projects and programs that reduce congestion or make travel improvements in the toll bridge corridors. The bill allows MTC to phase in the toll increase, commonly referred to as "Regional Measure 3," and to adjust the increase for inflation based on the California Consumer Price Index after it has been phased in completely. Under the provisions of SB 595, the revenues from the toll increase and indexing must be used to fund projects and programs included in a Regional Measure 3 expenditure plan.

SB 595 requires the City/County of San Francisco and the eight other Bay Area counties to place the proposed toll increase on the November 6, 2018, general election ballot. If approved by a simple majority vote regionwide, the increase would take effect in all nine counties beginning January 1, 2019. If Regional Measure 3 is not approved, the legislation allows MTC to resubmit it to the voters at a subsequent general election.

If Regional Measure 3 is approved by the voters, MTC, under the provisions of SB 595, would be required to do both of the following: (1) establish an independent oversight committee comprised of two representatives from each of the counties within MTC's jurisdiction to ensure that the toll revenues are being expended consistent with the Regional Measure 3 expenditure plan; and (2) prepare an annual report to the Legislature on the status of the projects and programs funded pursuant to the Regional Measure 3 expenditure plan. In addition, the bill includes some general language expressing the intent of the Legislature to authorize or create a transportation inspector general to conduct audits and investigations of any activities involving Regional Measure 3 toll revenues. This part of SB 595 will need to be further defined through subsequent amendments to the legislation.

SB 595 was approved by the Assembly Transportation Committee on July 13, 2017. During the committee hearing, amendments were offered and accepted that reflect the makings of a $4.2 billion expenditure plan to be funded with the revenues generated from the toll increase and indexing. This expenditure plan framework assumes a $3 toll increase, which would raise roughly $375 million a year. For Santa Clara County, it includes the following:

- BART Silicon Valley Extension Project Phase 2 = $400 million.
- Expansion of the San Jose Diridon Station Complex = $120 million.
- Extension of VTA's Light Rail System to Eastridge = $130 million.

The next stop for SB 595 is the Assembly Appropriations Committee. The bill most likely will be heard by this committee in late August. While SB 595 contains more details now than it did when it was approved by the Senate in May, it is still a work-in-progress. It is expected that there will be further refinements to the expenditure plan, as well as some fine-tuning of other elements of the legislation, resulting in another round of amendments prior to its consideration by the Assembly Appropriations Committee.

Taxicabs: Under current state law, cities and counties (in the unincorporated areas) are required to adopt an ordinance or resolution to issue permits regulating taxicab transportation services operated within their jurisdictions. The ordinance or resolution must: (1) set rates for the provision of taxicab transportation services; (2) include a mandatory controlled substance and alcohol testing program; and (3) specify a policy for entry into the business of providing such services. Accordingly, cities and counties typically limit the number of taxi licenses and establish fixed rates for service. Taxi drivers must possess licenses to operate in each city and county where they would like to pick up passengers. In addition, cities and counties often have rules to prevent discrimination and to ensure that taxis provide service throughout their respective jurisdictions.

Beginning as early as 2009, a new model for providing transportation services, known as transportation network companies (TNCs), emerged. These companies, including popular services such as Uber and Lyft, allow passengers to prearrange or hail rides through an app on their smartphones or computers. The rides are provided by drivers who use their personal vehicles. TNCs differ from traditional taxi and public transportation services in that they: (1) provide prearranged transportation services; (2) do not own a fleet of vehicles; and (3) are regulated on a statewide rather than a local basis.

The California Public Utilities Commission (CPUC) has concluded that TNCs fall under its existing jurisdiction over certain transportation carriers because TNCs are transporting passengers for compensation. In September 2013, the CPUC issued its first set of rules for TNCs, which included: (1) requiring TNCs to obtain an operating permit from the commission; (2) requiring certain criminal background checks for drivers; (3) establishing driver training programs; (4) implementing zero-tolerance policies on drugs and alcohol; and (5) establishing minimum insurance requirements. In addition, the CPUC requires TNCs to submit reports regarding accessibility, ride details, complaints, collisions, and miles and hours spent driving.

The different regulatory schemes have created challenges for the taxi business model. Because taxicabs are regulated at the local level on a jurisdiction-by-jurisdiction basis, a single taxi driver is often charged permit fees in multiple cities. Taxis have to take passengers where they want to go, but may be prohibited from picking up passengers for the return trip, a problem known as "deadheading." Taxi drivers also face differing rate regulations from one city to the next and prohibitions on charging variable rates to respond to market demands. Some cities prohibit

prearranged trips. TNCs, on the other hand, are largely free of regulation, aside from the limited requirements in state law and the regulations imposed by the CPUC. Only a few cities currently require business licenses for TNC drivers to operate there. A National Academy of Sciences report found that this disparity in regulations is one reason taxis have seen recent declines in trips and revenues.

Last year, AB 650 (Low) attempted to address this disparity by transferring the regulation of taxicabs to the state. Although this bill passed the Legislature, it was vetoed by Gov. Jerry Brown. In his veto message, the Governor wrote: "This bill fundamentally alters the long-standing regulation of taxicabs by cities and counties and makes the determination that this responsibility should be shifted to the state. I do not believe that such a massive change is justified."

This year, AB 1069 (Low) was introduced to tackle the issue by shifting the responsibility for regulating taxicabs to county governments. However, because of opposition from the counties, the bill has been amended to more narrowly focus on creating a countywide regulatory framework for taxicabs in the 10 most populous counties in California. Specifically, AB 1069 authorizes, but does not require, the countywide transportation agency in the 10 largest counties (VTA in the case of Santa Clara County) to take on the responsibility for regulating and issuing permits for taxicabs. Any such permit issued by those agencies would be valid throughout the entire county. Beginning January 1, 2019, AB 1069 prohibits the county and the cities within the 10 largest counties from regulating taxicabs, except through the countywide transportation agency. In other words, if the countywide transportation agency elects not to assume the responsibility, then taxicabs would become deregulated, except that the county sheriff's office would be required to administer criminal background checks and drug testing for taxicab drivers within that county.

AB 1069 includes the following provisions in those cases where the countywide transportation agency opts to administer a taxicab regulation program:

- Requires the county and the cities within the county to enforce any regulations developed by the countywide transportation agency.

- Precludes the countywide transportation agency, the county or any city within the county from limiting or prohibiting a permitted taxicab from setting fares or charging a flat rate. However, the countywide transportation agency may set a maximum rate.

- Precludes the countywide transportation agency, the county or any city within the county from limiting or prohibiting a taxicab from undertaking prearranged trips. However, the county or a city could limit the number of taxicab companies or vehicles that may use taxi-stand areas or pick up street hails within its jurisdiction.

- Allows a city or county that operates an airport to adopt an ordinance or charter provision to regulate access to the airport by taxicabs. The bill also provides that the airport operator has the ultimate authority to regulate taxicab access to the airport and to set access fees for taxicabs.

- Allows the countywide transportation agency to charge fees to pay for the costs of carrying out the regulation of taxicabs.

The practical result of AB 1069, however, would still be a patchwork regulatory scheme for taxicabs. In 48 counties, taxicabs would continue to be regulated on a jurisdiction-by-jurisdiction basis. In the 10 largest counties, one of two things could happen. In some of those counties, the countywide transportation agency could decide not to assume the regulatory responsibility and, thus, taxicabs would be deregulated. In others, the countywide transportation agency could choose to become involved in regulating taxicabs; however, even in those cases, the cities and the county would still retain a regulatory role. While the countywide transportation agency would be responsible for permitting taxicabs, enforcement would fall to the cities and the county. Moreover, cities and the county would still be able to limit the number of taxicabs using taxi-stand areas or picking up street hails within their jurisdictions, while the owner/operator of an airport, regardless of whether it is a city, county or airport authority, would retain ultimate authority to regulate taxicab access to the airport and to set access fees for taxicabs.

Caltrain Dedicated Revenue Source: SB 797 (Hill) seeks to resolve a long-standing challenge that continues to plague the Caltrain Commuter Rail Service. That challenge is the lack of a dedicated revenue source to support operations, maintenance and capital projects. The bill authorizes the Peninsula Corridor Joint Powers Board (JPB), through the adoption of a resolution by a two-thirds majority of the board, to submit to the voters of San Francisco, San Mateo and Santa Clara Counties a measure proposing a sales tax at a rate not to exceed 1/8 percent to pay for operating and capital expenditures related to Caltrain. The legislation includes language specifying that this sales tax would not count against the 2 percent cap in current law pertaining the total amount of local sales taxes that could be imposed in a particular county.

SB 797 provides that the sales tax could be submitted to the voters only upon: (1) the approval of the boards of supervisors of San Francisco, San Mateo and Santa Clara Counties, consistent with each county's applicable procedures; and (2) the approval of the governing boards, by a simple majority vote, of the San Francisco County Transportation Authority, the San Mateo County Transit District (SamTrans) and VTA. Once placed on the ballot, the sales tax would need to be approved by a two-thirds majority of all those voting on it.

A 1/8 percent sales tax imposed in the three counties would generate approximately $100 million a year. This amount would more than cover Caltrain's operating expenditures, thereby offsetting the need for contributions from VTA, SamTrans and the San Francisco Municipal Transportation Authority (Muni).

Prepared By: Kurt Evans, Government Affairs Manager
Memo No. 5886

LEGISLATIVE UPDATE MATRIX
2017 State Legislative Session
August 11, 2017

2017 Regular Session Calendar

DAY	JANUARY
1	Statutes signed into law in 2016 take effect.
4	Legislature reconvenes.
10	Budget must be submitted by the Governor to the Legislature on or before this date.
20	Last day to submit bill requests to the Legislative Counsel's Office.

DAY	FEBRUARY
17	Last day for new bills to be introduced.

DAY	MARCH
	None.

DAY	APRIL
6	Spring Recess begins upon adjournment.
17	Legislature reconvenes from Spring Recess.
28	Last day for policy committees to hear and report fiscal bills introduced in their house of origin.

DAY	MAY
12	Last day for policy committees to hear and report to the floor non-fiscal bills introduced in their house of origin.
26	Last day for fiscal committees to hear and report to the floor bills introduced in their house of origin.

DAY	JUNE
2	Last day for bills to be passed out of their house of origin.
15	Budget must be passed by midnight.

DAY	JULY
14	Last day for policy committees to hear and report fiscal bills introduced in the other house.
21	Last day for policy committees to hear and report non-fiscal bills introduced in the other house. Summer Recess begins upon adjournment, provided that the Budget Bill has been enacted.

DAY	AUGUST
21	Legislature reconvenes from Summer Recess.

DAY	SEPTEMBER
1	Last day for fiscal committees to hear and report to the floor bills introduced in the other house.
8	Last day to amend bills on the Assembly and Senate floors.
15	Last day for each house to pass bills. Interim Recess begins at the end of this day's session.

DAY	OCTOBER
15	Last day for the Governor to sign or veto bills passed by the Legislature before September 15, and in his possession on or after September 15.

State Assembly Bills

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1 (Frazier) Transportation Funding	Creates the Road Maintenance and Rehabilitation Account to be funded from the following sources: (1) an increase in the gasoline excise tax of 12 cents per gallon, which would be indexed to inflation every three years; (2) a registration surcharge of $38 per year imposed on all motor vehicles, which would be indexed to inflation every three years; (3) a registration surcharge of $165 per year imposed on zero-emission vehicles starting with the second year of ownership, which would be indexed to inflation every three years; and (4) revenues obtained by Caltrans through the rental or sale of property, the sale of documents, and charges for other miscellaneous services provided to the public. Distributes the revenues deposited into the Road Maintenance and Rehabilitation Account in the following manner: (1) $200 million per year would be taken off the top for allocation to local jurisdictions that have sought and gained voter approval of a local transportation special tax, or that have imposed uniform developer or other fees solely for transportation improvements; (b) $80 million per year would be taken off the top and distributed to the Active Transportation Program; (c) for FY 2018 through FY 2021, $30 million per year would be taken off the top to be used to fund the implementation of advance environmental mitigation plans for future transportation projects; (4) $2 million per year would be taken off the top and distributed to the California State University to conduct transportation research, and transportation-related workforce education, training and development; (5) $3 million would be taken off the top and distributed to the University of California for institutes of transportation studies; (6) 50 percent of the amount remaining after the aforementioned set-asides would be allocated to Caltrans for maintenance of the state highway system, and for projects programmed in the State Highway Operation and Protection Program (SHOPP); and (6) 50 percent of the amount remaining after the aforementioned set-asides would be provided to cities and counties for their local roadway systems. Provides new funding for public transit through the following sources: (1) an increase in the diesel sales tax by a rate of 3.5 percent for the State Transit Assistance Program (STA); (2) an increase in the percentage of cap-and-trade auction proceeds continuously appropriated to the Transit and Intercity Rail Capital Program from 10 percent to 20 percent; and (3) an increase in the percentage of cap-and-trade auction proceeds continuously appropriated to the Low Carbon Transit Operations Program from 5 percent to 10 percent. Increases the diesel excise tax by 20 cents per gallon, which would be indexed to inflation every three years, and deposits these revenues into the Trade Corridors Improvement Fund for goods movement projects programmed by the California Transportation Commission (CTC). Requires revenues apportioned to California from the formula-based National Highway Freight Program to be deposited into the Trade Corridors Improvement Fund. Converts the variable gas tax to a fixed rate of 17.3 cents per gallon, which would be indexed to inflation every three years. Requires the repayment of approximately $700 million in outstanding loans owed by the General Fund to various transportation accounts over a two-year period ending June 30, 2018. Distributes these one-time revenues in the following manner: (1) 50 percent to Caltrans for maintenance of the state highway system, and for SHOPP projects; and (2) 50 percent to cities and counties for their local roadway systems. Recaptures $500 million of the annual amount of vehicle weight fee revenues for the State Highway Account over a five-year period ending June 30, 2022.	As Introduced	Assembly Transportation Committee	Support

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 5 (Gonzalez-Fletcher) Opportunity to Work Act	Enacts the Opportunity to Work Act. Requires an employer with 10 or more employees to offer additional hours of work to an existing employee who, in the employer's reasonable judgment, has the skills and experience to perform the additional work, before hiring any additional employees or subcontractors. Requires an employer to use a transparent and non-discriminatory process to distribute the additional hours of work among existing employees. Specifies that an employer shall not be required to offer an existing employee additional work hours if the employer would be required to compensate the employee with overtime pay under any law or collective bargaining agreement. Requires an employer to retain all of the following: (1) for any new hire of an employee or subcontractor, documentation that the employer offered additional hours of work to existing employees prior to hiring the new employee or subcontractor; (2) work schedules of all employees; and (3) any additional records or documents that the Division of Labor Standards Enforcement requires an employer to maintain to demonstrate compliance with this bill. Authorizes the Division of Labor Standards Enforcement to adopt rules and regulations to carry out the provisions of the bill. Allows an employee to file a complaint for a violation of the provisions of the bill with the Division of Labor Standards Enforcement or bring a civil action in a court of competent jurisdiction. Provides that it is unlawful for an employer or any other party to discriminate in any manner or take adverse action against any employee in retaliation for exercising his or her rights under the bill. To the extent required by federal law, authorizes all or any portion of the applicable requirements of the bill to be waived in a bona fide collective bargaining agreement provided that such waiver is explicitly set forth in the agreement in clear and unambiguous terms.	As Introduced	Assembly Appropriations Committee	
AB 6 (Obernolte) Financial Information System for California	Requires the Financial Information System for California (FISCal), the state's integrated financial management system, to be modified to include information on an Internet Web site regarding the amount, type and description of each state expenditures.	6/19/17	Senate Rules Committee	
AB 12 (Cooley) State Agency Regulations	By January 1, 2020, requires each state agency to do all of the following: (1) review all provisions of the California Code of Regulations adopted by that agency; (2) identify any regulations that are duplicative, overlapping, inconsistent, or out of date; and (3) adopt, amend or repeal regulations to reconcile or eliminate any duplication, overlap, inconsistencies, or out-of-date provisions. By January 1, 2020, requires each state agency, if applicable, to notify a department, board or other unit within that agency of any existing regulation adopted by that department, board or other unit that the agency has determined may be duplicative, overlapping or inconsistent with a regulation adopted by another department, board or other unit within that agency. Requires the department, board or other unit to notify the agency of revisions to regulations that it proposes to make to address any duplication, overlap or inconsistencies.	As Introduced	Assembly Appropriations Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 17 (Holden) Transit Pass Pilot Program	Creates the Transit Pass Pilot Program to fund programs that provide free or reduced-fare public transit passes to any of the following: (1) pupils attending public middle schools or high schools that are eligible for funding under Title 1 of the federal Elementary and Secondary Education Act of 1965; (2) students attending a California community college who qualify for a waiver of student fees pursuant to the Education Code; or (3) a student who attends a campus of the California State University or the University of California, and who receives an award under the Cal Grant Program, the federal Pell Grant Program, or both. Requires Caltrans to administer this program. Appropriates $20 million from the Public Transportation Account (PTA) to Caltrans to implement the Transit Pass Pilot Program. Requires Caltrans to award grants to eligible participants to fund the pilot testing of new or the expansion of existing public transit student pass programs. Defines "eligible participants" to mean a public agency, including a transit operator, school district, community college district, the California State University, or the University of California. Requires Caltrans to develop guidelines that describe the application process and selection criteria for the awarding of the funding made available for the Transit Pass Pilot Program. Requires Caltrans to develop performance measures and reporting requirements to evaluate the effectiveness of the program. Specifies that the minimum amount that Caltrans shall award to a selected eligible participant is $20,000, while the maximum amount is $5 million. By January 1, 2020, requires Caltrans to submit a report to the Legislature on the outcomes of the Transit Pass Pilot Program, as well as on the status of public transit student pass programs statewide. Repeals the provisions of the bill on January 1, 2022.	5/30/17	Senate Appropriations Committee	
AB 28 (Frazier) Federal Environmental Review Process	Reinstates the statutory authorization for Caltrans to participate in a federal program that allows states to assume the responsibilities of the Federal Highway Administration (FHWA) under the National Environmental Policy Act (NEPA). In addition, reinstates provisions that authorize Caltrans to consent to the jurisdiction of the federal courts with regard to the assumption of FHWA's responsibilities under NEPA and that waive the state's Eleventh Amendment protection against NEPA-related lawsuits brought in federal court. Repeals the provisions of the bill on January 1, 2020.	3/2/17	Signed into Law: Chapter #4	Support
AB 33 (Quirk) Electric Vehicle Service Equipment	By March 30, 2018, requires the California Public Utilities Commission (CPUC), in an existing proceeding, to consider authorizing electrical corporations to offer programs and investments that support customers who purchase used electric vehicles. If authorized by the CPUC, requires such programs and investments to be designed to: (1) accelerate widespread transportation electrification; (2) achieve ratepayer benefits; (3) reduce dependence on petroleum; (4) meet air quality standards; and (5) reduce greenhouse gas emissions. If authorized, requires the CPUC to review, modify and decide whether to approve each proposal to offer such programs and investments filed by an electrical corporation within one year of the date of filing of the completed proposal. Specifies that customers of an electrical corporation receiving access to an electric vehicle charging program approved by the CPUC to receive electrical service pursuant to a grid-integrated rate for charging their electric vehicles. Defines "grid-integrated rate" to mean an electrical service rate design that reflects dynamic electrical grid conditions.	6/22/17	Senate Energy, Utilities & Communications Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 65 (Patterson) High-Speed Rail Bond Debt Service	Prohibits money in the Transportation Debt Service Fund from being used to pay debt service for bonds issued pursuant to the Safe, Reliable high-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A).	As Introduced	Assembly Transportation Committee	
AB 66 (Patterson) California High-Speed Rail Authority: Reporting Requirements	Requires the business plan prepared by the California High-Speed Rail Authority to identify projected financing costs for each segment or combination of segments of the high-speed rail system for which financing is proposed by the authority. In the business plan and in other reports that High-Speed Rail Authority is required to prepare, specifies that the authority shall call out any significant changes in scope for segments of the high-speed rail system identified in the previous version of the report, and provide an explanation of adjustments in cost and schedule attributable to the changes.	As Introduced	Assembly Transportation Committee	
AB 77 (Fong) Regulations: Legislative Review	Requires the Office of Administrative Law to submit each major regulation to both the Assembly and Senate for review. Provides that a regulation shall not become effective if the Legislature enacts a statute to override it.	2/7/17	Assembly Appropriations Committee	
AB 87 (Ting) Autonomous Vehicles	Requires the Department of Motor Vehicles (DMV) to revoke the registration of an autonomous vehicle that is being operated on public streets or roads in violation of current state law. Authorizes a peace officer to cause the removal and seizure of an autonomous vehicle operating on public streets or roads with a registration that has been revoked by the DMV. Authorizes the DMV to impose a penalty of up to $25,000 per day that an autonomous vehicle is operated on public streets roads in violation of current state law.	As Introduced	Assembly Transportation Committee	
AB 91 (Cervantes) HOV Lanes: Riverside County	Beginning July 1, 2018, prohibits a high-occupancy vehicle (HOV) lane from being established in Riverside County, unless the lane is established as an HOV lane only during the hours of heavy commuter traffic, as determined by Caltrans. Requires any existing HOV lane in Riverside County that is not a toll lane to be modified to operate as an HOV lane under those same conditions. Specifies that those two provisions of the bill would apply only if Caltrans, with the concurrence of the Riverside County Transportation Commission (RCTC) and the Southern California Association of Governments (SCAG), determines that compliance does not result in federal financial penalties, disqualification from future federal funding, or costs to local or regional governments to supply replacement transportation control measures in the federal Transportation Improvement Program (TIP). On or after May 1, 2019, authorizes Caltrans to reinstate 24-hour HOV lanes in Riverside County if the department determines that there is an adverse impact on safety, traffic conditions or the environment by limiting the use of HOV lanes during hours of heavy commuter traffic. Before reinstating 24-hour HOV lanes in Riverside County, requires Caltrans to notify the Legislature. Specifies that nothing in the bill is intended to prevent Caltrans or RCTC from developing and operating a high-occupancy toll (HOT) facility.	6/20/17	Senate Appropriations Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 92 (Bonta) Public Contracts: Retention Proceeds	Extends the sunset date from January 1, 2018, to January 1, 2023, for provisions in current law that authorize the retention proceeds withheld from any payment by a public entity from the original contractor, by the original contractor from any subcontractor, and by a subcontractor from any other subcontractor to exceed 5 percent if: (1) a finding is made prior to contract bid that the project is substantially complex and requires a higher retention; and (2) this finding and the actual retention amount is included in the bid documents.	As Introduced	Signed into Law: Chapter #37	
AB 115 (Budget Committee) Transportation Budget Trailer Bill	Increases the number of projects for which Caltrans is authorized to use the Construction Manager/General Contractor (CMGC) method of procurement from 12 to 24. Of those 12 additional projects, requires two to be in Riverside County. Allows Caltrans to delegate the implementation of those two projects to the Riverside County Transportation Commission (RCTC), and authorizes RCTC to use CMGC contracting for them. Authorizes cities, counties and transit districts to use design-build contracting for up to six projects that involve local streets/roads construction or rehabilitation, bridge replacement or railroad grade separations. Requires these six projects to be selected by Caltrans. Requires three of these six projects to be reserved for and selected by RCTC. Clarifies that funds provided for the Local Partnership Program created by SB 1 (Beall): (1) are to be allocated to local and regional transportation agencies that have sought and received voter approval of taxes or that have imposed fees solely for transportation purposes; and (2) may be used for road maintenance and rehabilitation and other transportation improvement projects. Authorizes the use of Letters of No Prejudice (LONPs) for projects programmed under the Active Transportation Program (ATP). Requires any guidelines developed by Caltrans and the California State Transportation Agency (CalSTA) to implement SB 1 to be adopted only after the department and CalSTA have posted formal draft guidelines on their Internet Web sites and have conducted at least two public workshop or hearings on the draft guidelines.	6/8/17	Signed into Law: Chapter #20	
AB 151 (Burke) Climate Change: Scoping Plan and Offset Protocols	Requires CARB to report to the appropriate policy and fiscal committees of the Legislature to receive input, guidance and assistance before adopting guidelines and regulations to implement the Scoping Plan for ensuring that statewide greenhouse gas emissions are reduced to at least 40 percent below the 1990 level by 2030. By January 1, 2019, requires CARB to report to the Legislature on the need for increased education, career technical education, job training, and workforce development in ensuring that statewide greenhouse gas emissions are reduced to at least 40 percent below the 1990 level by 2030. Establishes the Compliance Offsets Protocol Task Force to investigate, analyze and provide guidance to CARB in approving new offset protocols for a market-based compliance mechanism, with a priority on the development of new urban offset protocols.	5/2/17	Assembly Floor	
AB 161 (Levine) CalPERS: Infrastructure Investments	Authorizes the Department of Finance to identify infrastructure projects in the state for which the department will guarantee a rate of return for an investment made in that infrastructure project by the Public Employees' Retirement System (CalPERS). Creates the Reinvesting in California Special Fund as a continuously appropriated fund. Requires money in the fund to be used to pay the rate of return on investments made in infrastructure projects. States the intent of the Legislature to identify special fund dollars to be transferred to the Reinvesting in California Special Fund.	As Introduced	Senate Appropriations Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 168 (Eggman) Employers: Salary Information	Prohibits an employer from seeking salary history information, including compensation and benefits, about an applicant for employment.	6/6/17	Senate Floor	
AB 174 (Bigelow) California Transportation Commission: Rural County Representation	Requires at least one voting member of the California Transportation Commission (CTC) to reside in a rural county with a population of less than 100,000 people.	As Introduced	Senate Transportation & Housing Committee	
AB 179 (Cervantes) California Transportation Commission: Gubernatorial Appointments	In making appointments to the California Transportation Commission (CTC), requires the Governor to ensure that the commission has a diverse membership with expertise in transportation issues, taking into consideration such factors as socioeconomic background and professional experience, which may include experience working in or representing disadvantaged communities. Requires the CTC and the California Air Resources Board (CARB) to hold at least two joint meetings per calendar year to coordinate their implementation of the state's transportation policies.	7/13/17	Senate Appropriations Committee	
AB 193 (Cervantes) Clean Reused Vehicle Rebate Project	By July 1, 2019, requires the California Air Resources Board (CARB) to establish the Clean Reused Vehicle Rebate Project to provide incentives to low- and moderate-income individuals to purchase used clean air vehicles. Requires the project to provide an applicant with any of the following: (1) a rebate with a value of up to $1,800 for the acquisition of an eligible used vehicle from a licensed dealer; (2) a rebate for the replacement or refurbishment of an electric vehicle battery and related components for an eligible used vehicle, for a vehicle service contract for the battery and related components, or for both; or (3) a rebate for a vehicle service contract to cover unexpected vehicle repairs not covered by the manufacturer's warranty related to unique problems in eligible used vehicles. Limits the rebate to one per vehicle. Requires an applicant who applies for a rebate under the Clean Reused Vehicle Rebate Project to be given priority if he or she meets either of the following criteria: (1) has an annual household income that is less than 60 percent of either the relevant countywide or citywide annual median household income; or (2) resides in an air district that has been designated by CARB as not meeting any one state ambient air quality standard. Provides that the implementation of the bill is contingent upon the appropriation of funds for this purpose in the annual Budget Act or another statute.	6/29/17	Senate Appropriations Committee	
AB 195 (Obernolte) Local Government Ballot Measures	If a ballot measure proposed by a local governing body calls for imposing a tax or raising the rate of a current tax, requires the ballot to include in the statement of the measure to be voted on the amount of money to be raised annually, and the rate and duration of the tax to be levied. Requires the statement of the measure to be a true and impartial synopsis of its purpose, and to be in language that is neither argumentative nor likely to create prejudice for or against the measure.	3/14/17	Signed into Law: Chapter #105	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 278 (Steinorth) CEQA Exemption for Certain Transportation Projects	Exempts from the California Environmental Quality Act (CEQA) a project that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of existing transportation infrastructure, including highways, roadways, bridges, tunnels, culverts, public transit systems, bikeways, paths and sidewalks serving bicycles or pedestrians, and the addition of auxiliary lanes or bikeways to existing transportation infrastructure, if the project meets all of the following conditions: (1) the project is located within an existing right-of-way; (2) any area surrounding the right-of-way that is to be altered as a result of construction activities that are necessary for the completion of the project will be restored to its condition before the project; and (3) the project does not add additional motor vehicle lanes, except auxiliary lanes.	As Introduced	Assembly Natural Resources Committee	
AB 301 (Rodriguez) Commercial Driver's License: Driving Skill Test	Requires the Department of Motor Vehicles (DMV) to establish performance goals related to administering driving skills tests for operating a commercial vehicle. Requires these performance goals to include both of the following: (1) a goal that by July 1, 2019, the average wait time to obtain an appointment to take the commercial driving skills test in any particular DMV field office shall not exceed 14 days; and (2) a goal that by July 1, 2021, the average wait time to obtain an appointment to take the commercial driving skills test in any particular DMV field office shall not exceed seven days	7/13/17	Senate Appropriations Committee	
AB 332 (Bocanegra) Local Street Closures: Illegal Dumping	Based upon the recommendation of law enforcement, allows a local authority to temporarily close a highway under its jurisdiction to through traffic in order to curb illegal dumping.	5/30/17	Signed into Law: Chapter #34	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 342 (Chiu) Automated Speed Enforcement: San Jose and San Francisco Five-Year Pilot Program	Authorizes the city of San Jose and the city/county of San Francisco to implement a five-year pilot program utilizing an automated speed enforcement (ASE) system for speed limit enforcement on streets or portions of streets that: (1) have a speed limit of 50 miles per hour or less; and (2) have had a documented incidence of collisions resulting in fatalities or injuries as evidenced by either a three-year fatality and injury collision rate, or a three-year fatality rate that is higher than the three-year collision rates published by Caltrans for comparable roadways. Requires the ASE system to be activated no later than January 1, 2019, and to be operated for no longer than five years. Requires the ASE system to meet all of the following: (1) is operated in cooperation with a law enforcement agency; (2) clearly identifies the presence of the fixed or mobile ASE system by signs stating "Photo Enforced" along with the posted speed limit; (3) identifies vehicles containing a mobile ASE system with distinctive markings; (4) identifies the streets or portions of the streets that have been approved for enforcement using an ASE system and the hours of enforcement on the municipality's Internet Web site; (5) utilizes trained peace officers or other trained designated municipal employees to oversee the operation of the ASE system and maintain control over enforcement activities; (6) ensures that the ASE system is regularly inspected, and certifies that the system is installed and operated properly; and (7) utilizes fixed and mobile systems that provide real-time notification when violations are detected. Prior to enforcing speed limits using an ASE system, requires the city of San Jose and the city/county of San Francisco to do both of the following: (1) administer a public information campaign for at least 30 calendar days prior to the initial commencement of the use of the system; and (2) issue warning notices rather than notices of violation for the first violations detected by the ASE system during the first 90 calendars days of enforcement. If the ASE system is utilized on additional streets after initial implementation, requires the city of San Jose and the city/county of San Francisco to issue warning notices rather than notices of violations during the first 30 calendar days of enforcement for the additional streets. Requires the governing body of the city of San Jose and the city/county of San Francisco to adopt an ASE System Use Policy to include all of the following: (1) specific purposes for the ASE system, the uses that are authorized, the rules and processes required prior to that use, and the uses that are prohibited; (2) the data or information that can be collected by the ASE system, the individuals who can access or use the collected information, and the rules and processes related to the access or use of the information; and (3) provisions for protecting data from unauthorized access, data retention, public access, third-party data sharing, training, auditing, and oversight to ensure compliance with the policy. Requires the governing body of the city of San Jose and the city/county of San Francisco to approve an ASE System Impact Report to include all of the following: (1) description of the ASE system and how it works; (2) proposed purpose of the ASE system; (3) locations where the ASE system may be deployed, and traffic data for those locations; (4) assessment of the potential impact of the ASE system on civil liberties and civil rights, and any plans to safeguard those public rights; (5) a determination of why locations in low-income neighborhoods experience high fatality and injury collisions due to unsafe speed if potential deployment locations of the ASE system are predominantly in such neighborhoods; and (6) fiscal costs associated with the ASE system. Specifies that a speed violation recorded by the ASE system shall be subject only to a civil penalty, the total amount of which cannot exceed $100.	4/6/17	Assembly Transportation Committee	Support

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 344 (Melendez) Toll Evasion Violations	Specifies that a person contesting a notice of a toll evasion violation or a notice of a delinquent toll evasion violation shall not be required to pay the penalty until after it is found that the person committed the violation. Allows for an administrative hearing conducted by a tolling agency to include reviews of multiple notices of toll evasion or notices of delinquent toll evasion of a person.	7/3/17	Senate Transportation & Housing Committee	
AB 351 (Melendez) Transportation Funding: Loan Repayments, Vehicle Weight Fees and Non-Article 19 Transportation Revenues	Requires loans of revenues to the General Fund from the State Highway Account, the Public Transportation Account (PTA), the Bicycle Transportation Account, the Motor Vehicle Fuel Account, the Highway Users Tax Account (HUTA), the Pedestrian Safety Account, the Transportation Investment Fund, the Traffic Congestion Relief Fund (TCRF), the Motor Vehicle Account, and the Local Airport Loan Account to be repaid by December 31, 2018, to the account or fund from which the loan was made. Specifies that this requirement applies to all loans that otherwise have a repayment date of January 1, 2019, or later. Eliminates the annual transfer of vehicle weight fee revenues from the State Highway Account to the General Fund for payment of debt service for general obligation bonds issued for transportation purposes and, instead, retains these revenues in the State Highway Account. Deletes provisions in current law relating to the reimbursement of the State Highway Account with gasoline excise tax revenues for vehicle weight fee revenues transferred to the General Fund and, instead, allows these gasoline excise tax revenues to be allocated in the following manner: (1) 44 percent to the State Transportation Improvement Program (STIP); (2) 44 to cities and counties for local streets/roads; and (3) 44 percent to the State Highway Operation and Protection Program (SHOPP). Eliminates the annual transfer of so-called Non-Article 19 revenues obtained by Caltrans through the rental or sale of property, the sale of documents, and charges for other miscellaneous services provided to the public to the General Fund, and, instead, retains these revenues in the State Highway Account for transportation purposes.	As Introduced	Assembly Transportation Committee	
AB 378 (C. Garcia) Greenhouse Gas Emissions Reductions	To complement direct emissions reduction measures in ensuring that statewide greenhouse gas emissions are reduced to at least 40 percent below the 1990 level by 2030, authorizes the California Air Resources Board (CARB) to adopt or amend regulations that establish a system of market-based compliance declining aggregate emissions limits for sources or categories of sources that emit greenhouse gases, applicable from January 1, 2021, to December 31, 2030. Authorizes CARB to adopt no-trade zones or facility-specific declining greenhouse gas emissions limits where facilities' emissions contribute to a cumulative pollution burden that creates a significant health impact. In consultation with the affected air pollution control and air pollution management districts, requires CARB to adopt standards for emissions of criteria air pollutants and toxic air contaminants at industrial facilities that are subject to a market-based compliance mechanism. Prohibits CARB from allocating allowances as part of a market-based compliance mechanism to industrial facilities that do not meet these standards. Requires CARB, in ensuring that statewide greenhouse gas emissions are reduced to at least 40 percent below the 1990 level by 2030, to adopt the most effective and equitable mix of emissions reduction measures, and to ensure that such measures collectively and individually support achieving air quality, and other environmental and public health goals.	5/30/17	Assembly Floor	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 382 (Voepel) Off-Highway Vehicle Trust Fund	In FY 2018, provides that up to $1 million of revenues derived from the gasoline excise tax imposed on off-highway vehicles may be transferred to the Off-Highway Vehicle Trust Fund to be available for local assistance grants for law enforcement, environmental monitoring and maintenance work supporting federal off-highway vehicle recreation.	5/26/17	Senate Transportation & Housing Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 398 (E. Garcia) Cap-and-Trade Extension	Extends the authority of the California Air Resources Board (CARB) to adopt and implement a regulation that establishes a system of market-based declining annual aggregate emissions limits known as "cap-and-trade" for sources or categories of sources that emit greenhouse gases to December 31, 2030. In adopting a cap-and-trade regulation that would be applicable from January 1, 2021, to December 31, 2030, requires CARB to do all of the following: (1) establish a price ceiling and two price containments points at levels below the ceiling; (2) evaluate and address concerns related to the over-allocation of available emissions allowances for years 2021 to 2030, as appropriate; and (3) establish allowance banking rules that discourage speculation, avoid financial windfalls, and consider the impacts on covered entities and volatility in the market. Requires CARB to establish offset credit limits according to the following: (1) from January 1, 2021, to December 31, 2025, allow a total of 4 percent of a covered entity's compliance obligation to be met by surrendering offset credits, of which no more than half may be sourced from projects that do not provide direct environmental benefits in California; and (2) from January 1, 2026, to December 31, 2030, allow a total of 6 percent of a covered entity's compliance obligation to be met by surrendering offset credits, of which no more than half may be sourced from projects that do not provide direct environmental benefits in California. Establishes the Compliance Offsets Protocol Task Force to provide guidance to CARB in approving new offset protocols for the purposes of increasing offset projects with direct environmental benefits in California, while prioritizing disadvantaged communities, Native American or tribal lands, and rural and agricultural regions. Requires CARB to increase offset projects in the state considering the guidance provided by the Compliance Offsets Protocol Task Force. Declares the intent of the Legislature that revenues collected from the sale of allowances at auctions conducted by CARB be appropriated in a manner that includes the following priorities at the time an expenditure plan is adopted: (1) air toxic and criteria air pollutants from stationary and mobile sources; (2) low- and zero-carbon transportation alternatives; (3) sustainable agricultural practices that promote the transitions to clean technology, water efficiency and improved air quality; (4) healthy forests and urban greening; (5) short-lived climate pollutants; (6) climate adaptation and resiliency; and (7) climate and clean energy research. By January 1, 2019, requires the California Workforce Development Board to report to the Legislature on the need for increased education, career technical education, job training, and workforce development resources or capacity to help industry, workers and communities transition to economic and labor-market changes related to California's statewide greenhouse emissions reduction goals. Requires CARB to designate cap-and-trade as the rule for petroleum refineries, and oil and gas production facilities to achieve their greenhouse gas emissions reductions. Prohibits an air district from adopting or implementing an emissions reduction rule for carbon dioxide for stationary sources that are subject to cap-and-trade. Until January 1, 2031, suspends the fire prevention fee that is currently imposed on habitable structures in areas of the state that have a high risk of wildfires and, instead, declares the intent of the Legislature to use cap-and-trade revenues to fund fire prevention activities. Extends an existing state sales tax exemption for the purchase of equipment used in manufacturing, research and development to July 1, 2030. Expands this exemption to include equipment purchased for use in renewable energy generation, as well as for electricity storage and distribution. Removes the current prohibition on agricultural firms claiming the exemption. Requires that cap-and-trade auction proceeds be used to backfill the General Fund for the loss of revenues resulting from the exemption.	7/14/17	Signed into Law: Chapter #135	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 408 (Chen) Eminent Domain: Final Offer of Compensation	Changes the standards by which courts decide whether to award litigation expenses in eminent domain actions. Provides that if a court finds, on motion of the defendant, that the offer of the plaintiff was lower than 90 percent of the compensation awarded in the proceeding, then the court would be required to include the defendant's litigation expenses in the costs allowed. Provides that if the court finds that the offer of the plaintiff was at least 90 percent and less than 100 percent of the compensation awarded in the proceeding, then the court may include the defendant's litigation expenses in the costs allowed.	As Introduced	Assembly Judiciary Committee	
AB 467 (Mullin) Local Transportation Authorities: Expenditure Plans	Upon the request of a local transportation authority, exempts a county elections official from including the entire adopted expenditure plan for a retail transactions and use tax in the voter information guide if: (1) the authority posts the plan on its Internet Web site; and (2) the sample ballot and voter information guide sent to voters include information on viewing an electronic version of the plan on the authority's Internet Web site and on obtaining a printed copy of the plan by calling the county elections office. Requires the county elections official to mail a printed copy of the plan at no cost to each person requesting it, if the county elections official chooses to exercise the exemption provided by this bill.	5/16/17	Senate Floor	
AB 468 (Santiago) LA Metro: Prohibition Orders	Authorizes the Los Angeles County Metropolitan Transportation Authority (LA Metro) to issue a prohibition order to any person cited for committing certain acts on LA Metro vehicles or at LA Metro's transit facilities, under which the person would be prohibited from entering the property, facilities or vehicles of LA Metro for a specified period of time.	6/27/17	Assembly Floor: Concurrence	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 496 (Fong) Transportation Funding	Creates the Traffic Relief and Road Improvement Account to be funded from the following sources: (1) sales and use tax revenues from new and used motor vehicle sales and purchases; (2) insurance tax revenues from automobile and motor vehicle policies; (3) specified diesel sales tax revenues transferred from the State Transit Assistance (STA) Program, if those revenues are backfilled with cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund; (4) specified vehicle registration fee revenues transferred from the Air Quality Improvement Fund, the Alternative and Renewable Fuel and Vehicle Technology Fund, and the Enhanced Fleet Modernization Subaccount, if those revenues are backfilled with cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund; and (5) revenues obtained by Caltrans through the rental or sale of property, the sale of documents, and charges for other miscellaneous services provided to the public. Distributes the revenues deposited into the Traffic Relief and Road Improvement Account in the following manner: (1) 40 percent would be allocated to Caltrans for maintenance of the state highway system, and for projects programmed in the State Highway Operation and Protection Program (SHOPP); (2) 40 percent would be provided to cities and counties for their local roadway systems; and (3) 20 percent would be allocated for projects programmed in the State Transportation Improvement Program (STIP) that create measurable reductions in traffic congestion. Requires revenues apportioned to California from the formula-based National Highway Freight Program to be deposited into the Trade Corridors Improvement Fund and allocated by the California Transportation Commission (CTC) according to the original guidelines that the commission adopted for the fund in 2007. Requires the repayment of approximately $700 million in outstanding loans owed by the General Fund to various transportation accounts by December 31, 2017. Distributes these one-time revenues to cities and counties for their local roadway systems. Eliminates the annual transfer of vehicle weight fee revenues from the State Highway Account to the General Fund for payment of debt service for general obligation bonds issued for transportation purposes and, instead, retains these revenues in the State Highway Account. Deletes provisions in current law relating to the reimbursement of the State Highway Account with gasoline excise tax revenues for vehicle weight fee revenues transferred to the General Fund and, instead, allows these gasoline excise tax revenues to be allocated in the following manner: (1) 44 percent to the STIP; (2) 44 to cities and counties for local streets/roads; and (3) 44 percent to the SHOPP.	2/28/17	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 515 (Frazier) State Highway System Management Plan	Requires Caltrans to prepare a State Highway System Management Plan consisting of the existing 10-year rehabilitation plan that forms the basis of the State Highway Operation and Protection Program (SHOPP), and a five-year maintenance plan addressing the maintenance needs of the state highway system. Requires the maintenance plan to include only maintenance activities that, if not performed, could result in increased SHOPP costs in the future. In addition, requires the maintenance plan to identify any existing backlog in those maintenance activities, and to recommend a strategy, specific activities and an associated funding level to reduce or prevent any backlog during the plan's five-year period. Requires the State Highway System Management Plan to do all of the following: (1) include specific quantifiable accomplishments, goals, objectives, costs, and performance measures consistent with Caltrans' Assets Management Plan; (2) contain strategies to control costs and improve the efficiency of the SHOPP; and (3) attempt to balance resources between the SHOPP and maintenance activities in order to achieve identified goals at the lowest possible long-term total cost. Requires the State Highway Management Plan to be updated every two years.	6/20/17	Senate Floor	
AB 536 (Melendez) Counties: Federal Funding	If compliance with a state law would result in a county losing federal funding, authorizes the county to elect to not comply with that law to the extent that compliance jeopardizes its federal funding.	As Introduced	Assembly Judiciary Committee	
AB 544 (Bloom) HOV Lanes: Low-Emission and Energy Efficient Vehicles	Provides that decals, stickers or other identifiers issued by the Department of Motor Vehicles (DMV) prior to January 1, 2017, allowing battery electric, hydrogen fuel cell, compressed natural gas, and plug-in hybrid electric vehicles to use high-occupancy vehicle (HOV) lanes without the required number of occupants in the vehicle are valid until January 1, 2019. Provides that decals, stickers or other identifiers issued by the DMV to such vehicles on or after January 1, 2017, and before January 1, 2019, are valid until January 1, 2019. Provides that decals, stickers or other identifiers issued by the DMV on or after January 1, 2019, to such vehicles that previously had been issued identifiers that have expired, are valid until January 1, 2022. Provides that decals, stickers or other identifiers issued by the DMV on or after January 1, 2019, to such vehicles that previously have not been issued identifiers are valid until January 1 of the fourth year after the year of issuance. Provides that a person is not eligible to be issued a decal, sticker or other identifier if he or she has received a consumer rebate under the state's Clean Vehicle Rebate Project, unless certain income restrictions are met. Repeals the provisions of this bill, as well as those in current law related to the issuance of such decals, stickers and other identifiers on September 30, 2025.	7/3/17	Senate Appropriations Committee	
AB 555 (Cunningham) Zero-Emission and Near-Zero-Emission School Buses	Requires the California Air Resources Board (CARB) to establish a grant program to provide funding for replacing older, high-polluting school buses with zero-emission or near-zero-emission vehicles. Requires CARB to award grants to school districts based on the following indicators: (1) school district income; (2) pupil population; (3) average miles traveled by pupils; and (4) age of the school bus fleet. Requires CARB to adopt a regulation to implement this grant program. Continuously appropriates four percent of annual cap-and-trade auction proceeds deposited in the Greenhouse Gas Reduction Fund for each of FY 2018, FY 2019 and FY 2020 to CARB to implement the grant program.	3/21/17	Assembly Natural Resources Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 570 (Gonzalez-Fletcher) Workers' Compensation: Permanent Disability Causation	In making a determination of apportionment of permanent disability based on causation for purposes of payment of workers' compensation, prohibits apportionment, in the case of a physical injury occurring on or after January 1, 2018, from being based on pregnancy, childbirth, or other medical conditions related to pregnancy or childbirth.	As Introduced	Senate Appropriations Committee	
AB 582 (C. Garcia) Vehicle Emissions: Certification, Auditing and Compliance	Requires the California Air Resources Board (CARB) to enhance its certification, audit and compliance activities for new motor vehicles to detect defeat devices or other software used to evade emissions testing. Requires those activities to include the increased utilization of in-use and real-world conditions emissions testing. Allows CARB to consult or partner with academic institutions and laboratories to do any of the following: (1) develop new surveillance methods and test cycles; (2) perform emissions testing on behalf of CARB; or (3) conduct research on vehicle emissions testing. Authorizes CARB, by regulation, to impose fees on manufacturers of new motor vehicles to recover its reasonable costs in implementing the provisions of the bill.	6/29/17	Senate Appropriations Committee	
AB 617 (C. Garcia) Criteria Air Pollutants and Toxic Air Contaminants	Requires the California Air Resources Board (CARB) to establish a uniform statewide system of annual reporting of emissions of criteria pollutants and toxic air contaminants for stationary sources. Requires a stationary source to report its annual emissions of criteria pollutants and toxic air contaminants to CARB using the uniform statewide system of annual reporting. By October 1, 2018, requires CARB to prepare a plan regarding technologies for monitoring criteria pollutants and toxic air contaminants, and the need for and benefits of additional community air monitoring systems. Based on this monitoring plan, requires CARB to select the highest priority locations in California for the deployment of community air monitoring systems. Requires an air district containing a selected location to deploy a community air monitoring system in that location by July 1, 2019. Authorizes an air district to require a stationary source that emits air pollutants in, or that materially affects, a selected location to deploy a fence-line monitoring system. By January 1, 2020, and annually thereafter, authorizes CARB to select additional locations for the deployment of community air monitoring systems. By October 1, 2018, requires CARB to prepare a statewide strategy to reduce emissions of criteria pollutants and toxic air contaminants in communities affected by a high cumulative exposure burden. Requires CARB to update this strategy at least once every five years. Requires CARB to select locations around the state for preparation of community emissions reduction programs. Requires an air district containing a selected location to adopt a community emissions reduction program. Requires CARB to provide grants to community-based organizations for technical assistance to support community participation in such programs. Requires an air district that is in non-attainment for one or more air pollutants to adopt an expedited schedule for the implementation of best available retrofit control technologies. Requires the schedule to apply to each industrial sources that, as of January 1, 2017, was subject to cap-and-trade. Requires CARB to establish and maintain a statewide clearinghouse that identifies the best available control technologies and best available retrofit control technologies for criteria pollutants and toxic air contaminants.	7/14/17	Signed into Law: Chapter #136	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 623 (Rodriguez) Autonomous Vehicles: Accidents	Requires the operator of an autonomous vehicle who is involved in an accident that results in damage to the property of any one person in excess of $1,000, in bodily injury or in the death of a person to report the accident to the Department of Motor Vehicles (DMV) within 10 days of occurrence. Requires a traffic collision report prepared by a California Highway Patrol (CHP) officer or by any other peace officer to specify if an autonomous vehicle was involved in the traffic collision in any manner.	7/5/17	Senate Appropriations Committee	
AB 636 (Irwin) Local Streets/Roads: Expenditure Reports	Requires the report by a city or county regarding Highway Users Tax Account (HUTA) expenditures for street/road purposes during the preceding fiscal year to be submitted to the Controller's Office within seven months of the close of the fiscal year, rather than by the first day of October, as is the case under current law.	6/27/17	Senate Rules Committee	
AB 673 (Chu) Public Transit Bus Procurements: Safety Considerations	Before the procurement of a new bus to be used in revenue service, requires a public transit agency to take into consideration the recommendations of, and the best practice standards developed by, the labor organization representing the agency's bus operators related to the following purposes: (1) to reduce the risk of assaults on bus operators; (2) to prevent accidents caused by blind spots created by bus equipment or design; or (3) to enhance the safety of passengers, bus operators, or other vehicles or pedestrians that the bus may come into contact with while in service. Specifies that nothing in the bill shall be construed to require a public transit agency to implement specific recommendations.	5/15/17	Signed into Law: Chapter #126	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 686 (Santiago) Housing Discrimination	Requires a public agency to administer its programs and activities relating to housing and community development in a manner to affirmatively further fair housing. Prohibits a public agency from taking any action that is inconsistent with this obligation. Provides that if a public agency fails to comply with its obligation to affirmatively further fair housing, then that failure would constitute a discriminatory housing practice under the California Fair Employment and Housing Act. Authorizes the Department of Fair Employment and Housing to exercise its discretion to investigate or to bring a civil action based on a verified compliant that alleges a violation of the obligation to affirmatively further fair housing. Defines "affirmatively further fair housing" to mean taking meaningful actions, in addition to combating discrimination, that: (1) overcome patterns of segregation; (2) address disparities in housings needs and in access to opportunity; (3) promote fair housing choice, both within and outside of areas of concentrated poverty; (4) foster inclusive communities free from barriers that restrict access to opportunity; and (5) transform racially and ethnically concentrated areas of poverty into areas of opportunity, while protecting existing residents from displacement. Defines "meaningful actions" to mean significant actions that are legally possible for a public agency to undertake that are designed and can be reasonably expected to achieve materially positive change that affirmatively furthers fair housing. Defines "programs and activities relating to housing and community development" to mean any action, inaction, policy, regulation, program, practice, decision, activity, or investment by a public agency that affects where a person may live; a person's ability to remain in their current housing; and the degree of access that person, based on where they live, has to opportunity, including education, jobs, health care, social services, and features of a healthy environment. Requires a public agency that completes or revises an assessment of fair housing pursuant to specified provisions of the federal Fair Housing Act to submit a copy of that assessment to the Department of Fair Employment and Housing. Requires any public agency that adopts a housing element or sustainable communities strategy to include in that element or strategy an analysis of barriers that restrict access to opportunity and a commitment to specific meaningful actions to affirmatively further fair housing.	5/30/17	Senate Transportation & Housing Committee	
AB 694 (Ting) Bicycles	Except under specified conditions, requires a person operating a bicycle to ride in the right-hand lane or bicycle lane, if one is present, rather than as close as practicable to the right-hand curb or edge of the roadway, as is the case under current law. Requires a person operating a bicycle in a right-hand lane that is wide enough for a vehicle and a bicycle to travel safety side by side within the lane to ride far enough to the right in order to allow vehicles to pass, except under any of the following situations: (1) when reasonably necessary to avoid conditions that make it hazardous to continue along the right-hand edge of the lane; or (2) when approaching a place where a right turn is authorized.	As Introduced	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 697 (Fong) Toll Facilities: Privately Owned Emergency Ambulances	Exempts a private ambulance from any requirement to pay a toll or other charge on a toll bridge, toll road, toll highway, high-occupancy toll (HOT) lane, or vehicular crossing for which payment of a toll or charge is required, if the following conditions are met: (1) the private ambulance is properly displaying a valid California license plate and identification as the operator of a private ambulance; (2) the private ambulance is being driven while responding to or returning from an urgent or emergency call, engaged in an urgent or emergency response, or engaging in a fire station coverage assignment directly related to an emergency response; and (3) the driver of the private ambulance determines that the use of the toll facility shall likely improve the availability, or response and arrival time of the ambulance and its delivery of essential public safety services.	6/12/17	Senate Floor	
AB 730 **(**Quirk) BART: Prohibition Orders	Eliminates the January 1, 2018, sunset date and makes permanent provisions in current law that authorize the Bay Area Rapid Transit District (BART) to issue a prohibition order to any person cited for committing certain acts on BART vehicles or at BART's transit facilities, under which the person would be prohibited from entering the property, facilities or vehicles of BART for a specified period of time.	As Introduced	Signed into Law: Chapter #46	
AB 733 (Berman) Enhanced Infrastructure Financing Districts: Climate Change Projects	Allows an enhanced infrastructure financing district to finance projects that enable communities to adapt to the impacts of climate change, including higher average temperatures, decreased air and water quality, the spread of infectious and vector-borne diseases, other public health impacts, extreme weather events, sea level rise, flooding, heat waves, wildfires, and drought.	6/26/17	Senate Floor	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 758 (Eggman) Tri-Valley-San Joaquin Valley Regional Construction Authority	Establishes the Tri-Valley-San Joaquin Valley Regional Construction Authority for purposes of planning, developing and delivering a cost-effective and responsive connection between the Bay Area Rapid Transit District (BART) and the Altamont Commuter Express (ACE) in the Tri-Valley that meets the goals and objectives of the community. Requires the governing board of the authority to be composed of 12 members, as specified. Requires the unencumbered balance of all local funds programmed for the completion of the BART Livermore Extension Project or that have otherwise been identified for the connection to be transferred to the authority for the completion of the connection. Specifies that the authority is eligible to apply for and receive federal and state funds for the connection. Allows the authority to pursue any and all sources of funding for the connection; however, prohibits the authority from applying for funds available under the Transportation Development Act (TDA) for which any member entity of the authority may be an applicant or is charged with approving funding applications, without the express written consent of that affected member agency. If the connection undertaken by the authority includes a BART extension, requires the authority and BART to enter into a memorandum of understanding to address the ability of BART to review any significant changes in the scope of the design or construction of the connection. Upon completion of the connection, requires the operator to be BART if the connection is an extension of the BART system, or the San Joaquin Regional Rail Commission or another rail authority if it is not. On an annual basis, requires the authority to post a project feasibility report on its Internet Web site regarding the plans for the development and implementation of the connection. Requires the report, at a minimum, to include the proposed scope, schedule and cost of the connection. Requires the authority to be dissolved upon the completion of the connection.	7/5/17	Senate Transportation & Housing Committee	
AB 765 (Low) Local Initiative Measures	Requires the election for a county, municipal or special district initiative measure that qualifies for the ballot to be the next statewide election or the jurisdiction's next regular election, as applicable, unless the governing body of the county, city or special district calls a special election. If the governing body of the county, city or special district calls a special election, requires that election to be held not less than 88 days nor more than 103 days after the order of the election.	5/11/17	Senate Floor	
AB 863 (Cervantes) Affordable Housing and Sustainable Communities Program	Provides that a project receiving cap-and-trade funding under the Affordable Housing and Sustainable Communities Program shall be encouraged to employ local entrepreneurs and workers utilizing appropriate workforce training programs.	6/22/17	Senate Appropriations Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 943 (Santiago) Land-Use Ordinances	Provides that an ordinance or an amendment to an ordinance proposed by the voters that would reduce density, or stop development or construction of any parcels located less than one mile from a major public transit stop within a city or county shall be enacted only if approved by at least 55 percent of the votes cast on the ordinance or amendment at an election. Requires the city attorney or county counsel where the proposed ordinance or amendment to an ordinance would apply to determine whether it would reduce density, or stop development or construction of any parcels located less than one mile from a major public transit stop within the city or county. Specifies that the provisions of the bill apply only to the following: (1) a county that had a population of 750,000 or more as of January 1, 2017; and (2) a city located within a county that had a population of 750,000 or more as of January 1, 2017. Declares that the bill addresses a matter of statewide concern and, thus, its provisions apply to charter cities and counties.	7/19/17	Senate Appropriations Committee	
AB 964 (Gomez) California Affordable Clean Vehicle Program	Creates the California Affordable Clean Vehicle Program to be administered by the California Pollution Control Financing Authority to assist low-income individuals in purchasing or leasing zero-emission and plug-in electric vehicles for personal or commercial use by providing access to affordable financing mechanisms. To the extent that funds are appropriated for this purpose by the Legislature, authorizes the Pollution Control Financing Authority to implement the following financing mechanisms under the program: (1) establishing a loss reserve account with a participating financial institution to provide a loan or loan-loss reserve credit enhancement program to increase consumer access to zero-emission and plug-in electric vehicle financing and leasing options; (2) providing funds to participating financial institutions to reduce the interest rates charged on loans issued under the program; and (3) other financing methods, as determined by the authority, to increase the participation rate among low-income individuals in the program. Sunsets the program on January 1, 2027.	6/21/17	Senate Appropriations Committee	
AB 965 (Kiley) Caltrans: Civil Liability	In an action against Caltrans for personal injury, property damage or wrongful death based upon the principles of comparative fault, specifies that the liability of the department for economic damages shall be several only and shall not be joint. Specifies that Caltrans shall be liable only for the amount of economic damages allocated to the department in direct proportion to its percentage of fault, and requires a separate judgment to be rendered against the department for that amount. Requires Caltrans to identify savings achieved through the implementation of the bill on an annual basis. From the identified savings, requires Caltrans to propose an appropriation to be included in the annual Budget Act for expenditure on highway maintenance, operation, rehabilitation, and improvement.	4/17/17	Assembly Judiciary Committee	
AB 980 (Wood) Caltrans: Broadband	As part of each project located in a priority area, as defined, requires Caltrans to install a broadband conduit capable of supporting fiber optic communication cables.	As Introduced	Assembly Communications & Conveyance Committee	
AB 1017 (Santiago) Collective Bargaining Agreements: Arbitration	With regard to disputes concerning collective bargaining agreements for both public and private employment, requires a court to award attorney's fees to a prevailing party in an action to compel arbitration of a dispute, unless the other party has raised substantial and credible issues involving complex or significant questions of law or fact regarding whether or not the dispute is arbitrable. Provides only a labor organization or employer is liable for such attorney's fees.	7/5/17	Senate Appropriations Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1069 (Low) Taxicab Transportation Services	Authorizes, but does not require, the countywide transportation agency in the 10 largest counties in California to administer permits for taxicab transportation services and taxi drivers. If issued by the countywide transportation agency, requires such permits to be valid countywide. Beginning January 1, 2019, prohibits the cities within the 10 largest counties and the county from regulating taxicab companies except through the countywide transportation agency. If the countywide transportation agency does not administer the permitting of taxicab transportation services and taxi drivers, requires the county sheriff to administer criminal background checks and drug testing for taxi drivers within that county. In those counties where the countywide transportation agency decides to undertake these permitting responsibilities, requires the county and each city within the county to enact an ordinance that adopts and provides for the enforcement of the regulations developed by the countywide transportation agency. Allows the countywide transportation agency to levy service charges, fees or assessments limited to the amount sufficient to pay for the costs of carrying out the regulation of taxicab transportation services. Allows a city or county that operates an airport to adopt an ordinance or charter provision to regulate access to the airport by taxicabs. Specifies that the airport operator shall have the ultimate authority to regulate taxicab access to the airport and set access fees for taxicabs at the airport. Provides that a countywide transportation agency, a city or the county shall not limit or prohibit a permitted taxicab company from setting fares or charging a flat rate, but allows the countywide transportation agency to set a maximum rate. Requires a permitted taxicab company to: (1) disclose fares, fees or rates to the customer; and (2) notify the customer of the rate prior to his or her accepting the ride for walk-up rides and street hails. Allows a city or the county to limit the number of taxicab companies or vehicles that may use taxi stand areas or pick up street hails within its jurisdiction.	6/28/17	Senate Appropriations Committee	
AB 1103 (Obernolte) Bicyclists: Rules of the Road	After slowing to a reasonable speed and yielding the right-of-way to any vehicle or pedestrian, allows a person operating a bicycle approaching a stop sign to cautiously make a turn or proceed through the intersection without stopping, unless safety considerations require otherwise. If necessary for safety, requires the bicyclist to stop before entering the intersection, and allows him or her to proceed after yielding the right-of-way.	4/6/17	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1113 (Bloom) State Transit Assistance Program	Revises and recasts the provisions in current state law governing the State Transit Assistance Program (STA). Clarifies the definition of STA-eligible transit operator for purposes of allocating STA revenue-based funds. Clarifies that only transportation planning agencies, including county transportation commissions, can receive direct allocations of STA population-based and revenue-based funds from the Controller's Office. Requires a transportation planning agency to allocate revenue-based funds only to STA-eligible transit operators within its jurisdiction. Requires the Controller's Office to compute and publish the revenue-based shares that each STA-eligible transit operator in the state shall receive based on an operator's qualifying revenues. Defines "qualifying revenues" to mean an STA-eligible transit operator's fare revenues, including paratransit fare revenues, and other local funds used by the operator in the delivery of public transit service. Excludes the following from the definition of "qualifying revenues": (1) state and federal operating funds; and (2) all funds used for capital expenditures or depreciation. Specifies that an STA-eligible transit operator's revenue-based share cannot exceed its total annual operating expenses. Requires the amount of revenue-based funds allocated by the Controller's Office to a transportation planning agency to be based on the ratio that the total qualifying revenues of all STA-eligible transit operators within the jurisdiction of the transportation planning agency bears to the total qualifying revenues of all STA-eligible transit operators in the state. Requires the amount of revenue-based funds allocated by a transportation planning agency to each STA-eligible transit operators within its jurisdiction to be based on the ratio that an operator's qualifying revenues bears to the total qualifying revenues of all STA-eligible transit operators within the transportation planning agency's jurisdiction. Requires the Controller's Office to provide a mechanism for each transportation planning agency to use to report those public transit operators within its jurisdiction that are eligible claimants for STA dollars.	6/20/17	Signed into Law: Chapter #86	Support
AB 1141 (Berman) Autonomous Freight Vehicles	By September 30, 2018, requires the Department of Motor Vehicles (DMV) to adopt regulations setting forth standards for the testing of autonomous vehicles used to transport freight. In developing these regulations, requires the DMV to consult with Caltrans and the California Highway Patrol (CHP) on related topics, including appropriate routes for autonomous freight vehicles, and compliance with federal and state requirements for commercial drivers. Requires an autonomous freight vehicle to have a person in the driver's seat at all times while being operated.	4/17/17	Assembly Communications & Conveyance Committee	
AB 1218 (Obernolte) CEQA: Bicycle Transportation Plans and Projects	Extends until January 1, 2021, the following two exemptions from the requirements of the California Environmental Quality Act (CEQA): (1) a bicycle transportation plan prepared for an urbanized area for the restriping of streets/highways, bicycle parking and storage, signal timing to improve street/highway intersection operations, and related signage for bicyclists, pedestrians and vehicles; and (2) a project that consists of restriping streets/highways for bicycle lanes in an urbanized area that is consistent with the area's bicycle transportation plan.	4/18/17	Signed into Law: Chapter #149	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1233 (Cunningham) Office of the Transportation Inspector General	Creates the Office of the Transportation Inspector General to ensure that Caltrans, the California High-Speed Rail Authority and all other state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. Requires the Office of the Transportation Inspector General to review policies, practices and procedures, and to conduct audits and investigations of activities involving state transportation funds in consultation with affected state agencies. Requires the duties and responsibilities of the Office of the Transportation Inspector General to include all of the following: (1) examining the operating practices of all state agencies expending state transportation funds to identify fraud and waste, opportunities for efficiencies, and opportunities to improve the data used to determine appropriate project resource allocations; (2) identifying best practices in the delivery of transportation projects, and developing policies or recommending proposed legislation to enable state agencies to adopt these practices; (3) providing objective analysis of, and offering solutions to, concerns raised by the public or generated within agencies involving the state's transportation infrastructure and project delivery methods; (4) conducting, supervising and coordinating audits and investigations relating to the programs and operations of all state agencies with state-funded transportation projects; (5) recommending policies promoting economy and efficiency in the administration of programs and operations of all state agencies with state-funded transportation projects; and (6) ensuring that the California State Transportation Agency and the Legislature are fully and currently informed concerning fraud, or other serious abuses or deficiencies relating to the expenditure of funds, or the administration of programs and operations. Requires the Office of the Transportation Inspector General to provide a summary of its findings, investigations and audits at least annually to the Governor and Legislature. Requires this summary to include significant problems discovered by the Office of the Transportation Inspector General, and whether its recommendations relating to its investigations and audits have been implemented by the affected agencies.	As Introduced	Assembly Transportation Committee	
AB 1239 (Holden) Building Standards: Electric Vehicle Charging Infrastructure	Requires the Department of Housing & Community Development and the California Building Standards Commission to research, develop, propose, and adopt building standards regarding electric vehicle capable parking spaces for existing parking structures located adjacent to, or associated with, multifamily dwellings and non-residential buildings in a triennial edition of the California Building Standards Code adopted after January 1, 2018.	718/17	Senate Appropriations Committee	
AB 1259 (Calderon) Capital Access Loan Program: Electric Vehicles	Expands the existing Capital Access Loan Program under the California Pollution Control Financing Authority to include the purchase of an electric vehicle by low- and middle-income consumers and families.	4/27/17	Assembly Appropriations Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1282 (Mullin) Transportation Permitting Task Force	By April 1, 2018, requires the California State Transportation Agency (CalSTA), in consultation with the Natural Resources Agency, to establish a Transportation Permitting Task Force consisting of representatives from specified state agencies and departments. Requires the task force to develop a structured coordination process for early engagement of all parties in the development of transportation projects to reduce permit processing times, to establish reasonable deadlines for permit approvals, and to provide for greater certainty of permit approval requirements. By December 1, 2019, requires CalSTA to prepare and submit to the Legislature a report of findings based on the efforts of the task force. Requires this report to include a detailed analysis of the following: (1) the existing permitting process for transportation projects in California, including a discussion of the points in the process where delays are most likely to occur; (2) the utilization of existing positions in the various state resources agencies currently supported by transportation funds, including an analysis of the benefits of those positions to the state's transportation programs relative to their costs; (3) the early engagement process developed by the task force; (4) resource levels needed to implement the task force's early engagement process; and (5) legislative or regulatory issues, if any, that need to be address to implement the task force's early engagement process. Sunsets the provisions of the bill on December 1, 2023.	6/29/17	Assembly Floor: Concurrence	
AB 1301 (Fong) Joint Legislative Committee on Climate Change Policies	Requires the Joint Legislative Committee on Climate Change Policies to do all of the following: (1) evaluate the actions that California, other states and foreign nations are taking to reduce greenhouse gas emissions, and quantify those reductions from those jurisdictions over the prior year; (2) evaluate the impact that California's climate policies have had on the price of transportation fuels, electricity and other commodities identified by the joint committee; (3) recommend to the Legislature how to prioritize the allocation of cap-and-trade auction proceeds in the Greenhouse Gas Reduction Fund in order to achieve the greatest reductions of greenhouse gas emissions for each dollar spent; and (4) track changes in the cost effectiveness of clean technologies based on the amount of emissions avoided. Requires the California Air Resources Board (CARB) to annually report to the joint committee the greenhouse gas emissions reduction measures identified in the board's Scoping Plan that are being implemented or considered.	3/22/17	Assembly Natural Resources Committee	
AB 1324 (Gloria) Metropolitan Planning Organizations: Sales Taxes	Allows a metropolitan planning organization (MPO) or regional transportation planning agency (RTPA) that has sales taxing authority under current law to levy, expand, increase, or extend such a tax in a portion of its area of jurisdiction, rather than in its entire area of jurisdiction, provided that the tax is approved by the required percentage of voters in that portion of its area of jurisdiction who vote on the measure. Requires the revenues derived from the tax to be used only within that portion of the MPO's or RTPA's area of jurisdiction.	3/20/17	Assembly Local Government Committee	
AB 1333 (Dababneh) Local Government Agency Notices	Requires a local government agency to post on its Internet Web site a notice of any upcoming election in which the voters will consider a tax measure or proposed bond issuance of the agency. Requires the notice to include the date of the election at which the tax measure or bond issuance will be voted on, and a brief common language description of the tax measure or bond issuance. Requires the local government agency to publish a similar notice in its electronic newsletter.	5/18/17	Assembly Appropriations Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1363 (Baker) Non-Article 19 Transportation Revenues	Beginning July 1, 2018, eliminates the annual transfer of so-called Non-Article 19 revenues obtained by Caltrans through the rental or sale of property, the sale of documents, and charges for other miscellaneous services provided to the public to the General Fund, and, instead, retains these revenues in the State Highway Account for transportation purposes.	As Introduced	Assembly Transportation Committee	
AB 1383 (Fong) Greenhouse Gas Emissions Regulations	Prior to adopting a regulation to reduce greenhouse gas emissions pursuant to the Global Warming Solutions Act, requires the California Air Resources Board (CARB) to do all of the following: (1) work with stakeholders to identify and address technical, market, regulatory, and other challenges and barriers in implementing the regulation; (2) provide a forum for public engagement by holding at least three public meetings in geographically diverse locations throughout the state; (3) make a finding that the regulation is technologically and economically feasible, is cost effective, and includes mechanisms to minimize and mitigate potential leakage to other states and countries; and (4) evaluate existing achievements made by incentive-based programs. Within two years of adopting a regulation pursuant to the Global Warming Solutions Act, requires CARB to both of the following: (1) determine if sufficient progress has been made to overcome any technical, market or regulatory challenges or barriers that were previously identified; and (2) evaluate whether there are any other challenges or barriers that have arisen. Requires CARB to revise the regulation, as needed, based on the findings of this review.	As Introduced	Assembly Natural Resources Committee	
AB 1395 (Chu) State Highways: Debris	By January 1, 2019, requires Caltrans to develop a uniform financial plan to remediate debris to maintain and preserve the state highway system. Requires the uniform financial plan to include recommendations that allow a municipality to carry out obligations specified in the plan with reimbursement provided by the state.	3/30/17	Assembly Transportation Committee	
AB 1421 (Dababneh) Railroads: Noise and Vibration	Requires the Department of Public Health to conduct a study to determine the noise and vibration levels associated with all railroad lines in the vicinity of residential areas or schools.	3/22/17	Senate Rules Committee	
AB 1442 (T. Allen) High-Speed Rail: Bond Funding	Specifies that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A), except as specifically provided with respect to an existing appropriation for early improvement projects related to the Phase I blended system. Upon appropriation by the Legislature, requires the unspent proceeds received from outstanding bonds issued and sold for high-speed rail purposes prior to the effective date of the provisions of this bill to be redirected to retiring the debt incurred from the issuance and sale of those outstanding bonds. Allows the remaining unissued bonds, as of the effective date of the provisions of this bill, that were authorized for high-speed rail purposes to be issued and sold. Upon appropriation by the Legislature, requires the net proceeds from the sale of these remaining unissued bonds to be made available to fund the construction of water capital projects that are part of the State Water Resources Development System, including the construction of desalination facilities, wastewater treatment and recycling facilities, reservoirs, water conveyance infrastructure, and aquifer recharge. Specifies that the provisions of the bill would become effective only upon approval by the voters at the next statewide election.	3/28/17	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1444 (Baker) LAVTA: Autonomous Vehicles Demonstration Project	Authorizes the Livermore Amador Valley Transit Authority (LAVTA) to conduct a shared autonomous vehicle demonstration project for the testing of autonomous vehicles that do not have a driver seated in the driver's seat, and that are not equipped with a steering wheel, a brake pedal or an accelerator, provided that the following requirements are met: (1) the testing is conducted only within the city of Dublin; (2) the vehicles may traverse public roads within the area of the demonstration project; and (3) the vehicles operate at speeds of less than 35 miles per hour. Prior to the start of testing of any autonomous vehicles pursuant to this bill, requires LAVTA, or a private entity, or a combination of the two to do both of the following: (1) obtain an instrument of insurance, surety bond or proof of self-insurance in an amount of $5 million; and (2) submit a detailed description of the testing program to the Department of Motor Vehicles (DMV). Requires the operator of the autonomous vehicle technology being tested to disclose to an individual participating in the demonstration project what personal information, if any, concerning the individual will be collected by the autonomous vehicle. For the testing of autonomous vehicles within the designated area of the city of Dublin, allows the DMV to require data collection for evaluating the safety of the vehicles. Specifies that the bill does not limit the authority of the DMV to promulgate regulations governing the testing and operation of autonomous vehicles on public roads, with or without the presence of a driver inside the vehicle. Prohibits LAVTA from conducting the demonstration project if the DMV has adopted regulations regarding autonomous vehicles by December 31, 2017. Requires LAVTA to comply with any regulations regarding the testing of autonomous vehicles promulgated by the DMV. Specifies that the provisions of the bill become inoperative on May 1, 2018.	6/20/17	Senate Floor	
AB 1452 (Muratsuchi) Parking for Electric Vehicle Charging	Allows a local authority, by ordinance or resolution, to dedicate parking stalls or spaces on a public street within its jurisdiction for the exclusive use of electric vehicles while they are charging, provided that appropriate signage is installed. Allows a local authority to remove a vehicle from such stalls or spaces if the vehicle is not connected for electric charging purposes.	7/17/17	Senate Floor	
AB 1454 (Bloom) Public-Private Partnerships	Declares the intent of the Legislature to re-establish the authority under state law to engage in public-private partnerships for projects on the state highway system with appropriate public interest and safety protections.	5/1/17	Assembly Rules Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1469 (Grayson) School Transportation	Provides that a pupil attending a public, non-charter school that receives Title 1 federal funding shall be entitled to free transportation to and from school if either of the following conditions are met: (1) the pupil resides more than one-half mile from the school; or (2) the neighborhood through which the pupil must travel to get to school is unsafe due to such factors as stray dogs, lack of sidewalks, known gang activity, presence of environmental problems and hazards, required crossings of freeways or busy intersections, or other reasons as documented by stakeholders. Requires a school district not currently providing transportation to all pupils attending schools that receive Title 1 federal funding to implement a plan to ensure that all pupils entitled to free transportation pursuant to this bill receive it. Requires the plan to be developed in consultation with teachers, school administrators, regional and local transit authorities, local air districts, Caltrans, parents, pupils, and other stakeholders. Specifies that if free, dependable and timely transportation is currently not already available to pupils who are entitled to it pursuant to this bill, the school district must ensure that such pupils are provided free transportation. Allows a school district to partner with a municipality owned transit system to provide the transportation required pursuant to this bill to middle school and high school pupils if all of the following conditions are met: (1) all drivers of the municipality owned transit system are public employees; and (2) the municipality owned transit system can certify that the transit system can ensure consistent, adequate routes and schedules to enable pupils to get home, to school and back, and does not charge the school district more than marginal cost for each transit pass. Creates the Transportation and Access to Public School Fund. Requires all transportation provided pursuant to this bill to be reimbursed by the Transportation and Access to Public School Fund. Upon appropriation by the Legislature, requires revenues distributed to the Transportation and Access to Public School Fund to be allocated to local educational agencies pursuant to a process established by the Department of Education.	As Introduced	Assembly Appropriations Committee	
AB 1470 (Wood) State Highway Bypasses	With respect to a project completed on or after January 1, 2014, that consists of relocating a state highway in order to bypass a city or business district, provides that the affected city or county shall be eligible to receive funding from an unspecified account for purposes of revitalizing the city or business district due to the loss of tourism resulting from the project.	As Introduced	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1479 (Bonta) Public Records	Requires a public agency to designate a person/persons or office/offices to act as its custodian of records and to be responsible for responding to the following: (1) any requests made pursuant to the California Public Records Act; and (2) any inquiry from the public about a decision by the agency to deny a request for records. Specifies that this provision does not impose a duty upon a requester to direct his or her inquiry to an agency's designated custodian, or prevent a person or office that is not the agency's designated custodian from disclosing information pursuant to the bill. Authorizes a court to assess a civil penalty against a public agency in an amount not less than $1,000 nor more than $5,000, if the court finds that the agency knowingly and willfully without substantial justification did any of the following: (1) improperly withheld a record from a member of the public that was clearly subject to disclosure; (2) unreasonably delayed providing the contents of a record subject to disclosure in whole or in part; (3) improperly assessed a fee upon a requester that exceeded the direct cost of duplication; or (4) otherwise did not act in good faith to comply with the California Public Records Act. Requires the civil penalty to be awarded to the requester. Prohibits a court from assessing a civil penalty if it determines that: (1) the record was not subject to disclosure pursuant to the California Public Records Act or decisional law; or (2) the agency reasonably withheld the record based upon an ambiguous or unsettled question of law, or a legally recognized privilege. Repeals the provisions of the bill on January 1, 2023.	7/18/17	Senate Appropriations Committee	
AB 1489 (Brough) Architects Practice Act	Provides that a licensed architect is not responsible for damage caused by construction deviating from a permitted set of plans, specifications, reports, or documents.	As Introduced	Assembly Business & Professions Committee	
AB 1509 (Baker) BART: Rapid Transit Facilities	Requires the Bay Area Rapid Transit District (BART) to maintain its existing commitment of funds for the acquisition, construction or completion of rapid transit facilities. Following the approval of Measure RR at the November 8, 2016, election, prohibits BART from redirecting any existing funds dedicated for system infrastructure capital improvements or rolling stock to cover operating expenses. In any fiscal year in which BART spends Measure RR revenues, requires BART to expend from other revenue sources an amount not less than the annual average of its expenditures on acquisition, construction or completion of rapid transit facilities during FY 2014, FY 2015 and FY 2016. Authorizes the Controller's Office to perform audits to ensure BART's compliance with the provisions of this bill.	5/11/17	Assembly Appropriations Committee	
AB 1523 (Obernolte) San Bernardino County Transportation Authority: Design-Build Contracting	Authorizes the San Bernardino County Transportation Authority to use design-build contracting for the Mt. Vernon Avenue Viaduct Project in the city of San Bernardino.	5/1/17	Signed into Law: Chapter #154	
AB 1561 (Quirk-Silva) Port Infrastructure	Allows two or more local agencies to establish an authority under the state's joint powers law for the purpose of financing port infrastructure.	3/20/17	Assembly Local Government Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1565 (Thurmond) Overtime Compensation	Exempts from overtime compensation an executive, administrative or professional employee, if the employee earns a monthly salary equivalent to either $3,956 or an amount no less than twice the state minimum wage for full-time employment, whichever amount is higher.	5/22/17	Senate Floor	
AB 1579 (Daly) CEQA: Vehicle Miles Traveled Database	For purposes of implementing the California Environmental Quality Act (CEQA), requires the Office of Planning & Research to establish and maintain a vehicle miles traveled database containing methodological guidance on which models should be used for particular types of projects and the best sources of trip-length data for various land-use types.	4/3/17	Assembly Natural Resources Committee	
AB 1613 (Mullin) Retail Transactions and Use Tax: SamTrans	Authorizes the San Mateo County Transit District (SamTrans) to impose a retail transactions and use tax that would exceed the 2 percent maximum combined rate for all local option transactions and use taxes that could be imposed in San Mateo County if the following conditions are met: (1) the tax is set at a rate of no more than 0.5 percent; (2) the SamTrans Board of Directors adopts the ordinance approving the tax before January 1, 2026; and (3) the county of San Mateo has not already imposed a similar tax. Requires SamTrans, in concurrence with the county, to develop an expenditure plan of projects, programs and services for this tax, which may include public transit, local streets/roads, state highways, bicycle and pedestrian facilities, intelligent transportation systems, and transportation planning. Allows the SamTrans Board of Directors to administer the expenditure plan in its entirety, or to transfer that responsibility and the proceeds of the tax to the San Mateo County Transportation Authority.	7/5/17	Senate Floor	
AB 1628 (Grayson) Public Works Projects: Independent Contractors	Declares the intent of the Legislature to enact a bill to prohibit the use of independent contractors on public works projects.	As Introduced	Assembly Desk	
AB 1630 (Bloom) Wildlife Movement	Requires Caltrans, in coordination with the Department of Fish & Wildlife, to prepare a report describing the status of Caltrans' progress in locating, assessing and remediating existing barriers to wildlife connectivity. Requires this report to be submitted to the Legislature by October 31 every three years through 2030. Authorizes the Department of Fish & Wildlife or Caltrans to pursue the development of a programmatic environmental review process with appropriate state and federal regulatory agencies for wildlife connectivity-related transportation infrastructure. By January 1, 2019, requires the Department of Fish & Wildlife, in coordination with Caltrans and the California State Transportation Agency (CalSTA), to do both of the following: (1) update the California Essential Habitat Connectivity Project with new, best available data on wildlife movements; and (2) create a formal avenue for scientific data on wildlife movements gathered by universities, non-profit corporations, public agencies, and independent biologists to be submitted to those three agencies. By January 1, 2020, requires Caltrans to update the Highway Design Manual to address features to mitigate barriers to wildlife passage and improve wildlife connectivity, using the best available science to determine the placement and design of wildlife passage features.	4/17/17	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1640 (E. Garcia) Regional Transportation Improvement Programs	Beginning January 1, 2020, requires a regional transportation improvement program (RTIP) to allocate a minimum of 25 percent of available State Transportation Improvement Program (STIP) funds to projects or programs that provide direct, meaningful and assured benefits to: (1) low-income individuals who live in certain identified communities; or (2) riders of public transit service, of which at least 65 percent of its ridership is composed of low-income riders, that connects low-income residents to critical amenities and services. Through an inclusive and transparent public process, and in consultation with the California Air Resources Board (CARB), the Strategic Growth Council and the Department of Public Health, requires Caltrans to adopt guidelines for the allocation of RTIP funds pursuant to the provisions of this bill no later than June 30, 2018. Requires these guidelines to do all of the following: (1) define and map urban and rural low-income communities in California that are disadvantaged with respect to transportation; (2) identify communities that would benefit from the allocation requirements of the bill; and (3) specify criteria for determining whether investments in transportation projects and programs benefit low-income residents of the communities identified by the department. In identifying communities, requires Caltrans to use the following factors: (1) inadequate access to high quality public transit; (2) lack of sidewalks, crossing facilities or bicycle infrastructure; (3) low rates of automobile ownership; (4) proximity to a freeway, major arterial or goods movement corridor; (5) lack of shelters, benches or pedestrian lighting at public transit stops, employment centers, schools, medical facilities, grocery stores, and other community services; (6) risk of physical or economic displacement; and (7) health and air pollution impacts of the transportation system. Requires congestion management agencies (CMAs) and regional transportation planning agencies (RTPAs) to report to Caltrans information regarding the transportation project and program benefits provided to disadvantaged community residents. Upon appropriation by the Legislature, requires Caltrans to provide financial support to low-income residents of disadvantaged communities for all of the following purposes: (1) to assist those residents in engaging in the development of the guidelines for the allocation of RTIP funds; (2) to provide those residents with planning support and other technical assistance in identifying their priorities for local projects and programs that meet their needs by reducing their disadvantage with respect to transportation; and (3) to provide those residents with support in developing and implementing a participatory budget process.	As Introduced	Assembly Transportation Committee	
ACA 1 (Mayes) Cap-and-Trade Expenditures	Calls for placing before the voters an amendment to the California Constitution regarding the expenditure of cap-and-trade auction proceeds. Creates the Greenhouse Gas Reduction Reserve Fund. Beginning January 1, 2024, requires all cap-and-trade auction proceeds collected by the California Air Resources Board (CARB) to be deposited into the Greenhouse Gas Reduction Reserve Fund. Specifies that the money in the Greenhouse Gas Reduction Fund shall be available for expenditure upon appropriation by the Legislature by a two-thirds vote of both the Assembly and the Senate for the same purposes that were applicable on January 1, 2024. After the effective date of the appropriations legislation, requires all cap-and-trade auction proceeds to be deposited into the Greenhouse Gas Reduction Fund and appropriated pursuant to a simple majority vote of both the Assembly and the Senate. Beginning January 1, 2024, suspends an existing state sales tax exemption for the purchase of equipment used in manufacturing, research, development, renewable energy generation, and electricity storage and distribution until an appropriation from the Greenhouse Gas Reduction Reserve Fund by a two-thirds vote of both the Assembly and Senate takes effect.	7/14/17	Passed by the Legislature. Chapter #105	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
ACA 4 (Aguiar-Curry) Local Government Financing: Voter Approval	Calls for placing before the voters an amendment to the California Constitution to allow a city or county to incur indebtedness in the form of general obligation bonds, if approved by its electorate by a 55 percent majority, to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure or affordable housing, or the acquisition or lease of real property for those purposes. Creates an exception to the 1 percent limit for property tax assessments if the revenues are being used to pay bonded indebtedness, approved by a 55 percent majority vote, to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure or affordable housing, or the acquisition or lease of real property for those purposes. Allows a local government to impose, extend or increase a special tax, if approved by its electorate by a 55 percent majority, to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure or affordable housing, or the acquisition or lease of real property for those purposes. Defines "public infrastructure" to include projects that provide any of the following: (1) water or protect water quality; (2) sanitary sewer; (3) treatment of wastewater or reduction of pollution from stormwater runoff; (4) protection of property from the impacts of sea level rise; (5) parks; (6) open space and recreation facilities; (7) improvements to public transit, and streets/highways; (8) flood control; (9) broadband expansion in underserved areas; or (10) local hospital construction.	As Introduced	Assembly Local Government Committee	
ACA 5 (Frazier) Motor Vehicle Fees and Taxes: Restrictions on Expenditures	Calls for placing before the voters an amendment to the California Constitution to exempt appropriations of revenues from the Road Maintenance and Rehabilitation Account that is proposed to be created pursuant to SB 1 (Beall) from counting toward the state appropriation limit (Gann Limit). Requires all revenues derived from the state sales tax on diesel fuel to be deposited into the Public Transportation Account (PTA) and used exclusively for mass transportation purposes. Prohibits the Legislature from taking any action that would temporarily or permanently divert or appropriate these PTA revenues for non-mass transportation purposes; or that would delay, defer, suspend, or otherwise interrupt the quarterly deposit of these revenues into the PTA. Requires the revenues derived from the new transportation improvement fee that would be imposed by SB 1 to be used solely for transportation purposes. Prohibits transportation improvement fee revenues from being used to pay the principal or interest on state transportation general obligation bonds that were authorized by the voters prior to November 8, 2016. Prohibits the use of these revenues to pay the principal or interest on any state transportation general obligation bond acts approved by the voters after November 8, 2016, unless the bond act expressly authorizes that use. Prohibits the Legislature from borrowing or using transportation improvement fee revenues for purposes other than those authorized in SB 1.	4/4/17	Passed by the Legislature. Chapter #30	
ACA 9 (Obernolte) Budget Trailer Bills	Calls for placing before the voters an amendment to the California Constitution to require the annual Budget Act to be passed by the Legislature and enacted as a statute by midnight of June 15 of each year. Requires bills that provide for appropriations relating to, or that are necessary to implement, the Budget Act to be passed by the Legislature and enacted as statutes by midnight on June 30 of each year. If the Budget Act or a budget trailer bill is not enacted by the applicable deadline, prohibits the Budget Act or trailer bill from taking effect with a majority vote, thereby requiring it to be passed by a two-thirds vote of the Legislature. If the Budget Act is not enacted by the applicable deadline, prohibits an appropriation for the salary and benefits of members of the Legislature and the Governor from midnight on June 15 until the Budget Act is enacted.	As Introduced	Assembly Desk	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
ACR 101 (Fong) Budget Procedures	Requires a hearing on an issue by a budget subcommittee to be published in the Daily File at least four days prior to the hearing. If a bill is set for a hearing by a budget subcommittee, requires the agenda for that hearing to include an attachment that sets forth the full text of the bill in order for the public to have time to review the proposed language. Specifies that the Legislature shall only hear or act upon a bill providing for appropriations related to the Budget Act if that bill has been in print for 72 hours, and makes a substantive change in or addition to existing law.	As Introduced	Assembly Desk	

State Senate Bills

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 1 (Beall) Transportation Funding	Creates the Road Maintenance and Rehabilitation Account to be funded from the following sources: (1) an increase in the gasoline excise tax of 12 cents per gallon, which would be indexed to inflation every year; (2) 50 percent of the revenues derived from an increase in the diesel excise tax of 20 cents per gallon, which would be indexed to inflation annually; (3) a portion of the revenues derived from a new transportation improvement fee that would be assessed per year based on a vehicle's market value and indexed to inflation on an annual basis; and (4) a registration surcharge of $100 per year imposed on zero-emission vehicles model year 2020 or later starting with the second year of ownership, which would be indexed to inflation every year. Distributes the revenues deposited into the Road Maintenance and Rehabilitation Account in the following manner: (1) $200 million per year would be allocated to local jurisdictions that have sought and gained voter approval of a local transportation special tax, or that have imposed uniform developer or other fees solely for transportation improvements; (2) $100 million per year would be distributed to the Active Transportation Program; (3) $400 million per year would be allocated to Caltrans for maintenance and rehabilitation of bridges and culverts on the state highway system; (4) $25 million per year would be distributed to support Freeway Service Patrols throughout the state; (5) for FY 2018 through FY 2022, $5 million per year would be allocated to the California Workforce Development Board to assist local agencies in implementing policies to promote pre-apprenticeship training programs; (6) $25 million per year would be allocated to Caltrans for local and regional planning grants; (7) $5 million and $2 million per year would be distributed to the University of California and the California State University systems, respectively, to conduct transportation research, as well as to fund transportation-related workforce education, training and development activities; (8) 50 percent of the amount remaining would be allocated to Caltrans for maintenance of the state highway system, and for projects programmed in the State Highway Operation and Protection Program (SHOPP); and (9) 50 percent of the amount remaining would be provided to cities and counties for their local roadway systems. Provides new funding for public transit through the following sources: (1) an increase in the diesel sales tax by a rate of 3.5 percent for the State Transit Assistance Program (STA); (2) an increase in the diesel sales tax by a rate of 0.5 percent for commuter and intercity rail; and (3) $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 STA ($105 million) for public transit state-of-good-repair capital expenditures. Allocates half of the revenues derived from the 20-cent increase in the diesel excise tax to a new Trade Corridor Enhancement Fund for corridor-based freight projects nominated by local agencies and the state. Creates a new competitive Solutions for Congested Corridors Program to fund projects related to implementing a balanced set of transportation, environmental and community access improvements along highly congested travel corridors pursuant to a corridor plan. Provides $250 million per year from the revenues derived from the new transportation improvement fee for this program.	4/3/17	Signed into Law: Chapter #5	Support

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 2 (Atkins) Building Homes and Jobs Act	Enacts the Building Homes and Jobs Act. Beginning January 1, 2018, imposes a fee of $75 to be paid at the time of recording of every real estate instrument, paper or notice required or permitted by law to be recorded per each single transaction per single parcel of real property. Specifies that this fee shall not exceed $225. Prohibits the fee from being imposed on any real estate instrument, paper or notice recorded in connection with a transfer of real property that is a residential dwelling to an owner-occupier. Deposits the revenues derived from the fee in the Building Homes and Jobs Trust Fund for expenditure by the Department of Housing & Community Development. Requires the money in the Trust fund to be appropriated through the annual Budget Act. Upon appropriation by the Legislature, requires 20 percent of the revenues in the trust fund to be expended for affordable owner-occupied workforce housing, and 10 percent to address affordable homeownership and rental housing opportunities for agricultural workers and their families. Requires the remainder of the money in the trust fund to be expended for the following purposes: (1) the development, acquisition, rehabilitation, and preservation of rental housing that is affordable to extremely low-income, very low-income, low-income, and moderate-income households; (2) affordable rental and ownership housing that meets the needs of a growing workforce up to 120 percent of area median income; (3) matching portions of funds placed into local or regional housing trust funds; (4) matching portions of funds available through the Low and Moderate Income Housing Asset Fund; (5) capitalized reserves for services connected to the creation of new permanent supportive housing, including developments funded through the Veterans Housing and Homelessness Prevention Bond Act of 2014; (6) emergency shelters, transitional housing and rapid rehousing; (7) accessibility modifications; (8) efforts to acquire and rehabilitate foreclosed or vacant homes; (9) homeownership opportunities, including downpayment assistance; (10) grants to local and regional agencies to assist in the development and updating of planning documents and zoning ordinances in order to accelerate housing production; (11) fiscal incentives as matching funds to local agencies that approve new housing for extremely low-income, very low-income, low-income, and moderate-income households; and (12) the cost of periodic audits. At the time of the Department of Finance's adjustments to the proposed FY 2019 budget, requires the Department of Housing & Community Development to submit to the Legislature an initial Building Homes and Jobs Investment Strategy. Beginning with FY 2024, and every five years thereafter, requires the department to update this investment strategy and submit it to the Legislature concurrent with the release of the Governor's proposed budget. Requires the investment strategy to do all of the following: (1) identify the statewide needs, goals, objectives, and outcomes for housing for a five-year period; (2) provide for a geographically balanced distribution of funds, including a 50 percent direct allocation to local governments; (3) emphasize investments that serve households that are at or below 60 percent of area median income; (4) encourage economic development and job creation by helping to meet the housing needs of a growing workforce up to 120 percent of area median income; (5) identify opportunities for coordination among state departments and agencies; (6) incentivize the use and coordination of non-traditional funding sources; and (7) incentivize innovative approaches that produce cost savings to local and state services by reducing the instability of housing for frequent, high-cost users of hospitals, jails, detoxification facilities, psychiatric hospitals, and emergency shelters. Requires expenditure requests in the Governor's proposed budget to be consistent with the Building Housing and Jobs Investment Strategy.	5/26/17	Assembly Rules Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 3 (Beall) Affordable Housing Bond Act of 2018	Calls for submitting the Affordable Housing Bond Act of 2018 to the voters at the November 6, 2018, statewide general election, which authorizes the issuance of $3 billion in general obligation bonds to fund various programs related to housing. If approved by the voters, requires the proceeds from the issuance of the bonds to be allocated in the following manner: (1) $1.5 billion to construct, rehabilitate and preserve permanent and transitional rental housing for persons with incomes of up to 60 percent of the area median income; (2) $200 million to provide assistance to cities, counties, public transit agencies, and developers for the purpose of developing or facilitating higher density uses within close proximity to transit stations that will increase public transit ridership; (3) $300 million for infill incentive grants to assist in constructing and rehabilitating infrastructure that supports high-density affordable and mixed-income housing in locations designated as infill; (4) $100 million for grants to qualifying cities and counties to be used for downpayment assistance to qualifying first-time homebuyers, or low-income and moderate-income buyers purchasing newly constructed homes in a Building Equity and Growth in Neighborhoods (BEGIN) project; (5) $300 million for grants or loans for local public entities, non-profit corporations, limited liability companies, and limited partnerships for constructing or rehabilitating housing for agricultural employees and their families, or for acquiring manufactured housing as part of a program to address and remedy the impacts of current and potential displacement of farmworker families from existing labor camps, mobilehome parks or other housing; (6) $300 million for competitive grants or loans to local housing trust funds that develop, own, lend, or invest in affordable housing to assist in creating pilot programs to demonstrate innovative, cost-saving approaches to building or preserving affordable housing; and (7) $300 million for the CalHome Program to provide direct, forgivable loans to assist development projects involving multiple homeownership units.	7/3/17	Assembly Rules Committee	
SB 20 (Hill) Buses: Seatbelts	Requires a passenger in a bus equipped with seatbelts to be properly restrained by a belt, except in the case where the passenger is out of his or her seat to use an onboard bathroom. Specifies that a violation of this seatbelt requirement is an infraction punishable by a fine of not more than $20 for the first offense, and a fine of not more than $50 for each subsequent offense. Requires a motor carrier operating a bus equipped with seatbelts to maintain the belts in good working order for the use of passengers of the vehicle. Requires a motor carrier operating a bus equipped with seatbelts to do one of the following: (1) require the bus driver, before departure, to inform passengers of the requirement to wear the belt under California law and that not wearing the belt is punishable by a fine; or (2) post signs or placards informing passengers of the requirement. Specifies that the aforementioned provisions of the bill do not apply to school buses. If a bus is equipped with a driver seatbelt, prohibits the driver from operating the bus unless he or she is properly restrained by the belt. Specifies that a violation of this requirement is an infraction punishable by a fine of not more than $20 for the first offense, and a fine of not more than $50 for each subsequent offense. Requires the motor carrier operating a bus with a driver seatbelt to maintain the belt in good working order for the use of the driver. Requires a charter bus company to ensure that a driver of a vehicle designed to carry 39 or more passengers does both of the following: (1) instructs or plays a video for all passenger regarding the safety equipment and emergency exists on the vehicle prior to the beginning of any trip; and (2) provides each passenger with written or video instructions that include, at a minimum, a demonstration of the location and operation of all exits, the requirement to wear a seatbelt, if available, and that not wearing the belt is punishable by a fine.	6/28/17	Assembly Appropriations Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 21 (Hill) Surveillance Technologies	By July 1, 2018, requires a law enforcement agency that uses or accesses information from surveillance technologies to submit to its governing body for adoption a Surveillance Use Policy to ensure that the collection, use, maintenance, sharing, and dissemination of information or data is consistent with respect for individuals' privacy and civil liberties. If a Surveillance Use Policy is not adopted by resolution or ordinance by its governing body, requires the law enforcement agency to cease using the surveillance technologies within 30 days and until the time that a policy is adopted. Requires the policy to include, in separate sections specific to each unique type of surveillance technology, a description of each surveillance technology used or relied upon for information by the law enforcement agency. Requires each section covering a separate technology to include, at a minimum, all of the following: (1) authorized purposes for using the surveillance technology; (2) types of data that can be and is collected by the surveillance technology; (3) a description of the job title or other designation of employees and independent contractors who are authorized to use the surveillance technology or to access the data collected; (4) the title of the official custodian or owner of the surveillance technology; (5) a description of how the surveillance technology will be monitored to ensure the security of the information and compliance with any applicable privacy laws; (6) the length of time information collected by the surveillance technology will be retained, and a process to determine if and when to destroy the retained information; (7) purposes of, processes for and restrictions on the sale, sharing or transfer of information to other persons; (8) how collected information can be accessed by members of the public, including criminal defendants; (9) a process to maintain a record of access of the surveillance technology or information collected by the technology; and (10) the existence of a memorandum of understanding or other agreement with another local agency or party for the shared use of the surveillance technology, or the sharing of the information collected through its use. After July 1, 2018, specifies that if a law enforcement agency intends to acquire a new type of surveillance technology after the adoption of the Surveillance Use Policy, requires the agency to submit an amendment to the policy to include the technology as a new section of the policy to its governing body for approval. If a law enforcement agency is not in possession of surveillance technologies on or before July 1, 2018, and intends to acquire such technologies after that date, requires the agency to submit a Surveillance Use Policy to its governing board for consideration. At a time interval agreed to by the law enforcement agency and its governing body, but not less often than every two years, requires the law enforcement agency that uses surveillance technologies and has an approved Surveillance Use Policy to submit to its governing body a written Surveillance Technology Use Report. Requires the report to include, at a minimum, all of the following: (1) the acquisition costs for each surveillance technology, as well as the annual operating costs; (2) a description of how many times each type of technology was used in the preceding year, and how many times it helped apprehend suspects or close a criminal case; (3) a description of the type of data collected by each surveillance technology, including whether each technology captured images, sound or other data; (4) the number of times and the purposes for which surveillance technology was borrowed from or lent to another agency, including technologies used under exigent circumstances; (5) the number and classification of the agency employees trained and authorized to use each type of surveillance technology, along with a description of the training provided and how often it was provided; and (6) disclosure of whether any surveillance technology was used in a manner out of compliance with the agency's Surveillance Use Policy; whether data collected through the use of the technology was inappropriately disclosed, released or in any other way revealed for a non-approved reason; and the steps the agency took to correct the error.	7/13/17	Assembly Appropriations Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 32 (Moorlach) Public Employees' Pension Reform	Creates the Citizens' Pension Oversight Committee to serve in an advisory role to the Teachers' Retirement Board and the Board of Administration of the California Public Employees' Retirement System (CalPERS). Requires the oversight committee to annually review the actual pension costs and obligations of CalPERS and the State Teachers' Retirement System (STRS), and to report them to the public. Prohibits a public retirement board from deeming incentive pay, educational pay, premium pay, special assignment pay, or holiday pay to be pensionable compensation. Requires the Board of Administration of CalPERS to reduce the unfunded liability of CalPERS to the 1980 level to be achieved by 2030, with the goal of fully funding the system. In any year in which the unfunded actuarial liability of CalPERS is greater than zero, requires the Board of Administration to increase the employer contribution rate otherwise provided by law for the state, contracting agencies and school employers by 10 percent. By January 1, 2019, requires the Board of Administration of CalPERS to develop and submit to the Legislature for approval a hybrid retirement plan consisting of the following: (1) a defined benefit component that utilizes low-risk investments; and (2) a defined contribution component under which an employee's contributions will be matched by employer contributions up to a certain percent. Requires a member who is first employed by the state, a contracting agency or a school employer, and becomes a member of CalPERS on or after the approval of the hybrid plan by the Legislature to participate in the hybrid plan. For an individual who becomes a member of any public retirement system for the first time on or after January 1, 2018, and who was not a member of any other public retirement system prior to that date, requires the final compensation used to determine the member's retirement benefits to be the highest annual pensionable compensation earned by the member during a period of at least 60 consecutive months, or at least five consecutive school years if applicable. Prohibits a public retirement system from making a cost-of-living adjustment to any retirement benefit to, or on behalf of, a person retired under the system, or to any survivor or beneficiary of a member or person retired under the system for any year, beginning on or after January 1, 2018, in which CalPERS or STRS is not fully funded.	3/2/17	Senate Public Employment & Retirement Committee	
SB 49 (de Leon) California Environmental, Public Health and Workers Defense Act of 2017	Prohibits a state or local agency from amending or revising its rules and regulations to be less stringent than the baseline federal standards for the following federal laws: (1) Clean Air Act; (2) Endangered Species Act of 1973; (3) Safe Drinking Water Act; (4) Water Pollution Control Act; (5) Wildlife and Scenic Rivers Act; (6) San Joaquin River Restoration Settlement Act; and (7) Central Valley Project Improvement Act. Defines "baseline federal standards" to mean federal laws, or regulations implementing those laws effective as of January 19, 2017. Prohibits a state agency from amending or revising its rules and regulations in a manner that is less stringent in its protection of worker rights or worker safety than standards in existence as of January 1, 2016, established pursuant to the following federal laws: (1) Fair Labor Standards Act; (2) Occupational Safety and Health Act; (3) Coal Mine Safety and Health Act; and (4) any other federal statutes relating to worker rights and protections. Expressly authorizes a person to petition a court for a writ of mandate to: (1) compel a state or local agency to perform an act required by this bill; or (2) review an action of a state or local agency for compliance with this bill.	7/18/17	Assembly Appropriations Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 50 (B. Allen) Federal Public Lands: Conveyances	Establishes a state policy to discourage conveyances that transfer the ownership of federal public lands in California from the federal government to another entity. Specifies that such conveyances are void unless the State Lands Commission was provided with the right of first refusal to the conveyance, or the right to arrange for the transfer of the federal public lands to another entity. Authorizes the commission to seek declaratory and injunctive relief from a court of competent jurisdiction to contest conveyances made to any entity unless the requirements of this bill are met. Requires the commission to issue a certificate affirming compliance with this bill, if the commission was provided with the right of first refusal or the right to arrange for the transfer of the federal public lands to another entity. Prohibits a person from knowingly filing or recording a deed, instrument or other document related to a conveyance of federal public lands unless it is accompanied by a certificate of compliance issued by the commission. Requires the commission to waive its right of first refusal or the right to arrange for the transfer of the federal public lands to another entity, and to issue a certificate of compliance for a conveyance that is deemed by the commission to be routine. Requires the commission, the Wildlife Conservation Board and the Department of Fish & Wildlife to enter into a memorandum of understanding that establishes a state policy that all three agencies would undertake all feasible efforts to protect against any future unauthorized conveyances of federal public lands. Authorizes the commission to establish, through regulations or another appropriate method, a process for engaging with federal land managers and potential purchasers of federal public lands early in the conveyance process. Requires the commission to waive its right of first refusal or the right to arrange for the transfer of the federal public lands to another entity, and to issue a certificate of compliance for any of the following: (1) the conveyance of federal public lands pursuant to a conservation plan; (2) the renewal of a lease in existence as of January 1, 2017; or (3) the conveyance of federal public lands to a federally recognized Native American tribe, or lands taken into or out of trust for a Native American tribe or individual Native American.	7/12/17	Assembly Appropriations Committee	
SB 51 (Jackson) Professional Licenses: Environmental Sciences and Climate Change	Prohibits professional licensing entities within state government, other than the State Bar of California, from taking disciplinary action, including suspension, or loss of credential, registration or other professional privilege, against a public employee based upon actions taken by that person to: (1) report improper federal governmental action; or (2) disclose the results of or information about scientific or technical research to the public by means that include publishing the information in a scientific or public forum, or sharing it with the media. Requires the California Environmental Protection Agency (CalEPA) to make every reasonable effort to preserve and make available to the public through its Internet Web site scientific information and other data that are at risk of censorship or destruction by the federal government.	7/12/17	Assembly Appropriations Committee	
SB 80 (Wieckowski) CEQA: Notices	Requires the lead agency for a project to post notices related to compliance with the California Environmental Quality Act (CEQA) on its Internet Web site. Requires the lead agency to offer to provide such notices by email to any person requesting them. Requires a county clerk to post notices regarding an environmental impact report or a negative declaration on the county's Internet Web site. If the lead agency determines that a project falls within a class of projects that is not subject to CEQA pursuant to guidelines developed by the Office of Planning & Research (OPR), and the agency approves or determines to carry out the project, requires the agency to file a notice of determination with the county clerk of each county in which the project will be located.	6/21/17	Assembly Floor	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 100 (de Leon) California Renewables Portfolio Standards Program	Enacts the 100 Percent Clean Energy Act of 2017. Declares the intent of the Legislature that the California Public Utilities Commission (CPUC), the State Energy Resources Conservation & Development Commission, and the California Air Resources Board (CARB) should plan for 100 percent of total retail sales of electricity in the state to come from eligible renewable energy resources and zero-carbon resources by December 31, 2045. Recasts the goals of the California Renewables Portfolio Standards Program to achieve a target of generating 50 percent of electricity sold at retail in the state from eligible renewable energy resources by December 31, 2026, and 60 percent from eligible renewable energy resources by December 31, 2030. Requires retail sellers and local publicly owned electric utilities to procure a minimum quantity of electricity products from eligible renewable energy resources, so that the total kilowatt hours of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030. Provides that it is the policy of the state that eligible renewable energy resources and zero-carbon resources supply all electricity procured to serve California end-use customers and the State Water Project no later than December 31, 2045. Provides that the transition to a zero-carbon electric system for California shall not increase carbon emissions elsewhere in the western grid and shall not allow resource shuffling. Requires the CPUC, Energy Commission, Department of Water Resources, and CARB to incorporate this policy into all relevant planning.	7/18/17	Assembly Appropriations Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 103 (Budget & Fiscal Review Committee) Advance Mitigation and Trade Corridors	Creates the Advance Mitigation Account in the State Transportation Fund as a revolving fund. Continuously appropriates the money in the account for the purposes of the Advance Mitigation Program established by SB 1 (Beall), and states that the program is intended to be self-sustaining. Requires expenditures from the account to be reimbursed from project funding available at the time a planned transportation project is constructed. Further states that the program is intended to improve the efficiency and efficacy of mitigation only, and is not intended to supplant the requirements of the California Environmental Quality Act (CEQA). Requires the funds in the Advance Mitigation Account to be used only to do the following: (1) purchase credits from mitigation banks, conservation banks or in-lieu fee programs approved by one or more regulatory agencies; (2) pay mitigation fees or other costs associated with coverage for Caltrans projects or other transportation agency projects under a natural community conservation plan or habitat conservation plan; (3) prepare regional conservation assessments and regional conservation investment strategies; or (4) implement advance mitigation by Caltrans in accordance with a programmatic mitigation plan. Provides that mitigation credits or values generated or obtained with funds from the Advance Mitigation Account may be used only for transportation improvements in the State Transportation Improvement Program (STIP), or the State Highway Operation and Protection Program (SHOPPP). Requires Caltrans, prior to making any expenditure from the Advance Mitigation Account, to determine that the proposed expenditure is likely to accelerate the delivery of specific projects. Deletes references to the Trade Corridors Improvement Fund (TCIF) in current state law, and revises and recasts the requirements currently applicable to that fund and makes them applicable to the Trade Corridor Enhancement Account created by SB 1. Requires federal formula funds apportioned to California from the National Highway Freight Program established by the Fixing America's Surface Transportation (FAST) Act to be deposited into the Trade Corridor Enhancement Account. Requires the California Transportation Commission (CTC) to allocate the money in the Trade Corridor Enhancement Account for trade infrastructure improvements as follows: (1) 60 percent of the funds shall be available for projects nominated by regional transportation agencies and other public agencies, in consultation with Caltrans; and (2) 40 percent of the funds shall be available for projects nominated by Caltrans, in consultation with regional transportation agencies. In adopting a program of projects for the Trade Corridor Enhancement Account, requires the CTC to: (1) evaluate the total potential economic and non-economic benefits of the program of projects to California's economy, environment and public health; and (2) prioritize projects jointly nominated and funded by the state and local agencies. Requires the CTC to adopt guidelines for the Trade Corridor Enhancement Account, including a transparent process for evaluating projects and allocating the money in the account in a manner, that: (1) addresses the state's most urgent needs; (2) balances the demands of various land ports of entry, seaports and airports; (3) places an emphasis on projects that improve trade corridor mobility and safety, while reducing emissions of diesel particulates, greenhouse gases and other pollutants, and reducing other negative community impacts, particularly in disadvantaged communities; (4) makes a significant contribution to the state's economy; (5) recognizes the key role of the state in project identification; (6) supports integrating statewide goods movement priorities in a corridor approach; and (7) includes disadvantaged communities measures. Expresses the intent of the Legislature that the CTC adopt an initial program of projects as soon as practicable, and no later than May 17, 2018.	6/23/17	Signed into Law: Chapter #95	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 132 (Budget Committee) 2016 Budget Act	Amends the 2016 Budget Act to include the following appropriations: (1) $100 million from the State Highway Account for the University of California, Merced Campus Parkway Project; (2) $400 million from the Transit and Intercity Rail Capital Program for an extension of the Altamont Commuter Express (ACE) service to the city of Merced; (3) $427.2 million from the State Highway Account for the Riverside County Transportation Efficiency Corridor Project; and (4) $50 million from the Trade Corridor Enhancement Account for a new Zero/Near-Zero Emission Warehouse Program to be administered by the California Air Resources Board (CARB).	4/6/17	Signed into Law: Chapter #7	
SB 137 (B. Allen) Transit Districts: Ordinances	Requires a transit district to publish an ordinance on its Internet Web site within 15 days after the ordinance's passage, and in a manner that is accessible and easily navigable.	4/27/17	Assembly Transportation Committee	
SB 145 (Hill) Autonomous Vehicles	Deletes provisions in current law requiring the Department of Motor Vehicles to notify the Legislature of the receipt of an application from a manufacturer seeking approval to operate an autonomous vehicle on public roads.	As Introduced	Assembly Appropriations Committee	
SB 150 (B. Allen) Regional Transportation Plans: Sustainable Communities Strategy	By September 1, 2018, and every four years thereafter, requires the California Air Resources Board (CARB) to prepare and submit to the Legislature a report that assesses the progress made by each metropolitan planning organization (MPO) in meeting its regional greenhouse gas emissions reduction targets set by CARB. Requires the report to include: (1) changes to greenhouse gas emissions in each region and data-supported metrics for the strategies utilized to meet the targets; and (2) a discussion of best practices and the challenges faced by MPOs in meeting the targets.	6/21/17	Assembly Appropriations Committee	
SB 158 (Monning) Commercial Driver's Licenses: Training for Entry-Level Drivers	By June 5, 2020, requires the Department of Motor Vehicles (DMV) to adopt regulations related to training for entry-level drivers of commercial motor vehicles. Requires the course of instruction for such drivers to include the following: (1) for an applicant for a Class A commercial driver's license, a minimum of 30 hours of behind-the-wheel training, at least 10 hours of which must be on an off-highway facility and 10 hours of which must be on a public road; and (2) for an applicant for a Class B commercial driver's license, a minimum of 15 hours behind-the-wheel training, at least 7 hours of which must be on a public road.	7/12/17	Assembly Appropriations Committee	
SB 181 (Berryhill) State Agency Regulations	Requires a state agency proposing to adopt a new regulation to identify two existing regulations that it previously adopted that would be repealed upon the adoption of the new regulation. Provides that the adoption of the proposed new regulation shall be contingent upon the repeal of the two existing regulations that have been identified by the state agency.	4/5/17	Senate Governmental Organization Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 182 (Bradford) Transportation Network Companies: Business Licenses for Participating Drivers	Requires the driver for a transportation network company to obtain a business license only in the local jurisdiction in which he or she is domiciled, regardless of the number of local jurisdictions in which the driver operates. Provides that if the local jurisdiction in which the driver is domiciled does not require a business license to operate as a driver for a transportation network company, he or she shall not be required to obtain a business license for any other jurisdiction.	6/29/17	Assembly Floor	
SB 185 (Hertzberg) Vehicle Code Violations: Indigent Defendants	In any case involving an infraction under the Vehicle Code filed with the court, requires the court to determine whether the defendant is indigent for purposes of establishing the amount of any associated fine, fee, assessment, or other financial penalties that the person can afford to pay. If a defendant is determined to be indigent, requires the court to reduce the base fine, penalty assessments, any state or local fees, and any civil assessments by 80 percent on all charges pending against the defendant. Requires the court to provide alternatives to immediate payment of a sentence for a Vehicle Code infraction, including a payment plan option. Requires the court to determine the amount that a defendant can afford to pay per month by using a payment calculator developed by the Judicial Council. For persons not found to be indigent, requires that the monthly payment not exceed 5 percent of the defendant's family monthly income, excluding deductions for essential living expenses. For defendants found to be indigent, requires the monthly payments to be $0 until the person's financial circumstances change, and requires the remaining amount owed to be discharged after 48 months in the interest of justice.	5/26/17	Assembly Appropriations Committee	
SB 224 (Jackson) CEQA: Baseline Physical Conditions	At the time of the next review of the guidelines prepared and developed to implement the California Environmental Quality Act (CEQA), requires the Office of Planning & Research to prepare, develop and transmit to the Natural Resources Agency recommended proposed changes or amendments to determine the baseline physical conditions by which a lead agency determines whether a project has a significant effect on the environment. In developing these recommendations, requires the Office of Planning & Research to limit the consideration of modifications to the environment at the project site caused by either of the following: (1) actions undertaken without an environmental review for emergency repairs to public service facilities necessary to maintain service, or specific actions necessary to prevent or mitigate an emergency; or (2) actions that are unpermitted or illegal at the time the action was undertaken.	4/5/17	Senate Appropriations Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 251 (Cannella) Merced County: Autonomous Vehicles Pilot Project	Authorizes the County of Merced to conduct a pilot project for the testing of autonomous vehicles that do not have a driver seated in the driver's seat, and that are not equipped with a steering wheel, a brake pedal or an accelerator, provided that the testing is conducted only at the Castle Commerce Center, inclusive of public roads within the center. Prior to the start of testing of any autonomous vehicles pursuant to this bill, requires Merced County, or a private entity, or a combination of the two to do both of the following: (1) obtain an instrument of insurance, surety bond or proof of self-insurance in an amount of $5 million; and (2) submit a detailed description of the testing program to the Department of Motor Vehicles (DMV). Requires the operator of the autonomous vehicle technology being tested to disclose to an individual participating in the pilot project what personal information, if any, concerning the individual will be collected by the autonomous vehicle. For the testing of autonomous vehicles within the Castle Commerce Center, allows the DMV to require data collection for evaluating the safety of the vehicles. Specifies that the bill does not limit the authority of the DMV to promulgate regulations governing the testing and operation of autonomous vehicles on public roads, with or without the presence of a driver inside the vehicle. Specifies that the provisions of the bill shall remain in effect only until 180 days after the operative date of any regulations promulgated by the DMV that allow for the testing of autonomous vehicles without a driver in the vehicle. Requires any testing of autonomous vehicles conducted by Merced County to conform to those regulations.	As Introduced	Senate Transportation & Housing Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 263 (Leyva) Regional Climate Assistance Centers	Requires the Strategic Growth Council to establish no less than 10 regional climate assistance centers, as follows: (1) one center in Northern California by January 1, 2020; (2) one center in Southern California by January 1, 2020; (3) one center in the San Joaquin Valley by January 1, 2020; and (4) the remaining centers to be equitably distributed across urban and rural areas of the state by January 1, 2023. Requires the Strategic Growth Council to develop a policy for siting the centers. Requires the regional centers to do all of the following: (1) provide technical assistance to target user groups in applying for money for programs funded with cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund, the Active Transportation Program, and programs under the California Farmland Conservancy Program Act; (2) provide technical assistance and training to target user groups in project management and implementation for the projects funded under the aforementioned programs; and (3) seek scientific and technical support from federal, state and local sources of expertise in accomplishing the goals of the center, as needed. In addition, requires the centers to work with local organizations to formulate policy and programming that accomplish any of the following: (1) increase community, public and private partnerships and engagement in addressing climate change; (2) increase equitable investment in disadvantaged communities; (3) maximize the co-benefits of climate-related projects; (4) expand workforce development training; and (5) identify strategies that prevent the displacement of persons and families of low or moderate income. Requires the Strategic Growth Council to do all of the following: (1) conduct outreach and provide direct technical assistance to the regional centers and the public in order to identify relevant state funding programs, develop eligible activities and prepare grant applications; (2) promote the effective alignment and streamlining of state climate investment programs for low-income customers and disadvantaged communities; (3) identify potential matching funds from federal, state and local agencies; and (4) award competitive grants to eligible entities through an application process to staff the regional centers. Requires an eligible entity to staff a regional center to be a multi-stakeholder collaborative of community-based organizations, labor groups, local agencies, small businesses, and other stakeholders, as appropriate. Requires an eligible entity to include, at a minimum, a combination of four or more of the following: (1) a community-based organization; (2) a non-profit organization; (3) a faith-based organization; (4) a coalition of non-profit organizations; (5) a community development finance institution; (6) a community development corporation; (7) a small business; (8) a local agency; or (9) a local, statewide or national technical assistance provider.	5/3/17	Senate Appropriations Committee	
SB 264 (Nguyen) I-405 Corridor Express Lanes	Requires net excess toll revenues from the I-405 Corridor express lanes between State Route 73 and I-605 in Orange County to be allocated as follows: (1) 20 percent to the Orange County Transportation Authority (OCTA); (2) 70 percent equally distributed to cities along the project corridor; and (3) 10 percent equally distributed to cities that are not along the project corridor. Requires these revenues to be expended only to enhance traffic flow, reduce traffic congestion and mitigate road wear to streets within three miles of the I-405 Corridor. Provides that eligible expenditures are limited to capital improvements, operational improvements and maintenance to on-ramps, off-ramps, connector roads, bridges, or other structures that are related to the tolled or non-tolled facilities within three miles of the I-405 Corridor.	4/4/17	Senate Transportation & Housing Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 285 (Atkins) Public Employers: Union Organizing	Prohibits a public employer from deterring or discouraging employees from becoming or remaining members of an employee organization. Grants the Public Employment Relations Board jurisdiction over violations of this prohibition.	3/14/17	Assembly Floor	
SB 337 (Bates) Repatriation Infrastructure Fund	Requires the Department of Finance, in consultation with the Franchise Tax Board, to estimate, on an annual basis, the amount of revenues to be received from state taxes in the next fiscal year as a consequence of the enactment of a federal corporate repatriation statute under which the foreign earnings of U.S.-based corporations that are currently invested abroad are moved to the United States. After reservation of the appropriate amounts required for K-14 education pursuant to Proposition 98 and for the Budget Stabilization Account, specifies that the remaining repatriation revenues are to be transferred to a newly created Repatriation Infrastructure Fund. Requires the revenues in this fund to be continuously appropriated to the California Transportation Commission (CTC) and allocated as follows: (1) 65 percent for trade corridor projects; (2) 30 percent to cities and counties for local streets/roads; and (3) 5 percent to the Public Transportation Account (PTA). Specifies that the provisions of the bill would become inoperative on July 1, 2025.	As Introduced	Senate Governance & Finance Committee	
SB 406 (Leyva) Blood Transport Vehicles	Allows a blood transport vehicle to use a high-occupancy vehicle (HOV) lane without the required number of occupants, if the vehicle is clearly and identifiably marked on all sides. Defines a "blood transport vehicle" to mean a vehicle operated by the American Red Cross or a blood bank that is transporting blood between collection points and hospitals or storage centers. Specifies that the provisions of the bill would only apply if Caltrans determines that its application would not subject the state to a reduction in the amount of federal aid for highways.	5/26/17	Assembly Floor	
SB 414 (Vidak) High-Speed Rail: Bond Funding	Specifies that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A), except as specifically provided with respect to an existing appropriation for early improvement projects related to the Phase I blended system. Upon appropriation by the Legislature, requires the unspent proceeds received from outstanding bonds issued and sold for high-speed rail purposes prior to the effective date of the provisions of this bill to be redirected to retiring the debt incurred from the issuance and sale of those outstanding bonds. Allows the remaining unissued bonds, as of the effective date of the provisions of this bill, that were authorized for high-speed rail purposes to be issued and sold. Upon appropriation by the Legislature, requires the net proceeds from the sale of these remaining unissued bonds to be made available as follows: (1) 50 percent to the California Transportation Commission (CTC) for allocation to repair and new construction projects on state highways and freeways; and (2) 50 percent to the Controller's Office for apportionment to cities and counties for transportation projects or other infrastructure improvements. Makes no changes to the authorization under Proposition 1A for the issuance of $950 million in bonds for rail purposes other than high-speed rail. Specifies that the provisions of the bill would become effective only upon approval by the voters at the June 5, 2018, statewide primary election.	As Introduced	Senate Transportation & Housing Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 415 (Vidak) High-Speed Rail: Real Property	For real property acquired by the state on or after January 1, 2018, for high-speed rail purposes, requires the California High-Speed Rail Authority to make a good faith effort to sell or exchange such property within three years from the date of acquisition if the authority has not begun construction on the property within that period of time. For real property acquired by the state before January 1, 2018, for high-speed rail purposes, requires the California High-Speed Rail Authority to make a good faith effort to sell or exchange such property by January 1, 2021, if the authority has not begun construction on the property by then. If the California High-Speed Rail Authority leased, prior to January 1, 2018, real property acquired by the state for high-speed rail purposes, requires the authority to make a good faith effort to sell or exchange such property within three years from the date of the expiration of the lease, if the authority has not begun construction on the property within that period of time.	As Introduced	Senate Transportation & Housing Committee	
SB 422 (Wilk) Public-Private Partnerships	Re-enacts and makes permanent the statutory authority for Caltrans and regional transportation agencies, including the Santa Clara Valley Transportation Authority (VTA), to utilize public-private partnerships for transportation infrastructure projects.	3/20/17	Senate Transportation & Housing Committee	Support
SB 450 (Hertzberg) Public Notice of Bond Issuances	Prior to authorizing a bond issuance with a term greater than 13 months, requires the governing body of a public entity to obtain and disclose all of the following information in a meeting open to the public: (1) the true interest cost of the bonds, which means the cost of interest expressed as a yearly rate; (2) the finance charge of the bonds, which means the sum of all fees and charges paid to third parties; (3) the amount of proceeds received by the public entity for the sale of the bonds less the finance charge of the bonds, and any reserves or capitalized interest paid or funded with bond proceeds; (4) the total payment amount, which means the sum total of all payments the borrower will make to pay debt service on the bonds plus the finance charge not paid with bond proceeds. Requires this information to be obtained as follows: (1) as a good faith estimate from an underwriter, financial adviser or private lender; or (2) from a third-party borrower, if the public body issuing the bonds is a conduit financing provider. Specifies that the failure to comply with the requirements of the bill shall not affect the validity of the bonds or the authorization of the bonds by the public entity.	5/17/17	Assembly Appropriations Committee	
SB 477 (Cannella) Intercity Rail Corridors: Extensions	At any time after an interagency transfer agreement for an intercity rail corridor between Caltrans and a joint powers board has been executed, allows the agreement to be amended to extend the affected rail corridor to provide intercity rail service beyond the defined boundaries of the corridor. Requires a proposed extension to be recommended and justified in the business plan for the intercity rail corridor by the relevant joint powers board, and to be consistent with the State Rail Plan and approved by the California State Transportation Agency (CalSTA). In addition, requires the joint powers board to make a determination that the proposed extension would not jeopardize or come at the expense of other existing intercity rail services.	5/26/17	Assembly Appropriations Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 480 (Hueso) Bridge Safety	Requires Caltrans, in consultation with the California Transportation Commission (CTC), to conduct a bridge safety study and to submit a report to the Legislature, by July 1, 2018, regarding the safe operation of bridges in the state. Requires the study to focus on overall safety, including speeding, debris, guardrails, wrong-way accidents, and suicides. Requires the study to do all of the following: (1) examine the agencies or departments that exercise authority over, or are responsible for safety improvements to, bridges in California; (2) identify additional treatments and technologies with the potential to reduce the number of incidents where injury occurs on or around bridges; (3) review the methods studied or implemented by other jurisdictions to improve the safety of bridges and reduce the number of deaths on bridges in the state; and (4) give priority to treatments and technologies applied to bridges in California that provide transportation links over state and local parks, and for other bridge safety projects in the state. Requires the report submitted to the Legislature to include: (1) a plan that sets forth the treatments and technologies that Caltrans has determined will improve bridge safety; and (2) recommendations for actions and measures that are needed to prevent accidents on bridges erected or existing above historic parks.	7/3/17	Assembly Transportation Committee	
SB 496 (Cannella) Design Professionals: Indemnity	For contracts entered into on or after January 1, 2018, by a public agency for design professional services, prohibits the cost to defend against a lawsuit charged to the design professional from exceeding his or her proportionate percentage of fault. In the event that one or more defendants is unable to pay its share of defense costs due to bankruptcy or dissolution of the business, requires the design professional to meet and confer with the other parties regarding unpaid defense costs. Specifies that the provisions of the bill do not apply in either of the following situations: (1) any contract for design professional services where a project-specific general liability policy insures all project participants from general liability exposures on a primary basis and also covers all design professionals for their legal liability arising out of their professional services on a primary basis; or (2) a design professional who is a party to a written design-build joint venture agreement. Exempts state agencies from the provisions of the bill.	4/5/17	Signed into Law: Chapter #8	
SB 498 (Skinner) Zero-Emission Vehicles	Requires the California Air Resources Board (CARB) to review all of its programs affecting the adoption of light-duty and medium-duty zero-emission vehicles in California. By July 1, 2019, requires CARB to report to the Legislature with policy recommendations for increasing the use of such vehicles for vehicle fleet use and on a general-use basis in the state.	7/6/17	Assembly Appropriations Committee	
SB 594 (Beall) Caltrans: Contracts	Requires Caltrans, to the extent permitted under federal and state law, to establish and meet all of the following goals: (1) to achieve at least an aggregate 25-percent participation rate by small businesses and disadvantaged business enterprises in federally funded projects; (2) to achieve at least an aggregate 30-percent participation rate by small businesses and disadvantaged business enterprises in state-funded projects; and (3) to achieve at least a 15-percent participation rate by disabled veteran business enterprises in state-funded projects.	4/5/17	Senate Transportation & Housing Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 595 (Beall) Regional Measure 3	If approved by a simple majority vote, allows the Bay Area Toll Authority (BATA) to increase the base toll rate, beginning January 1, 2019, in an amount not to exceed $3 for vehicles crossing the seven state-owned toll bridges in the region to fund specified projects and programs to be known collectively as the Regional Measure 3 expenditure plan. In the expenditure plan, includes $400 million for BART to Silicon Valley Phase 2, $130 million for the Eastridge to BART Regional Connector, and $120 million for the San Jose Diridon Station. Allows BATA to phase in the toll increase over a period of time and to adjust the increase for inflation based on the California Consumer Price index after it has been phased in completely. Requires the City/County of San Francisco and the eight other Bay Area counties to place the proposed toll increase, the amount of which would be determined by BATA, on the November 6, 2018, general election ballot. Requires the ballot pamphlet for the election to include a summary of the Regional Measure 3 expenditure plan regarding the eligible projects and programs to be funded with the revenues derived from the toll increase. Requires BATA to reimburse each county participating in the election for the incremental cost of submitting the measure to its voters. Requires these costs to be reimbursed from revenues derived from the toll increase if the measure is approved by the voters, or from any bridge toll revenues administered by BATA if the measure is not approved. If the toll increase is not approved by the voters, allows BATA to resubmit the measure to the voters at a subsequent general election. If the toll increase is approved by the voters, requires BATA to fund the projects and programs included in the Regional Measure 3 expenditure plan by bonding or through transfers to the Metropolitan Transportation Commission (MTC). Requires no more than an unspecified percentage of revenues generated by the toll increase to be made available annually to provide operating assistance for public transit service. Requires public transit agencies to meet performance measures established by MTC as a condition of receiving Regional Measure 3 funds for operating assistance. If the toll increase is approved by the voters, requires BATA to do both of the following: (1) establish an independent oversight committee comprised of two representatives from each of the counties within MTC's jurisdiction to ensure that the toll revenues are being expended consistent with the Regional Measure 3 expenditure plan; and (2) prepare an annual report to the Legislature on the status of the projects and programs funded pursuant to the Regional Measure 3 expenditure plan. Declares the intent of the Legislature to authorize or create a transportation inspector general to conduct audits and investigations of activities involving Regional Measure 3 toll revenues, if the voters approve the measure. Prohibits BATA from changing toll rates, except as specifically authorized by the Legislature or as needed to meet bond obligations.	7/19/17	Assembly Appropriations Committee	
SB 603 (Glazer) BART: Work Stoppages	Prohibits the Bay Area Rapid Transit District (BART) from entering into an agreement that would limit its ability to prepare for, or operate during, a work stoppage.	As Introduced	Senate Public Employment & Retirement Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 604 (Glazer) BART: Prohibition of Strikes by Employees	Prohibits the employees of the Bay Area Rapid Transit District (BART) from engaging in a strike or work stoppage if the BART Board of Directors maintains all provisions of an expired contract, including compensation and benefit provisions, and an employee or union has agreed to a provision prohibiting strikes in the expired or previous written labor contract. Provides that an employee whom BART finds willfully engaged in a strike or work stoppage in violation of the provisions of this bill is subject to dismissal if that finding is sustained upon conclusion of the appropriate proceedings necessary for the imposition of a disciplinary action on the employee.	As Introduced	Senate Public Employment & Retirement Committee	
SB 614 (Hertzberg) Fare Evasion and Passenger Misconduct Violations: Administrative Fines	For those public transit agencies that adopt and enforce an ordinance to impose administrative penalties for fare evasion and certain passenger misconduct violations, requires the revenues from the administrative fines to be deposited with the transit agency that issued the citation, rather than in the general fund of the county where the citation was issued. Limits the amount of the administrative fines to a maximum of $125 for the first and second violation, and to a maximum of $200 for the third and any subsequent violation. Requires the public transit agency to permit the performance of community service in lieu of payment of the administrative fine if the person is under 18 years of age or provides satisfactory evidence of an inability to pay the fine in full. Allows the public transit agency to require the performance of community service to be done at its facilities. Provides that the public transit agency is not required to permit the performance of community service in lieu of payment of a fine if the person has had more than three violations for which community service was permitted, and he or she did not complete the community service. Requires the public transit agency to allow payment of administrative fines for fare evasion or passenger misconduct violations in installments or deferred payments if the total amount of the fines is $200 or more, and the person provides satisfactory evidence of an inability to pay the fines in full.	7/17/17	Assembly Floor	Support
SB 640 (Hertzberg) Retail Sales Tax on Services	States that the intent of the bill is to make the following three broad changes to California's tax code: (1) provide tax relief to middle- and low-income Californians, while simplifying the personal income tax, maintaining progressivity and mitigating the reliance on top income earners; (2) broaden the tax base by imposing a modest sales tax on services; and (3) enhance the state's business climate, and incentivize entrepreneurship and business creation by lowering the corporate income tax on small businesses, exempting very small business from the sales tax on services, and significantly reducing the minimum franchise tax. Creates the Retail Sales Tax on Services Fund in the State Treasury. States that the intent is to appropriates money in the fund to: (1) provide tax relief to middle- and low-income Californians to offset the effect of the sales tax on services; (2) assist in securing greater stability for California's infrastructure, workforce, and health care and education systems, including higher education; and (3) enhance California's business climate, and incentivize and protect small businesses.	As Introduced	Senate Governance & Finance Committee	
SB 680 (Wieckowski) BART: Transit-Oriented Development	Allows the Bay Area Rapid Transit District (BART) to acquire property for transit-oriented joint development that is located within a half mile of a transit facility, rather than within a quarter mile, as is the case under current law.	As Introduced	Signed into Law: Chapter #100	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 760 (Wiener) Active Transportation and Complete Streets	Establishes a Division of Active Transportation within Caltrans to be responsible for: (1) developing projects and programs that increase bicycle and pedestrian safety and trips statewide; and (2) reviewing all state highway capital improvement projects for inclusion of bicycle and pedestrian facilities, where feasible. Requires the California State Transportation Agency to assign an undersecretary to give attention to active transportation matters to guide progress toward meeting Caltrans' active transportation goals and objectives. Requires the California Transportation Commission (CTC) to give high priority to increasing safety for bicyclists and pedestrians, and implementing bicycle and pedestrian facilities. By January 1, 2018, requires Caltrans to update its Highway Design Manual to incorporate the complete streets design concept. Requires the Assets Management Plan currently prepared by Caltrans to prescribe a process for community input and complete streets implementation to prioritize safety and accessibility for bicyclists, pedestrians and public transit users on all State Highway Operation and Protection Program (SHOPP) projects, where applicable. In connection with the Assets Management Plan, requires the CTC to adopt performance measures that include: (1) conditions of bicycle and pedestrian facilities; (2) accessibility and safety for bicyclists, pedestrians and public transit users; and (3) vehicle miles traveled on the state highway system. Adds capital improvements related to accessibility for bicyclists, pedestrians and public transit users of state highways and bridges to the list of projects that are eligible for SHOPP funding. Requires Caltrans to specify the cost of bicycle and pedestrian facilities for each project programmed in the SHOPP. When undertaking any capital improvement project on a state highway or a local street crossing a state highway that is funded through the SHOPP, requires Caltrans, by January 1, 2020, to include new bicycle and pedestrian facilities or improvements to existing facilities as part of the project, consistent with specified requirements. Requires Caltrans to establish a project development team for each SHOPP project, which shall include representatives from the local transportation agency, the local bicycle and pedestrian advisory committee, community-based organizations, residents of low-income disadvantaged communities, and other local stakeholders impacted by the project. Requires the project development team to provide input to Caltrans on identifying bicycle and pedestrian facility and public transit access needs related to the project. Requires Caltrans to use 3 percent of SHOPP funds from the Road Maintenance and Rehabilitation Account, if that account is created through legislation, for bicycle and pedestrian facilities. Makes accessibility improvements for all users of the transportation system that improve the efficiency of moving people within existing roadways, reduce vehicle miles traveled and promote public health the highest priority for State Highway Account funding. Requires safety improvements funded from the State Highway Account to prioritize reducing fatalities and severe injuries for vulnerable road users, and prohibits these projects from increasing vehicle miles traveled.	As Introduced	Senate Transportation & Housing Committee	
SB 768 (B. Allen) Public-Private Partnerships	Re-enacts and makes permanent the statutory authority for Caltrans and regional transportation agencies, as defined, to utilize public-private partnerships for transportation infrastructure projects.	3/27/17	Senate Appropriations Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 775 (Wieckowski) Climate Change: Market-Based Compliance Mechanism	Requires the California Air Resources Board (CARB) to adopt a regulation establishing a market-based program of greenhouse gas emissions limits for covered entities that would be applicable on and after January 1, 2021. Specifies that the regulation shall do all of the following: (1) set annual aggregate limits for greenhouse gas emissions from covered entities; (2) require CARB, beginning January 1, 2021, to conduct quarterly allowance auctions that are open to participation from covered entities, importers or sellers of covered imported products, and any other participants who register with CARB for the purpose of participating in the auctions; (3) offer at each auction a number of allowances equal to the auction's quarterly share of the annual aggregate emissions limit; (4) require a covered entity to submit allowances equal to at least 90 percent of its annual carbon dioxide equivalent emissions annually, with the option to submit additional allowances without penalty to account for the remainder of its annual emissions, if any, in the subsequent year; (5) require that all allowances be offered for sale at auctions and not allocated to covered entities either for free or for consignment sale; (6) require CARB to set an initial minimum reserve price of $20 per emissions allowance, to be increased each quarter by $1.25 plus any increase in the Consumer Price Index; (7) require CARB to set an initial auction offer price of $30 per allowance, to be increased each quarter by $2.50 plus any increase in the Consumer Price Index; (8) require allowances to be valid for compliances purposes only in the calendar year in which they are introduced into circulation by CARB; and (9) prohibit carbon offset credits from being used to meet a covered entity's compliance obligation. Establishes the California Climate Infrastructure Fund, the California Climate Dividend Fund, and the California Climate and Clean Energy Research Fund. Requires all revenues collected through the auctions to be distributed as follows: (1) an unspecified amount deposited into the California Climate and Clean Energy Research Fund; (2) an unspecified amount deposited into the California Climate Dividend Fund; and (3) all remaining revenues deposited into the California Climate Infrastructure Fund. Requires the Franchise Tax Board to develop and implement a program to delivery quarterly per capita dividends to all California residents for the purpose of mitigating the costs of transitioning to a low-carbon economy using the auction proceeds deposited into the California Climate Dividend Fund. Establishes the Economic Competitive Assurance Program to be administered by CARB to: (1) ensure that importers selling, supplying or offering for sale greenhouse gas emission intensive products in California have economically fair and competitive conditions; and (2) maintain economic parity between producers subject to the market-based program of emissions limits and those selling like goods in California that are not subject to the program.	5/1/17	Senate Environmental Quality Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 797 (Hill) Caltrain Sales Tax	Authorizes the Peninsula Corridor Joint Powers Board (JPB), by resolution approved by a two-thirds majority of the board, to submit to the voters of San Francisco, San Mateo and Santa Clara Counties a regional measure proposing a retail transactions and use tax at a rate not to exceed 1/8 percent for funding operating and capital expenditures related to the Caltrain Commuter Rail Service. Provides that the measure shall be submitted to the voters only upon: (1) the approval of the boards of supervisors of San Francisco, San Mateo and Santa Clara Counties, consistent with each county's applicable procedures; and (2) the approval of the governing boards, by a simple majority vote, of the San Francisco County Transportation Authority, the San Mateo County Transit District (SamTrans) and the Santa Clara Valley Transportation Authority (VTA). Requires the ballot measure to be approved by a two-thirds majority of all those voting on it. Exempts this transactions and use tax from the 2 percent cap in current law relating to the total amount of such taxes that could be imposed in a particular county.	6/28/17	Assembly Floor	
SB 802 (Skinner) Emerging Vehicle Technology	By April 1, 2018, directs the Office of Planning & Research to convene an Emerging Vehicle Advisory Study Group to review and advise the Legislature on policies pertaining to new types of motor vehicles operating in California, including autonomous and shared-use vehicles. By April 1, 2019, requires the study group to offer recommendations to the Legislature regarding policies and incentives to maximize the social benefits, minimize the social costs, and encourage the electrification and hybridization of new types of motor vehicles in the state.	7/3/17	Assembly Appropriations Committee	
SCA 2 (Newman) Motor Vehicle Fees and Taxes: Restrictions on Expenditures	Calls for placing before the voters an amendment to the California Constitution to exempt appropriations of revenues from the Road Maintenance and Rehabilitation Account that is proposed to be created pursuant to SB 1 (Beall) from counting toward the state appropriation limit (Gann Limit). Requires all revenues derived from the state sales tax on diesel fuel to be deposited into the Public Transportation Account (PTA) and used exclusively for mass transportation purposes. Prohibits the Legislature from taking any action that would temporarily or permanently divert or appropriate these PTA revenues for non-mass transportation purposes; or that would delay, defer, suspend, or otherwise interrupt the quarterly deposit of these revenues into the PTA. Requires the revenues derived from the new transportation improvement fee that would be imposed by SB 1 to be used solely for transportation purposes. Prohibits transportation improvement fee revenues from being used to pay the principal or interest on state transportation general obligation bonds that were authorized by the voters prior to November 8, 2016. Prohibits the use of these revenues to pay the principal or interest on any state transportation general obligation bond acts approved by the voters after November 8, 2016, unless the bond act expressly authorizes that use. Prohibits the Legislature from borrowing or using transportation improvement fee revenues for purposes other than those authorized in SB 1.	3/30/17	Senate Floor	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SCA 6 (Wiener) Local Transportation Special Taxes	Calls for placing before the voters an amendment to the California Constitution to allow a local government to impose, extend or increase a special tax in order to provide funding for transportation purposes, if approved by a 55 percent majority vote. Specifies that a tax is deemed to provide funding for transportation purposes if 100 percent of the net revenues from the tax, after collection and administrative expenses, is dedicated to transportation programs and projects. Allows the ordinance proposing the tax to provide for the issuance of bonds payable from the revenues derived from the tax. Specifies that the ordinance must include an expenditure plan specifying the transportation programs or projects to be funded by the tax revenues, as well as a requirement for an annual independent audit to ensure that the tax revenues are being expended only for authorized purposes. Specifies that this constitutional amendment would take effect on the date of the election at which it is approved by the voters.	5/1/17	Senate Appropriations Committee	Support
SCA 10 (Moorlach) Public Employee Retirement Benefits	Calls for placing before the voters an amendment to the California Constitution to prohibit a government employer from providing its employees any retirement benefit increase until that increase is approved by a two-thirds vote of the electorate within the employer's jurisdiction and that vote is certified. Defines "retirement benefit" to mean any post-employment benefit, including a benefit provided through a defined benefit pension plan, defined contribution plan, retiree health care plan, or any form of deferred compensation offered by a government employer. Defines 'benefit increase" to mean any change that increases the value of an employee's retirement benefit, including increasing a benefit formula or the rate of cost-of-living adjustments, expanding the categories of pay included in pension calculations, reducing a vesting period, lowering the eligible retirement age, or otherwise providing a new economic advantage for the employee.	As Introduced	Senate Public Employment & Retirement Committee	

Santa Clara Valley Transportation Authority

Date: August 31, 2017
Current Meeting: September 7, 2017
Board Meeting: September 7, 2017

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Financial Officer, Raj Srinath

SUBJECT: VTA-ATU Pension Plan Actuarial Valuation as of January 1, 2017

FOR INFORMATION ONLY

BACKGROUND:

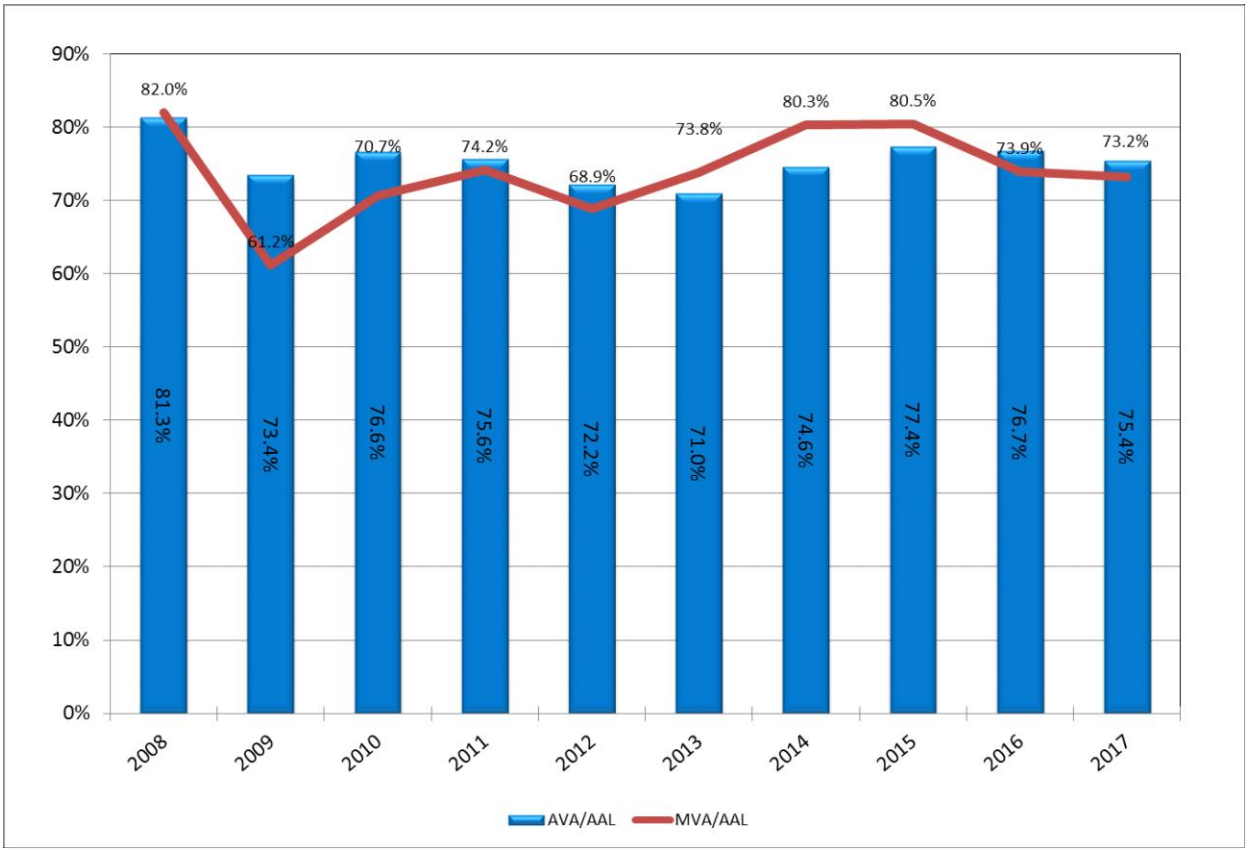
In accord with state law applicable to all public pension plans and as required by the collectively bargained terms of the VTA-ATU Pension Plan (Plan), Cheiron has prepared the actuarial valuation report of the Plan as of January 1, 2017. The actuarial valuation is performed annually to determine the financial condition and contribution requirements of the Plan. A separate report is prepared to present those items required for disclosure by the Governmental Accounting Standards Board (GASB).

DISCUSSION:

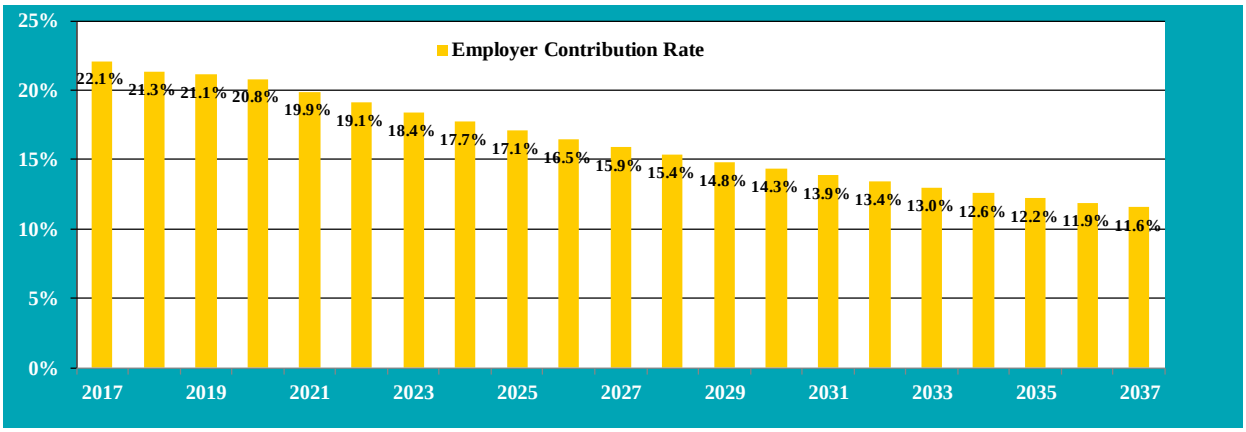
Cheiron has recommended that the Plan contribution amount be increased from $27.4 million in FY 2017 to $28.5 million in FY 2018. The contribution rate increased from 21.7% of payroll in FY17 to 22.1% in FY18. The primary reason for the increase in the contribution rate was the change in the assumed rate of return from 7.25% to 7.00% which increased Plan liabilities. The valuation also takes into consideration employee contributions effective October 2016.

The Plan had Actuarial assets of $517 million and Actuarial Accrued Liability of $686 million. The Unfunded Actuarial Accrued Liability (UAAL) increased by $20 Million from $149 million in the previous year to $169 million primarily due to changes in the economic assumptions. The rate of return assumption was reduced from 7.25% to 7.00%. The funded ratio of the Plan on an actuarial basis was 75.4%, and decreased by 1.3% over the previous year. The funded ratio of the Plan on a market value basis was 73.2% and decreased by 0.7% over the previous year. The market value of the Plan's assets was $502 million resulting in a ratio of Actuarial Value to Market Value (assets) of 102.9%. The chart on the following page depicts the funded status of the pension plan on an actuarial value as well as market value basis for the past 10 years.

VTA-ATU Pension Plan Funded Ratios for 2008 to 2017



The following chart indicates the actuarial projection of the employer contributions as a percentage of payroll, based on the current actuarial assumptions (including an assumption that the assets of the Plan will return 7.00% each year) for the next 20 years:



The Board of Pensions elected to continue to amortize the UAAL as a level dollar amount over a period of 20 years. The required pension contribution was prepaid at the start of the fiscal year 2018.

DEFINITIONS:

Actuarial Value of Assets:

The Actuarial Value of Assets, used for funding purposes, is computed using an asset smoothing technique in which investment gains and losses are not fully recognized in the year they occur, but are spread over future years.

Market Value of Assets:

The market value of investments as of the valuation date. Gains and losses are recognized immediately.

Unfunded Actuarial Accrued Liability (UAAL):

The excess of the Actuarial Accrued Liability over Plan assets.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Administration and Finance Committee considered this item as part of its consent agenda on August 17, 2017. The committee recommended that the item be placed on the VTA Board of Directors' consent agenda for September 2017.

Prepared By: Ali Hudda
Memo No. 6161

Santa Clara Valley Transportation Authority

Date: September 1, 2017
Current Meeting: September 7, 2017
Board Meeting: September 7, 2017

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director - Engr & Transp Program Dev., Carolyn M. Gonot

SUBJECT: Update on Silicon Valley Express Lanes Electronic Toll Systems Integration Services

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FOR INFORMATION ONLY

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.

This use of carpool lanes converted to express lanes operations has been in successful operation on the SR 237/I-880 corridor since March 2012. Phase 2 work is underway to convert the remaining length of existing carpool lanes on SR 237 to express lanes operations.

The SR 237/I-880 express lanes system in operation allows solo commuters who would otherwise not have access to the lane to have access for a fee. Carpoolers and other eligible commuters that already use the carpool lanes for free continue to use the lanes for free. The fee changes dynamically in response to existing congestion levels and available capacity in the express lanes. The express lane use fee is collected electronically using the same FastTrak transponder system that is used for other express lanes and bridges in the Bay Area and throughout the state.

The SVEL Program includes the development of express lanes on the US 101/SR 85 corridor. This development work is referred to as Phases 3 and 4 of the SVEL Program and includes the following conversions of existing carpool lanes to express lanes operation:

- Phase 3 (US 101/SR 85) - Convert existing carpool lanes to express lanes on:
    - US 101 between Fair Oaks Avenue in Sunnyvale and the San Mateo/Santa Clara county line in Palo Alto, including the dual lane carpool lanes and the US 101/SR 85 carpool to carpool direct connector ramps up to north of SR 237 on SR 85.
- Phase 4 (US 101/SR 85) - Convert existing carpool lanes to express lanes on:
    - US 101 between Bailey Avenue in Morgan Hill and SR 85 in San Jose, including the US 101/SR 85 carpool to carpool direct connector ramps.
    - SR 85 between US 101 and SR 87 in San Jose.

Phase 3 and 4 would implement express lanes operations following the successful model of the SR 237/I-880 express lanes that initially focused on conversion of the existing carpool lane-to-carpool lane connectors through the SR 237/I-880 interchange. The limits of the Phase 3 work were modified recently to focus on conversion of the lanes on US 101 due to the commencement of the SR 85 Transit Guideway Study. The Phase 3 work does retain the conversion of the carpool to carpool connector at the US 101/SR 85 interchange in Mountain View. As such, the originally planned work to also convert the existing SR 85 carpool lane from US 101 (Mountain View) to I-280 is now been reduced to only include the carpool to carpool connector at the US 101/SR 85 interchange up to the transition point north of SR 237. Express lanes operations on SR 85 would depend on the recommendations from the SR 85 Transit Guideway Study. The Phase 4 work includes the conversion of existing carpool lanes from SR 87 on SR 85 southward through the US 101/SR 85 interchange and onto part of US 101. The segment of SR 85 that is part of Phase 4 is not included in the SR 85 Transit Guideway Study for consideration of a transit lane since there is light rail transit operation in the freeway median. Attachment A shows the proposed Express Lanes on US 101/SR 85.

The development and implementation of express lanes requires both roadway and electronic toll system improvements. The Phase 3 and 4 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 early 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. The remainder of this memorandum discusses the process undertaken to bring to the services of an ETS consultant.

DISCUSSION:

VTA issued a Request for Proposal (RFP) to hire the ETS consultant for the entirety of the US 101/SR 85 Express Lanes. This effort culminated in VTA awarding an ETS consultant contract to TransCore using a master task order approach. The master task order approach allows VTA to request toll system integration and support services, and design and installation services of TransCore on a task-by-task basis for the US 101/SR 85 Express Lanes as funds are secured. VTA intends to issue task orders under this contract until the US 101/SR 85 Express Lanes is completed. This approach allows for the ETS to be provided by one SI, and for this to be happen in an incremental fashion as funds are secured. Having the sole SI for the entirety of US 101/SR 85 Express Lanes is expected to result in maintenance cost savings, simplicity in training on

system operations, and streamlined project management oversight.

Industry Review of draft RFP: VTA issued a Request for Industry Review for the SVEL Program ETS Integrator Services on July 31, 2015 to provide SI vendors an opportunity to review and offer constructive comments and recommendations to help clarify the requirements in the RFP to be issued by VTA. Three interested vendors provided feedback on the draft RFP. Each vendor was invited to a one-on-one industry review meeting with VTA staff. This input from industry was factored into the final issued RFP.

Request for Proposal Process: VTA issued a RFP on October 28, 2016. A notice to prospective proposers was published in the San Jose Post-Record on October 31, 2016 and published on VTA's Procurement website.

The following two proposals were received on or before the January 17, 2017 deadline:

1. Parsons Transportation Group Inc.
2. TransCore, LP

An RFP review board consisting of representatives from the Alameda County Transportation Commission (ACTC) and the San Mateo County Transportation Authority (SMCTA), and three VTA staff overseeing the SVEL Program conducted a review of the two proposals. The evaluation criteria used were as follows:

- Qualifications of the Firm
- Staffing and Project Organization
- Work Plan/Project Understanding
- Technical Approach
- Local Firm Preference

The Review Board evaluated proposals based on the evaluation criteria and interviewed both proposers. The Review Board determined that TransCore's proposal offers VTA the best technical solution overall and was deemed most qualified.

TransCore is an experienced express lanes systems integrator both in the Bay Area and in the U.S. in general. TransCore has previously been selected to be the system integrator on other express lanes projects in the Bay Area by VTA and the Metropolitan Transportation Commission (MTC). The ACTC has selected other SIs for their express lanes systems. Transcore has proven experience working with VTA on the implementation, operations, and maintenance of the SR 237 Express Lanes and is the SI selected by MTC for the I-680 Express Lanes in Contra Costa County, the I-80 Express Lanes in Solano County, and the I-880 Express Lanes in Alameda County. TransCore also has national experience in delivering express lanes projects such as the I-15 Express Lanes in San Diego for the San Diego Association of Governments (SANDAG) and the I-15 Express Lanes project in Salt Lake City, Utah for the Utah Department of Transportation.

Attachment B provides a list of the prime and sub-consultants for this SI contract along with their contact information.

Existing Scope:

VTA staff conducted contract negotiations with TransCore for Task Order 1 only, as defined below, resulting in a negotiated amount of $210,251. This amount did not require VTA Board approval because the amount is within amount authorized for General Manager execution; however, future task orders that are over the General Manager's authority would be negotiated and issued with VTA Board approval to complete the ETS scope for US 101/SR 85 Express Lanes on an incremental basis.

The initial task orders identified for the Phase 3 (US 101/SR 85 in Mountain View) project include:

1. Civil Design Collaboration (Task Order 1). 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.
2. Development (Detailed Design) of ETS (Future 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.

Similar tasks are anticipated for Phase 4 (US 101/SR 85 in south San Jose) and future SVEL Program phases. In addition, the contract with TransCore allows VTA to enter into agreement with the San Mateo County Transportation Authority and/or City/County Association of Governments of San Mateo County to provide SI services on a task-by-task basis along US 101 into San Mateo county.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Administration & Finance (A&F) Committee and Congestion Management Program and Planning (CMPP) Committee considered this item on August 17, 2017. The A&F Committee received this item under their Consent Agenda.

At the CMPP, there were no comments related to the Electronic Toll Systems/Systems Integarator contract. However, Vice Chairperson Khamis asked whether Phase 4 of the Silicon Valley Express Lanes Program can be extended to State Route 17 instead of ending at State Route 87. VTA staff will be investigating this request.

Prepared By: Charmaine Zamora
Memo No. 6051

SILICON VALLEY EXPRESS LANES



ATTACHMENT B

Silicon Valley Express Lanes Electronic Toll Systems Integration Services

Consultant List

FIRM NAME	NAME	ROLE	LOCATION
TransCore	**Chris Hall**	**Prime**	**Nashville, TN**
Calcom, Inc	Cesar Artiga	Sub-Consultant	Gilroy, CA
IBI Group	Andrew Leslie	Sub-Consultant	Seattle, WA
Neteon Technologies	Hans Chu	Sub-Consultant	Somerset, NJ
NorCal General Construction Corp.	Kenny Phan	Sub-Consultant	San Jose, CA
TJKM Trans Consultants	Atul Patel	Sub-Consultant	Pleasanton, CA

Santa Clara Valley Transportation Authority

Date: August 28, 2017
Current Meeting: September 7, 2017
Board Meeting: September 7, 2017

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director - Planning & Programming, Chris Augenstein

SUBJECT: Pedestrian Access to Transit Plan

FOR INFORMATION ONLY

BACKGROUND:

VTA, as the Congestion Management Agency for Santa Clara County, is responsible for countywide multi-modal transportation planning. Also, as the main transit provider in the county VTA works with many partners to provide safe, comfortable and convenient pedestrian access to transit stops. To support these two goals, VTA has developed a *Pedestrian Access to Transit Plan* (the Plan). The Plan is funded, in part, by a Safe Routes to Transit grant.

The Plan is the first-ever comprehensive look at pedestrian conditions for VTA's transit customers in Santa Clara County. It provides an overview of existing pedestrian conditions, identifies twelve Focus Areas where improved pedestrian access to transit is most needed, and describes specific improvements to improve pedestrian access. During the planning process, VTA conducted analysis of exiting conditions, developed a needs assessment, conducted walk audits, performed technical evaluation and public outreach, and identified projects and implementation strategies.

VTA staff brought components of the Plan to VTA committees during plan development. In summer/fall 2014, VTA introduced the planning effort and presented the Existing Conditions Report to the Technical Advisory Committee (TAC), Policy Advisory Committee (PAC), Citizen's Advisory Committee (CAC), Bicycle and Pedestrian Advisory Committee (BPAC), Committee on Transportation Mobility and Accessibility, and Congestion Management Program & Planning Committee (CMPP). In spring 2016, VTA brought the draft recommended projects to the TAC, PAC, BPAC and CMPP.

DISCUSSION:

The Plan's mission and vision statements are concise:

- Mission: To improve the safety, comfort, and convenience of the walking environment for VTA's customers.
- Vision: A safe, comfortable, and convenient walk to transit for all customers.

The Plan supports the mission and vision by identifying twelve Focus Areas in Santa Clara County with high VTA bus ridership and a need for pedestrian infrastructure improvements. Through the technical analysis, the Plan identifies 162 capital projects that can improve pedestrian access to transit in these Focus Areas. Recommended projects listed in the Plan are intended as a resource for Member Agencies to use to advance pedestrian improvements in their community. The Plan prioritizes those projects, and also identifies projects for VTA to take a proactive role in advancing. The Plan describes implementation goals and objectives that will guide VTA over the next several years. It also complements local plans by integrating local plan recommendations and design guidelines into Focus Area recommendations.

The *Pedestrian Access to Transit Plan* is shown on Attachment A.

Community Outreach & Committee Input

To develop the Plan, VTA worked closely with Member Agencies, various stakeholders, and transit riders. A Task Force was formed to help guide the overall planning approach and provide input for the following: a) survey and outreach methods; b) evaluation criteria for identifying Focus Areas and; c) project recommendations.

To understand transit riders' needs and desired pedestrian improvements, VTA distributed a survey to passengers on major bus lines that serve the twelve Focus Areas. The survey asked customers about their walking experience and the types of pedestrian improvements they would like to see around their transit stops. The survey was published in two formats (hard copy and online) and translated into Spanish and Vietnamese. During ten weeks of collecting responses, from August to October 2015, VTA received nearly 500 responses.

During the development of this Plan, various sections - as they were ready for review - were presented to VTA's Technical Advisory Committee Working Groups and VTA's Advisory and Standing committees to solicit additional input. More detail about community outreach is included in Chapter 4 of the Plan.

Recommended Projects

The Plan identifies a total of 162 capital projects. These projects vary in type and scale, and include crosswalk improvements, sidewalk gap closures, pedestrian signal improvements, intersection geometry improvements, enhanced lighting and streetscapes, and signage improvements. The recommended projects are selected to address deficiencies and barriers discovered through the customer survey and field visits to each Focus Area. Improvements focus on:

- Connectivity (*continuous sidewalk, presence of marked crosswalk, etc.)*
- Safety (*collision history, traffic speed, etc.)*
- Quality (*sidewalk width, pedestrian scale lighting, etc*.)

- Accessibility (*missing curb cuts, adequate clear space on sidewalk for wheelchair, etc.*)
- Activity (*pedestrian volume, etc.*)

More detail about the recommended projects is included in Chapter 5 of the Plan.

Implementation

The Plan scores the recommended projects using two criteria groups: 1) benefits to the community and 2) ease of implementation. The scores are illustrated in matrices to help VTA, Member Agencies, and the public see how projects score in terms of ease of implementation and community benefits.

The Plan also provides goals and strategies that VTA can use to implement the recommended projects and continue to support improved pedestrian access to transit. Projects identified in the Plan will be eligible for 2016 Measure B funding, as well as other funding sources. More detail about implementation of the recommended projects is included in Chapter 6 of the Plan.

NEXT STEPS:

The *Pedestrian Access to Transit Plan* is being brought to VTA Advisory Committees and the Congestion Management Program and Planning Committee in August and September 2017. The VTA Board of Directors will consider the plan for adoption in October 2017. Following adoption, VTA will begin implementing the actions identified in the Plan and will support Member Agencies in advancing the projects.

ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION

The Technical Advisory Committee (TAC) considered this item at their August 9, 2017 meeting and discussed the following: 1) clarification on how Focus Areas were selected; 2) relationship of projects in the Pedestrian Access to Transit Plan to potential 2016 Measure B funding. Staff noted that: 1) all projects in the Pedestrian Access to Transit Plan are eligible to compete for potential 2016 Measure B bicycle and pedestrian capital funds; 2) the scoring criteria for the competitive program has not yet been developed, but will be developed with input from VTA Committees and the TAC's Capital Improvement Program Working Group.

The Bicycle and Pedestrian Advisory Committee (BPAC) considered this item at their August 9, 2017 meeting and members provided input on the following: 1) suggested that staff identify specific steps to take to make sure the information in the plan gets to Member Agency staff responsible for implementing projects; 2) suggested Figure 2-12 be reformatted to more clearly show pedestrian crash trends; 3) requested that the John Christian Greenbelt Trail in Sunnyvale be included in the plan; 4) requested that wayfinding signage be added to direct people to the San Antonio Caltrain undercrossing; 5) noted that many Pedestrian Plan projects have already been incorporated into San Jose's Vision Zero process; 6) suggested that VTA highlight the disparity of pedestrian collisions and funding for pedestrian improvements compared to the percentage of trips made by foot; 7) requested that new bus stop signage include the route numbers on both

sides of the sign; 8) requested that this plan lead to a follow up study of pedestrian safety along the El Camino Real corridor; 9) requested that VTA include action items for BPACs to take in Chapter 6 Next Steps; 10) asked if VTA will measure the impact of completed projects on pedestrian safety and access; 11) requested that VTA include pedestrian improvements on Alexander Street in Gilroy in the plan; 12) requested that staff provide the entire list of projects to BPAC as one table, and post it online.

The Policy Advisory Committee considered this item at their August 10, 2017 meeting and discussed the following: 1) effectiveness of the maps; 2) clarification on the next steps to get the projects completed; 3) emphasized the role that local city staff have in completing projects; 4) relationship of Pedestrian Access to Transit Plan to potential 2016 Measure B funding.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION

The Congestion Management Program & Planning Committee considered this item at their August 17, 2017 meeting and members provided input on the following: 1) suggested VTA consider a similar planning effort for Safe Routes to School; 2) noted that the plan was data-driven and that the maps are helpful; 3) asked about VTA's role in moving forward a trail along Highway 87.

Prepared By: Lauren Ledbetter
Memo No. 5632

Summer 2017



Pedestrian Access To Transit Plan

Draft Final Plan

Santa Clara Valley Transportation Authority

Valley Transportation Authority

Solutions that move you

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Executive Summary

Introduction

The *Pedestrian Access to Transit Plan* (the Plan) is the first-ever look at pedestrian conditions for VTA's customers in Santa Clara County. The safety and quality of the walk to the transit stop is as important as the ride itself, and VTA has found that for many transit customers, that walk could be significantly improved.

The Pedestrian Access to Transit Plan has a simple mission and vision:

Mission: To improve the safety, comfort, and convenience of the walking environment for VTA's customers.

Vision: A safe, comfortable, and convenient walk to transit for all customers.

The Plan supports the mission and vision by identifying twelve Focus Areas in Santa Clara County—areas with high VTA bus ridership and high need for pedestrian infrastructure improvements—and by identifying 162 capital projects that can improve pedestrian access to transit in these Focus Areas. The Plan also prioritizes those projects and describes implementation goals and objectives that will guide VTA staff actions over the next several years. While the responsibility for implementing most projects lies with local agencies, the Plan identifies a handful of projects for VTA to take a more proactive role in advancing. Lastly, this plan provides the foundation for a continual effort to improve access to transit through VTA's service area.

Complementing Local Plans

In recent years, VTA's Member Agencies—Santa Clara County, and the cities and towns within the county—have expanded their efforts to plan for safe pedestrian conditions, including adopting pedestrian master plans, developing pedestrian-supportive specific plans for corridors or neighborhoods, and supporting pedestrian safety efforts such as Safe Routes to School or Vision Zero programs. Additionally, most Caltrain and future BART stations are covered by local plans that support improved pedestrian access.



For many transit customers in Santa Clara County, the walk to the transit stop can be significantly improved.

This Plan complements local plans by 1) integrating local recommendations and design guidelines into Focus Area recommendations, and 2) filling a gap in planning efforts for pedestrian access to bus stops. Additionally, the Plan includes data and analysis that Member Agencies can use in the future–particularly when identifying and prioritizing pedestrian access improvements to transit in their communities.

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Outreach

To develop the *Pedestrian Access to Transit Plan*, VTA worked closely with local jurisdictions and community representatives, and sought input from transit riders. Efforts included:

Task Force: VTA convened a Task Force whose members represented different stakeholder groups, including transportation advocacy groups, transit riders, seniors, people with disabilities, and academics. The Task Force also included staff from the City of San Jose and the Santa Clara County Roads and Airports Department. The Task Force provided input into the overall plan approach, outreach strategies, criteria used to identify Focus Areas, and proposed projects.



In addition to structured outreach, VTA staff spoke with various community groups about the Pedestrian Access to Transit Plan. Shown here, a presentation at the Gilroy Senior Center.

Transit Customer Outreach: To better understand transit customer concerns and needs, VTA distributed a customer survey on bus lines serving the twelve Focus Areas. The survey was available in English, Spanish, and Vietnamese. During ten weeks of collecting responses, from August to October 2015, VTA received 475 responses.

Presentations to VTA Committees and Board of Directors: As plan sections were developed, VTA staff presented them to VTA's Advisory Committees and Board of Directors to receive input. Committees that received regular presentations included VTA's Bicycle and Pedestrian Advisory Committee (representing local pedestrian and bicycle advocates), Technical Advisory Committee (representing local public works or transportation departments), and Policy Advisory Committee (representing local elected officials). Every Member Agency is represented on these committees. Additionally, VTA provided presentations to the Committee for Transportation Mobility and Accessibility, which includes seniors, persons with disabilities, and representatives of human service organizations within the county, including VTA's paratransit provider.

Coordination with City and County Staff and Other Stakeholders: VTA met with city and county staff of the jurisdictions in which Focus Areas were located to refine the Focus Area boundaries, and to discuss known issues and proposed infrastructure improvements. VTA met with Cupertino, Gilroy, Los Altos, Mountain View, San Jose, Santa Clara County, and Sunnyvale. The Caltrans District 4 Bicycle and Pedestrian Coordinator was given the opportunity to review and comment on projects that impact state right-of-way.

In addition to the structured outreach described above, VTA staff were available to speak to various community groups about the Plan, and accepted eight invitations.

Existing Conditions

In preparing the *Pedestrian Access to Transit Plan*, VTA conducted a countywide review of walkability in Santa Clara County. Walking is strongly

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related to the form of the built environment: areas with diverse land uses, higher intersection density, and a higher number of destinations within walking distance have higher rates of walking.

Walkability varies throughout the county, with older downtowns along the Caltrain corridor and adjacent to the western foothills having a more walkable environment than the newer residential and office park developments located in much of the rest of the county.

Most land uses in the county are segregated by use, not only making it difficult to serve Santa Clara County by transit, but also making the walk to transit longer. The segregation between jobs and housing is striking, with jobs concentrated in the "golden triangle" in the north, bounded by Highways 101 and 237 and the Bay, and residences concentrated in south and east areas.

Walking and Transit Activity

Pedestrian and transit activity also varies across the county. Pedestrian activity is high in Santa Clara County's downtowns and near major transit stops that serve Caltrain, Light Rail, and VTA's high ridership bus lines. As shown in **Figure 1**, VTA's highest volume bus stops are located along El Camino Real, in downtown San Jose, East San Jose, and at major destinations such as De Anza College and Great Mall Transit Center.

Walking and Safety

VTA reviewed a decade of pedestrian-related traffic collisions spanning from 2003 to 2012. Approximately 430 pedestrians are hit by a vehicle in Santa Clara County each year. While total traffic collisions have declined over the last decade, the number of pedestrian collisions has remained stable. As shown in **Figure 2**, pedestrian collisions are concentrated in East San Jose, along El Camino Real, and south of downtown San Jose. This may be explained in part by the higher pedestrian volumes at these locations.

Transit activity and collision history are two of several variables used to identify Focus Areas for the Plan.

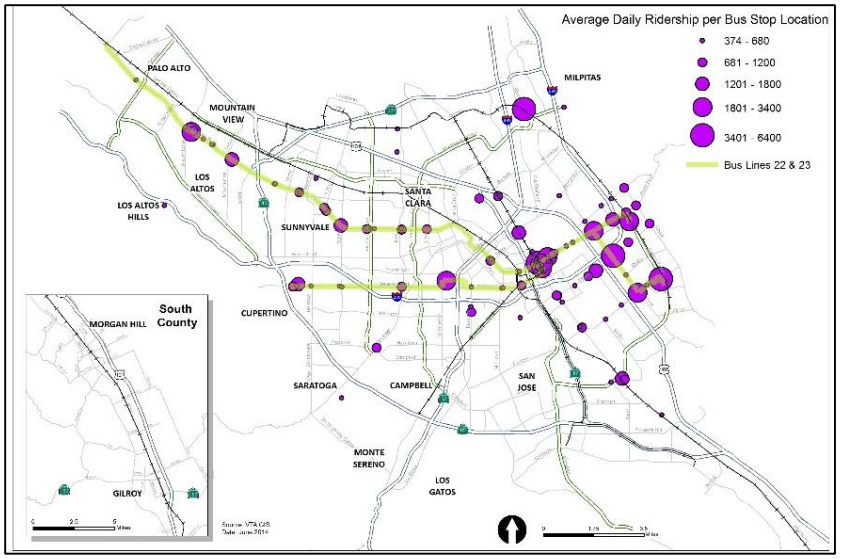


Figure 1: Highest volume bus stops in VTA system

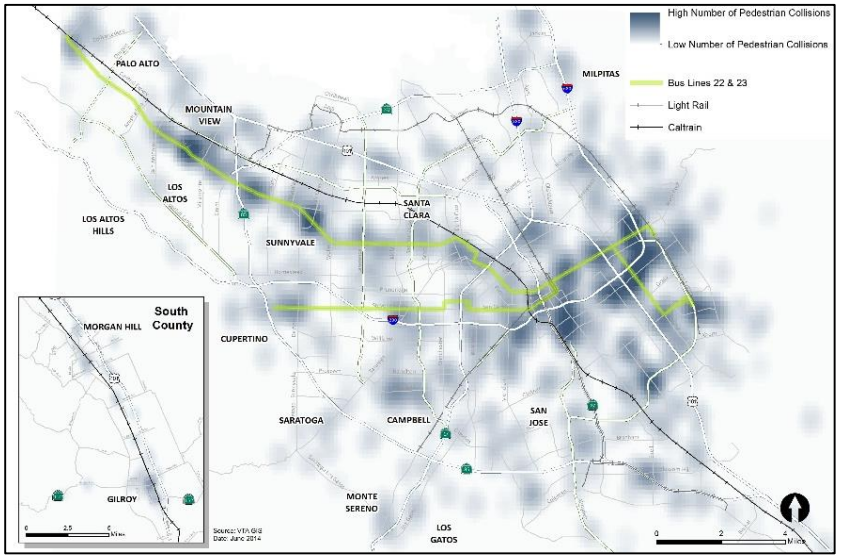


Figure 2: Pedestrian collisions in Santa Clara County

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Focus Areas

VTA serves 3,805 bus stops across a 346-square mile area in Santa Clara County. Given the large geographic area, and the fact that 50% of VTA's ridership is concentrated at 5% of its bus stops, the Plan limits pedestrian infrastructure recommendations to twelve Focus Areas—areas where both transit ridership and the need for pedestrian improvements are high. Focus Areas were selected based on a geographic analysis of pedestrian collisions, transit ridership, socio-economic characteristics, and land use factors. Focus Area locations, names, and the jurisdictions they cover are shown in **Table 1** and **Figure 3**.

Table 1: Focus Area Locations

ID	Focus Area Name/ Location	Jurisdiction(s)
A	Alum Rock	San Jose, County
B	East San Jose	San Jose, County
C	Central Gilroy	Gilroy
D	San Antonio/ San Antonio Rd @ El Camino Real	Mountain View, Los Altos, Caltrans
E	Mountain View El Camino Real Corridor	Mountain View, Caltrans
F	El Camino Real at State Route 85	Mountain View, Caltrans
G	Bascom Corridor	San Jose, County
H	Downtown San Jose (Including Diridon Station)	San Jose
I	King Road Corridor-Tully Rd to Alum Rock Ave	San Jose
J	Stevens Creek Blvd and Stelling Rd	Cupertino
K	Central San Jose	San Jose
L	El Camino Real and S. Fair Oaks Ave – Remington Dr	Sunnyvale, Caltrans

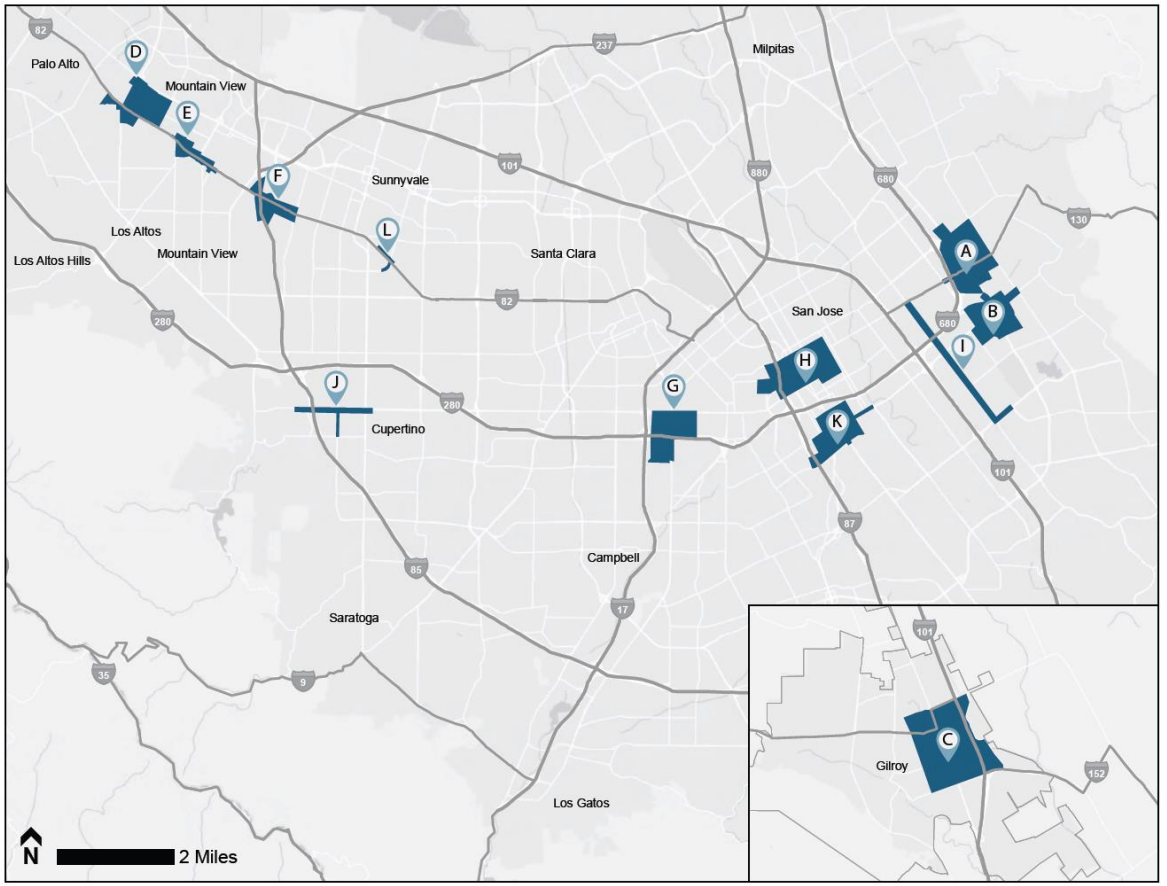


Figure 3: Twelve Focus Areas—areas with high transit use and a high need for pedestrian improvements—were selected through a geographic analysis of pedestrian collisions, transit ridership, socio-economic characteristics, and land use factors.

Executive Summary

Field Review

To identify deficiencies and potential projects for the twelve Focus Areas, VTA conducted field reviews to evaluate the following conditions:

- Connectivity – continuous sidewalk, presence of marked crosswalk, distance between crossings, crossing restrictions
- Safety – collision history, traffic speed, conflict points, traffic volumes, street lighting
- Quality – sidewalk width, pedestrian scale lighting, buffer from traffic, street trees, trash, graffiti, adjacent land uses
- Accessibility – missing curb ramps, adequate clear space on sidewalk for wheelchairs, accessible pedestrian signals, intersection complexity
- Activity – pedestrian volume, types of pedestrians,[1] transit use, land uses

Results from field reviews and needs analysis show that while pedestrian activity is high in all Focus Areas, each area has pedestrian deficiencies. Common challenges include:

- High vehicle volumes and speeds
- Long pedestrian street crossing distances
- Uncontrolled conflict points (e.g. free right turns)
- Lack of shade, street trees, or a buffer between moving vehicles and the sidewalk
- Lack of pedestrian scale lighting
- Adjacent land uses do not support pedestrian access (e.g. big-box retail with large parking lots)
- Presence of garbage or graffiti

Recommended Pedestrian Improvements

The Plan identifies 162 capital improvement projects in twelve Focus Areas, and provides order-of-magnitude costs for each project. Project costs vary, with 81 projects under $500,000, 42 projects between $500,000 and $5 million, and 39 projects over $5 million. The most expensive projects typically involve major infrastructure changes, such as reconstructing freeway ramps or improving the streetscape of an entire corridor. Projects were developed using information from the field review and customer survey, with input from VTA Bicycle and Pedestrian Program staff, Task Force and VTA Committees. City and county staff reviewed the draft recommendations to ensure the recommendations are supported by local plans. Analysis for each Focus Area includes a map of deficiencies, a map of recommended projects and an associated table that describes each project.

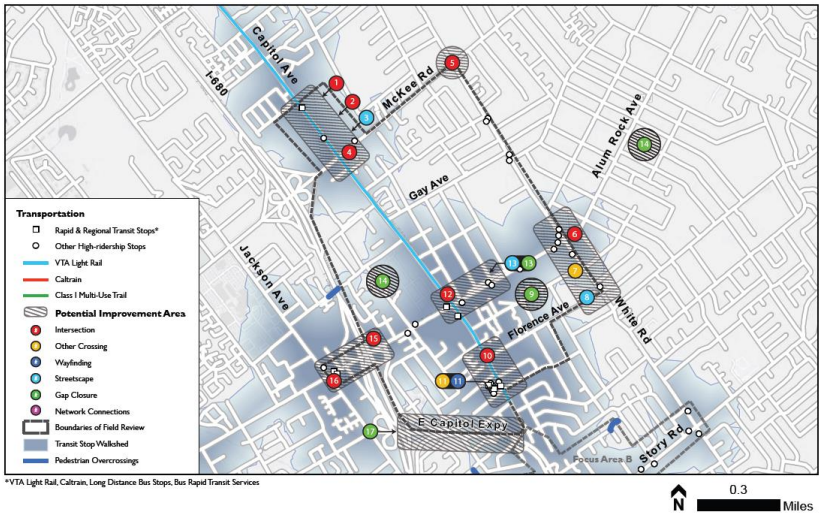


Figure 4: Example Focus Area map, showing proposed improvements for Focus Area A, Alum Rock.

[1] When observing types of pedestrians, staff looked for youth, seniors, people with visible mobility impairments, parents with small children, transit riders, and others.

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Implementation

While VTA has led the planning to identify recommended capital projects, the vast majority of projects are located within Member Agency or Caltrans jurisdictions. Therefore, the responsibility for implementing projects will typically be with the cities, towns, County, or Caltrans.

To assist with scheduling projects for implementation, the Plan assesses the 162 recommended projects in two areas: 1) benefits to the community, and 2) ease of implementation. Several criteria were used to score each area and projects are categorized into the following four groups according to their score:

- **High Priority, Short Term** – easily implemented projects that provide immediate benefits to the community and address major challenges;
- **High Priority, Long Term** – difficult-to-implement projects that provide high benefit to the community and address major challenges;
- **Medium Term Projects** – easily implemented projects that enhance the quality of the pedestrian environment;
- **Long Term Projects** – difficult-to-implement projects that enhance the quality of the pedestrian environment.

The Plan presents projects by Focus Area. Each Focus Area includes a chart that plots projects into these four groups, and an accompanying table that includes order-of-magnitude cost estimates.

In addition to this high-level assessment of benefit and ease of implementation, the Plan identifies several projects that VTA has an interest in proactively advancing, because they are large-scale, involve multiple jurisdictions, involve VTA property, or improve connections to high volume transit stops. These are listed in **Table 2**.

Table 2: Projects VTA has an interest in proactively advancing

Project ID	Project Name or Description	Jurisdiction
A11	Alum Rock Transit Center pedestrian path improvements	San Jose, VTA
A17	Capitol Expressway/I-680/Jackson intersection improvements	San Jose, County, Caltrans
B2, B4	Story Road corridor signalized intersection improvements; Capitol Expressway/Story Road intersection improvements	San Jose, County
C4, C5, C8	At-grade railway crossing improvements along Caltrain line in Gilroy	Gilroy, VTA, Union Pacific Railroad
C12	1st Street/SR152 complete streets improvements; streetscape and crossing improvements	Gilroy, Caltrans
F3	El Camino Real/SR 85 interchange pedestrian accommodation and improvements	Mountain View, Caltrans
G5	Bascom corridor streetscape improvements, north of I-280	San Jose, County
H4	San Fernando/Delmas VTA LRT station improvements	San Jose, VTA
I6, I8, I9	King Road corridor intersection & streetscape improvements; King Road/I-280/I-680 ramp improvements	San Jose, Caltrans
K9, K10	Keyes Street crossings and streetscape improvements	San Jose
X1	Pedestrian education program for transit customers	VTA

Executive Summary

Next Steps

VTA has completed the initial planning, outreach, and field work to identify pedestrian improvements that will make the walk to transit safer, more comfortable, and more convenient.

Responsibilities now shift to VTA's Member Agencies to implement these projects. Member Agencies can support the *Pedestrian Access to Transit Plan* by incorporating it into local plans, referencing the Plan when reviewing new development projects, adding recommended projects into Capital Improvement Programs, and applying for grants to deliver projects. For a few large, multi-jurisdictional projects, VTA may lead project development, in partnership with Member Agencies.

VTA has identified four strategies necessary to advance the Plan.

Strategy 1: Continue to better understand existing conditions for walking in Santa Clara County by:

- Publishing a report that analyzes the most recent five years of reported pedestrian collisions to identify hotspots proximate to VTA's transit stops.
- Developing a digital countywide inventory of sidewalks and trails.

Strategy 2: Continue to better understand the needs of customers who walk to/from transit by:

- Including questions related to pedestrian conditions and motorist behavior in VTA's On Board Customer Survey.
- Developing a method for customer complaints received by VTA Customer Service regarding pedestrian infrastructure and motorist behavior to be relayed to the appropriate Member Agency staff.

Strategy 3: Work with Member Agencies and other stakeholders to implement improvements identified in the *Pedestrian Access to Transit Plan* by:

- Developing an online map of projects recommended by the Plan.
- Providing an overview of the Plan to the governing bodies of the agencies in which Focus Areas are located (Gilroy, Mountain View, Los Altos, Sunnyvale, San Jose, and the County of Santa Clara), and request that they adopt or endorse the Plan.
- Requesting that Member Agencies incorporate projects identified in the Plan into relevant planning documents as the documents are updated, and add projects to their Capital Improvement Program.
- Providing an overview of the Plan to California Walks, SPUR, TransForm, the Silicon Valley Bicycle Coalition, Traffic Safe Communities Network, and other interested advocacy groups and community organizations.
- Seeking grant funding opportunities for advancement of VTA-led recommended projects.

Strategy 4: Monitor progress and proactively seek new areas for improvement by:

- Providing cities and the County with the methodology and data used to identify Focus Areas, in order to assist agencies in identifying their own Focus Areas.
- Reporting the progress Member Agencies and VTA have made in implementing pedestrian improvements recommended in the Plan.
- Reporting the progress made on the goals and objectives of the implementation plan.
- Updating the Plan Focus Area analysis to identify new Focus Areas, and as needed, conduct associated field work and project identification.

1 Introduction

1.1 Introduction

The purpose of the *Pedestrian Access to Transit Plan* (the Plan) is to identify locations in Santa Clara County which are in close proximity of transit stops and would benefit from improvements to pedestrian safety, comfort and convenience. It is the first countywide plan to consider pedestrian access to transit and complements local pedestrian planning documents, and supports state and regional goals.

The *Pedestrian Access to Transit Plan's* mission and vision are:

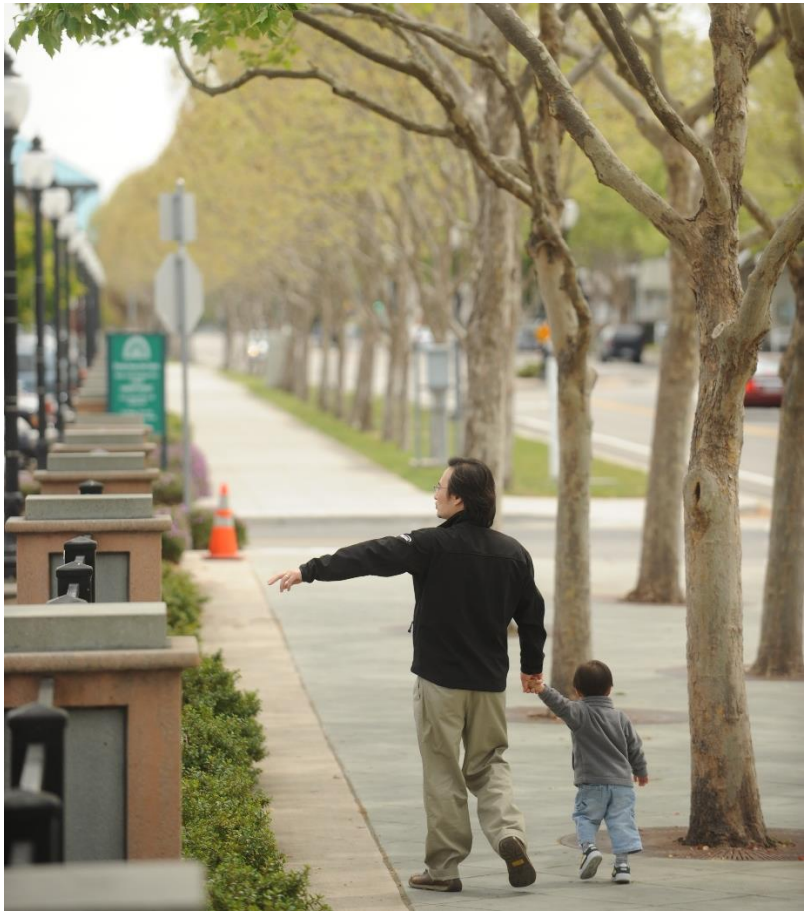
Mission: To improve the safety, comfort, and convenience of the walking environment that serves VTA's customers.

Vision: A safe, comfortable, and convenient walk to transit for all customers.

The Plan supports VTA's overall mission to "provide solutions that move you," and vision, "to innovate the way Silicon Valley moves." It also uses input from current transit riders and community stakeholders to understand and address the challenges people have when walking to or from their transit stop.

VTA identifies twelve Focus Areas in the Plan—areas with high transit ridership and high need for pedestrian infrastructure improvements –and proposes pedestrian infrastructure improvements in these Focus Areas.

VTA has a vested interest in focusing on transit access improvements; the quality of the transit trip doesn't start and stop at the vehicle door. The majority of VTA customers walk to or from their stop or station. People feel comfortable walking to transit facilities when the access is continuous, safe, and comfortable. Working with the cities and the County to improve the quality, safety, and convenience of the walking environment near transit stops improves the entire transit experience, benefits the surrounding community, and encourages more people to walk or ride transit.



Great pedestrian environments benefit the entire community

1 Introduction

1.2 Benefits of Walking and Walkable Environments

Walking is the most basic way of traveling from place to place, and is a mode of travel open to most—regardless of age, ability, or income.[2] Walkable communities—those where one can safely, comfortably, and conveniently walk to meet most daily needs—are livable, sustainable, and dynamic places, with vibrant street life and cohesive communities. Walkable communities and transit support and complement each other. Sidewalks, trails, and other pedestrian infrastructure are many times less costly to build and maintain than infrastructure for other types of transportation. The benefits of walkable communities are wide-ranging, and much research has been conducted to understand and quantify them. Key benefits include:

Health: The health benefits of walking are not just limited to weight management, but include prevention of a variety of diseases, including cardiovascular disease, high blood pressure, diabetes, depression, osteoporosis, and some cancers.[3] According to a Health Economic Assessment Tool developed by the World Health Organization, if all adults in Santa Clara County between ages 18 and 65 were to get 30 minutes of walking a day, mortality risk would be reduced by 23 percent, resulting in 347 fewer deaths annually.[4]

Economic and environmental benefits: In walkable communities, people are more likely to leave the car at home and walk or bike to get somewhere. Driving fewer miles results in immediate fuel and maintenance cost savings. The American Automobile Association (AAA) estimates it costs $61 for every 100 miles of commuting, and an average of 78.3 cents per mile to operate a car.[5] Motor vehicles are a major source of air pollution in the Bay Area, contributing up to 28 percent of the greenhouse gas emissions and fine particulate matter (PM 2.5).[6, 7] By reducing vehicle miles traveled, walkable communities contribute to reductions in air pollutants.

Safety benefits: Transportation infrastructure in walkable communities tends to promote safe and respectful driving behavior. Drivers are primed by environmental cues—sidewalks, narrow streets, crosswalks, street trees, pedestrian-scale streetscapes—to drive slower and expect pedestrians, and as a result, are more likely to yield for pedestrians.

Property values: People are willing to pay more for property in walkable communities. Two studies looking at Walk Score[8] and property values found that both commercial and residential properties increased in value with an increase in Walk Score.[9, 10]

Accessibility and equity benefits: Walking, both by itself and in conjunction with transit, provides a means to access important goods, services, and activities. This accessibility is particularly important for those who may have

[2] In this report, "walking" and "pedestrian" are inclusive terms that include people who use mobility assistive devices, including, but not limited to motorized scooters and wheelchairs.
[3] Mayo Clinic, "Healthy Lifestyle Fitness," Mayoclinic.org, http://www.mayoclinic.org/healthy-living/fitness/in-depth/walking/art-20046261?pg=1 (accessed May 2014).
[4] Heat Health Economic Assessment Tool, "WHO Health Economic Assessment Tool," heatwalkingcycling.org, http://www.heatwalkingcycling.org/index.php (accessed May 2014).
[5] American Automobile Association, *Your Driving Costs, 2013 Edition*, (Heathrow, Florida: AAA, 2013).
[6] Bay Area Air Quality Management District, *Source Inventory of Bay Area Greenhouse Gas Emissions* (San Francisco: Bay Area Air Quality Management District, 2010).
[7] Center on Urban Environmental Law, *Air Pollution and Environmental Inequity in the San Francisco Bay Area* (San Francisco: Golden Gate University School of Law, 2011).
[8] Walk Score (www.walkscore.com) is an online tool that calculates the walkability of a neighborhood based on how close amenities are to an address. Walk Scores range from 0 to 100, with higher Walk Scores more walkable. Walk Scores over 70 indicate locations where it is possible to meet daily needs without a car.
[9] CEO's for Cities, "Walking the Walk," ceosforcities.org, http://www.ceosforcities.org/research/walking-the-walk/ (accessed May 2014).
[10] Gary Pivo, and Jeffery D.Fisher, "The Walkability Premium in Commercial Real Estate Investments," Real *Estate Economic* 39, no. 2 (2011): 185-219.

1 Introduction

limited transportation options: youth, the elderly, people with disabilities, and people with low incomes.

Social capital: Social capital refers to relationships, networks, and involvement in the community. Societies or groups with high social capital function efficiently and work for the greater good of the group. In walkable communities, public space becomes a stage for informal interactions between neighbors, workers, and visitors. These interactions support social capital. [11, 12]

1.3 Getting to Walkable Communities

Improving walkability and increasing walking rates in Santa Clara County requires a multi-jurisdictional, multi-disciplinary approach to address land use, transportation infrastructure, and urban design elements. Stakeholders include public agencies, private developers, elected officials, community members, landowners, transit agencies, and county, regional, and state agencies. To date, the cities, the County, and VTA have conducted numerous planning and policy efforts that support walkable communities. However, the challenges of implementing these plans, and of working with different stakeholders, with differing and sometimes competing priorities, remain.

Generally, land uses in Santa Clara County are dispersed and separated. Most housing is not within walking distance of retail, jobs, and services, making it difficult to attend to daily life without a car. Low residential densities and separated land uses make it difficult to serve many areas with transit. However, there are locations within the county that do support walking and transit, including historic downtowns, and areas along major corridors like El Camino Real, Alum Rock, and Stevens Creek. Many cities are looking to improve the pedestrian environment, and support good pedestrian access, improved transit service, and higher density, mixed use development.

Targeted infrastructure improvements at the local level can make a big difference in shifting short trips to walking. It takes an able-bodied adult about 15 minutes to walk a mile. Yet, in the Bay Area, more than half of all trips a mile or less are made by car.[13] By filling in gaps in the pedestrian network, making new connections, and improving the urban design of neighborhoods, people can be enticed to walk that 15 minutes. By improving access to transit, the reach of the pedestrian increases dramatically, enticing more people to leave their cars at home.

The Plan takes a targeted approach to identifying improvements, with a focus on capital projects that improve the convenience, safety, and comfort of the walking environment, and access to transit. The methodology used in the Plan focuses on the existing parameters of the built environment, and safety and social equity criteria.

1.4 How to Use This Plan

The Pedestrian Access to Transit Plan is intended to be a resource for city, town, County, and VTA staff who wish to advance pedestrian improvements, as well as policymakers, members of the public and advocates that seek better walking conditions in their community. The Plan includes the following chapters:

Chapter 1: Introduction This chapter introduces the *Pedestrian Access to Transit Plan*, describes the benefits of walkable communities, and the importance of improving walkability for all. It includes a summary of the Plan

[11] Kevin M. Leyden, "Social Capital and the Built Environment: The Importance of Walkable Neighborhoods," *American Journal of Public Health* 93, no.9 (2003): 1546-1551.
[12] Lisa Wood, Tya Shannon, Max Bulsara, Terri Pikora, Gavin McCormack, and Billie Giles-Corti, "The anatomy of the safe and social suburb: An exploratory study of the built environment, social capital and residents' perceptions of safety," *Health & Place* 14, no.1 (2008): 15-31.

[13] Nancy Mc.Gurkin, *Walking and Bicycling in California: Analysis of CA-NHTS* (Davis, California: University of California, Institute of Transportation Studies, 2012).

1 Introduction

chapters. It is useful for people seeking to understand the importance of improving the walking environment, and those who want an outline of the Plan.

Chapter 2: Existing Conditions This chapter summarizes existing conditions, and describes how well Santa Clara County's built environment and land uses support walking. It includes countywide pedestrian count data, and a high-level summary of pedestrian-related collisions. It is useful for people seeking to understand current walking conditions, and how and where they can be improved.

Chapter 3: Focus Areas This chapter describes the criteria VTA used to identify twelve Focus Areas: locations with high transit use and high need for pedestrian improvements. It is useful for those wishing to replicate a similar analysis at the local level and provides important background for grant applications.

Chapter 4: Outreach This chapter summarizes the outreach conducted to provide input into the Plan. It is useful for individuals wishing to understand transit customers' concerns about their walking environment, and provides important background for grant applications.

Chapter 5: Recommended Projects This chapter provides maps and descriptions of recommended improvements for the twelve Focus Areas, which include sections of Mountain View, Los Altos, Sunnyvale, Cupertino, San Jose, Gilroy, and the County of Santa Clara. It also lists Community Benefit and Ease of Implementation scores for each project, and provides order-of-magnitude cost estimates. This chapter is intended for Member Agency staff and community members wishing to implement or advance specific projects, and provides important background for grant applications.

Chapter 6: Implementation This chapter is useful for people wishing to understand VTA's role in implementing the Plan, as well as the role of the cities, towns, and County. It identifies projects that VTA has an interest in proactively advancing, and provides planning-level cost estimates for those projects. The chapter concludes with strategies VTA will use to advance the recommendations in the Plan.

The Plan also includes the following Appendices, for those who seek additional detail and information:

Appendix A: Survey Instruments: This appendix describes the survey methodology VTA used to solicit comments from transit customers, and includes copies of the customer survey instrument. It also includes a map of locations identified by respondents as needing pedestrian improvements.

Appendix B: Pedestrian Improvement Measures Toolkit: This appendix describes infrastructure treatments that create high-quality pedestrian environments. It also provides photos for some treatments.

Appendix C: Funding Opportunities: This appendix summarizes funding opportunities for pedestrian infrastructure. It is intended for Member Agency staff who would like to understand options for funding projects in the Plan.

2 Existing Conditions

2.1 Introduction

This chapter summarizes walking conditions in Santa Clara County and sets the background for the *Pedestrian Access to Transit Plan*. This chapter includes:

- A summary of built environment factors that affect walking in Santa Clara County
- A summary of transit services in the county
- A summary of historic pedestrian count and collision data

This chapter casts a wide net—looking at the entire county. Information is condensed from the *Pedestrian Access to Transit Plan Existing Conditions Report* –a longer, more in-depth summary published by VTA in summer 2014. Many of the topics reviewed in this chapter were used to select criteria to identify Focus Areas for the Plan, as described in Chapter 3.

2.2 Santa Clara County's Walkability

Most people know a good walking environment when they experience it, and can easily identify streets and intersections that are uncomfortable or inconvenient. Successful walkable places are typically a combination of several positive components that converge in a location, such as land use density and diversity, safety, street design, access to transit and other urban amenities, and willingness of real estate developers and city governments to invest in that location. Academic research has shown that land use density, land use diversity, street design, and proximity to destinations and to transit have a modest to moderate and cumulative effect on how much people walk.[1]

VTA's *Community Design and Transportation Manual* presents four land use and street design principles that should be addressed to create walkable communities:

Place Making – planning and designing buildings and spaces at a human scale, so that people want to be there

Access by Proximity- clustering complementary land uses together with careful consideration of access by foot, bicycle, transit, and automobile

Interconnection – designing land uses so that they connect to adjacent uses, and do not preclude future connections

Choice – broadening the range of choices for residents, including well-designed denser residences coupled with quality public spaces and local amenities

Given the importance of the built environment on walkability, how walkable is Santa Clara County? A simple answer: it varies, and is improving. More specifically:

- The most walkable locations in Santa Clara County are the compact, mixed use downtowns along the Caltrain line, and older town centers such as Los Gatos and Los Altos. These areas have narrow roads, low traffic speeds, short blocks, a grid network, a mix of destinations, interesting and engaging frontages, seamless integration into neighboring residential areas, and high quality sidewalks, landscaping, and supportive amenities for pedestrians.
- Much of the land of Santa Clara County is devoted to single-family residential and office park developments. Many of these developments, especially those built in the 60's, 70's and 80's, have unfavorable walking environments. Destinations are generally far and may require crossing major arterials or expressways. Curvilinear street networks

[1] Reid Ewing, and Robert Cervero, "Travel and the Built Environment: A Meta-Analysis," *Journal of the American Planning Association* 76, no. 3 (2010): 1-30.

2 Existing Conditions

increase walking distance. Sidewalks may be absent, and roads may be wide. Traffic speeds can be fast.

- Commercial corridors, including El Camino Real and Stevens Creek Boulevard, have potential for providing good pedestrian environments. These commercial corridors provide goods and services within walking distance of adjacent residences and are part of Santa Clara County's transit backbone. However, in many locations, the design of the corridors is not pedestrian-friendly. Member Agency plans support pedestrian improvements, mixed use, and higher density along these corridors. Many developments built in recent years demonstrate this commitment and incorporate wide sidewalks, street trees or landscape buffers, smaller setbacks, and other pedestrian-friendly designs.
- In recent years, new developments built adjacent to transit, such as the Riverview mixed use development in North San Jose and the Tasman and Fair Oaks neighborhood in Sunnyvale, have transformed neighborhoods into more walkable places, with high-quality sidewalks and landscaping, a finer grain street network, and a mix of retail, housing, and public amenities.

The following sections describe specific characteristics of the built environment that affect the walkability of Santa Clara County.

2.2.1 Street Networks

One of the main factors that keeps people from walking more is distance between their destinations. The design of a street network directly affects how far one must walk to reach a destination. Grid-like street networks, with short block lengths and few dead-ends—like those found in historic downtowns throughout the County—are ideal for walking trips. A highly connected street network translates to shorter distances between destinations. High connectivity also means there is a greater variety of routes to choose from, so a pedestrian may be able to choose a route that avoids a high-traffic street or difficult intersection.



In recent years, new developments in Santa Clara County have transformed neighborhoods into more walkable places.
Photo: Santana Row in City of San Jose, by Noah Berger

In contrast, curvilinear streets with looping roads and culs-de-sac are much less connected. Street networks with low connectivity have large blocks, dead-ends, and few connections. These include many of the business parks and industrial centers located along the US 101 and I-280 corridors, and residential neighborhoods on the edges of the urbanized portion of Santa Clara County.

At a countywide scale, street connectivity can be approximated by looking at intersection density. Several research studies have shown that higher intersection densities are correlated with increases in walking and transit use,

and reductions in vehicle miles traveled. The impact of street connectivity seems to be even stronger than the impact of land use mix and density.[4]

Street network connectivity varies throughout Santa Clara County. **Figure 2.1**, below, illustrates connectivity in three different Santa Clara County neighborhoods at the same scale, showing the degree of variation found throughout the county. Areas with higher connectivity are generally more walkable than areas with lower connectivity.

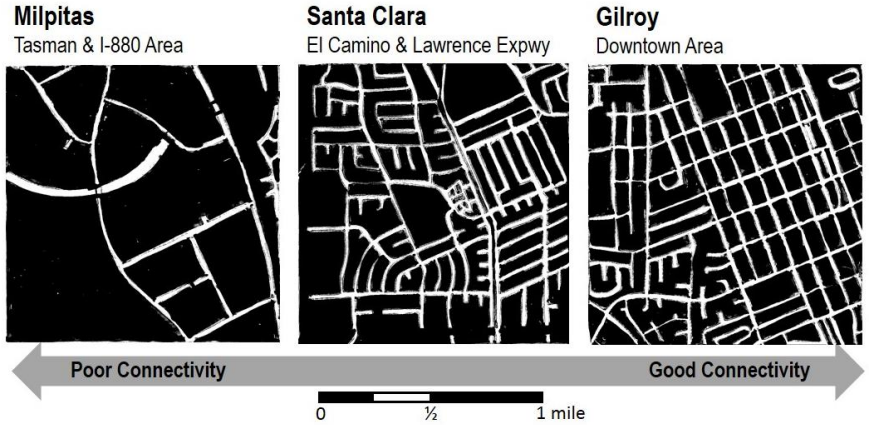


Figure 2.1: Street networks of three neighborhoods at the same scale

2.2.2 Land Use Mix/Diversity

In Santa Clara County, most land uses are segregated from each other—a pattern that generally does not support walking or transit. Most of the county land area is dedicated to residential uses, with commercial uses located along major roadways, and job centers located in the north along Highways 101, 880, and 237, and to a lesser extent, along Highway 280. The areas with the highest mix of land uses include downtowns and areas along major corridors.

Locating many different uses within one neighborhood reduces how much people drive, and increases walking and transit trips.[5] By mixing uses, destinations are closer together, reducing the distance and time traveled and enticing people to walk, bike, or take transit in lieu of driving. This is particularly true for neighborhoods where there are similar numbers of jobs and workers, and where residential areas are located close to stores.

Land use mix can also be measured by job-worker balance. **Figure 2.2**, on the next page, illustrates the job-worker balance in Santa Clara County, by census tract. Job-worker balance is calculated by dividing the total number of jobs in a census tract by the total number of workers who live in that tract. When a census tract has similar numbers of jobs and resident workers, it is balanced. Areas with a job-worker balance between 0.8 and 1.2 are considered balanced.[6]

In areas where jobs and resident workers are imbalanced, people drive more. If there are more jobs than resident workers, the area is jobs-rich, and workers will generally commute in to that area. If there are more resident workers than jobs, the area is housing rich, and most people will commute out of that area to work.

As can be seen in **Figure 2.2**, though the job-worker ratio may be balanced at the city or county level, at a smaller geographic scale—a walkable scale—one finds that jobs and housing are not distributed equally within cities. Job-rich census tracts are located in the north Santa Clara County and along the 101, 237, 87, and 17 highway corridors. Most of the rest of the county is housing-rich. As a result, even within cities with good jobs-housing balance, people may not be able to walk to work, since the land uses are segregated.

[4] Reid Ewing, and Robert Cervero, "Travel and the Built Environment: A Meta-Analysis," *Journal of the American Planning Association* 76, no. 3 (2010): 1-30.
[5] Reid Ewing, and Robert Cervero, "Travel and the Built Environment: A Meta-Analysis," *Journal of the American Planning Association* 76, no. 3 (2010): 1-30.

[6] Gary Pivo, and Lawrence D. Frank, *Relationships between Land Use and Travel Behavior in the Puget Sound Region* (Seattle, Washington: Washington DOT, US DOT, Federal Highway Administration, 1994).

2 Existing Conditions

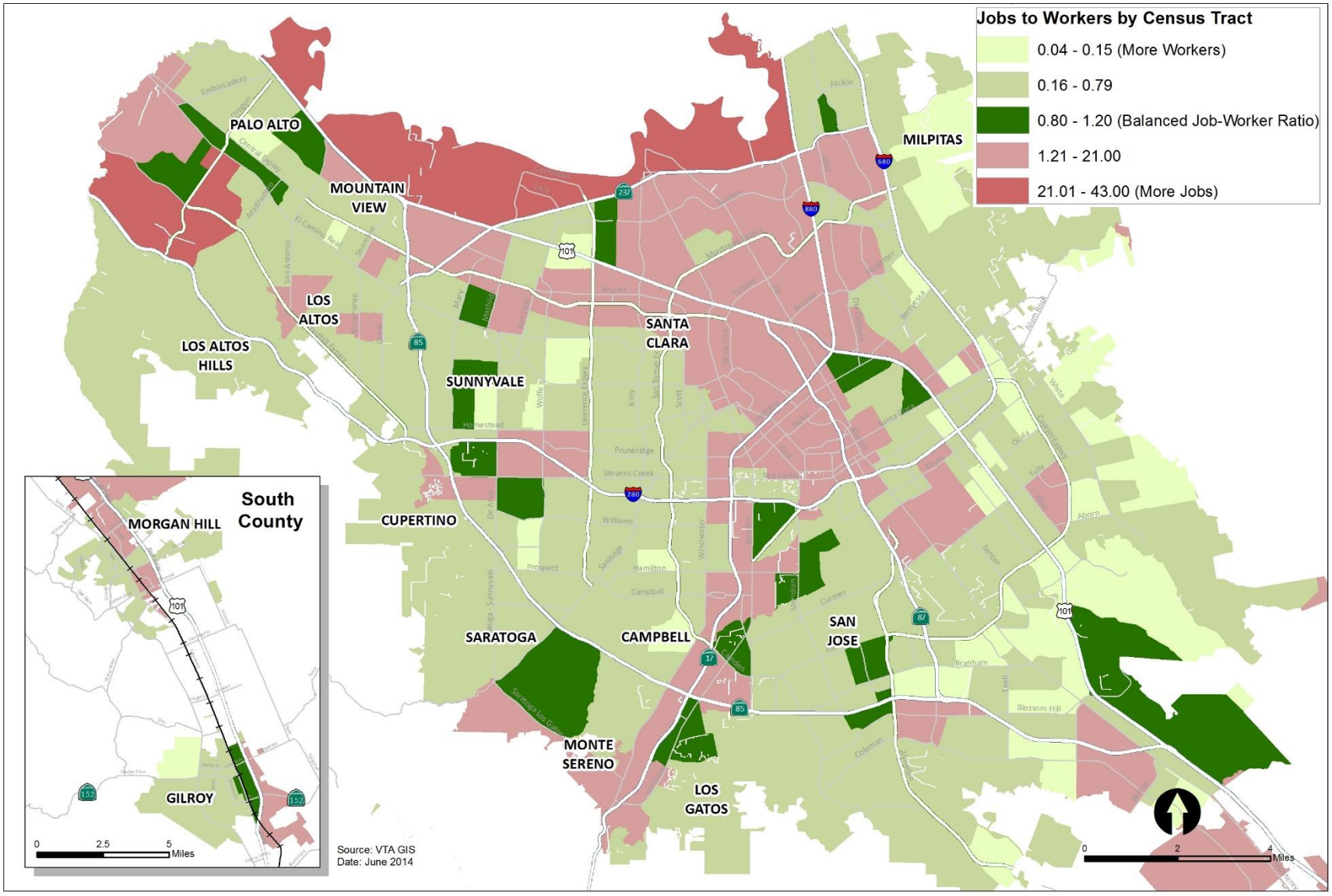


***Figure 2.2: Number of jobs compared to the number of resident workers by census tract*;** Areas with a jobs-worker balance between 0.8 and 1.2 are considered balanced. Dark green areas are balanced, lighter green areas have more resident workers than jobs, while pink areas have more jobs than resident workers.

2 Existing Conditions

2.2.3 Density

People are more likely to walk in denser neighborhoods.[9] By locating residential, commercial, and jobs close together, higher density communities encourage people to walk, bike, or take transit. Doubling population density may reduce vehicle miles traveled by 4%, increase walking rates by 7%, and increase transit use by 7%.[10] Doubling job density has lower effects, and may increase walking rates by 4%, and increase transit use by 1%.[11]

On the following two pages, **Figure 2.3** shows residential density and **Figure 2.4** shows job density for Santa Clara County, using American Community Survey data. As expected, given the land use mix and job-worker maps discussed above, the residential density and job density maps are negative images of each other. Jobs are heavily concentrated in the north along U.S. Route 101, State Route 237, Central Expressway, and in North San Jose. Areas of higher-density housing are located along Caltrain, El Camino Real, and in Downtown San Jose. Outside of these areas, residential density is low. Residential density of most census tracts is 5 to 6 dwelling units per acre, and not supportive of walking as a transportation mode due to the low density.

2.2.4 Urban Design

Urban design is important for creating an interesting, comfortable walking environment. There are numerous urban design qualities that affect the perception of walkability. VTA's *Community Design and Transportation Manual* provides excellent overall guidance and best practices on urban design to support walking.

Additionally, SPUR's 2013 report, *Getting to Great Places* identifies seven components for creating walkable urban areas:

- Fine-grained pedestrian circulation
- Buildings that are oriented to streets and open spaces
- Land uses that support public activity
- Locating parking behind or below buildings
- Addressing human scale components in building designs
- Clear, continuous pedestrian access
- Complete streets[13]

In general, one finds pedestrian-friendly urban design in historic downtowns—including along the Caltrain corridor, and the downtowns of Campbell, Los Altos, Saratoga, and Los Gatos—in downtown San Jose and surrounding neighborhoods, and in many newer mixed use or transit-oriented development being built throughout the county.

It is difficult to quantitatively assess the quality of urban design at a County scale. However, VTA evaluated the urban design elements during field review of each Focus Area, and made recommendations for improvements. Recommendations were limited to transportation-related design elements that affect the pedestrian environment – for example, street trees, and sidewalk widths. The characteristics that make good urban design go beyond the road right-of-way, and are the responsibility of many different entities, ranging from landowners, private developers, and local decision-makers.

[9] Reid Ewing, and Robert Cervero, "Travel and the Built Environment: A Meta-Analysis," *Journal of the American Planning Association* 76, no. 3 (2010): 1-30.
[10] Ibid.
[11] Ibid.
[13] SPUR, Getting to Great Places, How Better Urban Design Can Strengthen San Jose's Future (San Jose: SPUR, 2013).

2 Existing Conditions

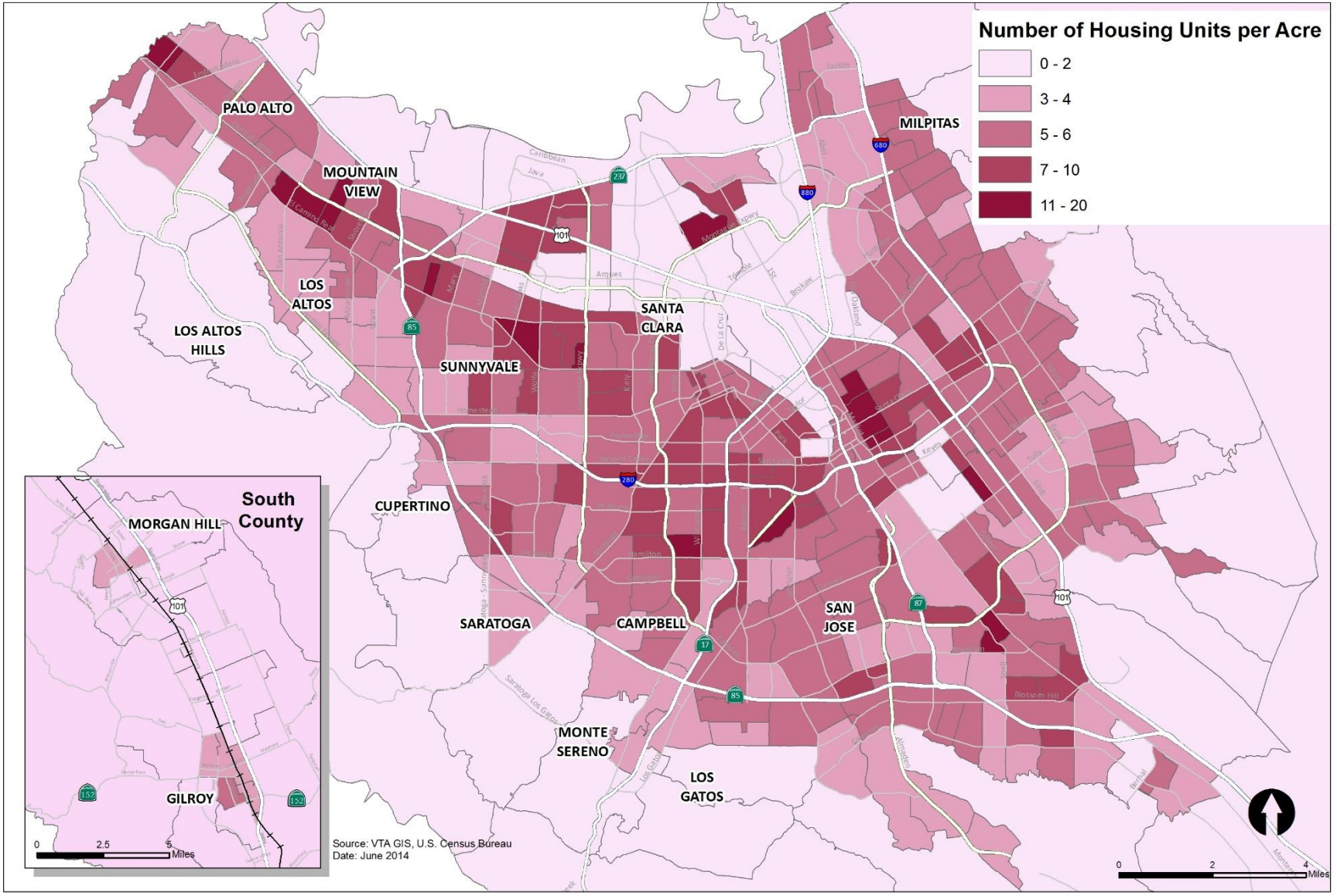


***Figure 2.3: Residential density in census tracts*;** Residential density is low throughout Santa Clara County—most census tracts are 5 to 6 dwelling units per acre and are not supportive of walking as a transportation mode.

2 Existing Conditions

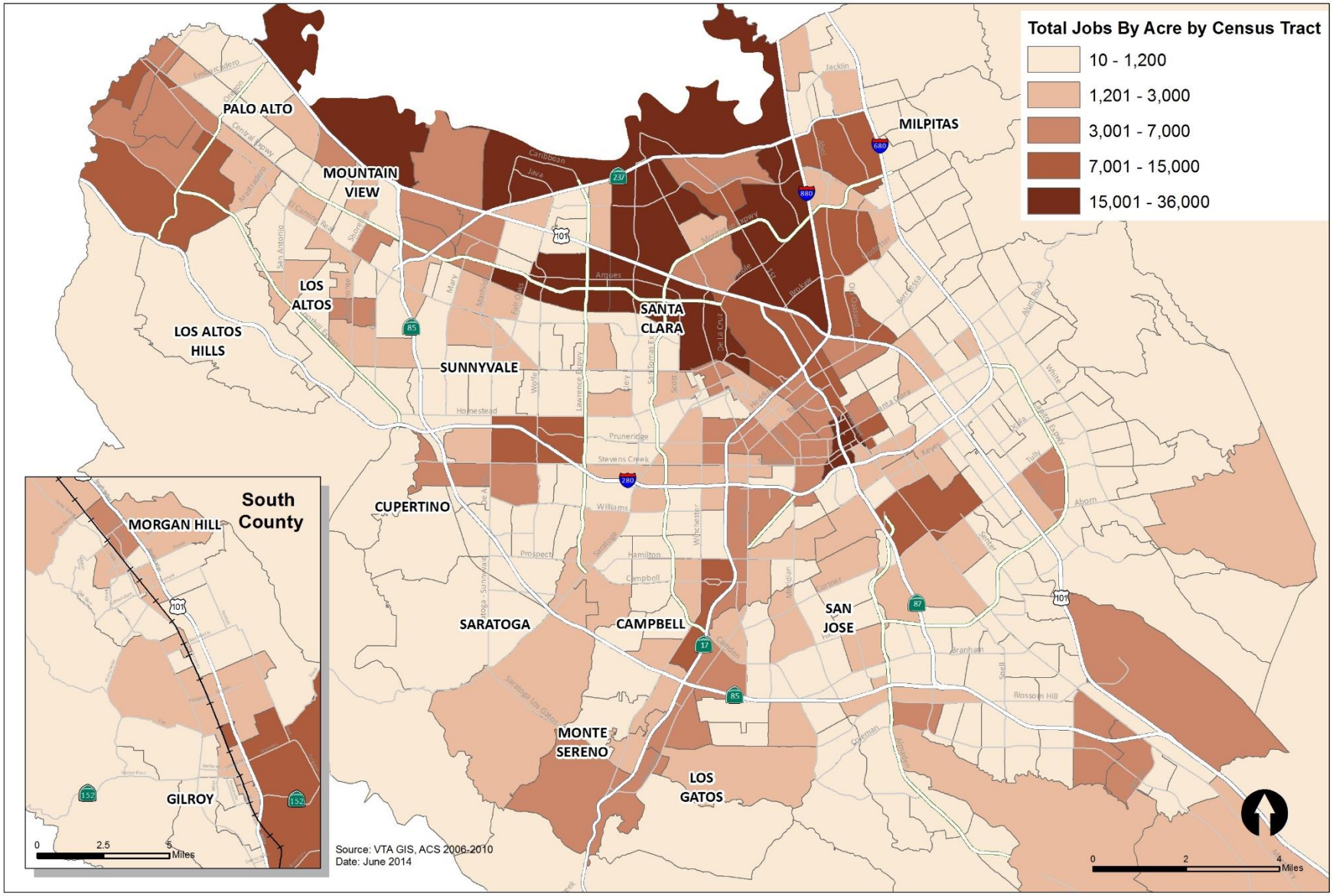


***Figure 2.4: Job density in census tracts*;** Jobs are concentrated in the north and along the area bounded by Highway 237, US 101 and Interstate 880.

2.2.5 Quality of the Pedestrian Environment

Elements of the built environment can affect a person's sense of safety and comfort when walking. In recent years, transportation planners and traffic engineers have developed a variety of tools to measure the quality of a pedestrian environment. These tools are called Quality of Service measures, and use specific measureable characteristics of a street, sidewalk, or intersection to come up with a score that generally measures the pedestrian comfort of a street segment or intersection. The calculations underlying Quality of Service measurements are typically backed up by research that supports how important each characteristic is to providing a comfortable walking environment. Many Quality of Service tools measure similar characteristics, some of which are listed below.

In general, pedestrians feel safer from traffic and more comfortable walking along a street if there are:

- Sidewalks, paths, or other dedicated pedestrian facilities
- Wider sidewalks
- Continuous buffer from adjacent travel lanes (e.g. landscaping strips, trees, parked cars)
- Low speed traffic
- Low traffic volumes, particularly low truck volumes

Pedestrians feel safer crossing a street if there are:

- Short crossing distances
- Fewer travel lanes to cross
- Marked crosswalks
- Lower traffic speeds
- Stop or signal-controlled crossings
- Short wait times to cross

While Quality of Service measures have been used in Santa Clara County to evaluate pedestrian conditions, it is at a very local scale – corridor or individual development project. It is too data intensive to evaluate these factors at a countywide level. There is inconsistent countywide data documenting pedestrian infrastructure—including basic infrastructure such as sidewalks. VTA is working with local jurisdictions to create a countywide inventory of sidewalks and sidewalk quality of service measures.

2.3 Pedestrian Counts and Surveys

The chapter so far describes elements of the built environment in Santa Clara County that affect walking. This section summarizes results of counts and surveys to describe actual walking behavior in the County.

Understanding walking rates, locations, and purposes is important for several reasons, including, but not limited to:

- Allows agencies to direct limited resources to locations that have the highest level of pedestrian use
- Allows agencies and organizations to tailor programs and infrastructure to pedestrian needs
- Allows agencies to calculate vehicle exposure rate, thus identifying the riskiest locations for pedestrian collisions
- Informs before-after studies to determine the success of a project intended to increase walking

2.3.1 Pedestrian Counts

Field counts are necessary to understand actual pedestrian volumes at specific locations. Pedestrian counts are often collected by local agencies as part of infrastructure projects or regular traffic count programs. Local data are not currently collated at the countywide level.

Every two years, VTA collects pedestrian counts at 252 intersections along the Congestion Management Program's (CMP) roadway network. In accordance with state statute, VTA monitors the CMP roadway network regularly to ensure that it

conforms to the CMP traffic level of service (LOS) standard. LOS is a measure used by transportation professionals to grade performance of transportation facilities, and is essentially a measure of automobile delay.

The intersections included in VTA's CMP monitoring program tend to be large, with high auto volumes, and as a result, pedestrian counts at these locations may not represent the true pedestrian activity in any given area. **Figure 2.6**, on the next page, shows pedestrian counts collected at CMP intersections in 2014. Counts vary, with approximately 50 locations recording more than 100 pedestrians in a two-hour period during the evening commute. Counts are highest in downtown San Jose, downtown Mountain View, and along the high-ridership transit corridors of El Camino Real and Santa Clara/Alum Rock.

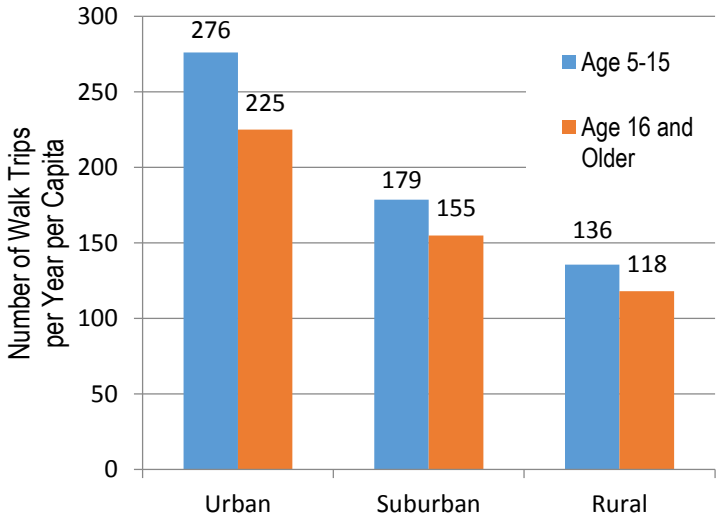
2.3.2 How Much are People Walking?

There are a variety of surveys that provide useful information on how frequently people walk, how far they walk, and the purpose of their walking trip. According to the 2009 National Household Travel Survey and the 2010-2012 California Household Travel Survey:

- Approximately 12.5% of all trips in California are made on foot
- The average length of a walk in the Bay Area is 0.71 miles
- The hypothetical average California resident (age 5 and up) takes a walk every other day
- The majority of people walk at least once a week, with nearly 70% reporting walking 4 or more times in the past week

There is significant opportunity for more walking trips to be made. It takes an able-bodied adult 20 to 25 minutes to walk a mile.[15] However, in the Bay Area, nearly 55% of all trips of a mile or less are made by car. Only 38% of these are made on foot. These trips—short trips that originate and end at the same destination—are candidates for shifting modes.[16]

Walking rates vary by land use. This is particularly true for the walking behavior of children. In California, children ages 5 to 15 living in urban areas walk 35% more than children living in suburban areas. **Figure 2.5** compares the average annual walking trips made by children and adults in urban, suburban and rural areas.



Source: National Household Travel Survey California Add-On 2009

Figure 2.5: Annual walking trips per year for children and adults in California, by land use

[15] Federal Highway Administration notes that studies have shown walking speeds ranging from 2.0 to 4.3 feet per second. The California Manual of Uniform Traffic Control Devices for Streets and Highways (CAMUTCD) recommends a walking speed of 3.5 feet per second when calculating clearance for traffic signals, which works out to 25 minutes per mile. https://www.fhwa.dot.gov/publications/research/safety/pedbike/05085/chapt8.cfm

[16] Nancy Mc.Gurkin, *Walking and Bicycling in California: Analysis of CA-NHTS* (Davis, California: University of California, Institute of Transportation Studies, 2012).

2 Existing Conditions

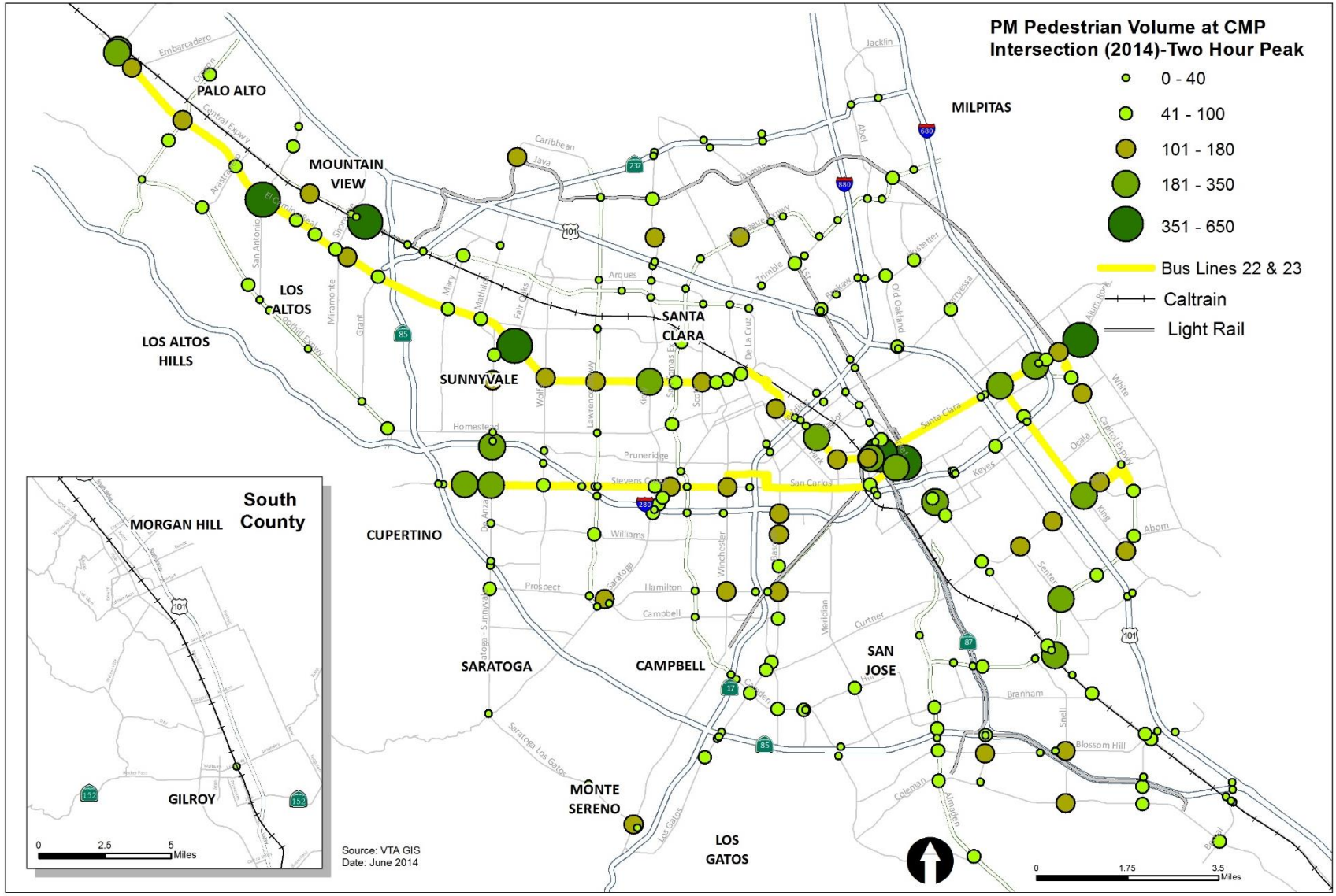


***Figure 2.6: Pedestrian counts during evening weekday commute*;** Counts are highest in downtown San Jose, downtown Mountain View, and along the high-ridership transit corridor of El Camino Real/Santa Clara Street.

2 Existing Conditions

2.3.3 Commuting to Work

People who usually walk to work are very loyal to their travel mode. On any given day, 80% of Bay Area commuters who usually walk to work will walk. The only other travel mode that has that high loyalty is driving alone, where on any given day, 93% of commuters who usually drive will drive. For commuters who typically take transit, 68% will take transit on any given day.[17]

As illustrated in **Figure 2.7**, Santa Clara County has the second lowest walk commute rate in the Bay Area: between 1.7% and 2.1% of residents typically walk to work. In comparison, San Mateo County's commute walking rate for the same time period is between 2.2% and 3%, and Alameda County's is between 3.5% and 3.9%.

The percentage of residents who walk to work in Santa Clara County has not significantly changed over the last decade. In 2000, 1.8% of Santa Clara County residents walked to work.[18]

Figure 2.8, on the next page, shows where concentrations of people who walk to work live. Darker census tracts have higher percentages of walk commuters. Areas with higher percentages include downtown Palo Alto and Stanford, pockets in Santa Clara just east of Lawrence Expressway and near Santa Clara University, the Rose Garden neighborhood in San Jose, and downtown San Jose (particularly near San Jose State University), and downtown Morgan Hill. The higher percentages are likely a result of a variety of factors, including: university students who live near campus and walk to work, downtown areas with houses close to businesses and a connected street grid. Of note, the agricultural area north of Morgan Hill has a high walk mode share (11.5%), but a very low population; less than 700 workers live in the area.

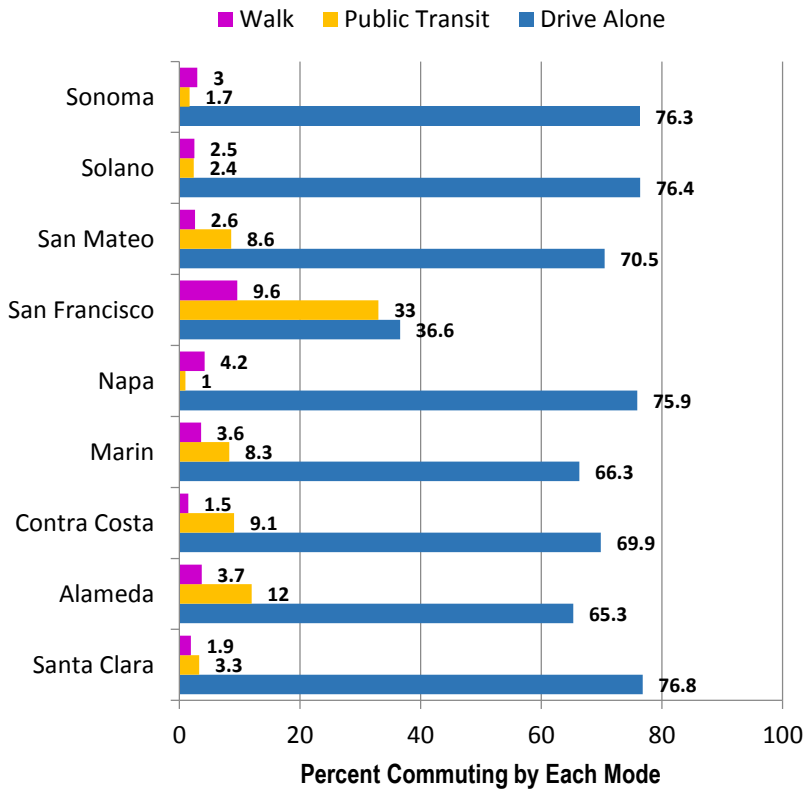


Figure 2.7: Commute mode comparison by county[19]

Commute modes of an area—specifically walking and transit mode split – were used to help identify Focus Areas, as described in Chapter 3.

[17] Ibid
[18] U.S. Census Bureau, "2000 Decennial Census and 2008-2012 American Community Survey," http://factfinder2.census.gov/faces/nav/jsf/pages/searchresults.xhtml?refresh=t and http://www.census.gov/main/www/cen2000.html (May 2014).
[19] Ibid.

2 Existing Conditions

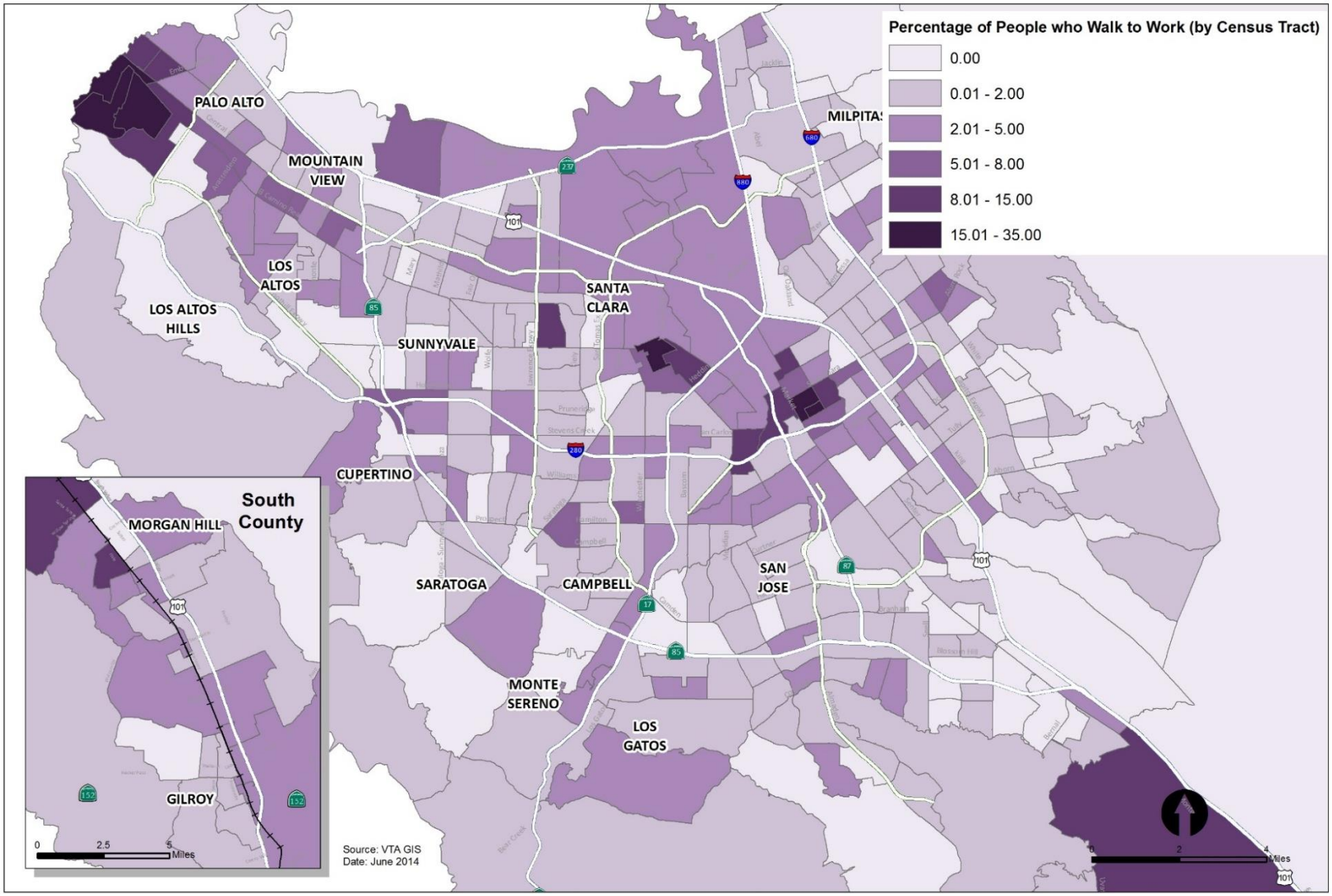


***Figure 2.8: Concentration of people who walk to work*;** Darker census tracts have higher percentages of commuters who walk to work. Note that the dark area between South San Jose and Morgan Hill has very low number of workers (less than 700 people). However, a high percentage of them (11.5%) walk to work.

2 Existing Conditions

2.4 Transit Services

Transit and walking are complementary. A comfortable pedestrian environment is the foundation for good access to transit, and is critical to attracting new riders, increasing ridership, and improving the overall travel experience. A good transit system increases the distance a pedestrian can travel, and makes it possible to live everyday life without a car.

2.4.1 Transit Service in Santa Clara County

Table 2.1 summarizes public transit service in Santa Clara County. Not included in this table are the numerous private services, such as employer shuttle buses.

2.4.2 Transit Ridership

VTA currently has 3,805 bus stops, 62 light rail stations, and 23 transit centers over a total service area of 346 square miles, illustrated in **Figure 2.9,** on the next page. The average daily ridership in 2013 was 34,242 for light rail, and 106,161 for bus.

The *Pedestrian Access to Transit Plan* focuses on access to VTA's bus service. However, the methodology presented could be applied to other types of transit services.

Though bus lines serve the majority of the county, transit ridership is not distributed evenly. Despite the large coverage area, approximately 25% of the average daily ridership occurs on five bus lines. **Figure 2.10**, on the next page, maps average daily transit ridership at VTA's top 100 bus stop locations.[20] The highest transit ridership is found in downtown San Jose, East San Jose, along El Camino Real and Stevens Creek Boulevard. Transit ridership was used to help identify Focus Areas, described in Chapter 3.

Table 2.1: Public transit operators in Santa Clara County

Operator	Type	Service within the County
VTA	Light Rail, Bus	All Cities
VTA	Paratransit	All Cities
Caltrain	Rail	Palo Alto to Gilroy
Amtrak	Rail	City of Santa Clara, San Jose
ACE/Capitol Corridor	Rail	City of Santa Clara, San Jose
BART (future)	Rail	(2017): Milpitas, San Jose (2026): City of Santa Clara
Highway 17 Express	Bus	San Jose
Dumbarton Express	Bus	Palo Alto
Marguerite*	Bus	Palo Alto, Stanford (unincorporated county area)

** The Marguerite shuttle is operated by Stanford University, but open to the public.*

[20] VTA's ridership data is collected by stop and by line. Since multiple bus stops may be present at an intersection and a bus stop may serve multiple lines, looking at bus stop data in disaggregate may not provide a clear picture of the pedestrian activity at a location. To address this, VTA combines all bus stops at an intersection into a "bus stop location," and sums the ridership data for all stops at that intersection.

2 Existing Conditions

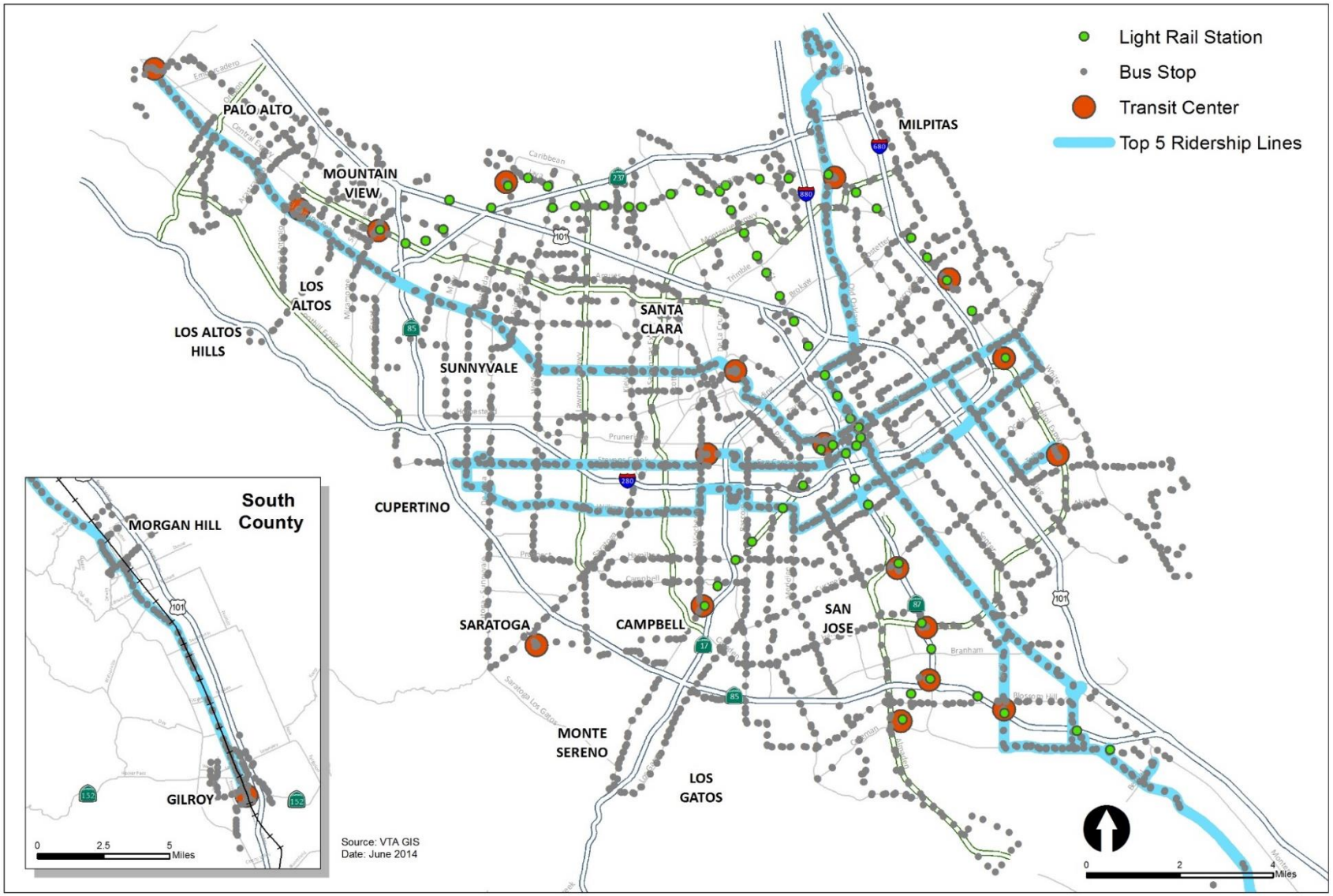


Figure 2.9: Transit stations and stops in Santa Clara County; Approximately 25% of ridership occurs on the five bus lines highlighted in blue.

2 Existing Conditions

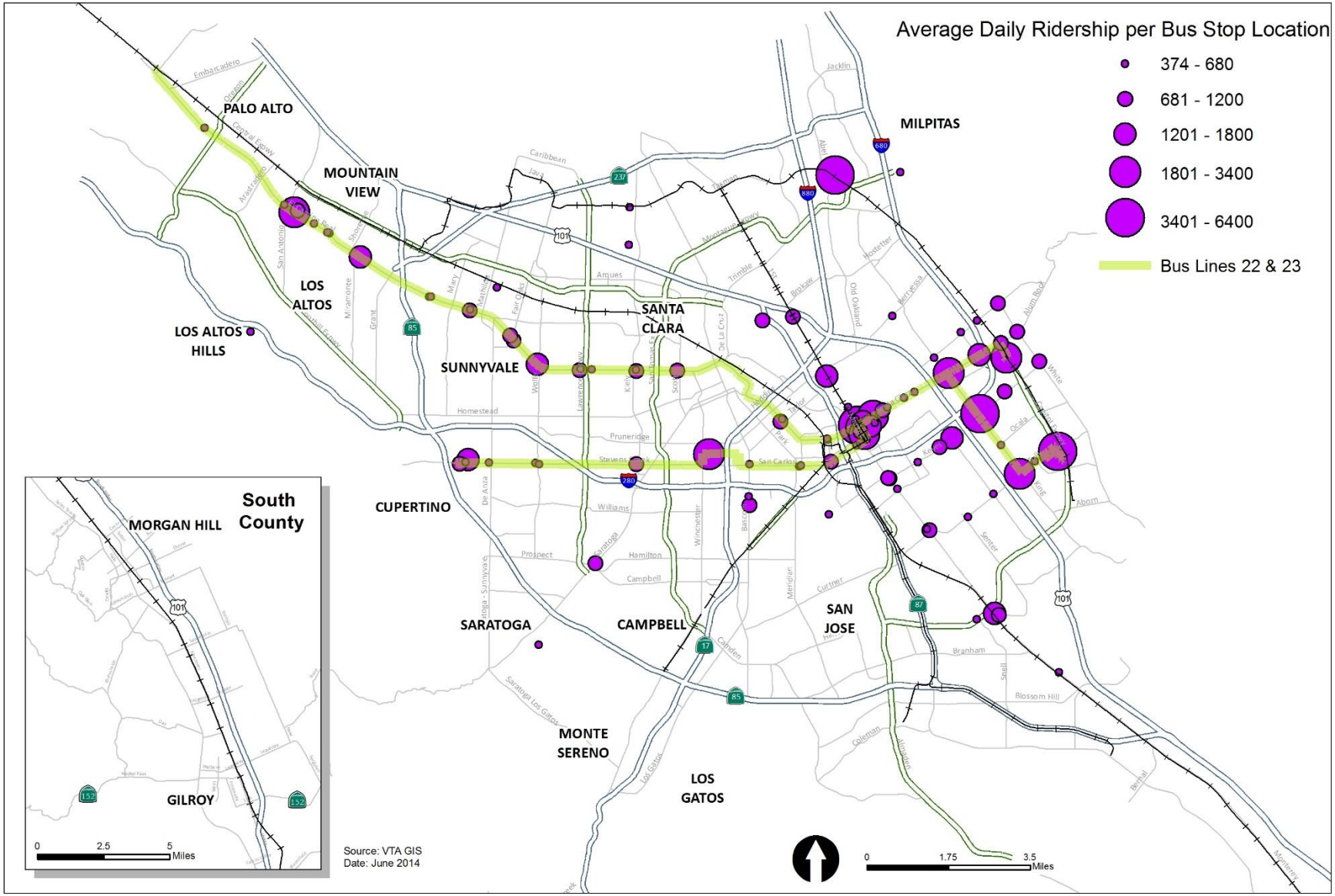


Figure 2.10: Average daily ridership at VTA's top 100 bus stop locations (2013); The highest bus ridership is found in downtown San Jose, East San Jose, along El Camino Real and Stevens Creek Boulevard. Fifty percent of VTA ridership occurs at 5% of the stops.

2.4.3 Traveling to Transit

The majority of VTA customers travel to transit by foot. The 2006 VTA On-Board Customer Survey provides the most recent available data on how customers access VTA transit.[21] The 2006 survey found that VTA customers use the following modes to access transit:

- 71% of riders access their first stop/station on foot
- 19% transferred from VTA bus, light rail, or Caltrain
- 4% drove
- 3% biked
- 3% were dropped off or picked up
- 0.5% used a mobility device

According to the 2006 On-Board Survey, 78% of passengers took less than 10 minutes to walk to their first transit stop, while 85% of passengers using mobility devices took less than 10 minutes to access their first stop. At the end of their trip, 80% of passengers spent less than 10 minutes walking to their final destination, while only 62% of passengers using mobility devices anticipated spending less than 10 minutes to access their final destination.

2.4.4 Rider Demographics

The *Pedestrian Access to Transit Plan* has been developed with consideration for VTA's diverse customer base. According to VTA's 2013 On-Board Survey, VTA passengers are younger than the County population as a whole, with the majority of VTA bus passengers (59%) being under the age of 35. The largest percentage (38%) of bus passengers is Hispanic/Latino, followed by Asian (29%), White (24%), and African American (10%).

Fifty-eight percent of VTA bus customers have an annual household income of less than $25,000 per year, with 41% earning less than $10,000 per year. In addition, 61% of bus customers reported that they do not have access to a vehicle. This indicates that many of VTA's customers are dependent on transit service, and further underscores the need for a safe and comfortable walk to the transit stop.

Socio-economic factors, including race, ethnicity, age, and income were used to help identify Focus Areas, as described in Chapter 3.

2.4.5 Transit Accommodations for Persons with Disabilities

VTA's facilities, buses and light rail vehicles are ADA accessible, as required by law. In 2013, wheelchair lifts were deployed an average of 415 times per day. The geographic distribution of lift usage can be seen in **Figure 2.11.** The distribution of wheelchair lift deployments is less concentrated than overall VTA bus ridership, with deployments located throughout the county, including areas with relatively low transit ridership, such as residential neighborhoods south of I-280.

Lift deployment and geographic concentrations of people with disabilities were used to help identify Focus Areas, as described in Chapter 3.

[21] VTA conducted an On-Board Customer Survey in 2013, but did not include questions that permit an analysis of the percentage of people who walk to transit. As of 2017, VTA is in the process of conducting another On-Board Customer Survey. The 2017 survey includes questions that permit this analysis.

2 Existing Conditions

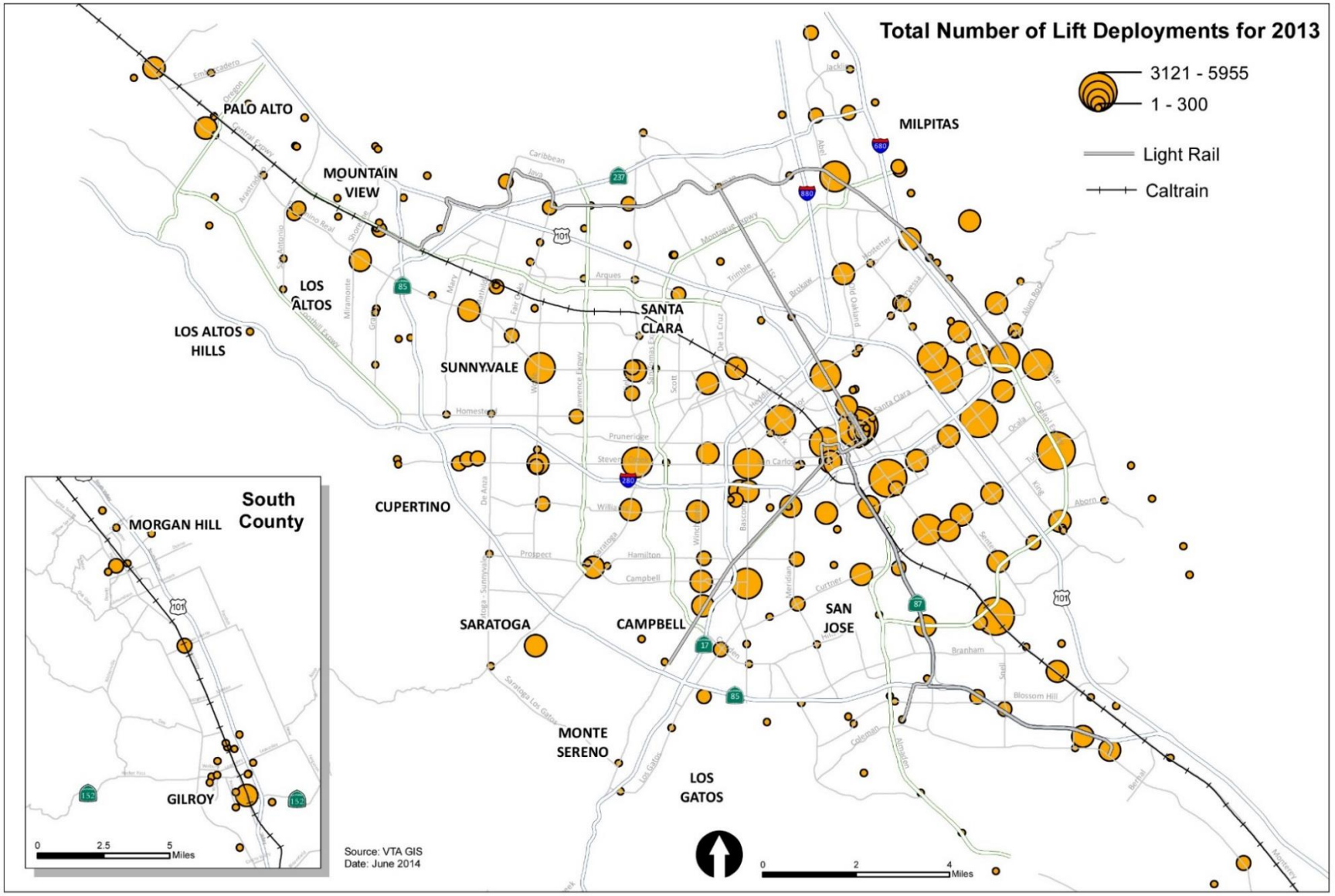


Figure 2.11: Annual number of wheelchair lift deployments at VTA bus stops (2013); The distribution of wheelchair lift deployments is less concentrated than overall VTA bus ridership, with deployments located throughout the county.

2 Existing Conditions

2.5 Collisions

Motor vehicle collisions are the leading cause of unintentional death in the United States.[22,23] Similarly, in Santa Clara County, in 2012 motor vehicle collisions were one of the leading causes of injury among all age groups, ranking first among ages 5-14 and 25-34, and second among all other age cohorts.[24]

Between 2003 and 2012, approximately 4,300 pedestrian-vehicle collisions occurred in Santa Clara County, which represents 7% of all motor vehicle collisions in the county. Of the 4,300 pedestrian-vehicle collisions, 237 (6%) were fatal and 521 (12%) resulted in severe injury. As shown in **Figure 2.12**, despite an overall decline in motor vehicle collisions in the county between 2003 and 2012, pedestrian-involved collisions remained stable at approximately 430 collisions per year.[25]

Though motor vehicle collisions are a major public health concern with great impact on people's lives, the Centers for Disease Control and Prevention (CDC) notes that injuries resulting from motor vehicle accidents are a "winnable battle" because the risk can be reduced relatively easily through behavior modification and roadway design.[26]

2.5.1 Geographic Distribution of Collisions

Pedestrian collisions are not evenly distributed across Santa Clara County. **Figure 2.13**, on the next page, illustrates the geographic distribution of pedestrian-vehicle collisions for 2003-2012, weighted by the severity of the collision, with higher collision densities in darker shades and lower collision densities in lighter shades.

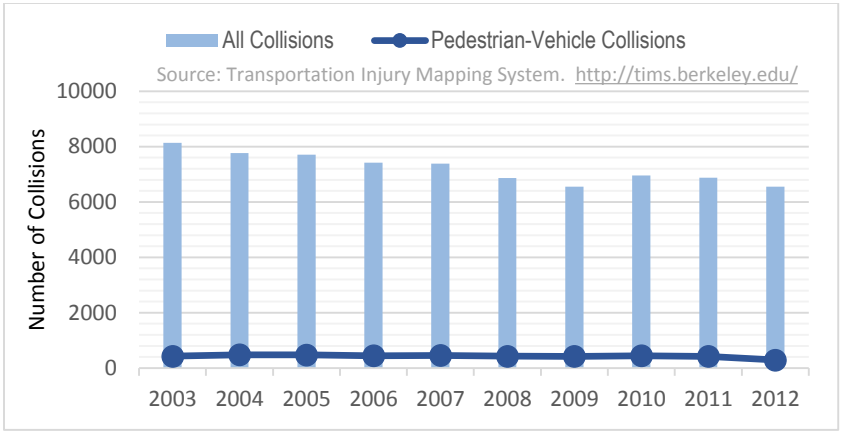


Figure 2.12: Pedestrian involved collisions versus vehicle collisions in Santa Clara County (from 2003 to 2012)

Although data shows that San Jose, Palo Alto, Santa Clara, Sunnyvale, and Milpitas experience higher numbers of pedestrian-vehicle collisions than other cities in the county, the most severe injuries occur primarily along major corridors in Mountain View, Sunnyvale, and San Jose. The collision map is similar to the map of VTA's highest transit ridership bus stop locations (Figure 2.10, on page 2-15)—with highest densities along El Camino Real, in downtown San Jose, and East San Jose.

[22] Centers for Disease Control and Prevention, "Motor Vehicle Traffic-Related Pedestrian Deaths, United States, 2001–2010," cdc.gov, http://www.cdc.gov/mmwr/preview/mmwrhtml/mm6215a1.htm (accessed June 2014).

[23] U.S. Department of Transportation, National Highway Traffic Safety Administration, "Traffic Safety Facts, 2012, Pedestrians," April 2014, https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/811888 (accessed June 2014)

[24] California Highway Patrol, Statewide Integrated Traffic Records Systems (SWITRS), "Santa Clara County Collision Report 2003-2012," http://iswitrs.chp.ca.gov/Reports/jsp/userLogin.jsp (accessed May 2014).

[25] California Highway Patrol, Statewide Integrated Traffic Records Systems (SWITRS), "Santa Clara County Collision Report 2003-2012," http://iswitrs.chp.ca.gov/Reports/jsp/userLogin.jsp (accessed May 2014).

[26] Centers for Disease Control and Prevention, "Winnable battles," cdc.gov, http://www.cdc.gov/winnablebattles/index.html (last updated May 2013, accessed July 2014).

2 Existing Conditions

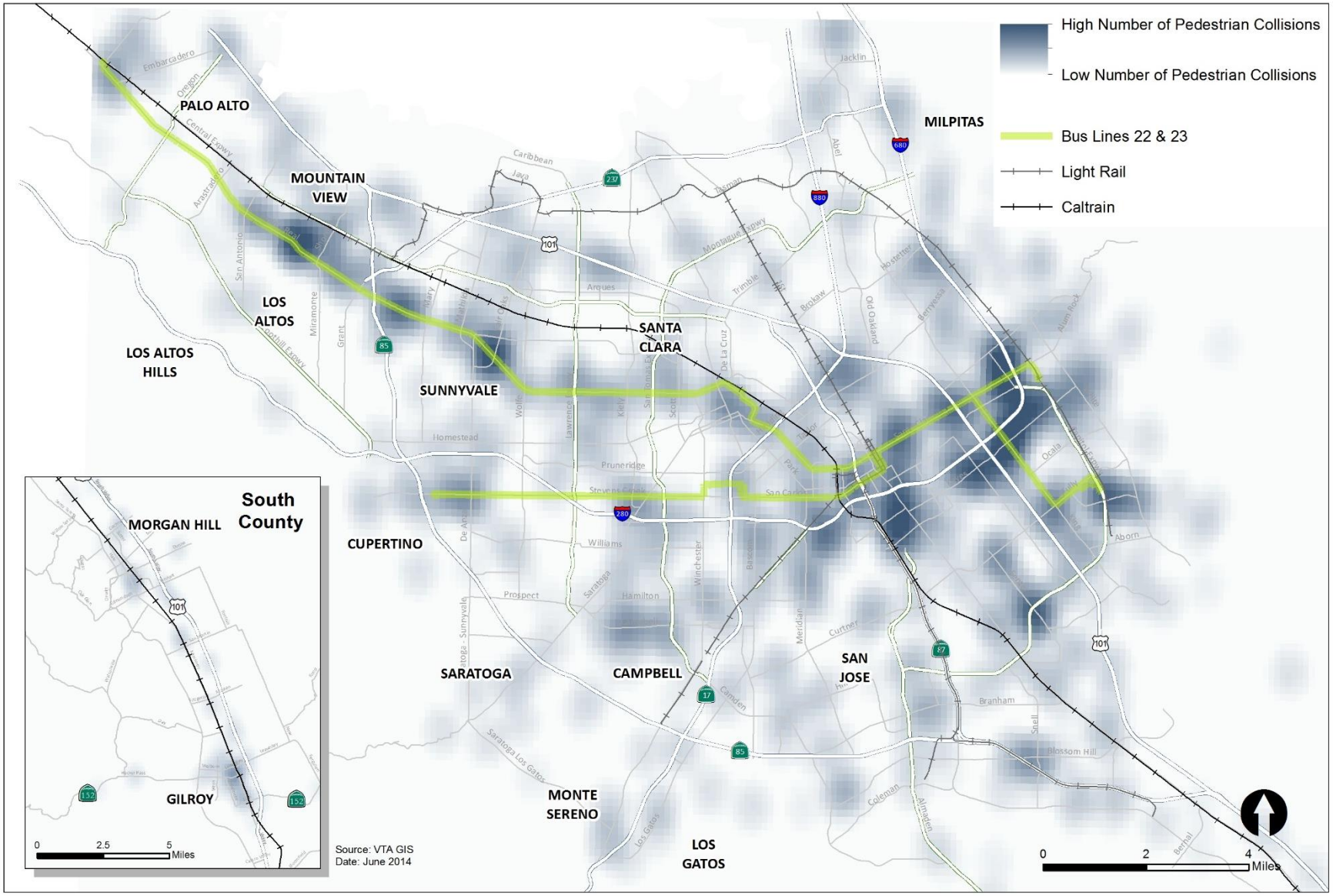


Figure 2.13: Pedestrian-vehicle collision distribution, weighted by collision severity; Collisions are concentrated along El Camino Real, in downtown San Jose, and in East San Jose. Distribution of collisions does not necessarily equate to risk of collision because the distribution does not account for pedestrian volumes.

It is important to note that the distribution of collisions across the county does not necessarily equate to risk of collision because the distribution does not account for pedestrian volumes. Areas with higher volumes of pedestrians may see greater numbers of collisions simply because there are more pedestrians, not because the locations are riskier. To assess risk at individual locations, one must review additional data and conduct field observations.

Pedestrian collision history is one factor that was used to identify Focus Areas, as described in Chapter 3.

2.5.2 Causes of Pedestrian Collisions

Between 2002 and 2013, eighty-one (81) percent of pedestrian-vehicle collisions in Santa Clara County were due to driver behavior or other factors. Pedestrian behavior accounted for 19% of the pedestrian-involved vehicle collisions.[27]

While not all vehicle-pedestrian collision reports include a specific vehicle code violation, the most commonly reported violations in Santa Clara County between 2002 and 2013 were:

- Driver did not yield to pedestrian within crosswalk (37%)
- Pedestrian did not yield to driver while outside crosswalk (18%)
- Speeding (10%)
- Red light running (4%)
- Unsafe turning (4%) or unsafe backing up (3%)

2.5.3 Special Groups to Consider in Pedestrian Planning

The pedestrian experience is not the same for all people—it varies by a person's age, ability, and even race. Any analysis of the pedestrian environment and recommended improvements to that environment should understand and address this variation in experience.

Demographic information, including those described below, was one of the factors used when selecting Focus Areas, as described in Chapter 3.

Age

The age of a person affects the likelihood that they will be involved in a pedestrian-vehicle collision, as well as the outcome of a collision.

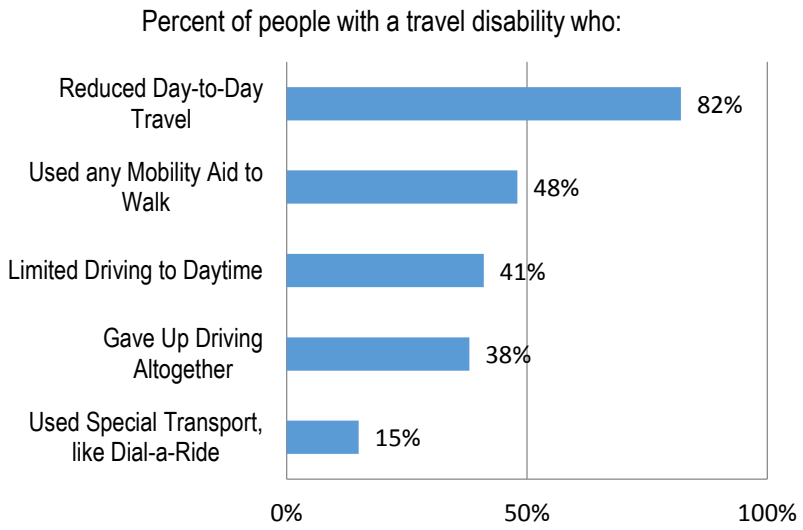
Youth and seniors are more likely to walk than people of other ages, and have the highest per capita rates of pedestrian-motor vehicle collisions of all age groups. Of these two age groups, the risk of an older pedestrian dying in a motor vehicle collision is much higher.[28]

The act of crossing a street requires learned motor skills, decision-making, and cognitive skills. Children must learn and practice these skills in order to safely cross the street. Young children's skills are developing, and they cannot be expected to predictably follow "rules of the road."

As people age, physical and sensory abilities can change. In comparison to younger pedestrians, older pedestrians may have reduced flexibility, agility, and strength, as well as reduced visual acuity, contrast sensitivity, and visual field. As a result, older pedestrians may have difficulty scanning for traffic and avoiding potential collisions with motor vehicles.

[27] California Highway Patrol, Statewide Integrated Traffic Records Systems (SWITRS), "Santa Clara County Collision Report 2002-2012," http://iswitrs.chp.ca.gov/Reports/jsp/userLogin.jsp (accessed May 2014).

[28] San Diego State University, *Older Pedestrian Safety in California: A Fact Sheet* (San Diego, California: SDSU, Center for Injury Prevention Policy and Practice, 2004).



Source: National Household Travel Survey California Add-On 2009

Figure 2.14: Accommodations of people who report a travel disability (California)

Ability

In Santa Clara County, there are approximately 73,000 people with an ambulatory (travel) disability.[29] People who have a travel disability make a variety of adjustments to accommodate their disability. **Figure 2.14** shows the types of accommodations used by people with travel disabilities for all of California.

Race

Racial and ethnic minorities are disproportionately represented in traffic-related pedestrian fatalities. Nationally, pedestrian fatality rates for Black and Hispanic men are twice the rate for White men, according to the Center for Disease Control: 3.93 and 3.73 per 100,000 population vs. 1.78. Minority pedestrians are more likely to be killed in a motor vehicle crash, even after controlling for traffic volumes, socioeconomic status, and alcohol use. There is research that suggests these disparate outcomes are in part due to drivers' subtle racial attitudes and biases. A Portland, Oregon study found that drivers were two times less likely to yield to black pedestrians than to white pedestrians, all other things being equal.[30]

2.6 Implications for Santa Clara County

Walking rates in Santa Clara County are lower than walking rates in comparable counties in the Bay Area, and the percentage of people walking to work has not changed since 2001. At the same time, there is opportunity for increasing how much people walk, given that more than half of trips a mile or less are driven. If key barriers are addressed, and the unique needs of different demographic groups are met, it may be possible to significantly shift people out of their cars, onto their feet, and onto transit.

Walking behavior, land use and street network patterns, areas of higher risk and pedestrian collision locations, and transit services and amenities are factors that impact quality and quantity of walking trips taken to transit stops.

As described in the next chapter, VTA used much of the information and data presented in the Existing Conditions chapter to identify twelve Focus Areas within Santa Clara County. These are areas where transit ridership is high, but demographics, built environment, and collision history suggest a need for improved walking conditions.

[29] *U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates, Table B18105.*

[30] Kimberly Barsamian Kahn et al., *Racial Bias in Driver Yielding Behavior at Crosswalks* (Portland: Oregon Transportation Research and Education Consortium, 2014).

3 Focus Areas

3.1 Defining the Focus Areas

In developing the *Pedestrian Access to Transit Plan*, VTA sought to identify potential projects that are a high priority for bus transit access. VTA's service area covers 346 square miles and has 3,805 bus stops, many of which would benefit from improved pedestrian access. In order to concentrate efforts, VTA decided to identify "Focus Areas" within the county, and prioritize our efforts where transit ridership is high, and demographics, built environment, and collision history suggest a need for improved walking conditions.

This chapter describes the process used to identify the twelve Focus Areas in which VTA conducted field work to evaluate pedestrian access to transit and identify solutions.

3.1.1 Evaluation Methodology

Focus Areas were chosen using geographic-based Multi-Criteria Decision Analysis (MCDA), a commonly used tool applied to complex decisions, such as site location. MCDA assists in the consideration of complex trade-offs among varying alternatives, and helped VTA identify where our efforts would generate the highest value for the greatest number of pedestrians.

3.1.2 Evaluation Factors

VTA, with input from a community-based Task Force[2] and VTA committees, chose six factors to evaluate transit need and quality of the walking environment: transit ridership, barriers, socioeconomics, major destinations, housing, and commute to work. The factors reflect existing conditions in the county, rather than future planned conditions. The factors and the 16 criteria used to measure them are described below and summarized in **Table 3.1.**

Ridership

Ridership is an important factor because this Plan aims to improve pedestrian access to transit, and because improvements implemented near stops with high ridership will benefit the most customers. Chapter 2 includes a map and discussion of VTA bus ridership.

Barriers

Barriers to safely accessing transit emerged as an important factor in discussions with the Task Force and VTA committees. Barriers include physical features, such as sidewalk gaps or poor sidewalk conditions, missing curb cuts, or presence of freeways, train tracks, rivers, and large intersections.

Due to a lack of consistent countywide sidewalk and other barrier data, VTA used Across Barrier Connections (ABCs) from the *2008 Countywide Bike Plan* to identify physical barriers to walking. The *Countywide Bicycle Plan* evaluated existing bicycle/pedestrian crossings of all major barriers in the county, and identified locations with substandard crossings. The plan also evaluated the distance between existing crossings, and identified potential locations for pedestrian bridges or tunnels to keep distances between crossings to a mile or less. The list of ABCs includes the substandard crossings and areas where new pedestrian or bicycle bridges may be needed.

Collision data was included as a proxy for overall safety. The evaluation just considered severe and fatal collisions. Improving areas with higher incidences of severe and fatal collisions has a greater potential to improve safety. Chapter 2 includes a discussion of pedestrian collisions in Santa Clara County.

[2] The task force and other outreach activities are described in Chapter 4, Outreach.

Table 3.1: Focus Area evaluation criteria

Importance	Evaluation Factor	Data	Description	Year
Weighted Heaviest	Transit Ridership	Top 100 Bus Locations by Ridership	Top 100 bus locations (may include intersections with multiple bus stops) based on average daily boarding.	2013
		ADA Lift Deployment	Annual ADA lift deployment (wheel chair lift) by bus stop.	2013
		Top 20 Paratransit Stops	Top 20 most frequently used paratransit locations.	2013
	Barriers	Across Barrier Connections	Recommended ABC's from the *2008 Countywide Bike Plan*.	2008
		Pedestrian-Vehicle Collisions	Pedestrian-vehicle collisions resulting in death or severe injury. Data from U.C. Berkeley Transportation Injury Mapping System.	2003-2012
	Socioeconomics	Communities of Concern	Census tracts that meet low income and minority thresholds as defined and/or at least 4 of 8 other factors considered to render people in a census tract as disadvantaged.	2011
		CARE	Census block groups with high concentrations of Toxic Air Contaminants that are also home to sensitive populations with income below 185% of the Federal Poverty Level.	2012
	Major Destinations	Government Services	Social Services Agency, Services for Families and Children, Department of Motor Vehicles, Dept. of Employment and Benefits Services, Social Security Administration, US Citizenship and Immigration Services, Courthouses.	2014
		Major Employers	Top 72 employers, based on employee numbers, in Santa Clara County as per the Business Journal Book of Lists	2012
		Colleges	All four-year and community colleges.	2012
		Senior Centers	All senior centers and senior nutrition centers in the county.	2013
		Schools	All public and private middle and high schools in Santa Clara County.	2012
		Health Care Facilities	All Hospitals, drop-in clinics, surgical centers, and cancer treatment centers in Santa Clara County.	2012
	Housing	Housing Density	Housing density calculated from the 2010 US Census.	2010
Weighted Lightest	Journey to Work	Residents who commute by Bus	Census 2010 residents by census tract.	2010
		Residents who commute by Rail	Census 2010 residents by census tract.	2010

Socioeconomic Factors

For the purpose of this study, two pre-defined geographic areas of disadvantaged communities were included in the Focus Area evaluation. These are Communities of Concern (COC) and Community Air Risk Evaluation (CARE) communities. These are mapped in **Figure 3.1**.

COC are areas that meet low income and minority thresholds as defined by the Metropolitan Transportation Commission (MTC) and/or at least 4 of 8 other factors considered to render people in a census tract as disadvantaged.[3] CARE communities are areas with high concentrations of Toxic Air Contaminants (TAC) where sensitive populations (youth under 18, seniors over 64, and people with respiratory illness) meet a certain threshold, and where the census block group has income below 185% of the federal poverty level.

A secondary benefit of using COC and CARE in the evaluation is that these areas are often included in the scoring criteria for grant funding.

Major Destinations

Major destinations are important to consider when choosing Focus Areas because they are, or can be, major ridership generators. Destinations were selected that may be critically important to transit riders: government services, major employers, colleges, senior centers, schools, and health care facilities.

Housing

Residential density based on the 2010 Census was included as an evaluation factor. Chapter 2 includes a map and discussion of the residential density in Santa Clara County.

Commute to Work

Census commute to work data is used to identify locations with high numbers of residents whose primary method of commuting to work is bus or rail. These tracts are more likely to have higher percentages of people who walk to their transit stop.

Three additional factors were considered but not included in the evaluation:

Bus Stop Amenities

Bus stop amenities were not included in the evaluation criteria because, while they influence the comfort and safety of a pedestrian at a bus stop, they do not affect the walking trip to the bus stop. As of 2006, approximately 20% of VTA's bus stops contained a shelter and 49% contained a bench. VTA's *Transit Passenger Environment Plan* describes amenities that should be included at bus stops.

Future Development

Priority Development Areas (PDA) have been designated by local agencies to receive much of the future housing and employment growth. Local agencies have established policies and guidelines to identify and/or improve pedestrian facilities as part of future growth and development. VTA chose not to include PDAs as a weighted evaluation factor, with the understanding that pedestrian needs within PDAs will likely be addressed and funded through local agencies' development review and approval process. Additionally, pedestrian needs outside of PDAs may be less well studied, and it may be more difficult to identify resources to address them.

Employment Density

Though major employers are included as one of the six factors, employment density is not. After looking at available employment density data, it was determined that the data would not accurately reflect employment density in the county. The geographic unit of analysis for employment density was too large to precisely pinpoint areas of high density, so it was not included in the analysis.

[3] In addition to income and minority status, Communities of Concern consider limited English proficiency, vehicle ownership, seniors 75 or older, persons with disabilities, single-parent families, and cost-burdened renters.

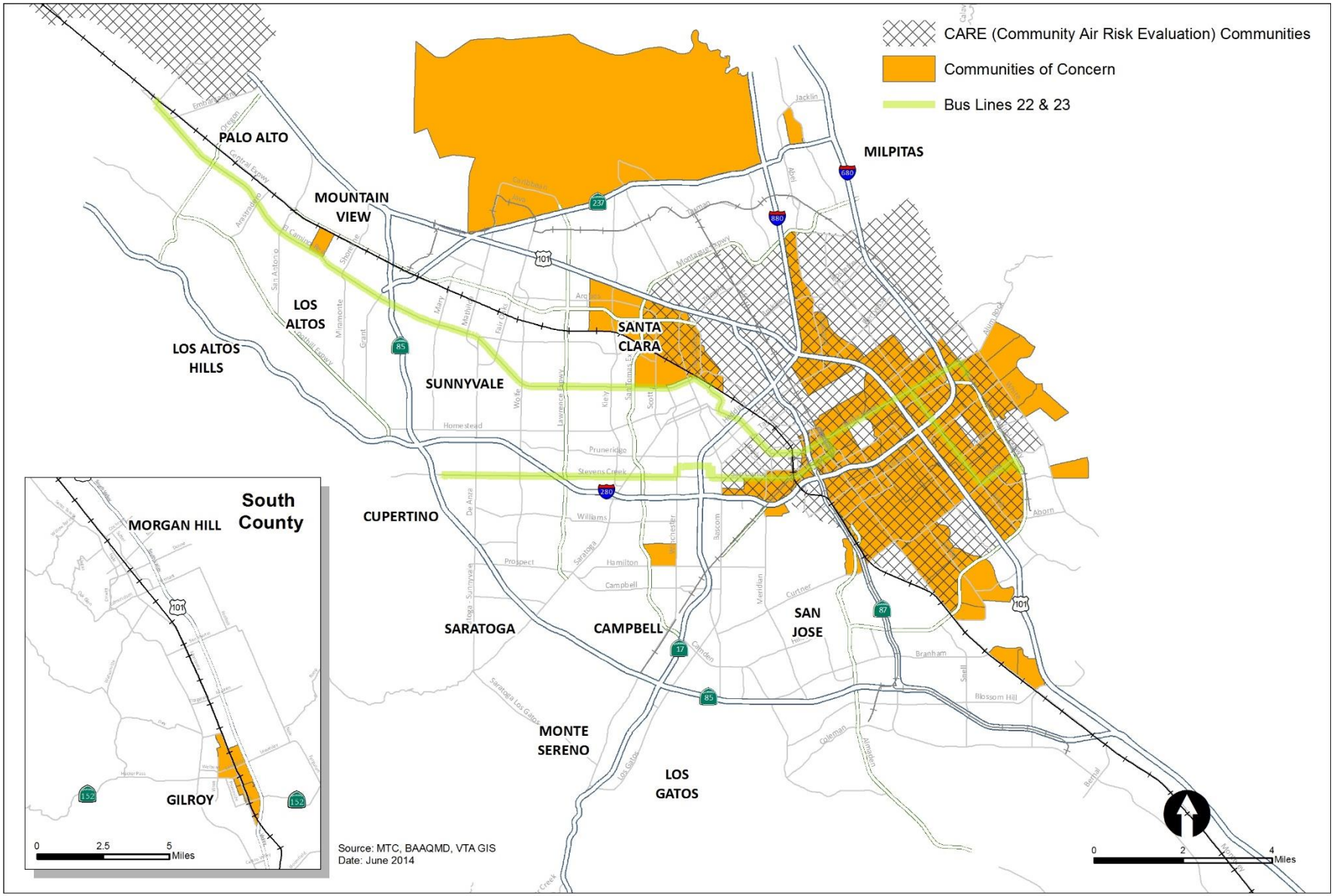


Figure 3.1: CARE and Community of Concern Areas; These pre-defined geographic areas of disadvantaged communities were used for the Focus Area evaluation.

3 Focus Areas

Alternatives Analyzed

Available data were categorized into one of the six evaluation factors, which were weighted based on the goals of the plan and the Task Force preferences. These weighted layers were combined to identify "hot spots" for potential Focus Areas.

Based on feedback from the Task Force, staff performed multiple variations of the ranking and weighting process, which included such scenarios as excluding transit ridership completely, weighting barriers the highest, and including Outreach paratransit and senior Clipper Card use by line.

The type of data available for Outreach paratransit and senior Clipper Card usage were not helpful for refining the Focus Areas, and were ultimately excluded from the final analysis.

The resulting hotspot maps that were generated by running multiple alternatives had little variation. This is most likely due to the fact that land use within Santa Clara County follows a distinct pattern of development and activity along major corridors. As a result, the results are not highly sensitive to change in the weighting of the evaluation factors, and the decision was made to stick with the original evaluation factors described earlier.

3.2 Evaluation Results and Recommended Focus Areas

Figure 3.2 shows the results of the Multi-Criteria Decision Analysis (MCDA), with darker areas scoring higher on more criteria than lighter areas.

Locations along the El Camino Real corridor, parts of the Stevens Creek Corridor, downtown San Jose, and East San Jose show the highest concentration of the six evaluation factors. The random, small but dark locations are explained by the heavy weighting of proposed across barrier connections from the *2008 Countywide Bicycle Plan*. While these are vital connections for pedestrians, not all are located within a reasonable distance of transit, or they fall within areas with current pedestrian planning work.

VTA reviewed the results of the analysis in comparison with areas of the county that already have existing pedestrian plans or planning work. Twelve Focus Areas were chosen based on the MCDA results, known pedestrian needs, relationship to Priority Development Areas and the Community Design and Transportation Program's Cores, Corridors and Station Areas, and areas with limited existing pedestrian plan or planning work.

The recommended Focus Areas were reviewed by city, town, and county staff, and specific boundaries for field review were set to include the following locations:

- Top ridership locations for VTA bus, light rail, and Caltrain stations
- Areas of high employment density
- Areas of high residential density

The final Focus Area boundaries are shown in **Figure 3.3,** and **Table 3.2** lists the evaluation factors pertinent to each Focus Area, the jurisdiction of the Focus Area, relevant local plans, and the type of location.

Chapter 4 describes outreach conducted within the Focus Areas, and Chapter 5 describes the recommended projects for each Focus Area.

3 Focus Areas

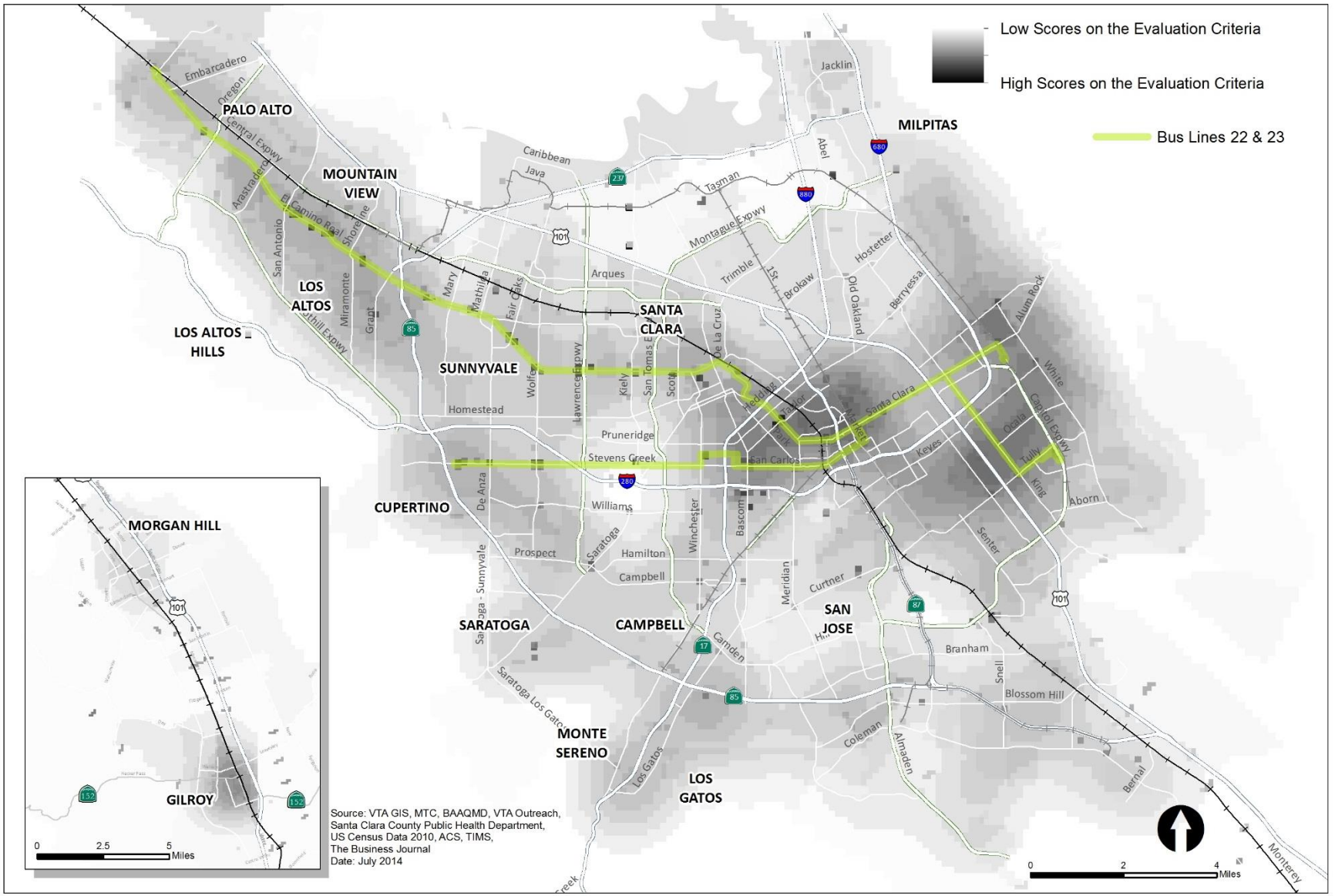


Figure 3.2: Result of Multi-Criteria Decision Analysis; Darker areas score higher on the evaluation criteria, and are stronger candidates for becoming a Focus Area.

3 Focus Areas

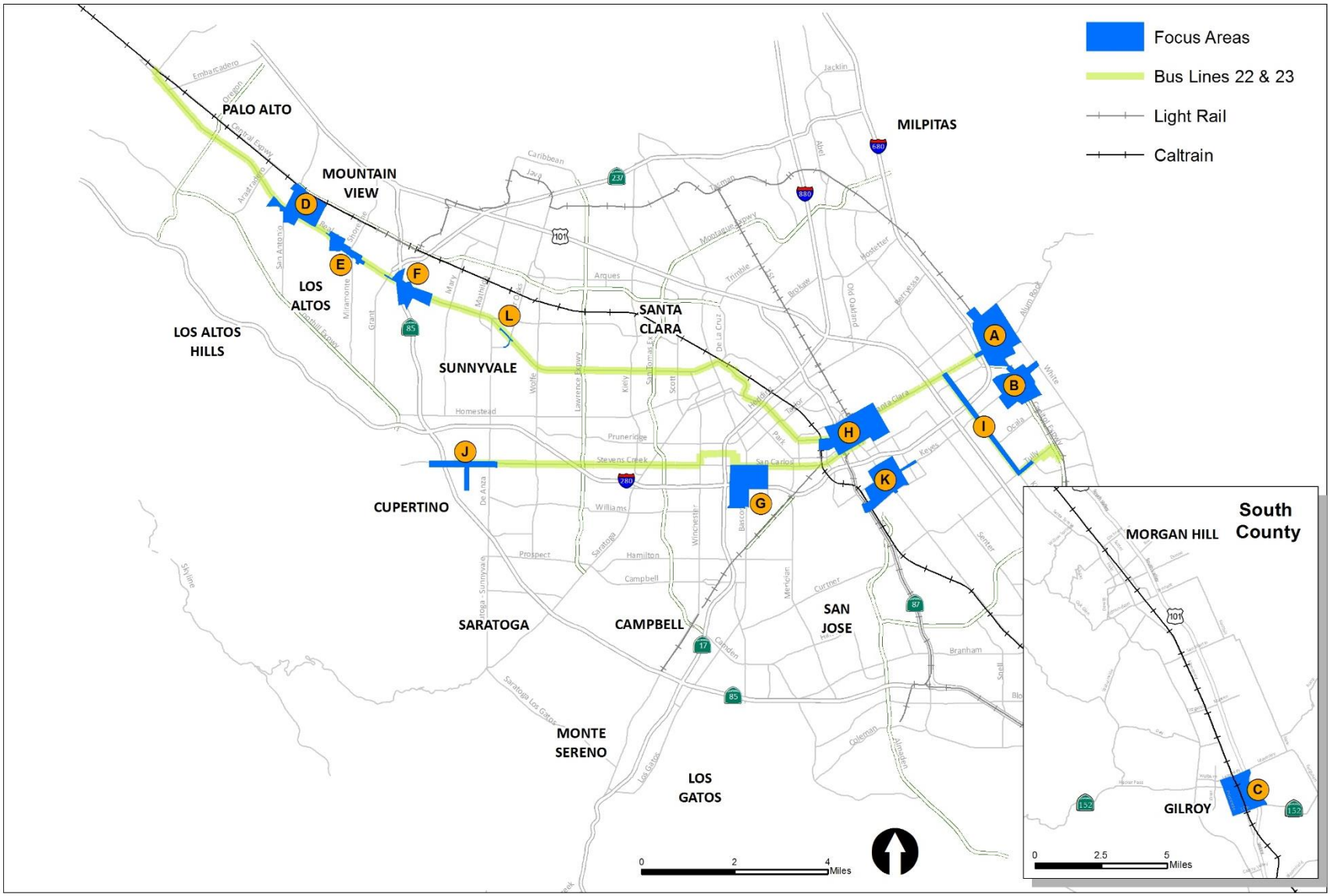


Figure 3.3: Final Focus Area boundaries; Focus Areas were identified based on the results of the Multi-Criteria Decision Analysis, input from the Task Force, and conversations with city and County staff. Focus Areas are identified by letter.

3 Focus Areas

Table 3.2: Recommended Focus Areas and Evaluation Factors

Recommended Focus Areas				Evaluation Factors in Which the Focus Areas Scored High ** Cores, Corridors & Station Areas and Priority Development Areas were not scored, but rather used to help select Focus Areas after the other factors identified areas of high need.*																
ID	**Name (Location)**	**Jurisdiction(s)**	**Prior Planning Efforts**	Pedestrian Collisions	Across Barrier Connections	Community of Concern Area	CARE Area	Employment (Top 72 Employers)	Schools	Colleges	Health Centers	Senior Centers	Government Centers	Housing Density	Transit Ridership	Top 20 Paratransit Stops	ADA Lift Deployment	Residents Who Commute by Bus	Residents Who Commute by Rail	Cores, Corridors & Station Areas*	Priority Development Areas*
A	Alum Rock (Capitol Ave @ Alum Rock Ave)	San Jose, County	N/A	●		●	●	●							●	●	●	●	●	●	●
B	East San Jose (Capitol Expwy @ Story Rd)	San Jose, County	Comp County Expwy Planning Study-Capitol Expwy	●		●	●		●		●				●		●	●		●	●
C	Central Gilroy	Gilroy	*Downtown Gilroy Specific Plan*			●			●		●	●	●				●			●	●
D	San Antonio (San Antonio Rd @ El Camino Real)	Mountain View, Los Altos, Caltrans	*MV El Camino Real Precise Plan/ San Antonio Precise Plan*					●	●		●	●		●	●		●	●	●	●	●

3 Focus Areas

Recommended Focus Areas				Evaluation Factors in Which the Focus Areas Scored High ** Cores, Corridors & Station Areas and Priority Development Areas were not scored, but rather used to help select Focus Areas after the other factors identified areas of high need.*																	
ID	Name (Location)	Jurisdiction(s)	Prior Planning Efforts	Pedestrian Collisions	Across Barrier Connections	Community of Concern Area	CARE Area	Employment (Top 72 Employers)	Schools	Colleges	Health Centers	Senior Centers	Government Centers	Housing Density	Transit Ridership	Top 20 Paratransit Stops	ADA Lift Deployment	Residents Who Commute by Bus	Residents Who Commute by Rail	Cores, Corridors & Station Areas*	Priority Development Areas*
E	Mountain View El Camino Real Corridor (Shoreline Blvd @ El Camino Real)	Mountain View, Caltrans	*MV El Camino Real Precise Plan*		●				●		●			●	●		●	●	●	●	●
F	El Camino Real at State Route 85	Mountain View, Caltrans	*MV El Camino Real Precise Plan*	●					●		●			●				●	●	●	●
G	Bascom Corridor (Bascom Ave @ Moorpark Ave)	San Jose, County	Bascom Corridor Complete Streets Study (VTA)			●	●	●		●	●				●	●	●	●	●	●	
H	Downtown San Jose- Including Diridon Station	San Jose	*Diridon Station Area Plan*			●	●	●		●	●	●	●	●	●		●	●	●	●	●
I	King Road Corridor- Tully Rd to Alum Rock Ave	San Jose	N/A	●	●	●	●		●		●		●		●		●	●		●	●

3 Focus Areas

Recommended Focus Areas				Evaluation Factors in Which the Focus Areas Scored High ** Cores, Corridors & Station Areas and Priority Development Areas were not scored, but rather used to help select Focus Areas after the other factors identified areas of high need.*																	
ID	Name (Location)	Jurisdiction(s)	Prior Planning Efforts	Pedestrian Collisions	Across Barrier Connections	Community of Concern Area	CARE Area	Employment (Top 72 Employers)	Schools	Colleges	Health Centers	Senior Centers	Government Centers	Housing Density	Transit Ridership	Top 20 Paratransit Stops	ADA Lift Deployment	Residents Who Commute by Bus	Residents Who Commute by Rail	Cores, Corridors & Station Areas*	Priority Development Areas*
J	Stevens Creek Blvd and Stelling Rd	Cupertino	*Heart of the City Master Plan/ Stevens Creek BRT*	●				●	●	●				●	●		●			●	●
K	Central San Jose (Keyes St @ First St)	San Jose	N/A	●		●	●				●	●	●	●	●		●	●		●	●
L	El Camino Real and S. Fair Oaks Ave-Remington Dr	Sunnyvale, Caltrans	*Sunnyvale ECR Precise Plan*	●								●	●	●	●		●	●	●	●	●

4 Community Outreach

4.1 Introduction

Outreach to community members is a key aspect of any planning study. To guide the development of the *Pedestrian Access to Transit* Plan (the Plan), VTA used a variety of methods to understand the community's needs. VTA's outreach followed best practices outlined in VTA's *Public Participation Plan*, and focused on reaching out to traditionally under-represented communities such as low-income, minority, and Limited English Proficient (LEP) populations.[1]

VTA's outreach included:

- Forming a Task Force to guide the development of the Plan
- Soliciting input through a trilingual, printed survey
- Presenting to community groups
- Presenting to VTA's Advisory and Standing Committees
- Meeting individually with City and County transportation staff

Input from stakeholders supplemented the existing conditions analysis, and helped guide Focus Area selection, field observations of Focus Areas, and criteria used to prioritize projects.

4.2 Task Force

VTA formed a Task Force that was consulted at key decision points during development of the Plan. The Task Force participants represent a diverse range of community members and transit customers. **Table 4.1** shows the organizations and agencies that were represented on the Task Force.

The Task Force met four times during the planning process:

- March 2014 (kick off and introduction)
- June 2014 (review existing conditions and provide input on draft evaluation criteria to identify Focus Areas)
- April 2015 (comment on draft public survey questions and plans for field work)
- June 2016 (review public survey results, comment on draft prioritization criteria for projects and implementation plan)

Input provided by the Task Force guided the development of the criteria used to identify Focus Areas, the conditions to review during field work, questions included in the survey, and the criteria used to prioritize projects.

Table 4.1: Task Force Representatives

Organization/ Agency
VTA/County Bicycle and Pedestrian Advisory Committee
California Walks
Santa Clara County Public Health Department
VTA Committee for Transportation Mobility and Accessibility
City of San Jose Bicycle and Pedestrian Program
Santa Clara County Roads and Airport Department
Silicon Valley Independent Living Center
TransForm
SPUR
San Jose State University/ Mineta Transportation Institute
Outreach Paratransit
City of San Jose Senior Citizens Commission

[1] *Public Participation Plan*, Santa Clara Valley Transportation Authority, January 24, 2013. http://www.vta.org/sfc/servlet.shepherd/document/download/069A0000001EOpPIAW

4 Community Outreach

4.3 Customer Survey

To understand transit users' opinion of their walk to their transit stop, and to guide the project recommendations for Focus Areas, VTA developed and distributed a survey in English, Spanish, and Vietnamese. The survey supplements the technical field review of the Focus Areas and identifies conditions that VTA transit users would like to see improved. Responses to the survey were considered when conducting field work in Focus Areas and when identifying proposed pedestrian improvements.

4.3.1 Methodology

The customer survey was placed inside buses that serve popular bus lines in the Focus Areas and advertised through VTA's social media accounts. In addition, printed surveys were provided at VTA's customer service center in downtown San Jose and given to the VTA/County Bicycle and Pedestrian Advisory Committee for distribution.

After two months of advertising the survey, VTA received 475 responses. Out of these 475 responses, 371 identified specific locations in Santa Clara County that need improvement. The remaining 104 responses were general comments about transit stop facilities and access to stops.

Appendix A describes the advertising in more detail, provides the survey instruments and maps the locations that survey respondents identified as needing improvement.

4.3.2 Demographics of Survey Respondents

VTA 's best understanding of its passenger demographics is provided by VTA's On-Board Customer Survey, most recently conducted in 2013. This survey has a large sample size and is collected using random sampling techniques. In comparison, the survey conducted for the *Pedestrian Access to Transit Plan* only includes a small subset of customers, and was not collected using random sampling. As a result, the *Pedestrian Access to Transit Plan* survey over- and under-represents some demographic groups. Specifically:

- Customers that responded to the *Pedestrian Access to Transit Plan* survey were more likely to be female (53% female) than VTA's system-wide bus customers (46% female);
- White/Caucasian customers and Asian customers were over-represented in the *Pedestrian Access to Transit Plan's* survey while other races and ethnicities were under represented;
- The age distribution of respondents closely tracks that of VTA bus customers as measured in VTA's On-Board Customer Survey, with the exception that the *Pedestrian Access to Transit Plan* survey greatly undersampled customers aged 14 to 17.

Some of the differences between surveys may be explained by the fact that the *Pedestrian Access to Transit Plan*'s survey was not system-wide like the On-Board Customer Survey, and only sampled riders on five bus routes.

Figure 4.1 compares the ethnicity/race breakdown of VTA's On-Board Customer Survey and the *Pedestrian Access to Transit Plan* Survey. **Figure 4.2** compares the age distribution of these two surveys.

Of note:

- Respondents are young. More than half are 34 or younger. Only 7% are age 65 or older.
- Respondents reflect a variety of races and ethnicities, despite some demographics being under/over sampled: 40% of survey respondents identified as "White/Caucasian," 33% as "Asian", and 15% as "Hispanic/Latino."

4 Community Outreach

Figure 4.1: Race and Ethnicity of Survey Respondents Compared to On-Board Customer Survey

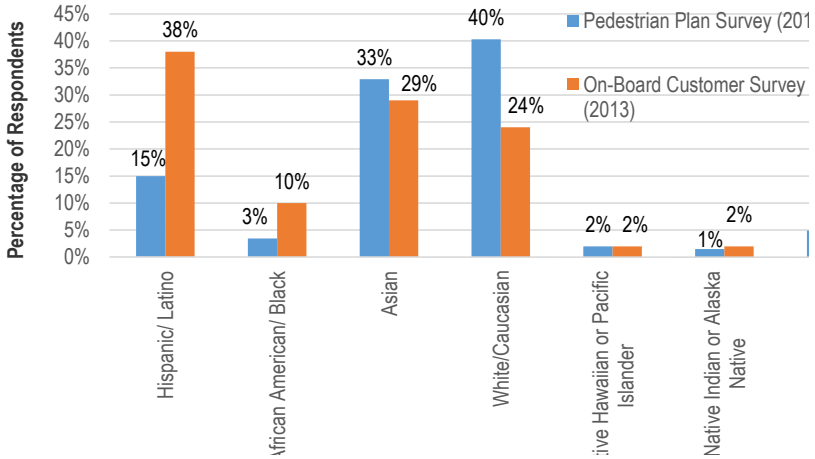
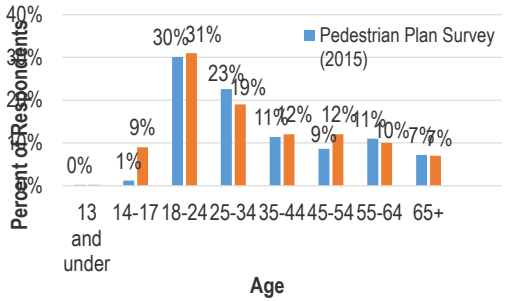


Figure 4.2: Age Distribution of Survey Respondents Compared to On-Board Customer Survey



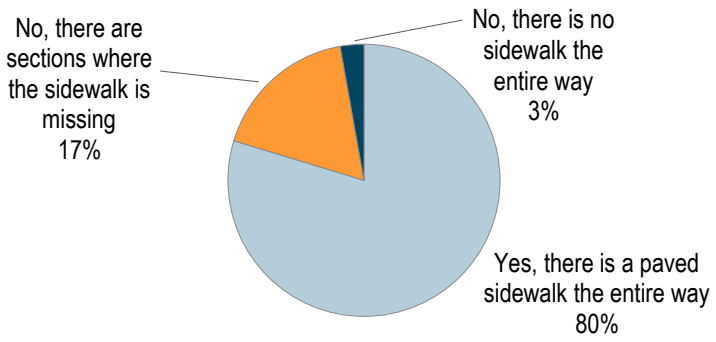
4.3.3 Survey Results

Several high-level findings came out of the survey. First, pedestrian infrastructure, including basic infrastructure like sidewalks, is missing in some areas. Street crossings can be improved by providing more time to cross and by timing signals to reduce waiting time between pedestrian phases. Operational and infrastructure improvements to improve the actual and perceived safety from cars or crime could significantly improve the walking environment for a majority of customers. Many respondents noted they would like to see specific improvements like installing bus shelters, reducing crime, improving lighting, and cleaner streets.

Presence of Continuous Sidewalk

Customers reported that basic pedestrian infrastructure is not always present on their walk to the bus stop. As shown in **Figure 4.3**, 20% of respondents stated that part or their entire walk to transit does not have sidewalks.

Figure 4.3: When you walk to and from the bus stop or train station, is there a sidewalk the entire way? *(n=464)*



4 Community Outreach

Quality of Walking Environment

Survey respondents were asked several questions to gauge the quality of their walk to the bus stop or train station. Results are shown in **Figure 4.4**. Responses suggest that there are opportunities for improving street infrastructure and signal operations. Of note:

- Less than half (42%) felt that it was always easy to cross streets on their way to the bus stop or station.
- 35% felt that the wait for the walk signal was always short.

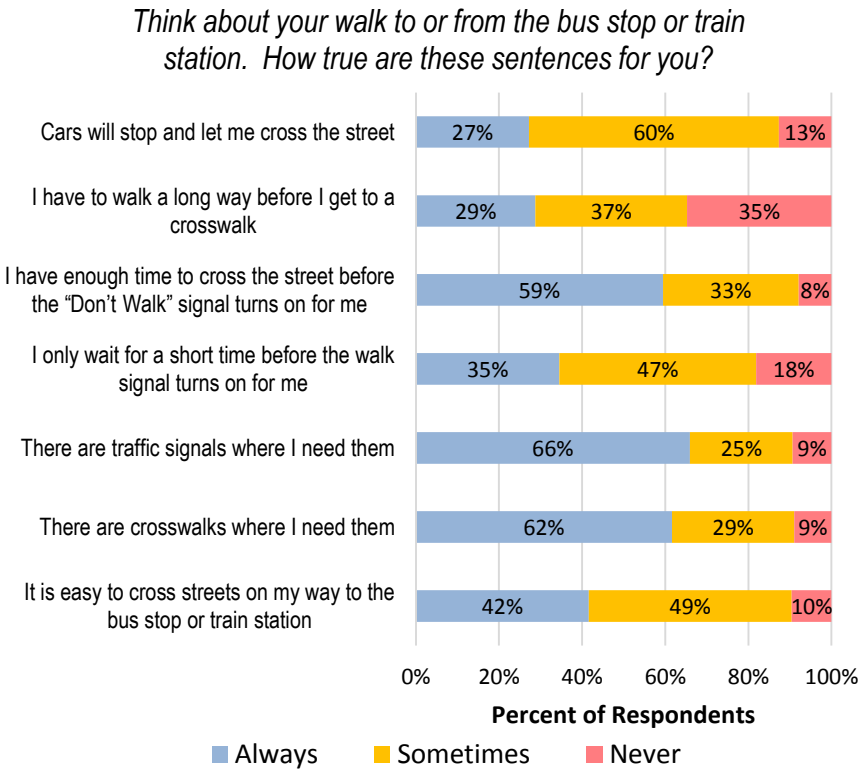
Driver behavior is problematic for many respondents:

- 73% reported that cars do not always stop and let them cross the street.

Signal operations and locations of street crossings work well for about two-thirds of respondents:

- 59% felt that there was always enough time to cross the street at the walk signal.
- 66% felt that traffic signals were where they need them.
- 62% felt that crosswalks are where they need them.

Figure 4.4: Experience of Crossing Streets on the Way to the Bus Stop or Train Station



4 Community Outreach

Perceptions of Safety

Conflicts with motorists are a concern for a majority of survey respondents. As shown in **Figure 4.5**, more than half of survey respondents stated they do not always feel safe from cars while they are walking to their bus stop.

Crime is a concern for many survey respondents. As shown in **Figure 4.6**, 60% of respondents indicated that they do not always feel safe from crime while they are walking to their transit stop.

Women are 1.6 times as likely as men to say that they do not feel safe from crime. People between 18 to 34 years old are 1.5 times as likely as people over 34 years old to say that they do not feel safe from crime.

Figure 4.5: Perception of Safety from Cars While Accessing Transit Stop

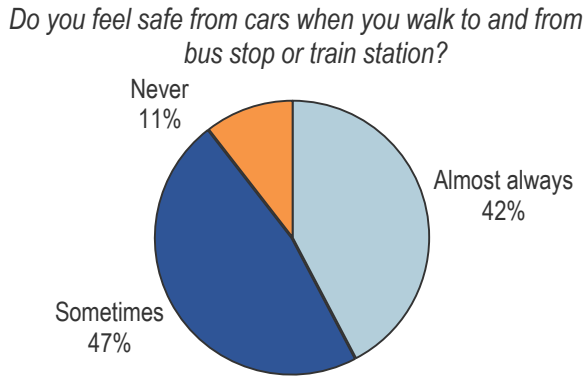
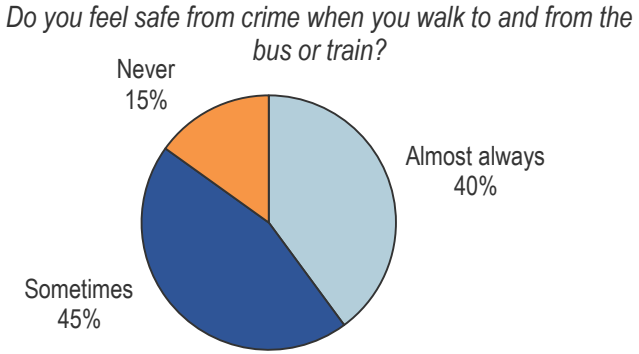


Figure 4.6: Perception of safety from crime while accessing transit stop



4 Community Outreach

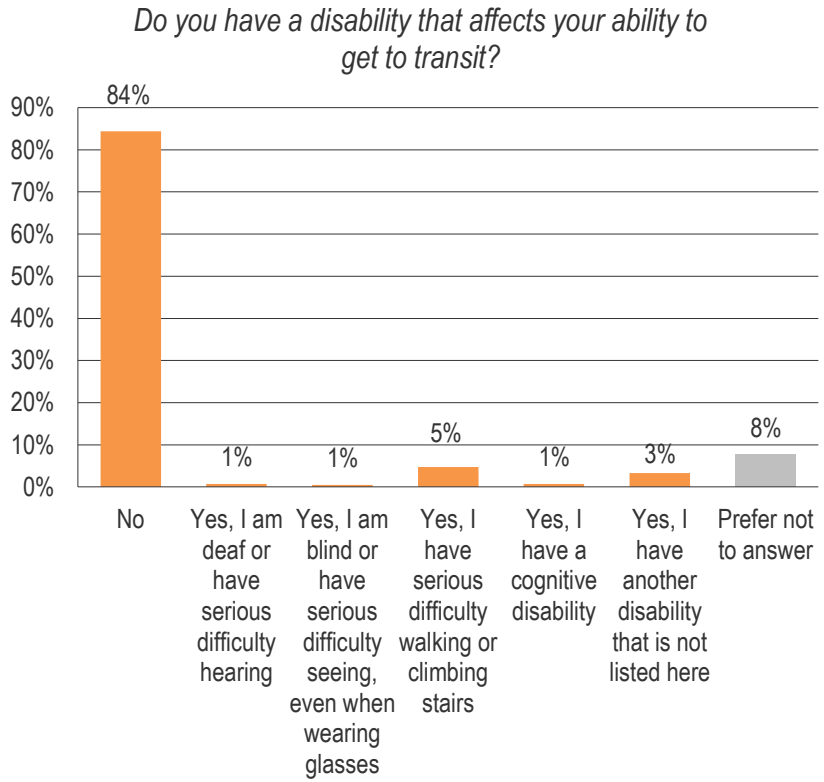
Presence or Absence of a Disability

As shown in **Figure 4.7,** about 11% of survey respondents stated that they have some kind of disability that affects their ability to get to transit. While the 2013 On Board Customer Survey didn't ask this question directly, it found that 6% of riders are eligible for the disabled fare category.

Specific Pedestrian Deficiencies and Desired Improvements

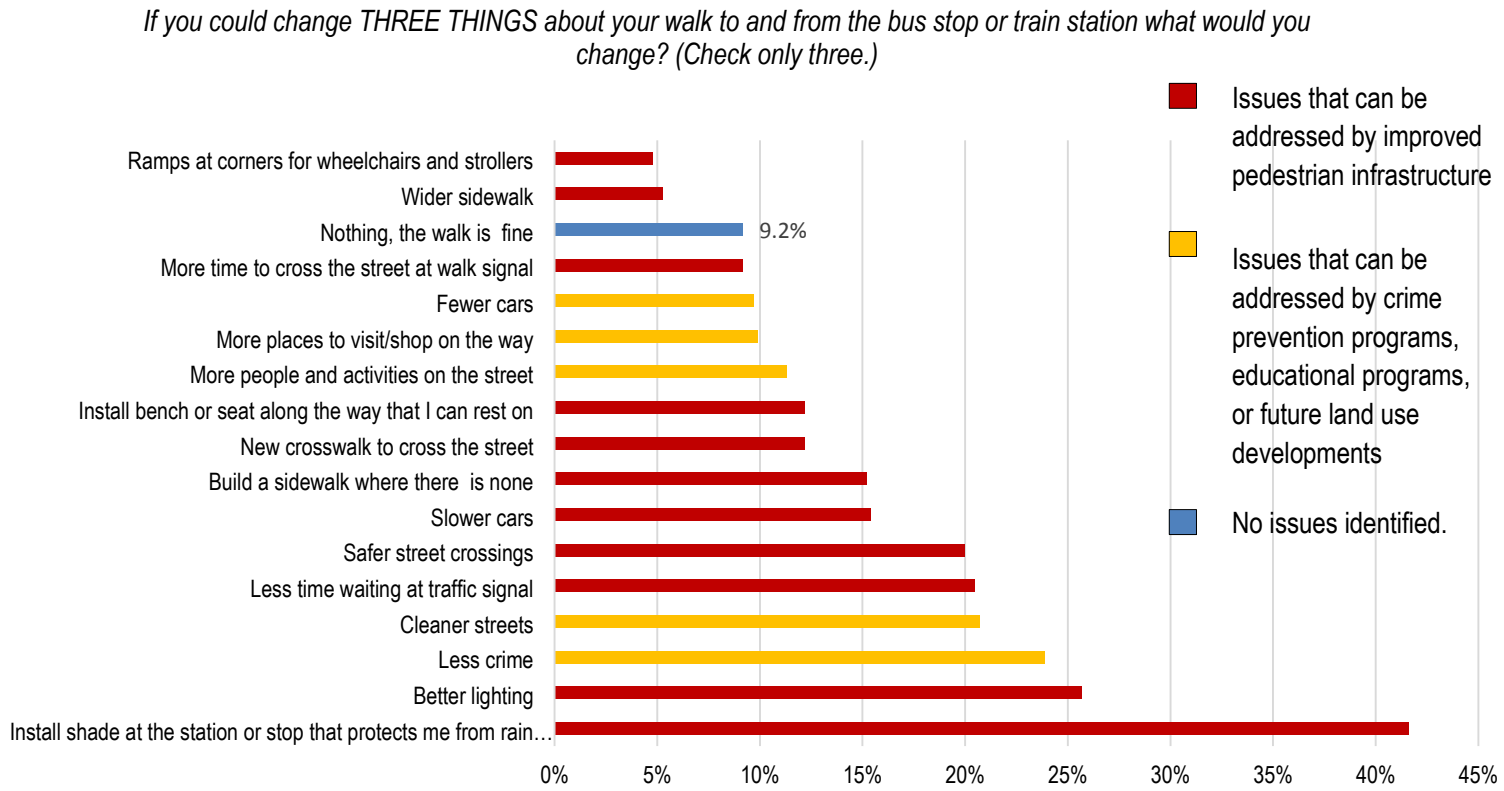
Respondents were asked to identify up to three ways their walk to transit could be improved. **Figure 4.8,** on the next page, shows the types of improvements that survey respondents stated they would like to see on their walk to their transit stop. Notably, only 9% chose, "Nothing, the walk is fine." The most frequently cited improvements are "install shade at bus stop", "better lighting around the bus stop and on streets", "less crime", "cleaner streets," and "less waiting time for pedestrian signal at intersections." Improved pedestrian infrastructure can only address some of these issues. The other issues could be addressed by crime prevention programs, traffic safety education programs, or future land use developments or streetscape improvements that change the sense of safety and quality of activities in the areas.

Figure 4.7: Ability to get to transit: disability status



4 Community Outreach

Figure 4.8: Improvements that survey respondents stated they would like to see on their way walking to their transit stops



4 Community Outreach

4.4 Public Presentations

In addition to soliciting direct input using the customer survey, VTA presented the plan to a variety of stakeholders to ensure their comments were incorporated during the planning process. Project staff reached out to community groups that serve the Focus Areas and organizations that represent specific stakeholder groups to receive their input on the plan and concerns they have regarding access to transit. VTA staff also made themselves available to present the plan at the request of outside groups.

Draft deliverables were also presented to VTA's Advisory Committees and one of VTA's Standing Committees to solicit comments. VTA's Advisory Committees advise the VTA Board of Directors on decisions, and serve as a way to give voice to all cities and the County of Santa Clara. VTA's Standing Committees are comprised of a subset of Board Members, and serve to review items in-depth before they are presented to the Board of Directors. All meetings are publicly noticed.

Different sections of the Plan were presented to the following VTA committees:

Technical Advisory Committee (TAC): Consists of one senior staff member (usually the public works or planning director) from each of the county's 15 cities and the County of Santa Clara. Non-voting representatives from Caltrans and the Metropolitan Transportation Commission also participate in meetings. The TAC advises the Board on technical aspects of transportation-related policy issues and initiatives.

Bicycle and Pedestrian Advisory Committee (BPAC): Consists of 16 members representing each of the 15 cities and the County, plus a non-voting representative of the Silicon Valley Bicycle Coalition. The BPAC advises the Board on funding and planning issues for bicycle and pedestrian projects. It also serves as the countywide bicycle and pedestrian advisory committee for Santa Clara County.

Committee for Transportation Mobility and Accessibility (CTMA): Consists of one VTA Board member, persons with disabilities, and representatives of human service agencies within the county. The CTMA advises the Board on bus and rail accessibility issues, paratransit service, public facilities and programs, and VTA's efforts to fully comply with the federal Americans with Disabilities Act.

Policy Advisory Committee (PAC): Consists of one City Council member from each of the 15 cities and one member from the Santa Clara County Board of Supervisors. The PAC allows all jurisdictions within the county to directly comment on the development of VTA's policies.

Citizens Advisory Committee (CAC): Consists of 17 appointed members: six citizens-at-large from the City and County groupings, six citizens representing certain specified community interests, and five citizens representing certain specified business and labor groups. The Committee advises the Board on policy issues referred to the Committee either by the Board or the General Manager in consultation with the Chairperson.

Congestion Management Program & Planning Committee (CMPP): This standing committee consists of six members (four members and two alternate) from VTA's Board of Directors. The committee reviews policy recommendations pertaining to the Congestion Management Program and the development of the countywide transportation plan for Santa Clara County.

Table 4.2, on the next page, summarizes the stakeholder presentations made during plan development.

4 Community Outreach

Table 4.2: Presentations made to stakeholder groups

Stakeholder Group	Topic/Outreach	Date
VTA Committees & Working Groups		
VTA Capital Improvement Program Working Group (Sub-committee of TAC)	Introduce plan, Existing Conditions Report, public survey results, recommended projects	January 2014, May 2014, July 2014, January 2015, October 2015 and June 2016
VTA Land Use and Transportation Integration Working Group (Sub-committee of TAC)	Introduce plan, ways to get involved	December 2014
VTA Advisory and Standing Committees (see list on prior page for description)	Existing Conditions Report Recommended Projects	July 2014 (October 2014 CTA) March 2016 BPAC, April 2016 TAC, PAC, CMPP
City & County Committees		
Traffic Safe Communities Network Quarterly Meeting	Introduce plan, ways to get involved	February 2014
Safe Routes to School County Providers Group	Introduce plan, ways to get involved	January 2013
City of San Jose Senior Citizen Commission	Introduce plan, ways to get involved	September 2014
Sunnyvale Bicycle and Pedestrian Advisory Commission	Overview of plan	November 2016
City and County Departments		
Cities of Mountain View, Los Altos, Sunnyvale, San Jose, Gilroy and County of Santa Clara	Define Focus Areas Review recommended projects	November 2014 January 2016
San Jose Parks, Recreation and Neighborhood Services	Introduce plan and discussion on the relationship between the recommended projects and trails	January 2015
Non-Profit & Advocacy Groups		
Gilroy Senior Center	Overview of plan purpose, distribution of surveys and collection of survey responses	October 2015
Moffett Park Business Group meeting	Introduce plan	November 2014
TransForm's Let's Get Moving Silicon Valley Summit	Introduce plan, ways to get involved	March 2014
GreenTown Los Altos	Overview of plan	November 2016

5 Recommended Projects

5.1 Introduction

This chapter presents pedestrian improvement projects for the twelve Focus Areas (**Figure 5.1**), as well as a list of recommended projects outside of Focus Areas. Projects outside of Focus Areas were recommended by Member Agency staff, and serve areas where increases in transit use are anticipated in the future, including the Milpitas and Berryessa BART stations, and the Santa Clara Caltrain/Future BART Station. Each project is supported by cost estimates and sorted into one of four priority categories. The chapter includes:

- Section 5.2 describes the approach VTA took to identify projects and criteria that were used for identifying deficiencies in each Focus Area. The section is supported by Appendix A, which contains a toolkit that describes improvements that are suitable for addressing different pedestrian deficiencies, many of which are recommended for specific projects. The toolkit will also be useful for people wishing to identify potential improvements in other areas.
- Section 5.3 presents the methodology for sorting projects into four priority categories. The projects are scored on two groups of factors: Community Benefits and Ease of Implementation. Project scores and associated implementation matrices will assist VTA, the cities, and the County in allocating staff time and funding to the projects. **Figure 5.2** shows an example matrix.
- Section 5.4 presents assumptions and methodology for order-of-magnitude project cost estimates.
- Section 5.5 presents the recommended projects, and is organized by Focus Area. Each Focus Area includes a map of pedestrian barriers and deficiencies, a map of recommended projects, an associated table describing each project, and a project scoring table and matrix. Projects that VTA has an interest in proactively advancing are noted, and for these projects, planning level cost estimates are provided in Chapter 6. The section concludes with a list describing recommended projects outside of Focus Areas.

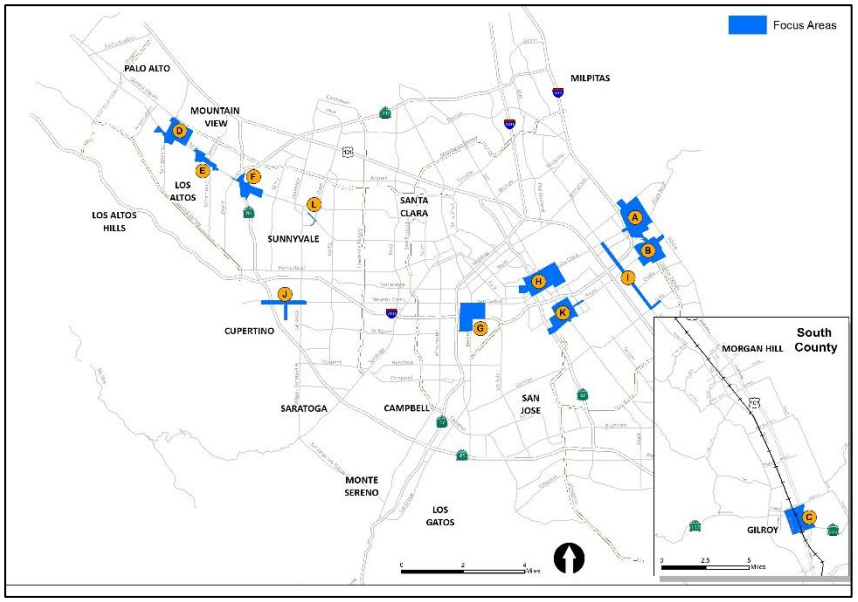


Figure 5.1: An overview of twelve Focus Areas

5.2 How Projects Were Identified

Projects within Focus Areas were identified through a three-stage process, described below.

Step 1: Walkshed and Walking Access Barrier Analysis

As a first step, Geographic Information System analysis (GIS) was conducted to identify deficiencies in pedestrian facilities within each Focus Area. The analysis identified walksheds around transit stops and identified “soft” barriers to walking access.

5 Recommended Projects

Transit walkshed: A transit stop's walkshed is the area within a reasonable walking distance: ¼ mile for local bus stops and ½ mile for rail stations and rapid bus stops. For this analysis, walksheds are calculated using the pedestrian network, rather than using as-the-crow-flies estimates. Walksheds are displayed on Focus Area maps as gradients around transit stops.

"Soft" barriers to walking access: High auto speeds and volumes detract from the quality and comfort of the walking environment and create a "soft" barrier to pedestrian crossings. "Soft" barriers are shown on Focus Area maps as "Major Barriers to Walking Access" (streets with speed limits equal to or greater than 35 mph and more than four vehicle travel lanes) and "Minor Barriers to Walking Access" (streets with speed limits of 30 or 35 mph and up to four vehicle travel lanes).

Step 2: Virtual and Field Review

VTA conducted field reviews of the twelve Focus Areas, first through a virtual review of aerial photos and streetview imagery, followed by site visits to each Focus Area. Field reviews evaluated the following conditions:

Connectivity

- Locations with missing sidewalks and crosswalks
- Absence of pedestrian signal heads
- Presence of crossing restrictions
- Uncontrolled marked crosswalks of major and minor barrier streets
- Absence of marked crosswalks
- Substantial (~1 mile) distances between crossings of major or minor barriers

Safety

- Collision history (hotspot analysis, using most recent available data)
- Average traffic speed
- Visibility of pedestrians at crossings
- Intersections with uncontrolled right turns and/or large curb radii
- Intersections with long crossing distances and/or skewed crosswalks

Quality

- Average Daily Traffic (ADT) volume (where available)
- The presence of on-street parking or tree/landscape buffer sidewalk width
- Presence or absence of pedestrian–scale lighting
- Presence of graffiti and/or trash
- Pedestrian "dead zones": Blank space adjacent to pedestrian environment, such as a blank wall, abandoned building or parking lot
- Legibility: Unclear or unsigned pedestrian route to transit stops

Accessibility

- Missing curb cuts and/or missing truncated domes at pedestrian crossings
- Inadequate sidewalk space near transit stops to comfortably maneuver a wheelchair, walker or other assistive device
- Accessibility of pedestrian signals to people using a wheelchair, walker or other assistive device

Activity

- Pedestrian counts (where available)
- Qualitative assessment of pedestrian volumes during virtual/physical fieldwork

Step 3: Individual Project Identification

Using results from the barrier analysis and field review, VTA identified a list of opportunities and deficiencies and a list of potential pedestrian improvements for each Focus Area. Project recommendations were based on VTA guidelines, including *Pedestrian Technical Guidelines* (VTA, 2003), *Transit Passenger Environment Plan* (VTA, 2016), and *Community Design and Transportation*

5 Recommended Projects

Manual (VTA, 2003). Project recommendations are consistent with design guidelines included in locally adopted specific plans, and incorporate proposed projects from adopted City, County and VTA plans. Member Agencies, Caltrans, VTA Highways Program and VTA Transit Operations Division reviewed and provided comments on the proposed recommendations. Recommendations presented here reflect comments received from these stakeholders.

5.3 Project Scoring Criteria and Implementation Matrix

The implementation matrix consists of two axes: Community Benefit, and Ease of Implementation. Projects are scored separately on each axis. The matrix divides projects into four categories based on their scores:

- **High Priority, Short Term** – easily implemented projects that provide immediate benefits to the community and address major challenges,
- **High Priority, Long Term** – difficult-to-implement projects that provide high benefit to the community and address major challenges,
- **Medium Term Projects** – easily implemented projects that enhance the quality of the pedestrian environment,
- **Long Term Projects** – difficult-to-implement projects that enhance the quality of the pedestrian environment.

The criteria under Community Benefit are scaled from high to low. However, projects which score lower in Community Benefit are not necessarily low priority, and should not be assumed to provide little benefit. All projects in the plan provide some community benefit. Projects that score high in Community Benefit typically address areas with higher pedestrian safety challenges or close a major gap in the pedestrian network. Other projects may score lower in Community Benefit, but be easier or less costly to implement.

Ease of Implementation criteria consider the complexity of a project, opportunities for receiving funding, project readiness, and ongoing maintenance

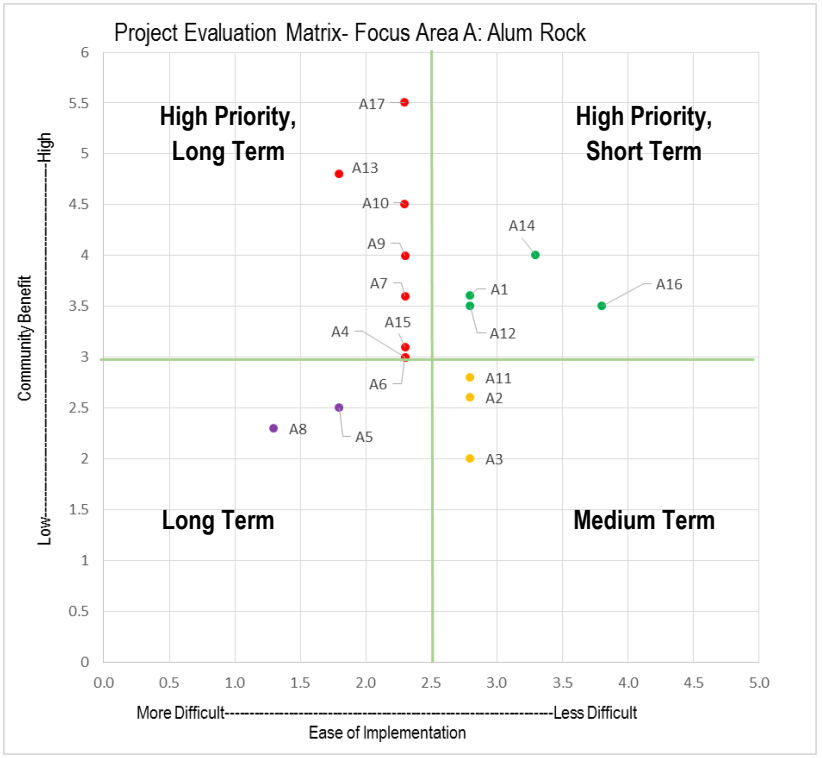


Figure 5.2: Example of project evaluation matrix

costs. The criteria recognize that some projects may be much more difficult to implement than others.

5.3.1 Scoring Criteria

Scoring criteria for Community Benefit and Ease of Implementation were developed with input from the Task Force (comprised of a mix of community members, nonprofit staff, and Member Agency staff, and described in Chapter 4). Up to 6 points could be awarded for a project's community benefits, and up to 5 points could be awarded for a project's ease of implementation. Scoring criteria and points are described in **Table 5.1** and **Table 5.2**.

5 Recommended Projects

Table 5.1 Scoring criteria for Community Benefit

Criterion	Description	Scoring
Connectivity	Project shortens pedestrian route to transit, completes sidewalks, and/or closes gaps in a transportation facility and/or multimodal network.	Yes=1 point No=0 points
Safety	*High:* Project will address a demonstrated safety issue (e.g. multiple collisions/fatalities/injuries) with a proven/demonstrated countermeasure. *Medium:* Field review and/or public comment indicates a safety problem that would be addressed by the project (e.g. conflicts or evidence of high vehicle traffic volume or speed). *Low:* Project will generally improve safety issues. Project has the potential to reduce exposure/risk of conflicts between motor-vehicles and pedestrians.	High=1 point Medium=0.6 points Low=0.3 points *Points are not additive*.
Accessibility	Project eliminates a barrier to ADA accessibility (e.g. by installing curb ramps where there are none, closing sidewalk gaps, or adding ADA-compliant pedestrian signals where there are none).	Yes=1 point No=0 points
Activity	*Transit Access:* The project falls within a 1/2 mile walk of a rail transit stop or an express bus stop, OR the project falls within a 1/4 mile walk of a bus stop with 40 or more boardings per day. *Destination Access*: The project serves locations that typically generate high levels of pedestrian demand, such as schools, senior centers, community centers, and walkable commercial districts.	Transit Access=0.5 points Destination Access=0.5 points
Equity	Project is located within a Community of Concern or CARE area.[1]	Yes=1 point No=0 points
Community Support	*Local Plans*: The project is identified in a local plan. *Community Champions*: The project is championed by local community members, elected officials or other leaders.	Local Plans= 0.5 points Community Champions= 0.5 points

[1] Community of Concern is identified by Metropolitan Transportation commission (MTC). Community Air Risk Evaluation (CARE) is identified by Bay Area Air Quality Management District.

5 Recommended Projects

Table 5.2 Scoring Criteria for Ease of Implementation

Criterion	Description	Scoring
Funding Competitiveness	*Grant Competitiveness*: The project is competitive for One Bay Area Grant (OBAG), Priority Development Area (PDA) Planning Grants, Active Transportation Program (ATP), Highway Safety Improvement Program (HSIP), or other grant programs. *Private Funding*: The project is likely to be receive matching funding through private donations (e.g. nonprofit groups, private companies) or be conditioned as part of nearby development.	Grant Competitiveness=0.5 points Private Funding=0.5 points[2]
Maintenance Cost	The project can be implemented without adding signage, striping, public art, lighting, or landscaping that would have to be maintained by the Member Agency.	Yes=1 point No=0 points
Existing Funding	The project is partially funded, with funding deadlines to meet.	Yes=1 point No=0 points
Project Readiness	*Environmental Analysis*: Environmental analysis has been completed, or the project is statutorily or categorically exempt from the California Environmental Quality Act (CEQA). *Right of Way*: The project can be completed without acquisition of right-of-way or easements.	Environmental Analysis=0.5 points Right of Way=0.5 points
Jurisdictional Complexity	*Multiple Member Agencies*: The project can be completed without coordination between multiple Member Agencies/VTA. *Non-Member Agency Involvement*: The project can be completed without coordination with stakeholders such as Caltrans, the Santa Clara Valley Water District, Caltrain, or California Public Utilities Commission.	Multiple Member Agencies=0.5 points Non-Member Agency Involvement=0.5 points

[2] To evaluate opportunities for private funding through conditions of development, VTA staff conducted a qualitative assessment of the potential for development project(s) to help fund or implement the specified improvements. This assessment was conducted for each Focus Area as a whole, rather than by individual project.

The assessment consisted of two parts: (1) a rating of the amount of recent development that has occurred in the Focus Area (roughly the past five years); and (2) a rating of the general development potential based on availability of underutilized land, and presence of supportive land use plans or policies. For each of these two parts, a score of 0, 0.125 or 0.25 points was given; in that way, the total points for this criterion range from 0 to 0.5 points.

5 Recommended Projects

5.4 Cost Estimates

This chapter provides order-of-magnitude cost estimates for all identified projects. In addition, planning level cost estimates for projects that VTA has an interest in proactively advancing are available in the next chapter, in **Table 6.1**).

5.4.1 Order of Magnitude Cost Estimates

Assumptions and references used in developing order of magnitude cost estimates for projects are outlined in **Table 5.3**. Project costs are categorized as "less than $500,000", "$500,000 to $5 Million" and "more than $5 Million." Based on these estimates, there are 81 projects under $500,000, 45 projects between $500,000 and $5 Million, and 36 projects over $5 Million.

Table 5.3: Assumptions for order of magnitude project cost estimates (2016 dollars)

Project type	less than $500,000	$500,000-$5M	over $5M
Single-intersection improvements including striping, curb extensions, and pedestrian signals	x		
Adding pedestrian hybrid beacons or rectangular rapid flash beacons	x		
Grouped railway crossing improvements		x	
Single-intersection improvements with adjacent landscaping changes and/or pedestrian refuge		x	
Addition of or relocation of a signal mast arm		x	
Multiple signalized intersection improvements		x	
New signalized intersection		x	
Realignment of an intersection		x	
Corridor-level streetscape improvements and sidewalk widening (less than 1/2 mile)		x	
Corridor-level streetscape improvements and sidewalk widening (more than 1/2 mile)			x
Construction of new overcrossings and corridor-level improvements at intersections			x
Completion of sidewalks throughout a neighborhood			x
Intersection ramp realignments, overpass lighting			x
Trail extensions			x

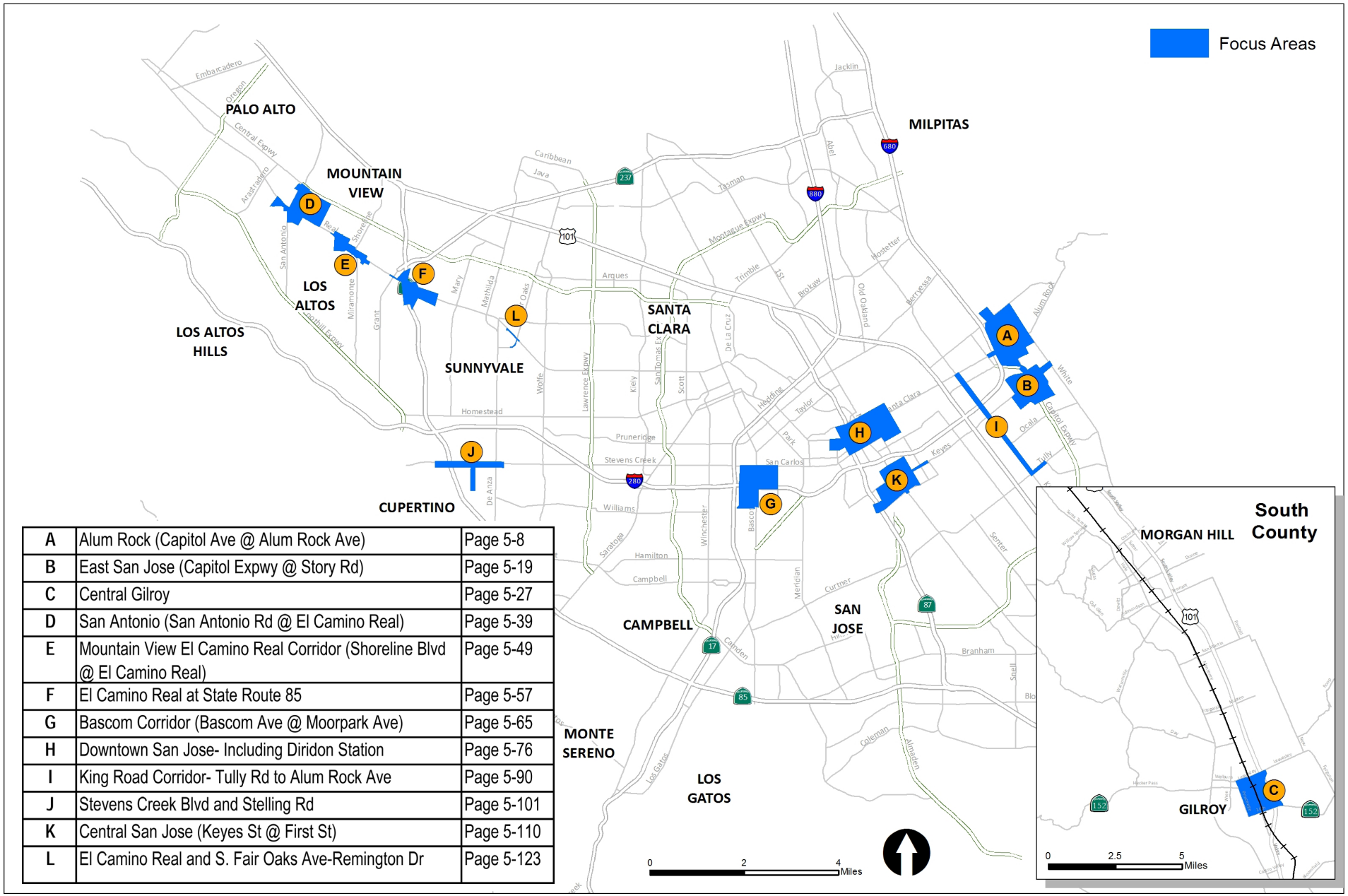
References: Pedestrian Bicycle Information Center, Costs for Pedestrian and Bicyclist Infrastructure Improvements, 2013; Fehr & Peers, 2016.

Except where noted, cost estimates are for the largest-scale implementation of a project. Lower costs may be possible with partial implementation of recommendations or with the use of short-term/tactical interventions.

All cost estimates are approximate and intended to assist in project prioritization only. Additional study will be needed prior to applying for grant funding.

5 Recommended Projects

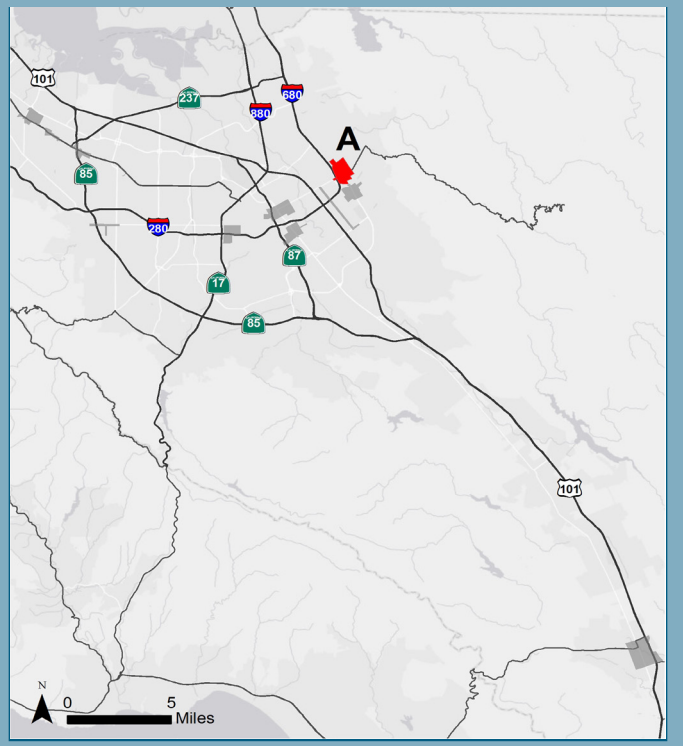
5.5 Focus Area Recommended Improvements



A	Alum Rock (Capitol Ave @ Alum Rock Ave)	Page 5-8
B	East San Jose (Capitol Expwy @ Story Rd)	Page 5-19
C	Central Gilroy	Page 5-27
D	San Antonio (San Antonio Rd @ El Camino Real)	Page 5-39
E	Mountain View El Camino Real Corridor (Shoreline Blvd @ El Camino Real)	Page 5-49
F	El Camino Real at State Route 85	Page 5-57
G	Bascom Corridor (Bascom Ave @ Moorpark Ave)	Page 5-65
H	Downtown San Jose- Including Diridon Station	Page 5-76
I	King Road Corridor- Tully Rd to Alum Rock Ave	Page 5-90
J	Stevens Creek Blvd and Stelling Rd	Page 5-101
K	Central San Jose (Keyes St @ First St)	Page 5-110
L	El Camino Real and S. Fair Oaks Ave-Remington Dr	Page 5-123

Figure 5.3: Location of twelve Focus Areas

Focus Area A:
Alum Rock (San Jose and Santa Clara County)



Summary

Focus Area A is located in East San Jose between Alum Rock Avenue, White Road, McKee Road, Capitol Avenue, and Jackson Avenue. It includes several schools and shopping centers, and is served by VTA Light Rail (Line 901), the 522 Rapid/future Santa Clara-Alum Rock BRT, and several local bus routes, including Lines 23, 25, 64, 70, and 71.

Issues

- Missing sidewalks throughout residential neighborhoods and along Alum Rock
- Unmarked crosswalks of major and minor barrier streets (White Road, Capitol Avenue)
- Several pedestrian collisions on major and minor barrier streets
- High speed vehicle turns at several major intersections
- Poor quality walking environment along corridors
- Intermittent pedestrian access to commercial centers
- High-density housing creates need for on-street parking in residential areas



Pedestrian crossing White Road near Florence Avenue



Missing sidewalks near White Road



"Porkchop" pedestrian island at McKee/Capitol

Opportunities

- High pedestrian demand throughout Focus Area from housing, schools, commercial centers, and transit
- Santa Clara-Alum Rock Bus Rapid Transit Program implementation underway in Focus Area
- Alum Rock Avenue and White Road identified as Safety Priority Streets in San Jose's Vision Zero Program
- Santa Clara County's East San Jose Regional Pedestrian Improvement Program will construct sidewalks in the area.
- Future BART station west of focus area (28th/Santa Clara) may increase transit use



People walking to commercial uses near Capitol Ave/McKee Rd intersection



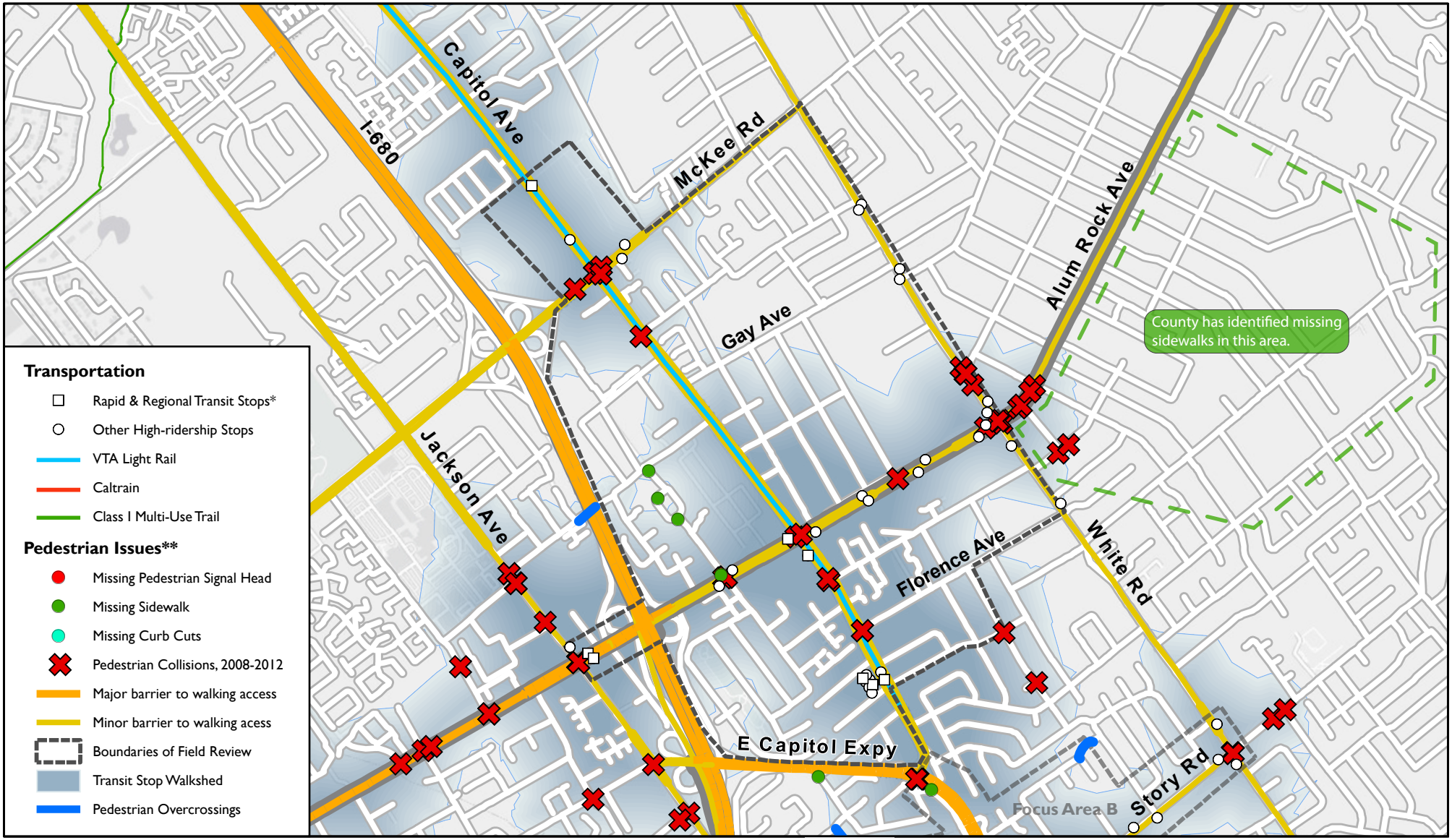
Pedestrian-friendly shopping district at Alum Rock Ave/White Rd intersection



High pedestrian demand at Capitol Ave/Alum Rock Ave

Focus Area A: Alum Rock (San Jose and Santa Clara County)

Barriers to Pedestrian Access & Pedestrian Infrastructure Deficiencies

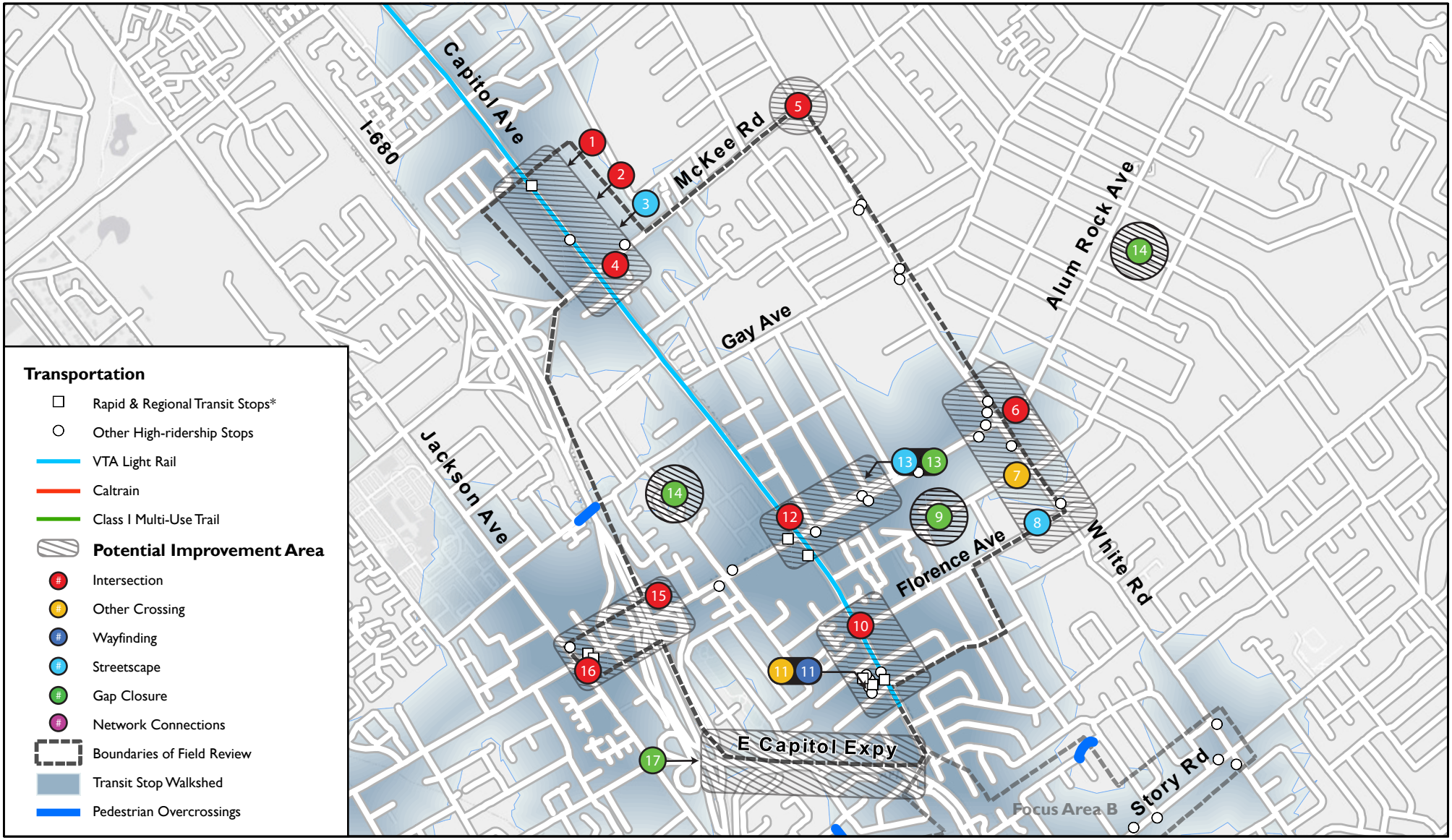


*VTA Light Rail, Caltrain, Long Distance Bus Stops, Bus Rapid Transit Services

**Not all pedestrian deficiencies are mapped.

Figure 5.4: Focus Area A, barriers and infrastructure deficiencies

Focus Area A: Alum Rock (San Jose and Santa Clara County)
Potential Improvements by Project Type



*VTA Light Rail, Caltrain, Long Distance Bus Stops, Bus Rapid Transit Services

Figure 5.5: Focus Area A, potential improvements

5 Recommended Projects

Table 5.4. Recommended Projects- for Focus Area A: Alum Rock (San Jose, County)

Project- Focus Area A					Existing Conditions Addressed	Issue or Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
McKee VTA LRT Station	A1	Complete & upgrade crosswalks around McKee VTA LRT Station	• Stripe ladder crosswalks at intersections around McKee VTA LRT Station • Complete all four legs of each crosswalk, add pedestrian refuge on either side of rail tracks.	Intersection	**Issues** • High pedestrian volume near the station and commercial areas • High vehicle speeds on Capitol Ave **Challenges** • Light rail signal timing may be a challenge • Potential safety challenge due to high vehicle speeds	-
McKee VTA LRT Station	A2	Signal retiming around McKee VTA LRT station	• Consider double-cycle/half-cycle operation at signalized crossings to improve pedestrian access and reduce crossing delay	Intersection	**Issues** • High pedestrian volume near the station and commercial areas • High vehicle speeds on Capitol Ave **Challenges** • Light rail signal timing may be a challenge	-
McKee VTA LRT Station	A2	Signal retiming around McKee VTA LRT station	• Consider double-cycle/half-cycle operation at signalized crossings to improve pedestrian access and reduce crossing delay	Intersection	**Issues** • High pedestrian volume near the station and commercial areas • High vehicle speeds on Capitol Ave **Challenges** • Light rail signal timing may be a challenge	-
McKee Rd/ Capitol Ave	A4	McKee Rd/Capitol Ave intersection improvements	• Redesign pork chops and curbs at NW & SW corners to narrow right turn radii, reduce the angle of approach, reduce crossing distances, and expand pedestrian waiting space	Intersection	**Issues** • High-speed right turns, high pedestrian demand and limited pedestrian waiting area • Multiple pedestrian-involved crashes	-

5 Recommended Projects

Project- Focus Area A					Existing Conditions Addressed	Issue or Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
			• Tighten curb radius at SE corner, widen sidewalk • Add advanced yield pavement markings and signage at dedicated right turn lanes • Stripe ladder crosswalks at all four legs of intersection • Re-time signal to synchronize with arriving trains			
McKee Rd/White Rd	A5	McKee Rd/White Rd intersection improvements	• Reconstruct pork chops and curbs at NW, NE & SW corners to narrow right turn radii, reduce crossing distances, and expand pedestrian waiting space • Tighten curb radius at SE corner, widen sidewalk and pedestrian waiting area • Stripe ladder crosswalks at all four legs of intersection • Add advanced yield pavement markings at dedicated right turn lanes	Intersection	**Issues** • High-speed right turns, high pedestrian demand and limited pedestrian waiting area • Multiple pedestrian-involved crashes	-
White Rd/ Alum Rock Ave	A6	White Rd/Alum Rock Ave intersection improvements	• Reconstruct curbs at NW, NE & SW corners to narrow right turn radii, reduce crossing distances, and expand pedestrian waiting space • Stripe ladder crosswalks at all four legs of intersection	Intersection	**Issues** • High pedestrian volumes, nearby school • High speed turns **Opportunities** • White Road and Alum Rock Ave are identified as Safety Priority Streets in *Vision Zero San Jose*	•*Vision Zero San Jose*
White Road	A7	White Road mid-block crossing	• Consider adding uncontrolled or PHB-controlled pedestrian	Other Crossing	**Issues**	•*Vision Zero San Jose*

5 Recommended Projects

Project- Focus Area A					Existing Conditions Addressed	Issue or Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
			crossing at White Rd/Rose Ave or White Rd/Florence Ave ladder crosswalk, high-visibility pedestrian crossing signage, pedestrian-scale lighting, RRFB or PHB to improve driver yield rates • Add curb extension at SE corner of Florence and White Rd to reduce curb radius and slow turning vehicles		• Unsafe walking environment for pedestrians who need to cross the street to access bus stops • Multiple pedestrian-involved crashes **Opportunities** • No median or hardscape obstruction • Identified as Safety Priority Street in *Vision Zero San Jose*	
White Road	A8	White Road streetscape improvements	• Widen sidewalks, add landscaped buffers (planters, short-term/tactical option), add pedestrian-scale lighting. Recommend minimum 13' total sidewalk width per VTA *Pedestrian Technical Guidelines* • Stripe ladder crosswalks alongside-street crossings.	Streetscape	**Issues** • Narrow sidewalks with little clear walkway width **Opportunities** • Identified as Safety Priority Street in *Vision Zero San Jose* **Challenges** • Widening sidewalks could require a taking of ROW	•*Vision Zero San Jose*
White Road	A9	White Road neighborhood sidewalk completion	• Complete sidewalks in neighborhood bounded by White Rd, Wilbur Ave, S. Capitol Ave, and Alum Rock Ave	Gap Closure	**Issues** • Incomplete sidewalks **Opportunities** • Identified as Safety Priority Street in *Vision Zero San Jose*	•*Vision Zero San Jose*
Alum Rock VTA LRT Station	A10	Alum Rock VTA LRT Station crosswalk improvements	• Stripe ladder crosswalks to intersections around Alum Rock VTA LRT Station. • Complete all four legs of each crosswalk, add pedestrian refuge on either side of rail tracks.	Intersection	**Issues** • Incomplete crosswalk access; high volume of pedestrian crossings from adjacent Transit Center **Opportunities** • Santa Clara-Alum Rock BRT Program	•Santa Clara-Alum Rock BRT Program

5 Recommended Projects

Project- Focus Area A					Existing Conditions Addressed	Issue or Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
Alum Rock VTA LRT Station	A11	Alum Rock Transit Center pedestrian path improvements	• Stripe crosswalks or otherwise designate pedestrian routes from Capitol Ave to bus bays	Wayfinding	**Issues** • High pedestrian volume through Transit Center **Opportunities** •Santa Clara-Alum Rock BRT Program	• Santa Clara-Alum Rock BRT Program
Alum Rock Ave/Capitol Ave	A12	Alum Rock Ave/Capitol Ave intersection improvements	• Reconstruct curbs at NW & SE corners to narrow right turn radii, reduce crossing distances, and expand pedestrian waiting space. • Stripe ladder crosswalks across all four legs of intersection	Intersection	**Issues** • High-speed right turns, high pedestrian demand and limited pedestrian waiting area **Opportunities** • Alum Rock is identified as a Safety Priority Street in *Vision Zero San Jose* • Intersection redevelopment included in Santa Clara-Alum Rock BRT Program	• *Vision Zero San Jose* • Santa Clara-Alum Rock BRT Program
Alum Rock Ave/Capitol Ave	A13	Alum Rock Ave streetscape/side walk improvements	• Complete sidewalks along north side of Alum Rock Ave east of Capitol Ave between Pala Ave and Cedar Lane. Sidewalks and landscaping can replace existing landscaping strip along frontage road or sidewalks can be added inside of existing landscaping strip • Widen existing sidewalks on south side of Alum Rock Ave between bus stops, add landscaped buffers (planters, short-term/tactical option), add pedestrian-scale lighting. Recommend minimum total	Streetscape Gap Closure	**Issues** • Narrow sidewalks with little clear walkway width • Incomplete sidewalks **Opportunities** • Alum Rock Ave is identified as a Safety Priority Street in *Vision Zero San Jose* • Potential to narrow frontage road and add sidewalk between Pala Ave and Cedar Lane • Potential to reallocate space from 20' outside vehicle travel lanes on Alum Rock Ave to sidewalk space **Challenges**	• *Vision Zero San Jose*

5 Recommended Projects

Project- Focus Area A					Existing Conditions Addressed	Issue or Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
			sidewalk width of 13' per VTA *Pedestrian Technical Guidelines* • Stripe ladder crosswalks alongside-street crossings.		• Sidewalk widening may require taking right-of-way • Improvements will require coordination with San Jose Fire Department to ensure fire trucks have adequate access	
Alum Rock Ave/Capitol Ave	A14	Alum Rock neighborhood sidewalk improvements	• Complete sidewalks in neighborhoods bounded by Alum Rock Ave/Capitol Ave/Mueller Ave/I-680 and Madeline Dr/Fleming Ave/ E. Hills Dr/White Rd	Gap Closure	**Issues** • Incomplete sidewalks in neighborhoods in and around Focus Area **Opportunities** • Sidewalk completion through County Sidewalk Improvement Program	-
Alum Rock Ave/ I-280/I-680	A15	Alum Rock/I-280/I-680 Ramps improvements	• Stripe ladder crosswalks, advanced yield lines, and add high-visibility pedestrian crossing signage at ramp crossings • Tighten curb radii where possible • Consider signalizing pedestrian crossing of NB on ramp at NE corner of Alum Rock Ave/I-680 NB ramp • Realign ramps to 90-degree angles and consolidate intersections and pedestrian crossings when interchanges are reconstructed • Install pedestrian-scale lighting on overpass • Consider additional long-term pedestrian improvements with	Intersection	**Issues** • Low-visibility crossings of ramps • High-speed turns to on-ramps **Opportunities** • Approach lanes for on ramps have underutilized roadway space • Alum Rock is identified as a Safety Priority Street in *Vision Zero San Jose* • Long-term improvements possible with implementation of proposed Median Express Bus Station redesign (identified in VTA's *I-680 Corridor Study*)	• *Vision Zero San Jose* • *I-680 Corridor Study* (VTA, 2016)

5 Recommended Projects

Project- Focus Area A					Existing Conditions Addressed	Issue or Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
			implementation of proposed I-680 Median Express Bus Station (identified in VTA's *I-680 Corridor Study*)			
Alum Rock Ave/Jackson Ave	A16	Alum Rock Ave/Jackson Ave intersection improvements	• Reconstruct curbs at NW, NE & SE corners to narrow right turn radii, reduce crossing distances, and expand pedestrian waiting space. • Stripe ladder crosswalks at all four legs of intersection	Intersection	**Issues** • Wide turning radii, high pedestrian volumes **Opportunities** • Intersection redesign will be included in Santa Clara-Alum Rock BRT Program • Jackson Ave and Alum Rock Ave identified as Safety Priority Streets in *Vision Zero San Jose*	• Santa Clara-Alum Rock BRT Program • *Vision Zero San Jose*
Capitol Expy/ I-680 Ramps	A17	Capitol Expressway sidewalk and crosswalk improvements	• Complete sidewalks on south side of Capitol Expressway between S. Jackson Ave and S. Capitol Ave • Stripe ladder crosswalks at all pedestrian crossings of I-680 ramps • Consider additional long-term pedestrian improvements with implementation of proposed diverging diamond interchange redesign (identified in VTA's *I-680 Corridor Study*)	Intersection	**Issues** • Missing sidewalks between S. Jackson Ave and South Capitol Ave **Opportunities** • County-identified project to add sidewalks between Jackson Ave and Massar Ave • Jackson Ave and Capitol Expy identified as Safety Priority Streets in *Vision Zero San Jose* • Crosswalk improvements identified in *I-680 Corridor Study* (VTA, 2016) • Interchange redesign identified in *I-680 Corridor Study* (VTA, 2016)	• *I-680 Corridor Study* (VTA, 2016) • *Vision Zero San Jose*

5 Recommended Projects

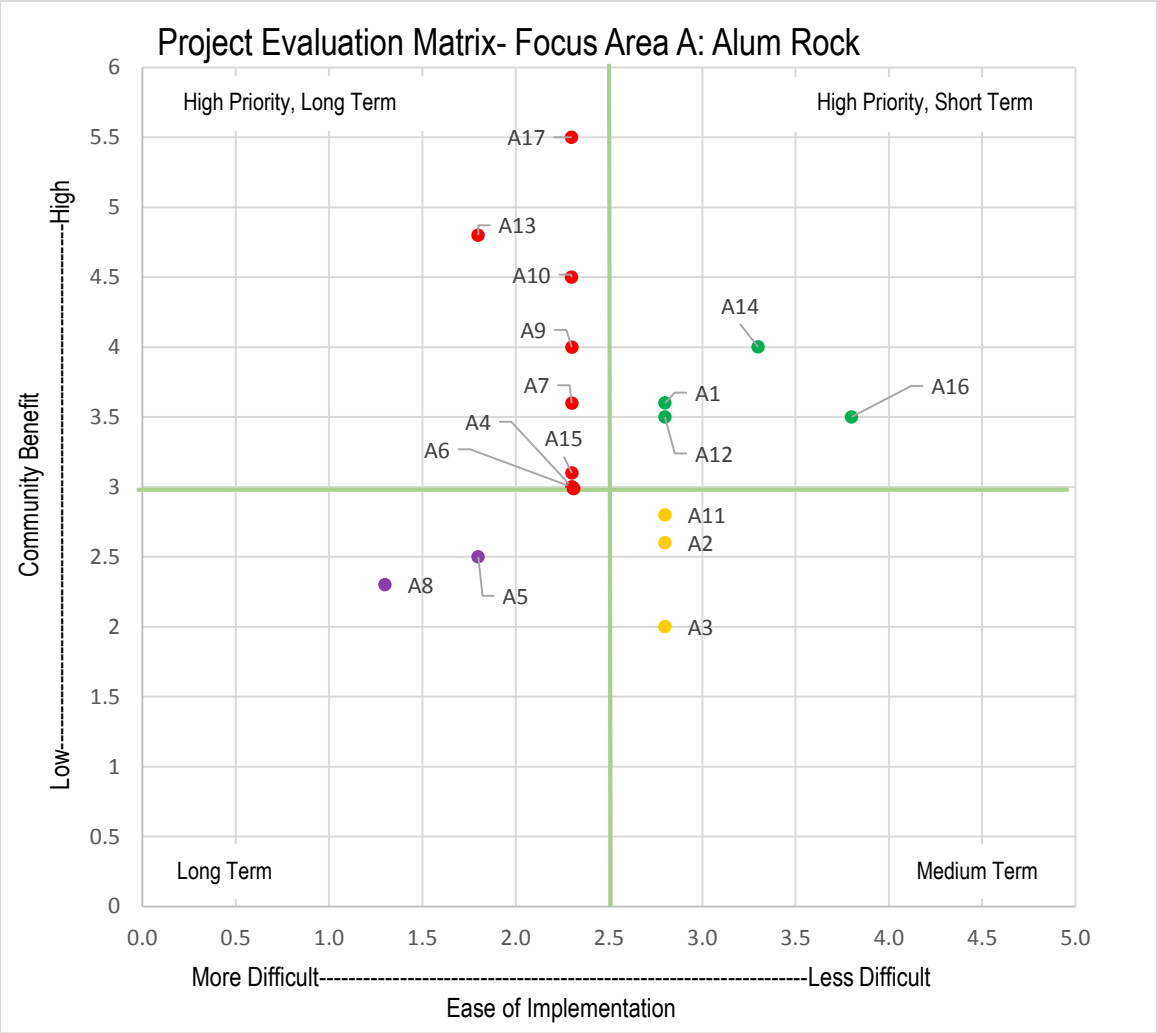


Figure 5.6: Project Evaluation Matrix for Focus Area A: Alum Rock (San Jose, County)

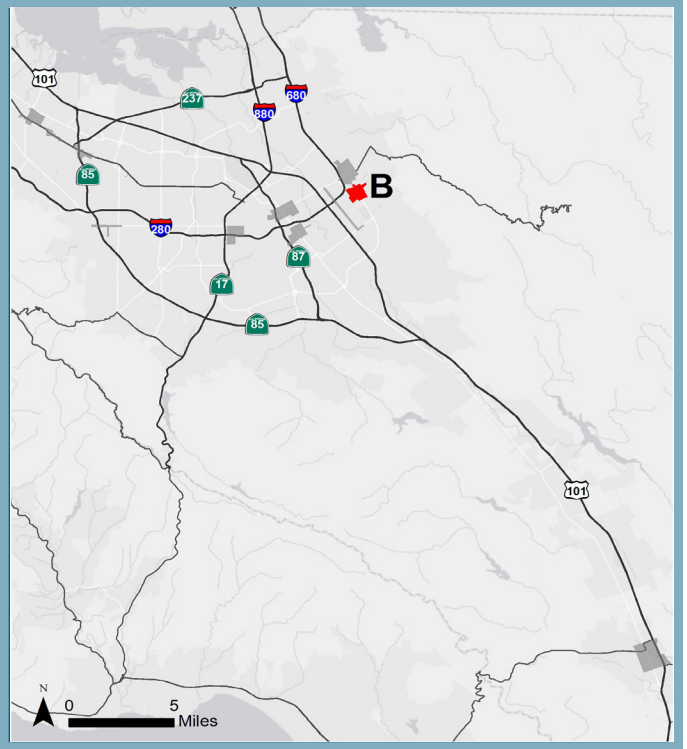
5 Recommended Projects

Table 5.5. Project Scores and Cost Estimates for Focus Area A: Alum Rock (San Jose, County)

#	Name	Community Benefit Score	Ease of Implementation Score	Order of Magnitude Cost			Project priority
				less than $500,000	*$500,000-$5M*	*over $5M*	
A1	Complete & upgrade crosswalks around McKee VTA LRT Station	3.6	2.8	x			High priority, short term
A2	Signal retiming around McKee VTA LRT Station	2.6	2.8	x			Medium term
A3	McKee/Capitol pedestrian access to commercial development	2.0	2.8	x			Medium term
A4	McKee/Capitol intersection improvements	3.0	2.3	x			High priority, long term
A5	McKee/White intersection improvements	2.5	1.8	x			Long term
A6	White Road/Alum Rock intersection improvements	3.0	2.3	x			High priority, long term
A7	White Road mid-block crossing	3.6	2.3	x			High priority, long term
A8	White Road streetscape improvements	2.3	1.3			x	Long term
A9	White Road neighborhood sidewalk completion	4.0	2.3			x	High priority, long term
A10	Alum Rock VTA LRT Station crosswalk improvements	4.5	2.3	x			High priority, long term
A11*	Alum Rock Transit Center pedestrian path improvements	2.8	2.8	x			Medium term
A12	Alum Rock/Capitol intersection improvements	3.5	2.8	x			High priority, short term
A13	Alum Rock streetscape/sidewalk improvements	4.8	1.8		x		High priority, long term
A14	Alum Rock neighborhood sidewalk improvements	4.0	3.3			x	High priority, short term
A15	Alum Rock/280-680 ramps improvements	3.1	2.3			x	High priority, long term
A16	Alum Rock/Jackson intersection improvements	3.5	3.8	x			High priority, short term
A17*	Capitol Expressway sidewalk and crosswalk improvements	5.5	2.3		x		High priority, long term

** Projects that VTA has an interest in proactively advancing. See chapter 6 for planning level cost estimates for these projects.*

Focus Area B: East San Jose



Summary

Focus Area B is located in East San Jose around the intersection of Capitol Avenue/Capitol Expressway. It includes three schools, two parks and several major commercial developments along Story Road, and is served by VTA Rapid 522 and several local bus routes, including VTA Lines 25, 70, and 71.

Issues

- Many intersections with restricted pedestrian access
- Long distances between marked crosswalks (Capitol Avenue/ Capitol Expy, Story Road)
- Several pedestrian collisions
- High speed vehicle turns at several major intersections
- Pedestrian "dead zone" along Capitol Expressway, general poor quality walking environment along corridors
- Pedestrian access to neighborhoods blocked by sound wall on Capitol Expressway



Wide curb radius at Capitol Ave/Story Rd



Restricted pedestrian access on Capitol Expressway



Incomplete pedestrian access at signalized intersections along Story Rd

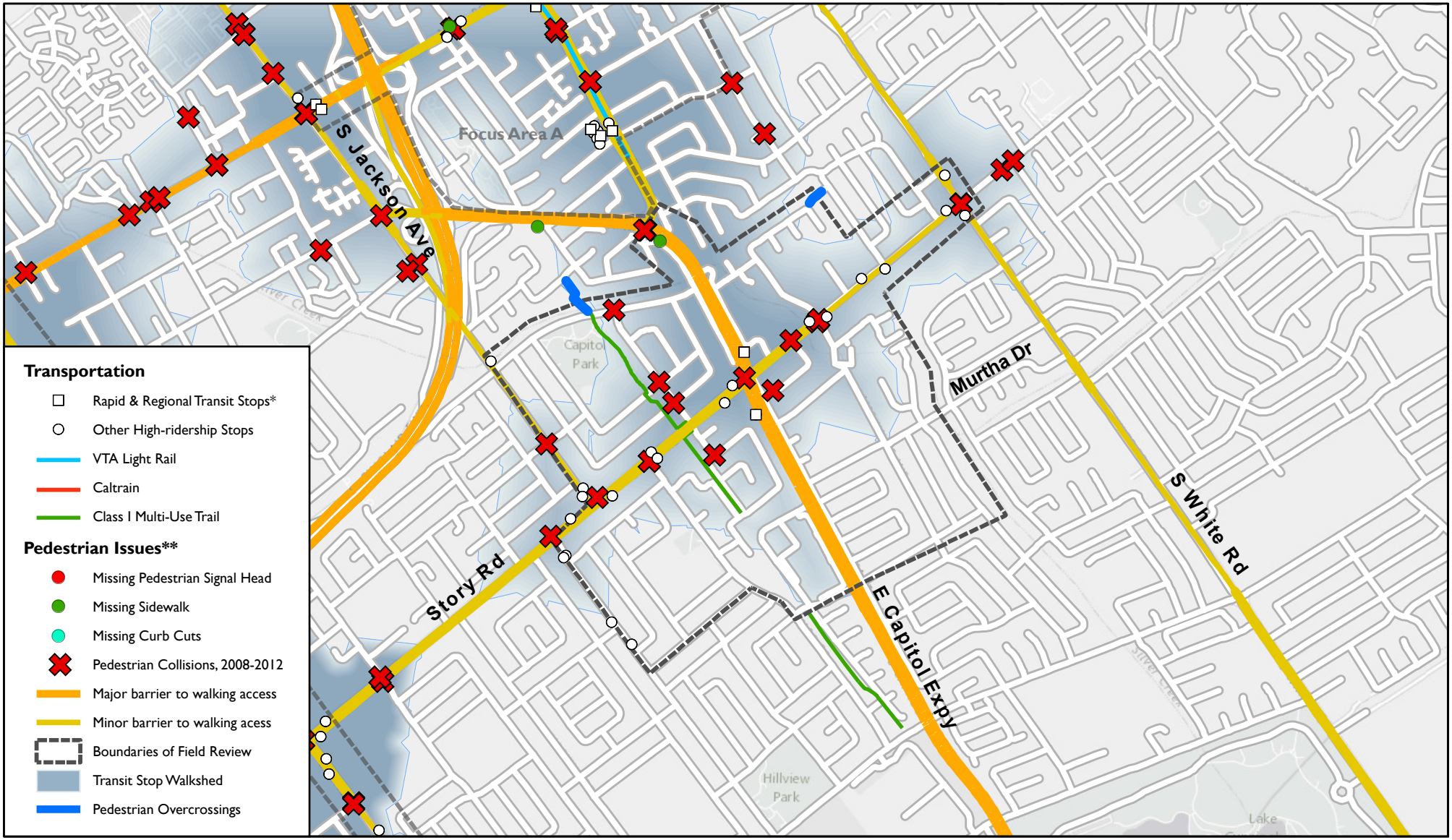
Opportunities

- Excess right-of-way at many intersections
- Capitol Expressway and Story Road identified as "Safety Priority Streets" in *Vision Zero San Jose*
- Commercial and residential uses generate pedestrian demand
- Built segments of Lower Silver Creek Trail provides opportunity for off-street pedestrian access



Focus Area B: East San Jose

Barriers to Pedestrian Access & Pedestrian Infrastructure Deficiencies

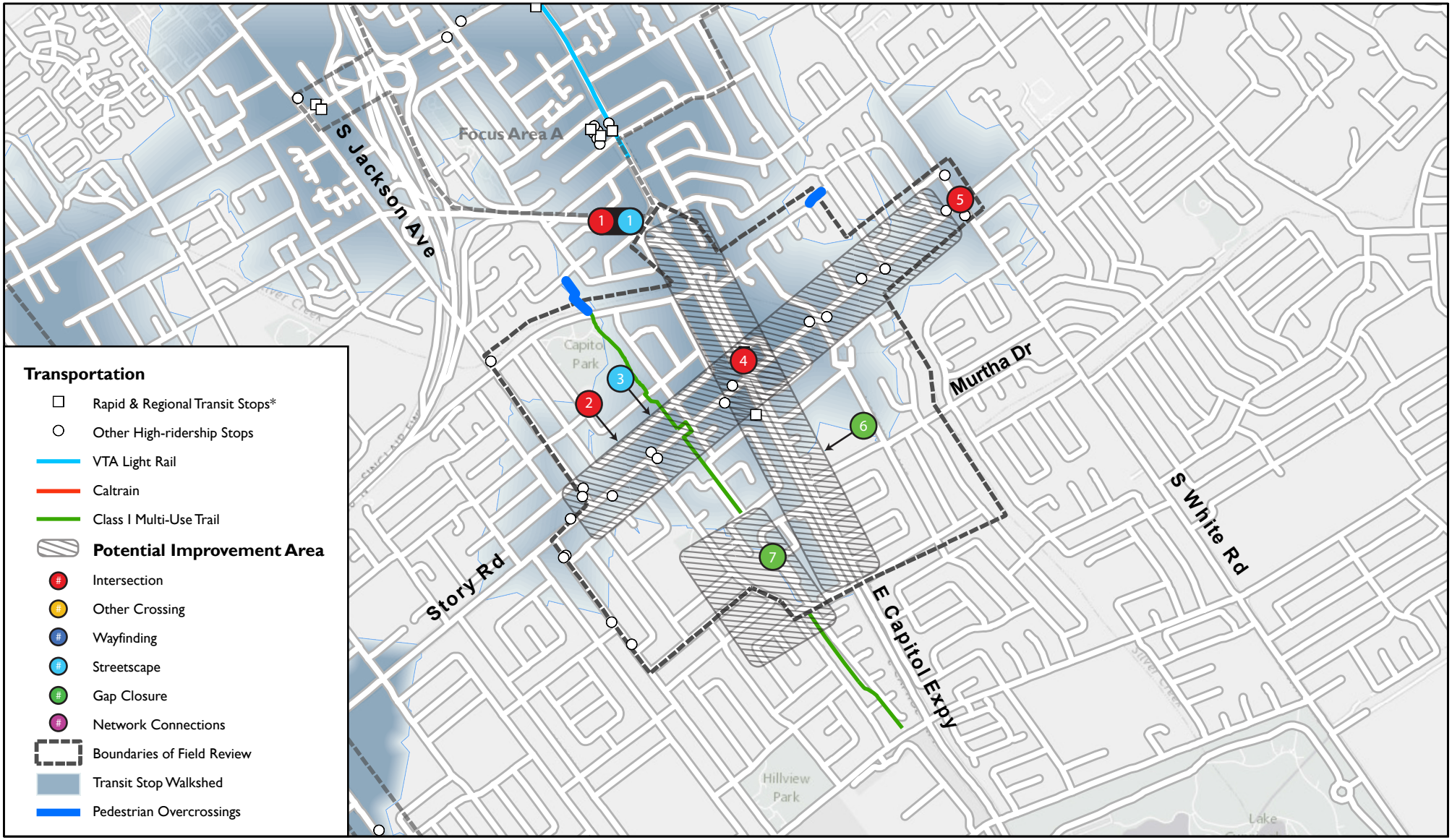


*VTA Light Rail, Caltrain, Long Distance Bus Stops, Bus Rapid Transit Services

**Not all pedestrian deficiencies are mapped.

Figure 5.7: Focus Area B, barriers and infrastructure deficiencies

Focus Area B: East San Jose
Potential Improvements by Project Type



*VTA Light Rail, Caltrain, Long Distance Bus Stops, Bus Rapid Transit Services

N

0.3 Miles

Figure 5.8: Focus Area B, potential improvements

5 Recommended Projects

Table 5.6. Recommended Projects- for Focus Area B: East San Jose (San Jose, County)

Project- Focus Area B					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
Capitol Expy/ Capitol Ave	B1	Capitol Expy/Capitol Ave intersection improvements	• Reconstruct pork chops and curbs at all four corners to narrow right turn radii, reduce crossing distances, and expand pedestrian waiting space. • Add advanced yield pavement markings and signage at right turns • Stripe ladder crosswalks on all four legs of intersection • Add landscaping to islands/hardscape at NE & SE corners to improve quality of pedestrian environment and channel pedestrians away from restricted crossing areas. Ensure that landscaping does not restrict sight lines	Intersection Streetscape	**Issues** • Wide crossing with little shade at corners • Poor pedestrian visibility • Restricted access on east leg •Unpleasant walking environment, high traffic exposure **Opportunities** • Capitol Expy identified as a Safety Priority Street in *Vision Zero San Jose* **Challenges** • High vehicle traffic volumes • Landscaping and ladder crosswalks generate additional maintenance costs	• *Vision Zero San Jose*
Story Rd Corridor	B2	Story Rd Corridor signalized intersection improvements	• Provide marked pedestrian crossings (signal heads and crosswalks) on all four legs of intersections • Stripe ladder crosswalks • Tighten wide curb radii via curb extensions or pork chop reconstruction • Locations: S. Jackson Ave, Leeward Dr, Galahad Ave, McGinness Ave, Home Depot Driveway, Highwood Dr	Intersection	**Issues** • Incomplete pedestrian access at signalized intersections along Story Rd corridor **Opportunities** • Identified as a Safety Priority Street in *Vision Zero San Jose*	• *East San Jose Community-Based Transportation Plan* (2009) • *Vision Zero San Jose*

5 Recommended Projects

Project- Focus Area B					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
Story Rd Corridor	B3	Story Rd streetscape improvements	• Widen sidewalks on N side of Story Rd between S. Jackson Ave and White Rd; Recommend minimum 13' total sidewalk width per VTA P*edestrian Technical Guidelines* • Stripe ladder crosswalks alongside street crossings	Streetscape	**Issues** • Very narrow sidewalks on north.(residential) side of Story Rd **Opportunities** • Underutilized roadway space and parking space in outside lanes on Story Rd • Identified as a Safety Priority Street in *Vision Zero San Jose* **Challenges** • On-street parking along this corridor • Taking right-of-way may be required to widen sidewalks	• *East San Jose Community-Based Transportation Plan* (2009) • *Vision Zero San Jose*
Story Rd/ Capitol Expy	B4	Capitol Expy/Story Rd intersection improvements	• Reconstruct pork chops at NE and SW corners to narrow right turn radii, reduce crossing distances, and expand pedestrian waiting space • Add advanced yield pavement markings and signage at NE and SW corner dedicated right turns • Stripe ladder crosswalks • Consider landscaping at NW, SW and NE corners to improve waiting experience and provide shade	Intersection	**Issues** • Wide intersection lacks shade • Poor pedestrian visibility **Opportunities** • Platforms under construction as part of Santa Clara-Alum Rock BRT • Story Rd and Capitol Expy identified as Safety Priority Streets in *Vision Zero San Jose* **Challenges** • High vehicle traffic volumes • Landscaping and ladder crosswalks generate additional maintenance costs	• *East San Jose Community-Based Transportation Plan* (2009) • Santa Clara-Alum Rock BRT Program • *Vision Zero San Jose*
Story Rd/White Rd	B5	White Rd/Story Rd intersection improvements	• Reconstruct curbs at SW and SE corners to narrow right turn radii, reduce crossing distances, and expand pedestrian waiting space • Stripe ladder crosswalks	Intersection	**Opportunities** • Story Rd and White Rd identified as Safety Priority Streets in *Vision Zero San Jose*	• *East San Jose Community-Based Transportation Plan* (2009) • *Vision Zero San Jose*

5 Recommended Projects

Project- Focus Area B					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
Capitol Expy Corridor	B6	Capitol Expy streetscape and neighborhood access improvements	• Consider streetscape improvements along west side of Capitol Expressway south of Story Rd: widen sidewalks, add landscaped buffer strip • Consider adding "punch-thru" pedestrian access path at Logsden Way. Access through sound walls must include sound-dampening features	Streetscape	**Issues** • Limited transit access along this stretch of Capitol Expy **Opportunities** • Capitol Expy identified as a Safety Priority Street in *Vision Zero San Jose* **Challenges** • "Punch thru" pedestrian access likely to require land purchase or easement from existing homeowners • Limited transit access along this stretch of Capitol Expy • Soundwalls restrict right-of-way that can be used to widen sidewalks	• *Vision Zero San Jose*
Capitol Expy Corridor	B7	Silver Creek Trail Extension	• Extend Silver Creek Trail between Cassell Park and Lake Cunningham Park	Network Connection	**Issues** • Silver Creek Trail ends at Cassell Park **Opportunities** • City of San Jose and Santa Clara Valley Water District have identified trail extension as a future project	• *Lower Silver Creek Trail Master Plan* (SJ, 2007) and Initial Study

5 Recommended Projects

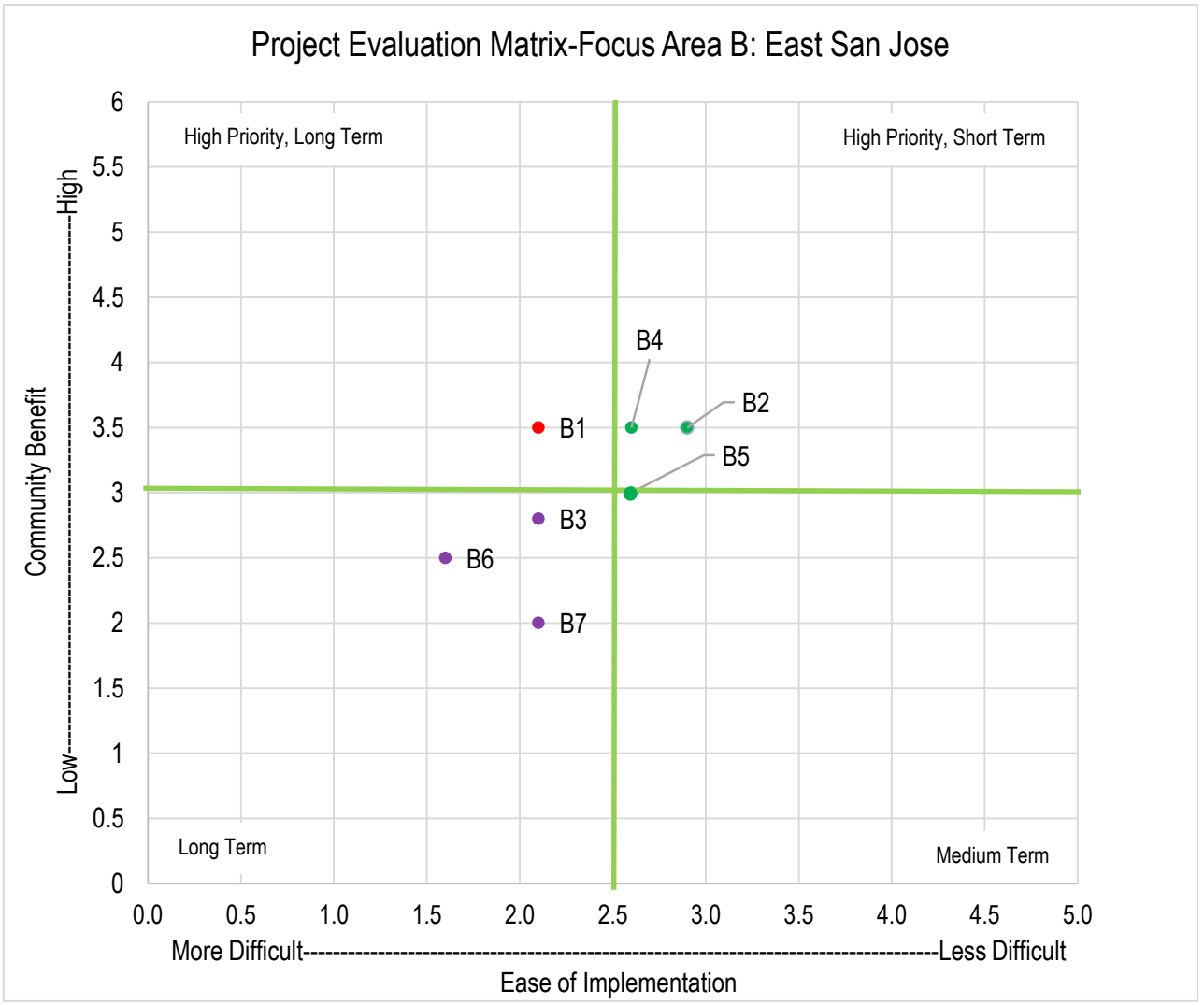


Figure 5.9: Project Evaluation Matrix for Focus Area B: East San Jose (San Jose, County)

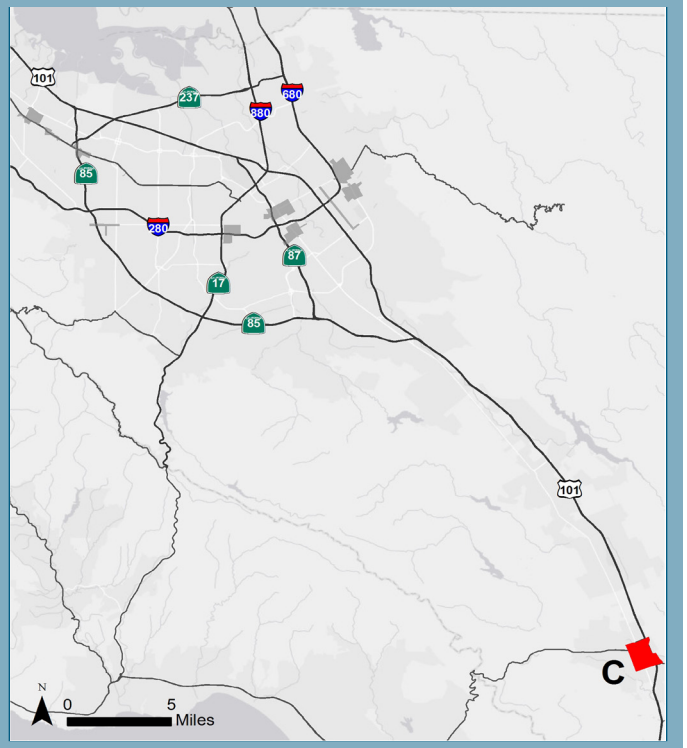
5 Recommended Projects

Table 5.7: Project Scores and Cost Estimates for Focus Area B: East San Jose (San Jose, County)

#	Name	Community Benefit Score	Ease of Implementation Score	Order of Magnitude Cost			Project Priority
				less than $500,000	*$500,000-$5M*	*over $5M*	
B1	Capitol Expy/Capitol Ave intersection improvements	3.5	2.1		x		High priority, long term
B2*	Story Rd Corridor signalized intersection improvements	3.5	2.9			x	High priority, short term
B3	Story Rd streetscape improvements	2.8	2.1			x	Long term
B4*	Capitol Expy/Story Rd intersection improvements	3.5	2.6		x		High priority, short term
B5	White Rd/Story Rd intersection improvements	3.0	2.6	x			High priority, short term
B6	Capitol Expy streetscape and neighborhood access improvements	2.5	1.6			x	Long term
B7	Silver Creek Trail Extension	2.0	2.1			x	Long term

** Projects that VTA has an interest in proactively advancing. See chapter 6 for planning level cost estimates for these projects.*

Focus Area C: Central Gilroy



Summary

Focus Area C is located in downtown Gilroy and is bounded by Highway 101, Princevalle Street, W. 10th Street, and Leavesley Road. It is served by Caltrain and several local bus routes centered on the Gilroy Transit Center. Major bus routes within the Focus Area are VTA Lines 14, 18, 19, 68, and 121). The Focus Area includes four schools, three parks, and commercial districts along Monterey Road, E. 10th Street, and 1st Street.

Issues

- US 101 and Caltrain tracks present major barriers to pedestrian circulation
- Existing at-grade rail crossings do not provide adequate pedestrian facilities
- Several intersections with pedestrian crossing restrictions
- Incomplete sidewalks in neighborhoods



Existing pedestrian crossing at 7th Street-Old Gilroy



Missing sidewalks within Focus Area



Highway 101 creates a barrier between residential and commercial areas

Opportunities

- Existing pedestrian-oriented retail along Monterey Road and 1st Street
- Excellent streetscape around Caltrain Station and Gilroy Transit Center
- High pedestrian demand throughout Focus Area due to housing, retail, schools and parks
- Excess right-of-way at streets and intersections provides space for pedestrian-oriented improvements
- Pedestrian improvements identified in *Downtown Gilroy Specific Plan*, including bicycle/pedestrian paths along east side of Caltrain alignment and along Western Ronan Channel
- *Downtown Station Area Plan* in progress right now.



High-quality streetscape at Gilroy Transit Center



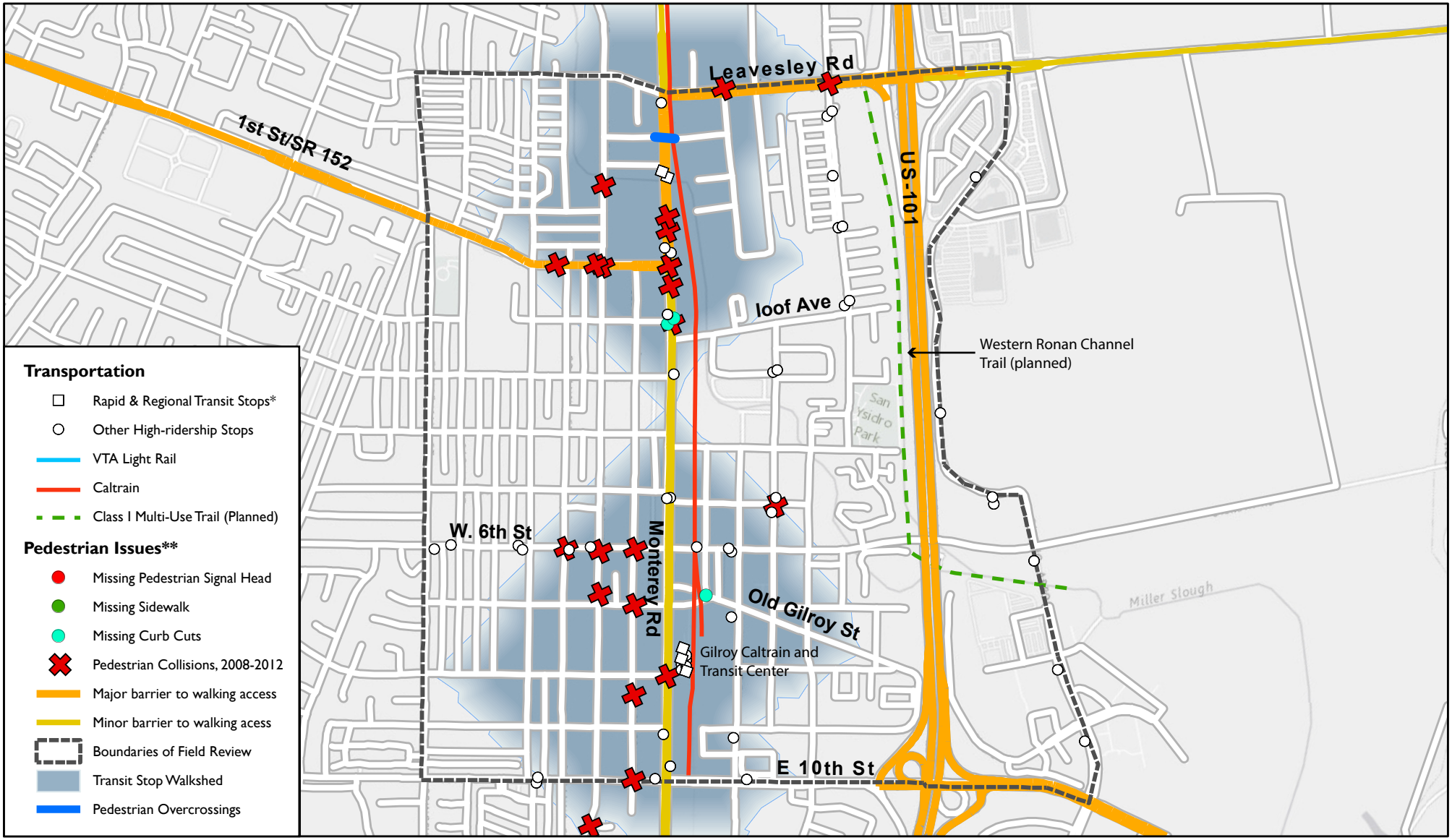
Unused right-of-way on Monterey Rd



Schools and housing generate pedestrian demand

Focus Area C: Central Gilroy

Barriers to Pedestrian Access & Pedestrian Infrastructure Deficiencies



*VTA Light Rail, Caltrain, Long Distance Bus Stops, Bus Rapid Transit Services

**Not all pedestrian deficiencies are mapped.

Figure 5.10: Focus Area C, barriers and infrastructure deficiencies

Focus Area C: Central Gilroy
Potential Improvements by Project Type



*VTA Light Rail, Caltrain, Long Distance Bus Stops, Bus Rapid Transit Services

Figure 5.11: Focus Area C, potential improvements

5 Recommended Projects

Table 5.8. Recommended Projects- for Focus Area C: Central Gilroy

Project- Focus Area C					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
Monterey Rd/Leavesley Rd	C1	Monterey Rd/Leavesley Rd intersection improvements	• Consider removing or reconstructing pork chop at SE corner to narrow right turn radii, reduce crossing distances, expand pedestrian waiting space, and improve driver yielding rates • Tighten curb radius at NE corner • Add advanced yield pavement markings and signage at dedicated right turn lane • Stripe ladder crosswalks • Stripe ladder crosswalks at NE and SE corner track crossings to designate pedestrian crossing	Intersection	**Issues** • Wide curb radii and high vehicle speeds • WB trucks regularly collide with railroad crossing sign (crossbuck) • Heavy truck turning movement WB to NB **Opportunities** • Identified improvements in *Downtown Gilroy Specific Plan* **Challenges** • Due to proximity to Caltrain tracks, changes will require coordination with California Public Utilities Commission	• *Downtown Gilroy Specific Plan*
Monterey Rd Corridor	C2	Monterey Rd Corridor streetscape improvements	• Add buffer on west side of Monterey Rd through streetscape and pedestrian lighting • Widen sidewalks, add landscaped buffers (planters, short-term/tactical option), add pedestrian-scale lighting. Recommend minimum 13' total sidewalk width per VTA *Pedestrian Technical Guidelines* • Stripe ladder crosswalks alongside street crossings	Streetscape	**Issues** • Monterey Rd is wide with high pedestrian volumes, high vehicle speeds and poor lighting **Opportunities** • Underused parking spaces on both sides of Monterey Road. • ROW can be reallocated to implement streetscape improvements. • Identified improvements in *Downtown Gilroy Specific Plan*	• *Downtown Gilroy Specific Plan*
Monterey Rd Corridor	C3	Monterey Rd/Howson St uncontrolled crossing improvements	• Improve existing uncontrolled crossing at Monterey Rd/Howson St: ladder crosswalk, high-visibility pedestrian crossing signage, Rectangular Rapid Flash Beacon or	Other Crossing	**Issues** • Poor driver yield rates observed at existing crosswalk • High number of pedestrian-involved collisions at this location	-

5 Recommended Projects

Project- Focus Area C					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
			Pedestrian Hybird Beacon to improve driver yield rates • Evaluate possibility of relocating NB bus stop closer to Howson		• Pedestrians observed crossing Monterey Rd against traffic	
Caltrain corridor	C4	At-grade railway crossing improvements	• Improve at-grade crossings at IOOF Ave, Lewis St, Martin St, E. 6th St, E. 7th St • Widen or add sidewalks. Recommend minimum 9'6" total sidewalk width per VTA *Pedestrian Technical Guidelines* • Stripe ladder crosswalks at track crossings to designate pedestrian crossing • Add pedestrian gates and potentially intertrack fencing to restrict pedestrian access to tracks • Evaluate possibility of adding bicycle/pedestrian path east of Caltrain right-of-way between 10th St and Leavesley Rd, as identified in *Downtown Gilroy Specific Plan*	Gap Closure	**Opportunities** • Identified in *Downtown Gilroy Specific Plan* • Crossing improvements identified in *Caltrain Safety Improvement Study* conducted by VTA in 2013 **Challenges** • Due to proximity to Caltrain tracks, changes will require coordination with California Public Utilities Commission	• *Downtown Gilroy Specific Plan* • *Caltrain Safety Improvement Study* (VTA, 2013)
E 7th St -Old Gilroy St	C5	E 7th St - Old Gilroy St railway crossing improvements	• Add sidewalk and crosswalk to NE side of track crossing • Stripe ladder crosswalks at track crossings to designate pedestrian crossing • Add pedestrian gates to channel pedestrian access • Add pedestrian refuge between two sets of tracks: raised curb,	Gap Closure	**Issues** • Pedestrian access is unclear • No restrictions to pedestrian access at rail track • No infrastructure to alert drivers to presence of pedestrians • Narrow sidewalk at Old Gilroy St. north side • Existing crossings are not ADA-compliant	-

5 Recommended Projects

Project- Focus Area C					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
			pedestrian gates, possibly intertrack fencing • Consider reconstructing RR/Old Gilroy St intersection to reduce turning radii at NE corner/shorten crossing distance, and bring the two streets together at closer to a 90 degree angle.		**Opportunities** • On Railroad Rd/ Old Gilroy St there is space for sidewalks, crosswalks, and lighting **Challenges** • Due to proximity to Caltrain tracks, changes will require coordination with California Public Utilities Commission • Design must accommodate truck movement as this is an industrial area.	
Monterey Rd Corridor	C6	Neighborhood sidewalk completion	• Complete sidewalk networks throughout neighborhood bounded by Monterey Rd, IOOF Ave, US 101, and E. 10th St	Gap Closure	**Issues** • Incomplete sidewalk network in this neighborhood **Opportunities** • Space available on Alexander and Old Gilroy St for bus waiting area and sidewalk • This area has space for sidewalk and pedestrian lighting **Challenges** • Little development anticipated in this neighborhood, presenting few opportunities to complete sidewalks as part of new projects	• *Downtown Gilroy Specific Plan*
Monterey Rd Corridor	C7	Monterey Road sidewalk completion	• Complete sidewalks between Caltrain Station and W. 10th St • Short-term solution: Install ADA-compliant all-weather asphalt path	Gap Closure	**Opportunities** • Implementation of High Speed Rail provides opportunity to make improvements **Challenges** • Right-of-way taking, parking and tree removal, and relocation of utility lines	• *Downtown Gilroy Specific Plan* • *City of Gilroy Pedestrian Safety Assessment* (2013)

5 Recommended Projects

Project- Focus Area C					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
					would be required and would increase project cost	
Monterey Rd/ E.10th St	C8	10th st/Monterey Rd crossing improvements and gap closure	• Complete and widen sidewalks at track crossing and on south side of E 10th St; Recommend minimum 13' total sidewalk width per VTA *Pedestrian Technical Guidelines* • Stripe ladder crosswalks at track crossing to designate pedestrian crossing • Add pedestrian gates and potentially intertrack fencing to restrict pedestrian access • Add pedestrian refuge between two sets of tracks: raised curb, pedestrian gates, potentially intertrack fencing • Consider tightening radii at NE corner of Monterey Rd/10th St and realigning north leg crosswalk	Gap Closure	**Issues** • Pedestrian access is unclear • No restrictions to pedestrian access at rail track • No infrastructure to alert drivers to presence of pedestrians **Opportunities** • Major access point for Caltrain station • City-led traffic calming study of 10th St improvements underway **Challenges** • Due to proximity to Caltrain tracks, changes will require coordination with California Public Utilities Commission • Right-of-way taking with property redevelopment may be required to widen sidewalks	• *Downtown Gilroy Specific Plan* • *Gilroy traffic calming study* (City of Gilroy, forthcoming)
US 101 corridor	C9	Proposed pedestrian crossings at Ioof Ave, Old Gilroy Street	• US 101 overcrossings proposed at: Ioof St, Old Gilroy St • Ioof Ave overcrossing would include vehicle, bicycle, and transit access • Old Gilroy St overcrossing would be pedestrian-only • Considerations for a new overpass should include: conflicts with overhead utilities, close-in pedestrian overpasses (10th, 6th, Leavesley Rd)	Network Connection	**Issues** • Proposed overcrossings could connect neighborhood to major commercial areas **Challenges** • Bridge at Crocker Ln may conflict with power lines, elevations • May duplicate access provided at E. 6th Street/Gilman Road.	-

5 Recommended Projects

Project- Focus Area C					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
US 101/ Leavesley Rd	C10	Leavesley Rd/US 101/San Ysidro Ave interchange improvements	• Reconstruct curb at NE corner and pork chop at SE corner of San Ysidro Ave/Leavesley Rd to tighten right turn radii, reduce crossing distances, expand pedestrian waiting space, and reduce angle of approach • Lane restriping and crosswalk relocations as identified in *Gilroy Pedestrian Safety Assessment* • Stripe ladder crosswalks and add pedestrian crossing signage at existing ramp crossings • Add pedestrian-scale lighting under underpass • Consider adding mural or other public art under underpass • Western Ronan Channel continues across Leavesley. Consider bike pedestrian overcrossing or at-grade crossing at this location to facilitate trail connection	Intersection	**Issues** • Wide curb radii, long pedestrian crossing distance, and high vehicle speeds **Opportunities** • Interchange identified as an Across Barrier Connection (Unfriendly interchange) in 2008 *Santa Clara Countywide Bicycle Plan* **Challenges** • Multi-jurisdiction location; improvements would require coordination with Caltrans	• *Santa Clara Countywide Bicycle Plan* (VTA, 2008)
1st St/Hanna St	C11	1st St mid-block crossing at Hanna St or Rosanna St	• Consider mid-block crossing at 1st St/Hanna St or Rosanna St: ladder crosswalk, high-visibility pedestrian crossing signage, pedestrian-scale lighting, either median refuge or Rectangular Rapid Flash Beacon/Pedestrian Hybrid Beacon	Other Crossing	**Issues** • High pedestrian volumes **Challenges** • Multi-jurisdiction location; improvements would require coordination with Caltrans	-
1st St/SR 152 corridor	C12	1st St/SR 152 corridor streetscape and	• Evaluate complete streets improvements along 1st St/SR 152 between Monterey Rd and Santa Teresa Blvd. Consider crossing	Intersection Streetscape	**Issues** • High pedestrian volumes • School access along corridor **Challenges**	-

5 Recommended Projects

Project- Focus Area C					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
		crossing improvements	improvements and traffic calming to improve safety at nearby schools		• Multi-jurisdiction location; improvements would require coordination with Caltrans	
Monterey Rd Corridor	C13	Swantston Ln pedestrian crossing improvements	• Consider improvements to Swantston Ln pedestrian crossing of Caltrain line. Potential improvements include striping ladder crossings and adding pedestrian gates to restrict access • Consider feasibility of adding pedestrian/bicycle undercrossing	Network connection	**Challenges** • Due to proximity to Caltrain tracks, changes will require coordination with California Public Utilities Commission	-
US 101 Corridor	C14	6th St /US101 overcrossing improvements	• Add barrier between pedestrians and vehicles on north side of overcrossing • Look for opportunities to expand pedestrian space when bridge is rebuilt or expanded	Network connection	**Challenges** • Substantial improvements would require structural changes to bridge • Multi-jurisdiction location; improvements would require coordination with Caltrans	-
Alexander St	C15	Alexander St improvements	• Complete sidewalk on west side of Alexander St between Old Gilroy St and 10th St	Network connection	**Issues** • Gap in sidewalk network on west side of Alexander St **Opportunities** • Identified in *Downtown Gilroy Specific Plan* (2005)	• *Downtown Gilroy Specific Plan* (2005)
Tenth St	C16	Tenth St improvements	• Consider improvements on Tenth St between Monterey Rd and Princevalle St, to widen sidewalks, stripe ladder crosswalks across side street intersections. Recommend minimum 13' total sidewalk width per VTA *Pedestrian Technical Guidelines*	Streetscape	**Opportunities** • Tenth St improvements identified in *Gilroy Bicycle Pedestrian Transportation Plan* (2002)	• *Gilroy Bicycle Pedestrian Transportation Plan* (Gilroy, 2002)

5 Recommended Projects

Project- Focus Area C					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
Luchessa Ave	C17	Luchessa Ave bicycle/pedestrian bridge	• Construct a bicycle/pedestrian bridge over Uvas Creek between Thomas Rd and Princevalle St	Network connection	**Issues** • Existing Luchessa Avenue overcrossing of Uvas Creek provides substandard (narrow/unmarked) pedestrian and bicycle access **Opportunities** • Identified in *Gilroy Bicycle Pedestrian Transportation Plan* (2002) and *City of Gilroy Trails Master Plan* (2005)	• *Gilroy Bicycle Pedestrian Transportation Plan* (2002) • *City of Gilroy Trails Master Plan* (2005)

5 Recommended Projects

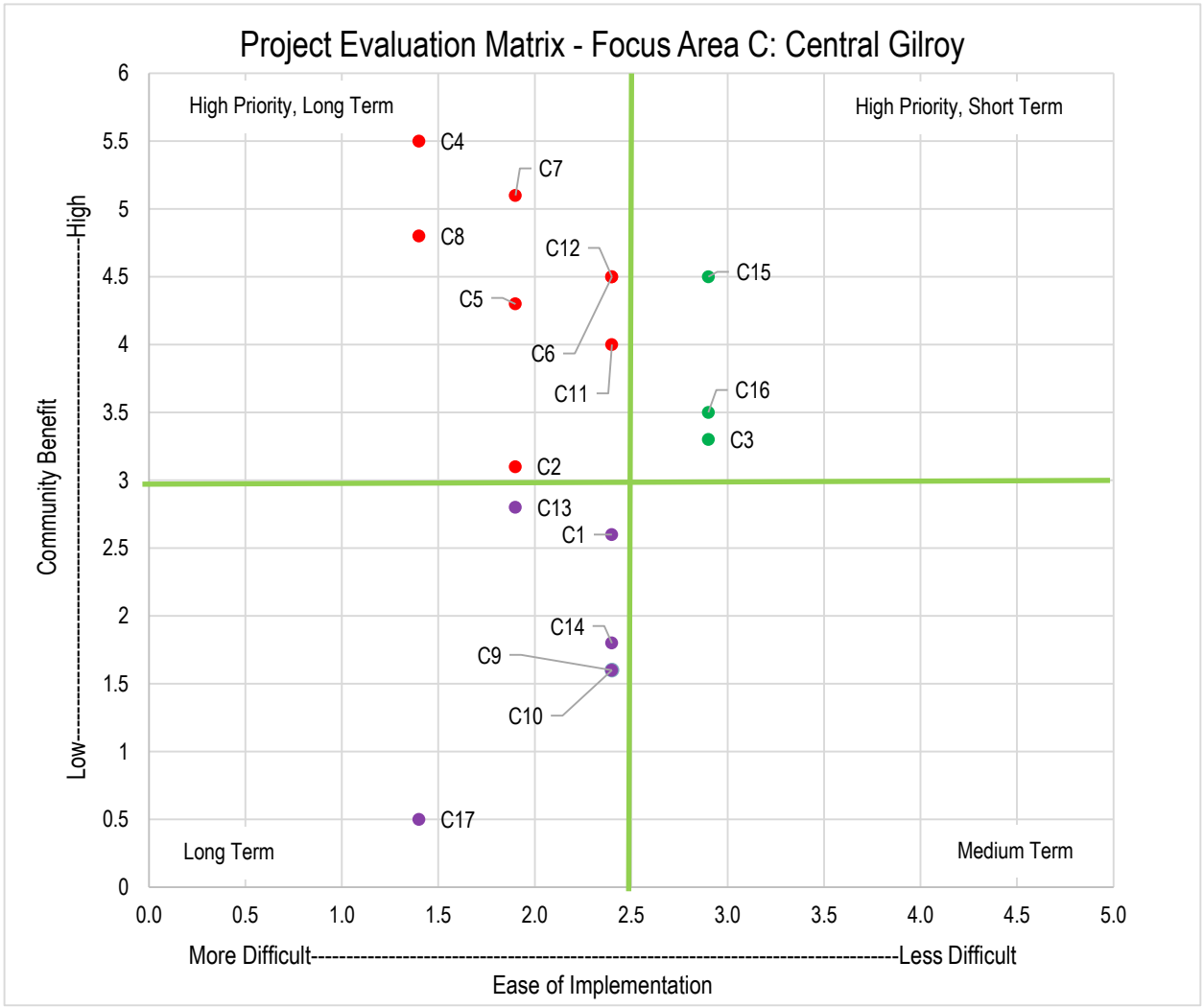


Figure 5.12: Project Evaluation Matrix for Focus Area C: Central Gilroy

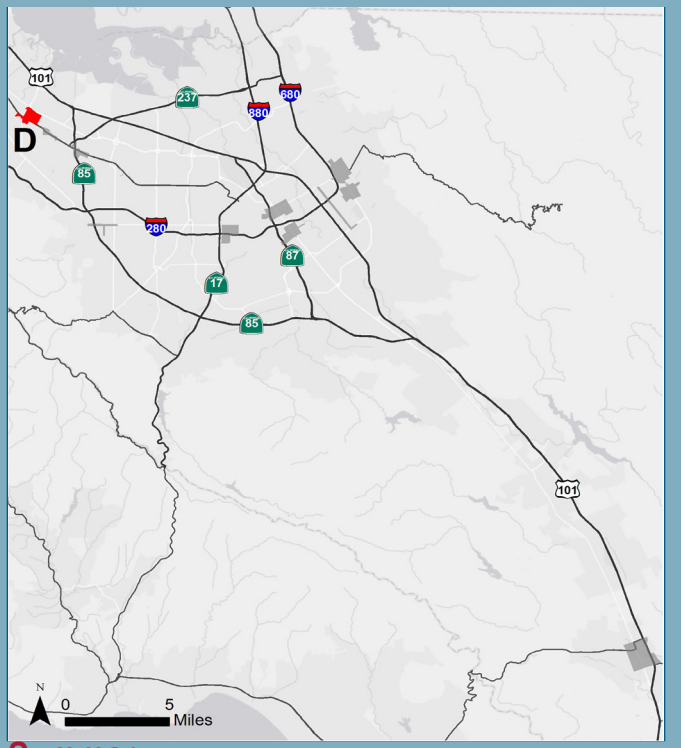
5 Recommended Projects

Table 5.9: Project Scores and Cost Estimates for Focus Area C: Central Gilroy

#	Name	Community Benefit Score	Ease of Implementation Score	Order of Magnitude Cost			Project priority
				less than $500,000	*$500,000-$5M*	*over $5M*	
C1	Monterey Rd/Leavesley Rd intersection improvements	2.6	2.4	x			Long term
C2	Monterey Rd Corridor streetscape improvements	3.1	1.9			x	High priority, long term
C3	Monterey Rd/Howson St uncontrolled crossing improvements	3.3	2.9	x			High priority, short term
C4*	At-grade railway crossing improvements	5.5	1.4		x		High priority, long term
C5*	E 7th St/Old Gilroy St railway crossing improvements	4.3	1.9		x		High priority, long term
C6	Neighborhood sidewalk completion	4.5	2.4			x	High priority, long term
C7	Monterey Road sidewalk completion	5.1	1.9	x			High priority, long term
C8*	10th St/Monterey Rd crossing improvements and gap closure	4.8	1.4		x		High priority, long term
C9	Proposed pedestrian crossings at IOOF Ave, Old Gilroy Street	1.6	2.4			x	Long term
C10	Leavesley Rd/Hwy 101/San Ysidro Ave interchange improvements	1.6	2.4			x	Long term
C11	1st St mid-block crossing at Hanna St or Rosanna St	4.0	2.4	x			High priority, long term
C12*	1st St/SR 152 corridor streetscape and crossing improvements	4.5	2.4		x		High priority, long term
C13	Swantston Ln pedestrian crossing improvements	2.8	1.9		x		Long term
C14	6th St/ Hwy 101 overcrossing improvements	1.8	2.4		x		Long term
C15	Alexander St improvements	4.5	2.9		x		High priority, short term
C16	10th St improvements	3.5	2.9		x		High priority, short term
C17	Luchessa Ave bicycle/pedestrian bridge	0.5	1.4			x	Long term

** Projects that VTA has an interest in proactively advancing. See chapter 6 for planning level cost estimates for these projects.*

Focus Area D:
San Antonio (Mountain View/ Los Altos)



Summary

Focus Area D is located in West Mountain View and Los Altos and is bounded by El Camino Real, San Antonio Road, Central Expressway, and S. Rengstorff Avenue. It is served by Caltrain at the San Antonio station, VTA's 522 Rapid bus, and several local bus routes (including VTA Lines 22, 34, 35, and 40), with a small transit hub just north of the El Camino/Showers intersection. It includes a major commercial development at the El Camino Real/San Antonio Road intersection (the San Antonio Shopping Center), as well as commercial development along the El Camino Real corridor and several multifamily housing complexes.

Issues

- Pedestrians and transit passengers exposed to high levels of vehicle traffic along El Camino Real, Rengstorff Ave, and San Antonio Road
- High speed vehicle turns at several major intersections
- Poor pedestrian access to San Antonio Caltrain Station
- Caltrain tracks at Central Expressway present barrier to connectivity for neighborhoods north of Focus Area



Narrow sidewalks along El Camino Real



Limited space at bus stop boarding areas

Opportunities

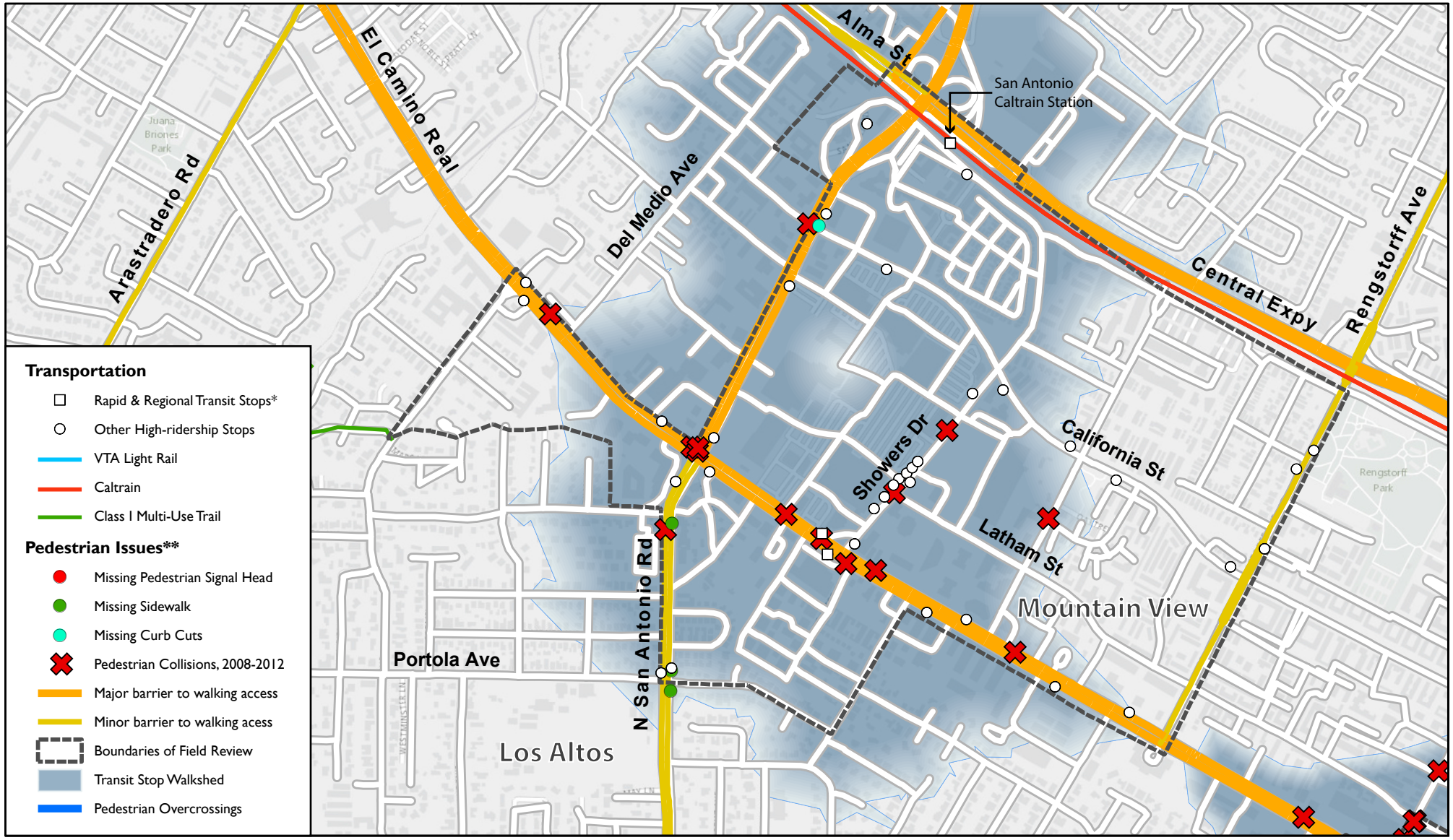
- Excellent streetscape around new development at NE corner of El Camino Real/San Antonio Road, provides model for new development
- Potential to reallocate right-of-way at streets and intersections to pedestrian-oriented improvements as properties redevelop
- Existing uncontrolled crossings along El Camino Real and San Antonio Road can be upgraded
- Existing pedestrian and bicycle undercrossing at Mayfield Ave
- Planned redevelopment of San Antonio Center Phase II



High-quality streetscape at San Antonio Road and El Camino Real

Focus Area D: San Antonio (Mountain View/Los Altos)

Barriers to Pedestrian Access & Pedestrian Infrastructure Deficiencies

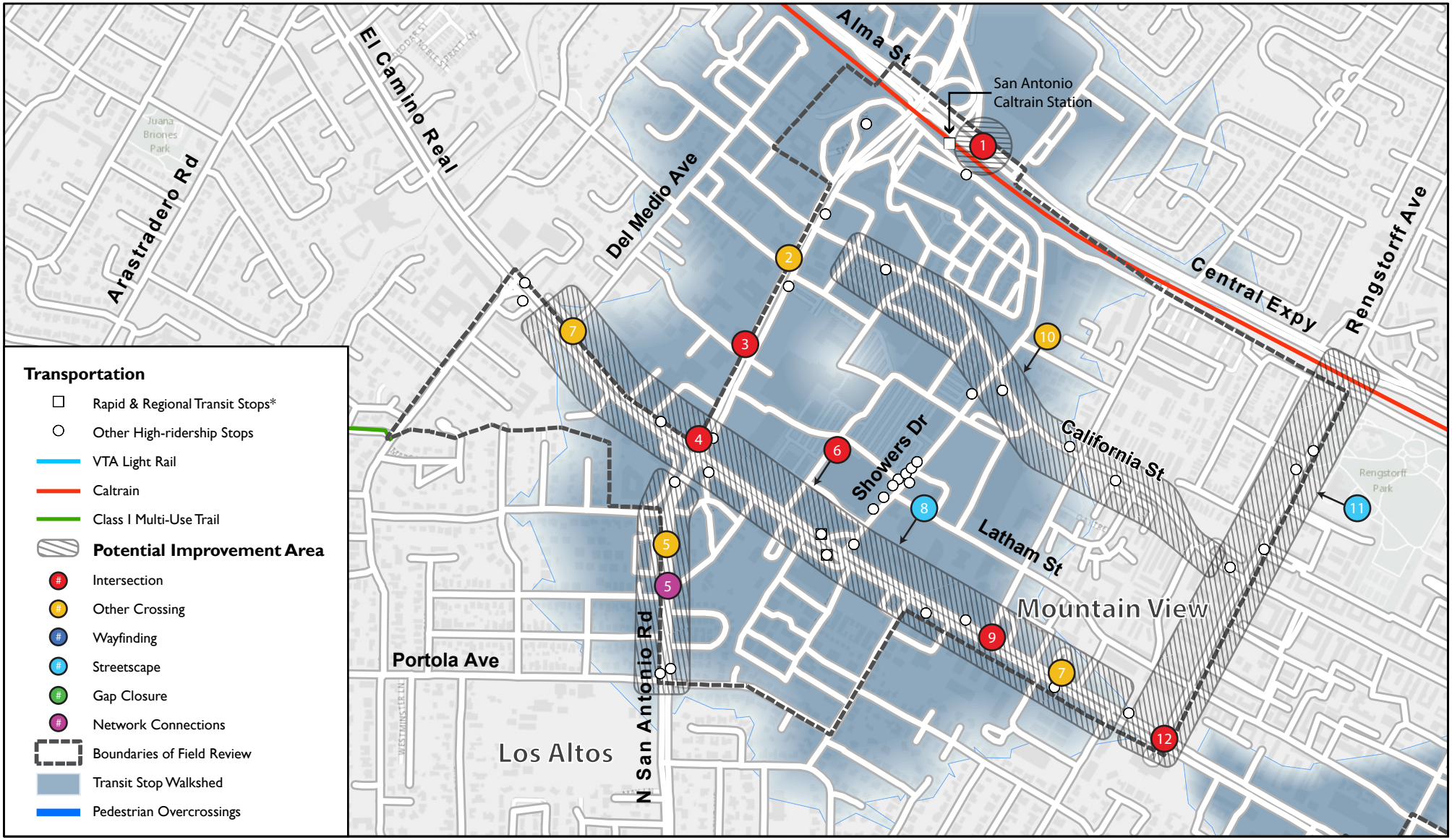


*VTA Light Rail, Caltrain, Long Distance Bus Stops, Bus Rapid Transit Services

**Not all pedestrian deficiencies are mapped.

Figure 5.13: Focus Area D, barriers and infrastructure deficiencies

Focus Area D: San Antonio (Mountain View/Los Altos)
Potential Improvements by Project Type



*VTA Light Rail, Caltrain, Long Distance Bus Stops, Bus Rapid Transit Services

Figure 5.14: Focus Area D, potential improvements

5 Recommended Projects

Table 5.10. Recommended Projects- for Focus Area D: San Antonio (Mountain View/Los Altos)

Project- Focus Area D					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
Mayfield Ave/ Central Expy	D1	Mayfield Ave/Central Expy intersection improvements	• Reconstruct pork chops and curbs at NE corner to narrow right turn radii, reduce crossing distances, and expand pedestrian waiting space • Add advanced yield pavement markings and signage at dedicated right turn lane (NE corner) • Stripe ladder crosswalks at existing two legs of intersection • Consider reconstruction of San Antonio Rd/Central Expy off-ramp per County conceptual design	Intersection	**Issues** • Poor access to pedestrian undercrossing of Caltrain tracks **Opportunities** • County has long-term plan to rebuild ramp at Mayfield Ave/Central Expy/San Antonio Rd so it comes down east of Mayfield Ave	-
San Antonio Rd corridor	D2	San Antonio Rd/Miller Ave uncontrolled crossing improvements	• Improve existing uncontrolled crossing of San Antonio Rd at Miller Ave: ladder crosswalk, high-visibility pedestrian crossing signage, Rectangular Rapid Flash Beacon or Pedestrian Hybrid Beacon to improve driver yield rates.	Other Crossing	**Issues** • High vehicle volumes, poor pedestrian visibility at uncontrolled crossing **Opportunities** • Existing uncontrolled crossing	-
San Antonio Rd corridor	D3	San Antonio Rd/Fayette Dr intersection improvements	• Stripe ladder crosswalks across San Antonio Rd • Tighten curb radius at SW corner and realign S leg of crosswalk to reduce crossing distance	Intersection	**Issues** • High pedestrian demand, skewed south leg of intersection	-
San Antonio Rd/ El Camino Real	D4	San Antonio Rd/El Camino Real	• Reconstruct curbs at all corners to narrow right turn radii, reduce crossing distances, and expand pedestrian waiting space	Intersection	**Issues** • High speed right turns, low-visibility crosswalks **Opportunities**	• *Los Altos Pedestrian Master Plan*

5 Recommended Projects

Project- Focus Area D					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
		intersection improvements	• Stripe ladder crosswalks		• Noted in *Los Altos Pedestrian Master Plan* • Reduced curb radii and ladder crosswalks recommended in Mountain View's *El Camino Real Precise Plan* **Challenges** • Multi-jurisdiction location; improvements would require coordination with Caltrans	• *El Camino Real Precise Plan* (Mountain View)
San Antonio Rd corridor	D5	San Antonio Rd corridor uncontrolled crossing improvements and sidewalk completion	• At existing uncontrolled crossings of N San Antonio Rd/Pasa Robles Ave, consider adding Rectangular Rapid Flash Beacon or Pedestrian Hybrid Beacon to improve driver yield rates at existing uncontrolled crossings	Other Crossing	**Issues** • Pedestrians must cross five mixed-traffic lanes plus bike lanes at these locations	• *Los Altos Pedestrian Master Plan*
El Camino Real corridor	D6	El Camino Real corridor signalized intersection improvements	• Improve intersections of El Camino Real and Del Medio Ave, Los Altos Ave, Jordan Ave, Ortega Avenue, Distel Drive • Stripe ladder crosswalks at all intersections • Evaluate opportunities to narrow curb radii, remove free right turns, and provide marked crosswalks and pedestrian signal heads at all four legs of intersections • Evaluate opportunities to improve and relocate bus stops at intersections along El Camino Real	Intersection	**Issues** • High speed right turns, low-visibility crosswalks along corridor **Opportunities** • Ladder crosswalks across El Camino Real and selected turning radii reductions are included in the *Draft EIR for El Camino Real BRT* **Challenges** • Multi-jurisdiction location; improvements would require coordination with Caltrans	• *El Camino Real Bus Rapid Transit Draft EIR* (VTA)

5 Recommended Projects

Project- Focus Area D					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
El Camino Real corridor	D7	El Camino Real corridor uncontrolled crossing improvements	• Improve existing uncontrolled crossings El Camino Real/Distel Circle: ladder crosswalks, high-visibility pedestrian crossing signage, Pedestrian Hybrid Beacon to improve driver yield rates • Potential to signalize or convert to right-in/right-out with implementation of El Camino Real BRT	Other Crossing	**Issues** • High vehicle volumes, poor pedestrian visibility at uncontrolled crossing **Challenges** • Multi-jurisdiction location; improvements would require coordination with Caltrans	• *El Camino Real Bus Rapid Transit Draft EIR* (VTA)
El Camino Real corridor	D8	El Camino Real corridor streetscape improvements	• Streetscape improvements between Los Altos Avenue and S. Rengstorff Avenue • As property redevelops, widen sidewalks. Recommend minimum 13' total sidewalk width per VTA *Pedestrian Technical Guidelines* • Add landscaped buffers (planters as short-term/tactical option) including shade trees • Add pedestrian-scale lighting • To the extent feasible, consolidate driveways as properties redevelop and examine opportunities to add protected bicycle lane along El Camino Real • Add pedestrian access through parking lots to commercial developments • Stripe ladder crosswalks along side-street crossings	Streetscape	**Issues** • Narrow sidewalks, limited pedestrian access to commercial areas, and multiple driveway conflicts along corridor **Opportunities** • Parking lane along El Camino only intermittently used **Challenges** • Multi-jurisdiction location; improvements would require coordination with Caltrans • Widening sidewalks may require major drainage work • Some businesses may rely on on-street parking	-

5 Recommended Projects

Project- Focus Area D					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
El Camino Real/Showers Dr	D9	El Camino Real/Showers Dr intersection improvements	• Reconstruct curb at NE and NW corners to narrow right turn radius, reduce crossing distances, and expand pedestrian waiting space • Stripe ladder crosswalks at existing three legs of intersection (including driveway) • Consider adding pedestrian crossing to E leg of intersection: ladder crosswalk and pedestrian signal heads	Intersection	**Issues** • Worn crosswalks, low pedestrian visibility • Pedestrian access prohibited across east leg of crosswalk **Opportunities** • Noted in *San Antonio Precise Plan* • Noted in *Los Altos Pedestrian Master Plan* • Curb reconstructions and El Camino Real crossing improvements identified in *El Camino Real BRT Draft EIR* **Challenges** • Multi-jurisdiction location; improvements would require coordination with Caltrans	• *San Antonio Precise Plan* (Mountain View) • *Los Altos Pedestrian Master Plan* • *El Camino Real BRT Draft EIR* (VTA)
California Ave corridor	D10	California Ave uncontrolled crossing improvements	• Evaluate opportunities to provide mid-block and unsignalized crossings along California Ave	Other crossings	**Opportunities** • Road diet planned for California Avenue	-
Rengstorff Ave corridor	D11	Rengstorff Ave corridor improvements	• Consider improvements to existing uncontrolled pedestrian crossings along Rengstorff Ave between El Camino Real and Central Expy: ladder crosswalks, high-visibility pedestrian crossing signage, PHB or RRFB to improve driver yield rates • Evaluate the potential for a road diet on Rengstorff Ave between Central Expy and El Camino Real, to provide widened sidewalks,	Streetscape Other crossings	**Issues** • Existing uncontrolled crossings connect bus stops along Rengstorff Ave **Opportunities** • County has long-term plan for grade separation of Rengstorff Ave and Central Expy/ Caltrain tracks, which would improve pedestrian connection to Rengstorff Ave north of Focus Area	-

5 Recommended Projects

Project- Focus Area D					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
			improvements to pedestrian crossings including ladder crosswalks, high-visibility pedestrian crossing signage, PHB or RRFB to improve driver yield rates, and median pedestrian refuges. Recommend minimum 13' total sidewalk width per VTA *Pedestrian Technical Guidelines*			
Rengstorff Ave/El Camino Real	D12	Rengstorff Ave/El Camino Real intersection improvements	• Stripe ladder crosswalks on all four legs of intersection • Consider reducing curb radii/adding curb extensions to NE and NW corners and removing free SB right turn • Realign west leg of intersection • Consider possibility of adding marked pedestrian crossing and signal head to east leg of intersection (El Camino Real crossing)	Intersection	**Issues** • Wide curb radii at NE and NW corners (Rengstorff Ave approach) • No pedestrian crossing of south leg of intersection, which restricts access to SB bus stop • Skewed crosswalk on north leg of intersection **Challenges** • Multi-jurisdiction location; improvements would require coordination with Caltrans	-

5 Recommended Projects

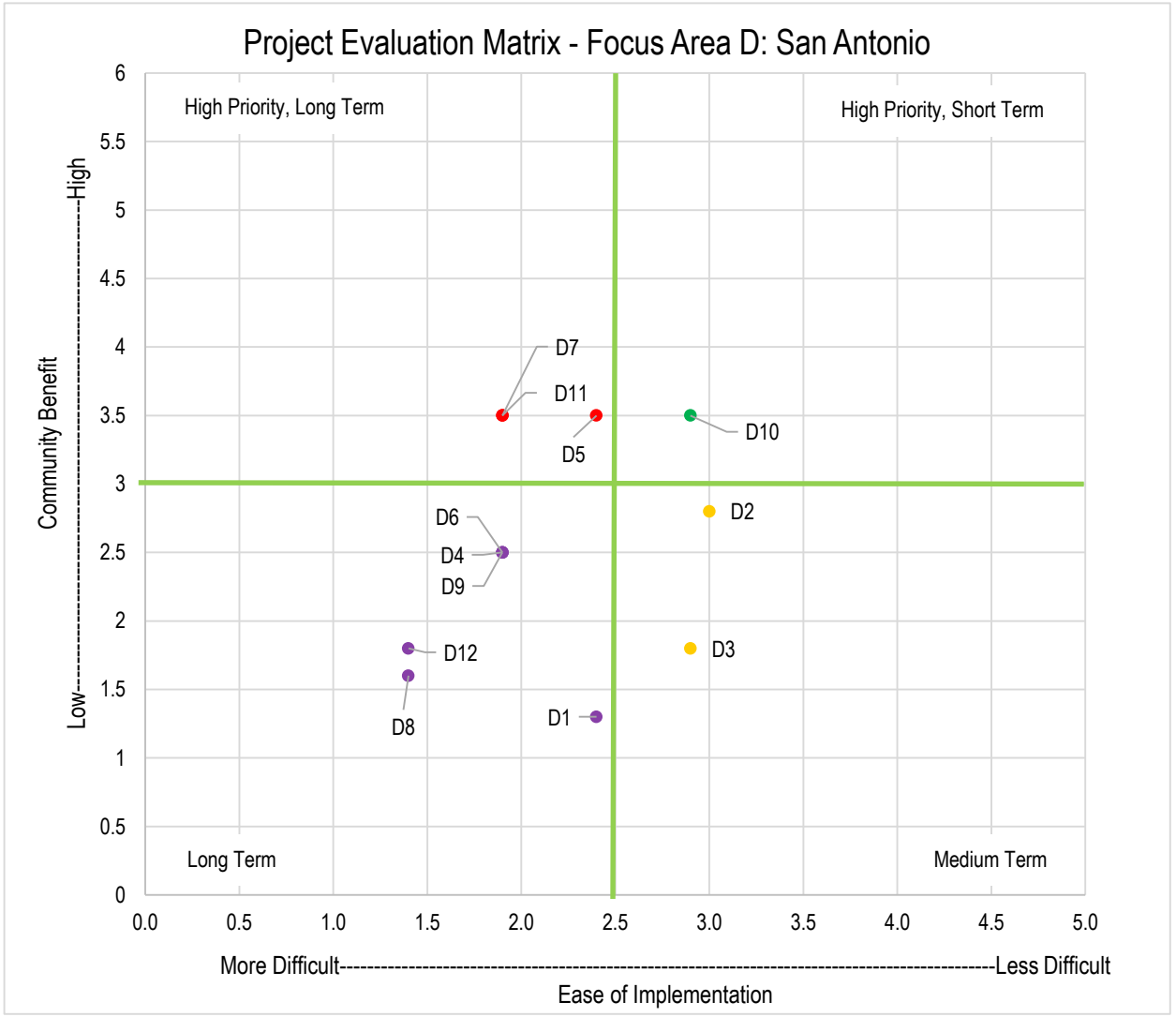


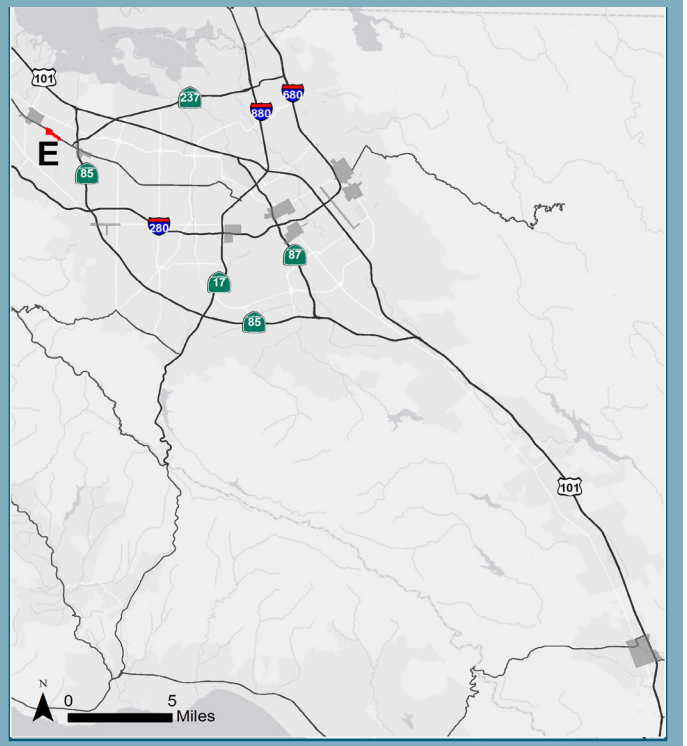
Figure 5.15: Project Evaluation Matrix for Focus Area D: San Antonio (Mountain View/Los Altos)

5 Recommended Projects

Table 5.11. Project Scores and Cost Estimates for Focus Area D: San Antonio (Mountain View/Los Altos)

#	Name	Community Benefit Score	Ease of Implementation Score	Order of Magnitude Cost			Project Priority
				less than $500,000	*$500,000-$5M*	*over $5M*	
D1	Mayfield Ave/Central Expy intersection improvements	1.3	2.4			x	Long term
D2	San Antonio Rd/Miller Ave uncontrolled crossing improvements	2.8	3.0	x			Medium term
D3	San Antonio Rd/Fayette Dr intersection improvements	1.8	2.9	x			Medium term
D4	San Antonio Rd/El Camino Real intersection improvements	2.5	1.9	x			Long term
D5	San Antonio Rd corridor uncontrolled crossing improvements and sidewalk completion	3.5	2.4	x			High priority, long term
D6	El Camino Real corridor signalized intersection improvements	2.5	1.9			x	Long term
D7	El Camino Real corridor uncontrolled crossing improvements	3.5	1.9	x			High priority, long term
D8	El Camino Real corridor streetscape improvements	1.6	1.4			x	Long term
D9	El Camino Real/Showers Dr intersection improvements	2.5	1.9	x			Long term
D10	California Ave uncontrolled crossing improvements	3.5	2.9	x			High priority, short term
D11	Rengstorff Ave corridor improvements	3.5	1.9			x	High priority, long term
D12	Rengstorff Ave/El Camino Real intersection improvements	1.8	1.4	x			Long term

Focus Area E:
Mountain View El Camino Real Corridor



Summary

Focus Area E is located in Mountain View on either side of El Camino Real between Escuela Avenue and Lane Avenue. It is served by VTA's 522 Rapid bus, and several local bus routes, including VTA Lines 22 and 52. It includes both large and small commercial development along the El Camino Real corridor, along with several multifamily housing complexes.

Issues

- Several pedestrian collisions along El Camino Real
- Narrow sidewalks along El Camino Real
- Several major intersections have high speed vehicle turns, long pedestrian crossing distances, pedestrian crossing restrictions
- Intersection configuration at El Camino Real/ El Monte Ave creates potential safety issues



Wide curb radii and underbuilt porkchop at intersections



SW corner of El Camino Real/ El Monte Ave intersection



Narrow sidewalks and driveway curb cuts along El Camino Real

Opportunities

- Existing uncontrolled crossings can be upgraded
- Many small businesses in the area provide pedestrian-scale shopping and services
- Existing pedestrian crossing improvements (porkchops, medians)



Small businesses and narrow sidewalks along El Camino Real



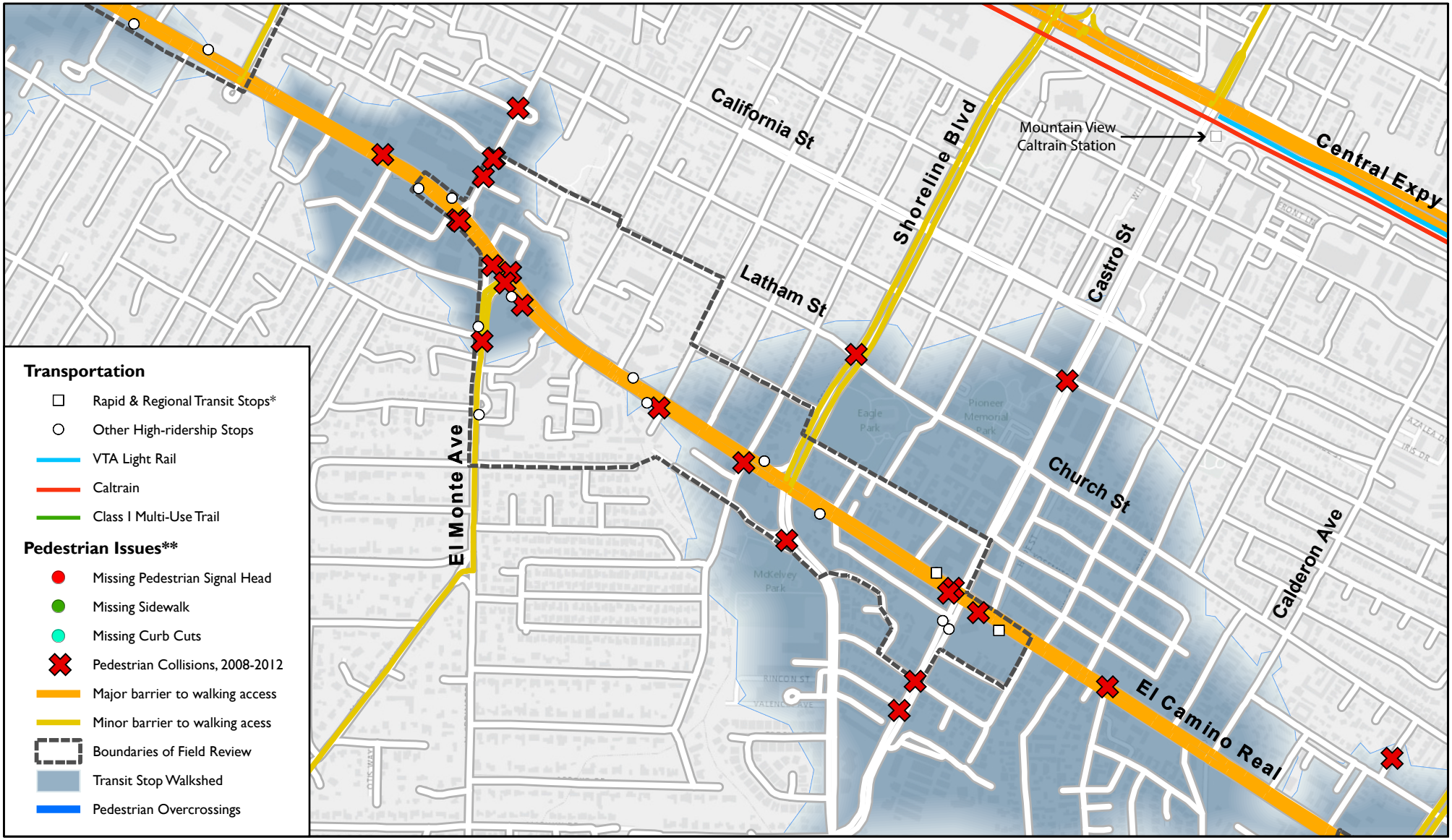
Pedestrians crossing at Castro/El Camino Real



Existing pedestrian crossing improvements at Shoreline Blvd-Miramonte Ave/El Camino Real

Focus Area E: Mountain View El Camino Real Corridor

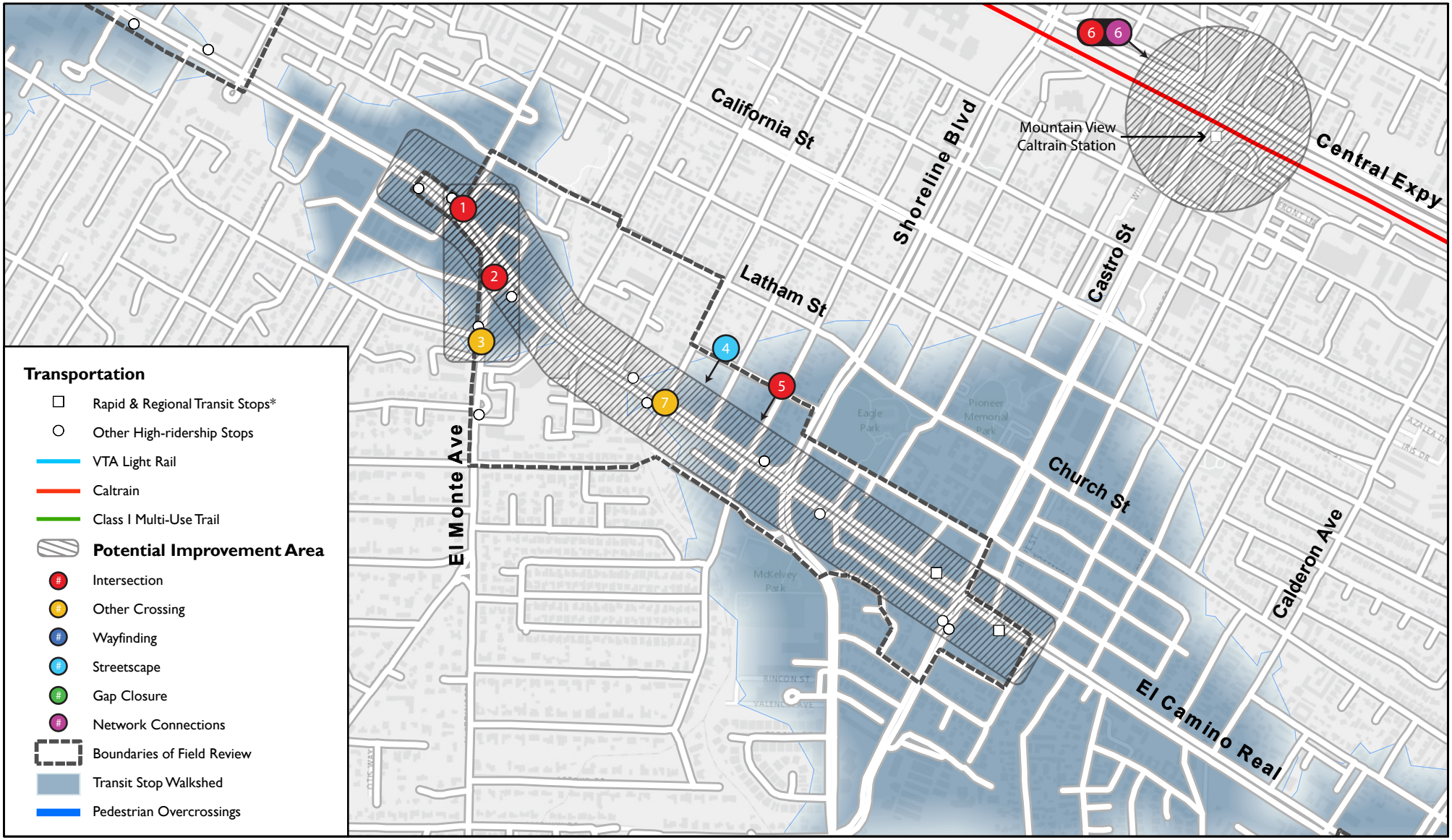
Barriers to Pedestrian Access & Pedestrian Infrastructure Deficiencies



*VTA Light Rail, Caltrain, Long Distance Bus Stops, Bus Rapid Transit Services

**Not all pedestrian deficiencies are mapped.

Figure 5.16: Focus Area E, barriers and infrastructure deficiencies



*VTA Light Rail, Caltrain, Long Distance Bus Stops, Bus Rapid Transit Services

Figure 5.17: Focus Area E, potential improvements

5 Recommended Projects

Table 5.12. Recommended Projects- for Focus Area E: Mountain View El Camino Real Corridor

Project- Focus Area E					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
El Camino Real/Escuela Ave	E1	El Camino Real/Escuela Ave intersection improvements	• Reconstruct curb at NE corner to narrow right turn radius, reduce crossing distances, and expand pedestrian waiting space • Stripe ladder crosswalks (including driveway) • Re-time signal to eliminate conflicts between pedestrian crossing of El Camino Real and permissive left turn movement from Escuela Ave • Add high-visibility pedestrian crossing signage at SB right turn (Escuela Ave approach)	Intersection	**Issues** • Wide turn radii , high-speed vehicle turning movements **Opportunities** • Ladder crosswalks across El Camino Real at Escuela Ave included in VTA *El Camino Real BRT Draft EIR* (dedicated lane option) **Challenges** • Multi-jurisdiction location; improvements would require coordination with Caltrans	• *El Camino Real BRT Draft EIR* (VTA)
El Camino Real/ El Monte Ave	E2	El Monte Ave/El Camino Real intersection redesign	• Consider road diet on El Monte Ave • Evaluate El Monte Ave/El Camino Real redesign: Rebuild island at SW corner: close dedicated right turn from El Camino Real, add lane for right turn at main intersection, stripe ladder crosswalks, install advanced yield sign on SB departure lane, retain right-in/right-out access to driveways at businesses N of Ednamary Way	Intersection	**Issues** • Lack of visibility and high right turn speeds at El Monte Ave/El Camino Real intersection • Pedestrian-involved collisions on El Monte Ave south of this intersection **Challenges** • Multi-jurisdiction location; improvements would require coordination with Caltrans • Auto-oriented existing businesses need driveway access • Substantial study of existing and future traffic volumes, capacity, operations, and geometry is required • Full set of improvements only likely with redevelopment of property at this location	-

5 Recommended Projects

Project- Focus Area E					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
El Camino Real/ El Monte Ave	E3	El Monte Ave mid-block crossing improvements	• Improve existing uncontrolled crossing at El Monte Ave/Marich Way: advance yield lines ("shark's teeth"), high-visibility pedestrian crossing signage, pedestrian-scale lighting, Rectangular Rapid Flash Beacon or Pedestrian Hybrid Beacon to improve driver yield rates	Other Crossing	**Issues** • Multiple threat and limited treatments at existing uncontrolled crossing; multiple pedestrian-involved crashes **Opportunity** • Existing uncontrolled crossing	-
El Camino Real Corridor	E4	El Camino Real corridor streetscape improvements	• Streetscape improvements between El Camino Real between Escuela Ave and Castro St •Widen sidewalks, add landscaped buffers (planters, short-term/tactical option), add pedestrian-scale lighting. Recommend minimum 13' total sidewalk width per VTA *Pedestrian Technical Guidelines* • Stripe ladder crosswalks alongside street crossings	Streetscape	**Issues** • Very narrow sidewalks given pedestrian volumes **Challenges** • Right-of-way taking or elimination of parking would be required to widen sidewalks • Multi-jurisdiction location; improvements would require coordination with Caltrans • Many small businesses along corridor, may rely on on-street parking • Widening sidewalks may require major drainage work	-
El Camino Real/ Shoreline Blvd	E5	El Camino Real and S. Shoreline Blvd intersection improvements	• Remove or reconstruct pork chops at NW, SW & SE corners to reduce right turn radii, reduce crossing distances, and expand pedestrian waiting space • Stripe ladder crosswalks	Intersection	**Issues** • Lack of visibility, waiting area and high turning speed creates unsafe environment for pedestrians **Opportunities** • Underutilized roadway space at existing right turn lanes **Challenges** • Multi-jurisdiction location; improvements would require coordination with Caltrans	-

5 Recommended Projects

Project- Focus Area E					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
Central Expressway/ Castro St	E6	Mountain View Transit Center and Central Expressway improvements	• Pedestrian access improvements to Mountain View Transit Center and across Central Expressway, as outlined in *Shoreline Transportation Study* (2013), *Shoreline Corridor Study* (2014), and *Mountain View Transit Center Master Plan Study* (forthcoming)	Intersection Network Connections	**Opportunities** • City of Mountain View has identified near-term improvements at Castro St/Moffett Blvd/Central Expy intersection in its *Capital Improvement Plan* • Improvements identified in *Shoreline Transportation Study* (2013), *Shoreline Corridor Study* (2014), and *Mountain View Transit Center Master Plan Study* (forthcoming)	• *Shoreline Transportation Study* (2013) • *Shoreline Corridor Study* (2014) • *Mountain View Transit Center Master Plan Study* (forthcoming)
El Camino Real Corridor	E7	Signalized pedestrian crossing of El Camino Real at Pettis Ave	• Construct signalized pedestrian crossing with ladder crosswalk at west leg of Pettis Ave/El Camino Real, as proposed in VTA *El Camino Real BRT Draft EIR*	Other crossing	**Opportunities** • Project identified in VTA *El Camino Real BRT Draft EIR* **Challenges** • Multi-jurisdiction location; improvements would require coordination with Caltrans	• VTA *El Camino Real BRT Draft EIR*

5 Recommended Projects

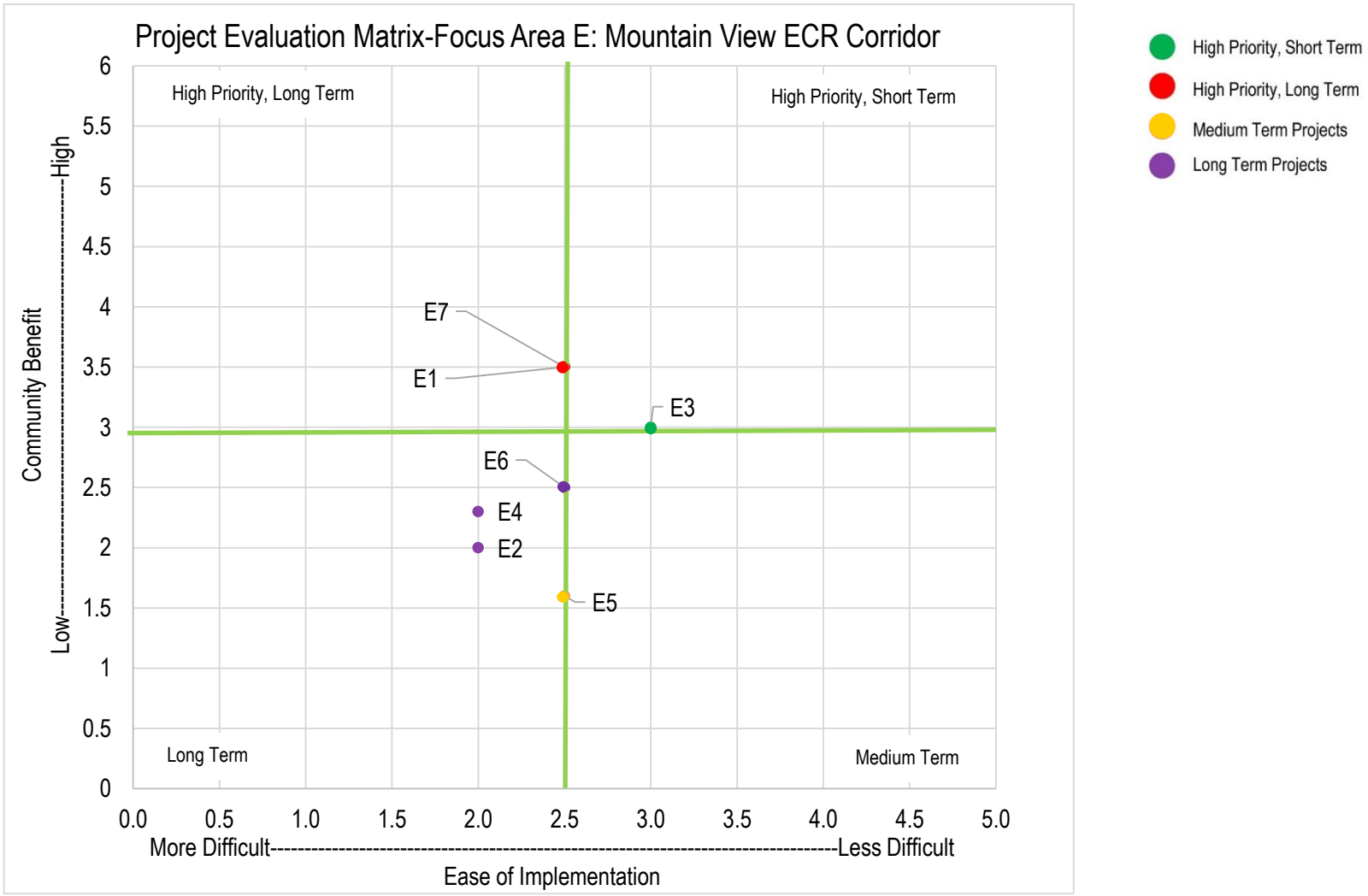


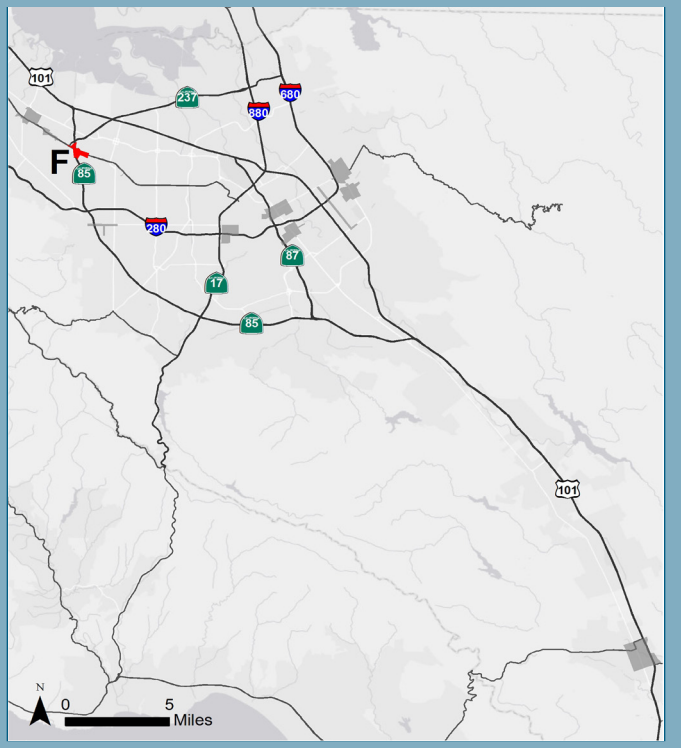
Figure 5.18: Project Evaluation Matrix for Focus Area E: Mountain View El Camino Real Corridor

5 Recommended Projects

Table 5.13: Project Scores and Cost Estimates for Focus Area E: Mountain View El Camino Real Corridor

#	Name	Community Benefit Score	Ease of Implementation Score	Order of Magnitude Cost			Project Priority
				less than $500,000	*$500,000-$5M*	*over $5M*	
E1	El Camino Real/Escuela Ave intersection improvements	3.5	2.5	x			High priority, long term
E2	El Monte Ave/El Camino Real intersection redesign	2.0	2.0		x		Long term
E3	El Monte Ave mid-block crossing improvements	3.0	3.0	x			High priority, short term
E4	El Camino Real corridor streetscape improvements	2.3	2.0			x	Long term
E5	El Camino Real and S. Shoreline Blvd intersection improvements	1.6	2.5	x			Medium term
E6	Mountain View Transit Center and Central Expressway improvements	2.5	2.5			x	Medium term
E7	Signalized pedestrian crossing of El Camino Real at Pettis Ave	3.5	2.5	x			High priority, long term

Focus Area F:
El Camino Real/SR 85 (Mountain View/ Sunnyvale)



Summary

Focus Area F is located along El Camino Real in Mountain View and Sunnyvale, between Grant Road and South. Bernardo Avenue. It is served by VTA's 522 Rapid bus and by local bus routes including VTA Line 22. The Focus Area includes several hotels, a medical office complex, many small businesses along the El Camino Real corridor, and several multifamily housing complexes.

Issues

- Uncontrolled on-/off-ramps at SR 85/El Camino Real interchange
- High speed vehicle turns and wide curb radii at several major intersections along El Camino Real
- Long distances between marked crosswalks along El Camino Real
- Narrow sidewalks along El Camino Real



Wide curb radii at major intersections



Low-visibility pedestrian crossing of SR 85 ramps



Narrow sidewalks on the SR 85 overcrossing

Opportunities

- Excess space at SR 85 ramps and intersections to permit pedestrian improvements
- Potential high pedestrian demand due to VTA 522 Rapid bus/Future El Camino Real BRT, commercial development, multi-family housing
- Stevens Creek Trail provides pedestrian amenity to area



High pedestrian demand due to multi-family housing and commercial development



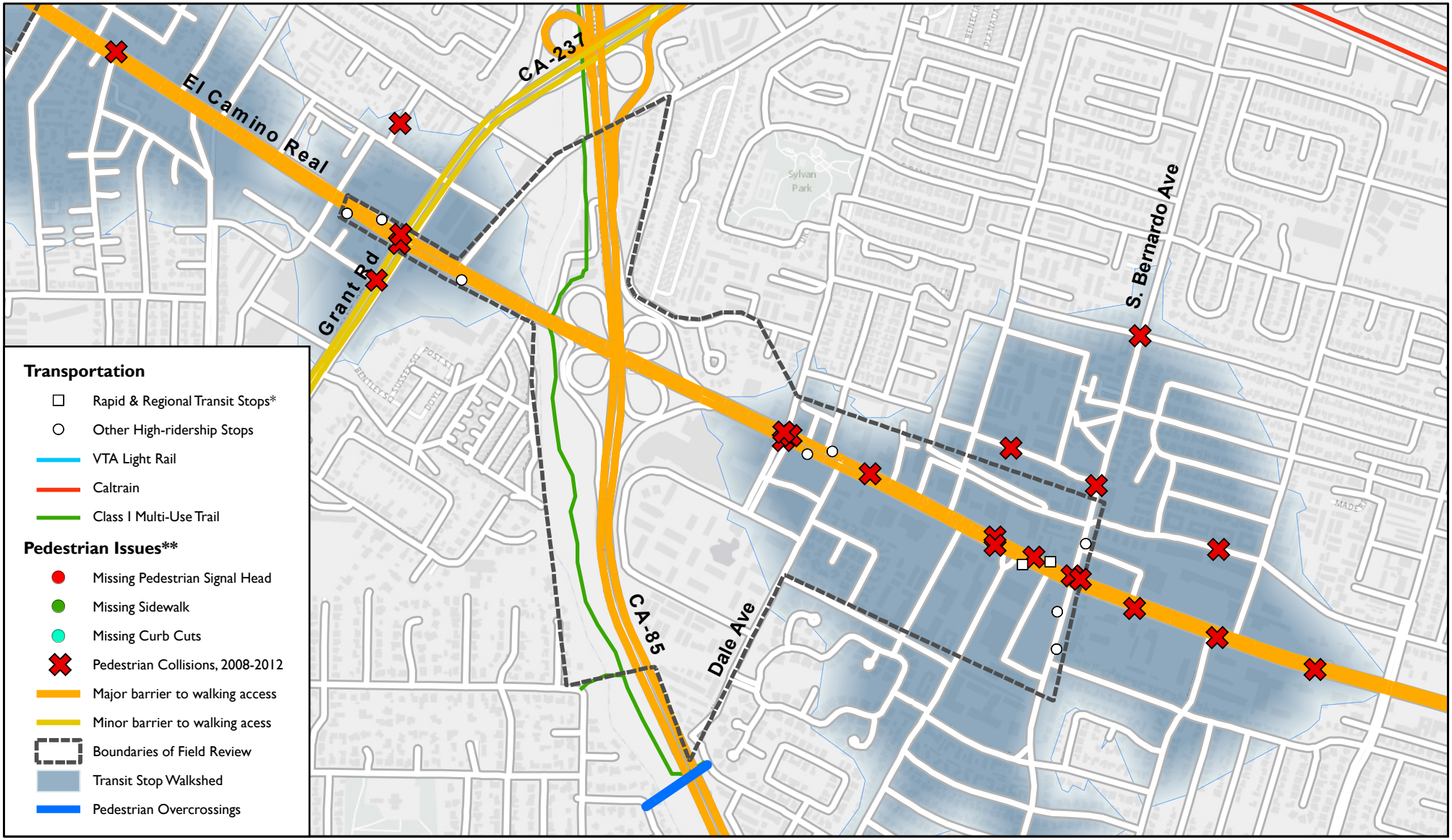
Transit service along El Camino Real



Stevens Creek Trail provides a recreational amenity for pedestrians

Focus Area F: El Camino Real/SR 85 (Mountain View/Sunnyvale)

Barriers to Pedestrian Access & Pedestrian Infrastructure Deficiencies

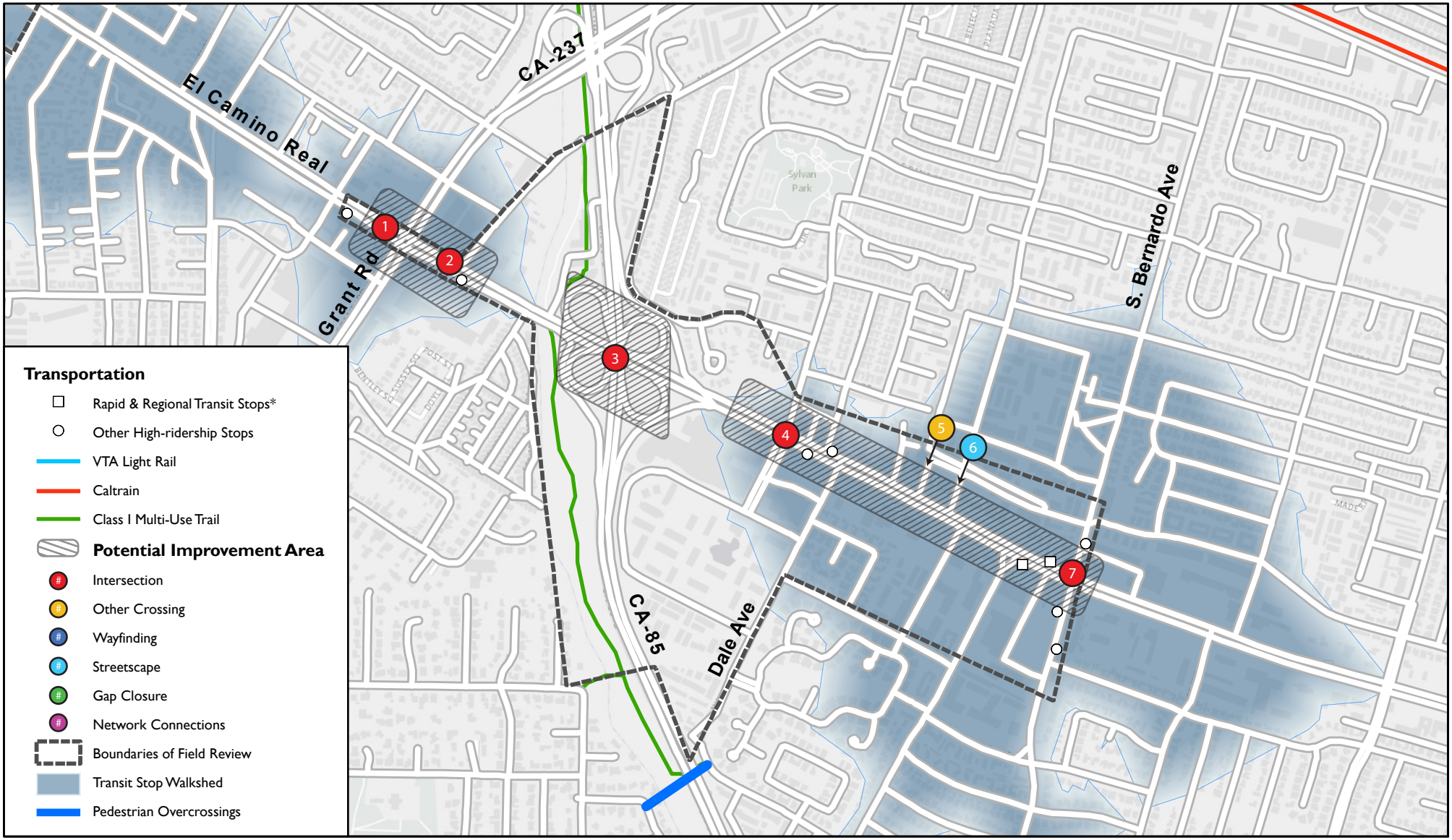


*VTA Light Rail, Caltrain, Long Distance Bus Stops, Bus Rapid Transit Services

**Not all pedestrian deficiencies are mapped.

Figure 5.19: Focus Area F, barriers and infrastructure deficiencies

Focus Area F: El Camino Real/SR 85 (Mountain View/Sunnyvale)
Potential Improvements by Project Type



*VTA Light Rail, Caltrain, Long Distance Bus Stops, Bus Rapid Transit Services

N

0.2 Miles

Figure 5.20: Focus Area F, potential improvements

5 Recommended Projects

Table 5.14. Recommended Projects- for Focus Area F: El Camino Real at State Route 85 (Mountain View)

Project- Focus Area F					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
El Camino Real/ Grant Road	F1	Grant Road/El Camino Real intersection improvements	• Reconstruct curbs at NE, SE, & NW corners to reduce right turn radii, reduce crossing distances, and expand pedestrian waiting space • Stripe ladder crosswalks	Intersection	**Issues** • High-speed turns, long crossing distances • Skewed crosswalk on north leg of intersection (across Grant Rd-SR 237) **Challenges** • Multi-jurisdiction location; improvements would require coordination with Caltrans	-
El Camino Real/ Grant Road	F2	Yuba Dr side-street crossing redesign	• Remove or reconstruct median on Yuba Dr to provide pedestrian refuge and slow right turns from El Camino Real • Add curb extension to NE corner • Stripe ladder crosswalk across Yuba Dr	Intersection	**Issues** • Existing median on N leg of intersection (on Yuba Dr.) creates dedicated right turn lane where drivers turn at high speeds **Opportunities** • Median can be removed and replaced with double yellow line and crosswalk **Challenges** • Multi-jurisdiction location; improvements would require coordination with Caltrans	-
El Camino Real/ SR 85 Interchange	F3	SR 85/El Camino Real interchange improvements	• Stripe ladder crosswalks, add advance yield lines, add high-visibility pedestrian crossing signage to ramp crossings • Consider reconstructing curbs at ramps to reduce right turn radii, reduce crossing distances, and expand pedestrian waiting space • Realign ramps to 90-degree angles and consolidate pedestrian	Intersection	**Issues** • Ramp entrance and exits have poor visibility due to curvature **Opportunities** • Available space for lighting installation **Challenges** • Multi-jurisdiction location; improvements would require coordination with Caltrans	-

5 Recommended Projects

Project- Focus Area F					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
			crossings when interchanges are reconstructed • Install pedestrian-scale lighting on SR 85 bridge sidewalks			
El Camino Real/The Americana	F4	El Camino Real/The Americana intersection improvements	• Reconstruct curbs at SW & SE corners to narrow right turn radii, reduce crossing distances, and expand pedestrian waiting space • Stripe ladder crosswalks	Intersection	**Issues** • Angled crosswalks, long crossing distances • Dedicated turn lanes on El Camino Real and The Americana facilitate quick vehicle turning movements and encourage low driver yielding rates • Multiple pedestrian-involved crashes **Challenges** • Multi-jurisdiction location; improvements would require coordination with Caltrans	-
El Camino Real Corridor (E of SR 85)	F5	Pedestrian Hybrid Beacon-controlled crossing between El Camino Real/South. Bernardo Ave and El Camino Real/ Americana	• Consider adding a Pedestrian Hybrid Beacon-controlled crossing between El Camino Real/South. Bernardo Ave and El Camino Real/ The Americana: ladder crosswalk, high-visibility pedestrian crossing signage • Potential for addition of signalized pedestrian crossing at Crestview Drive with implementation of VTA *El Camino Real BRT Draft EIR* (dedicated lane option)	Other Crossing	**Issues** • High vehicle volumes and speeds • Multiple pedestrian-involved crashes • Distance from El Camino Real/South. Bernardo Ave and El Camino Real/ The Americana is 0.4 miles, potentially a long walk for pedestrians accessing bus stops or commercial areas on the other side of the road **Opportunities** • Signalized crossing project identified in VTA *El Camino Real BRT Draft EIR* (dedicated lane option) **Challenges** • Multi-jurisdiction location; improvements would require coordination with Caltrans	• VTA *El Camino Real BRT Draft EIR*

5 Recommended Projects

Project- Focus Area F					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
El Camino Real Corridor (E of SR 85)	F6	El Camino Real streetscape and side-street crossing improvements	• Streetscape improvements on El Camino Real between SR 85 and South. Bernardo Ave • Widen sidewalks, add landscaped buffers (planters, short-term/tactical option), add pedestrian-scale lighting. Recommend minimum 13' total sidewalk width per VTA *Pedestrian Technical Guidelines* • Stripe ladder crosswalks alongside street crossings • To the extent feasible, consolidate driveways when properties are redeveloped	Streetscape	**Issues** • Long distances between marked crosswalks along El Camino Real, lack of shade, poor visibility at side-street crossings **Opportunities** • City of Sunnyvale requires 10' sidewalks with new development along El Camino Real **Challenges** • Multi-jurisdiction location; improvements would require coordination with Caltrans • Widening sidewalks may require major drainage work • Taking ROW may be required to widen sidewalks	-
El Camino Real/ S Bernardo Ave	F7	El Camino Real/S. Bernardo Ave intersection improvements	• Reconstruct curbs at all four corners to narrow right turn radii, reduce crossing distances, and expand pedestrian waiting space • Stripe ladder crosswalks across all four legs of intersections • Add countdown pedestrian signal heads • Reconfigure NB/Palo Alto bound bus stop when property at NW corner redevelops	Intersection	**Opportunities** • Curb reconstruction and ladder crosswalks across El Camino Real at Bernardo Ave included in VTA *El Camino Real BRT Draft EIR* (dedicated lane option) **Challenges** • Multi-jurisdiction location; improvements would require coordination with Caltrans	• El Camino Real BRT

5 Recommended Projects

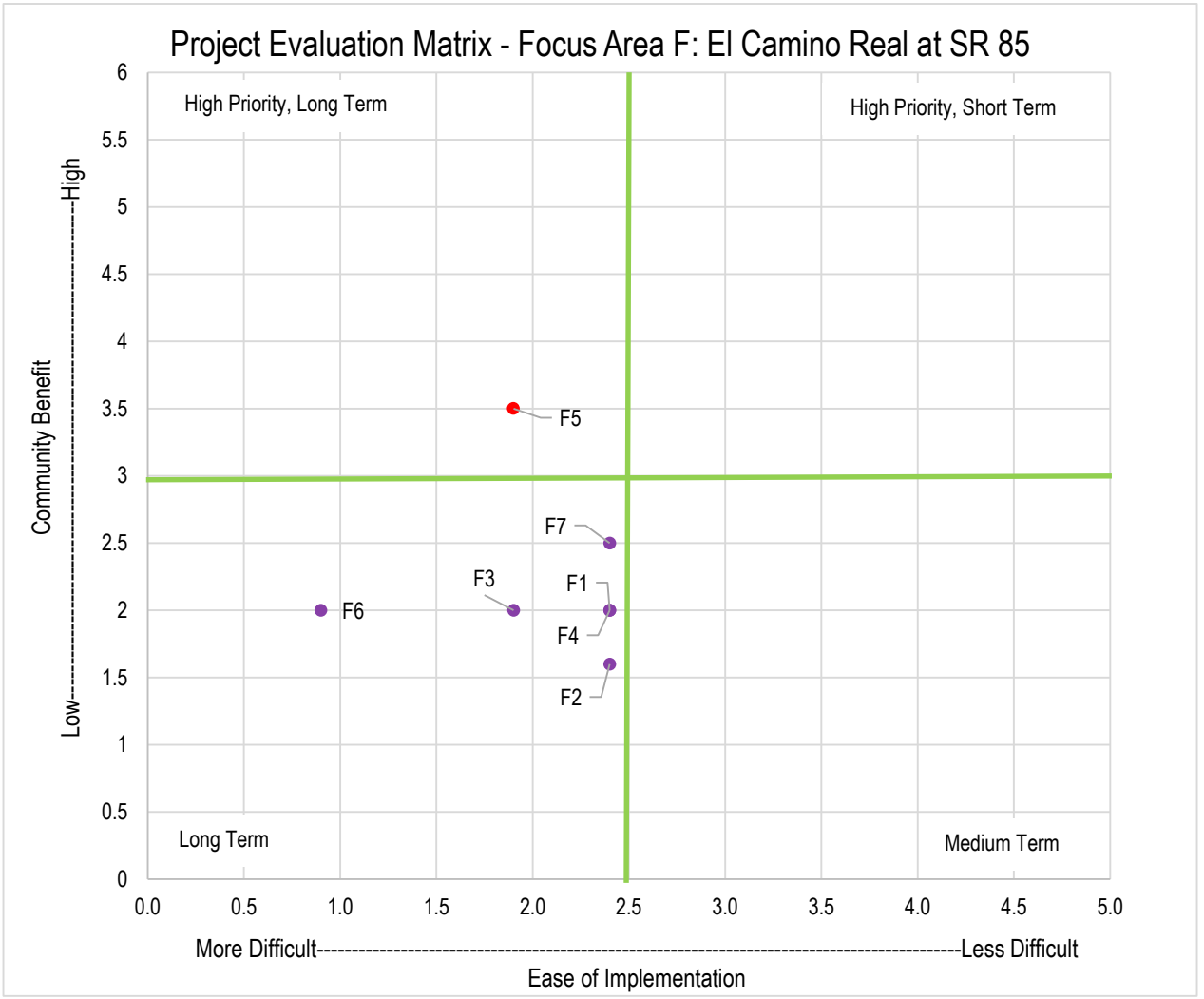


Figure 5.21: Project Evaluation Matrix for Focus Area F: El Camino Real at State Route 85 (Mountain View)

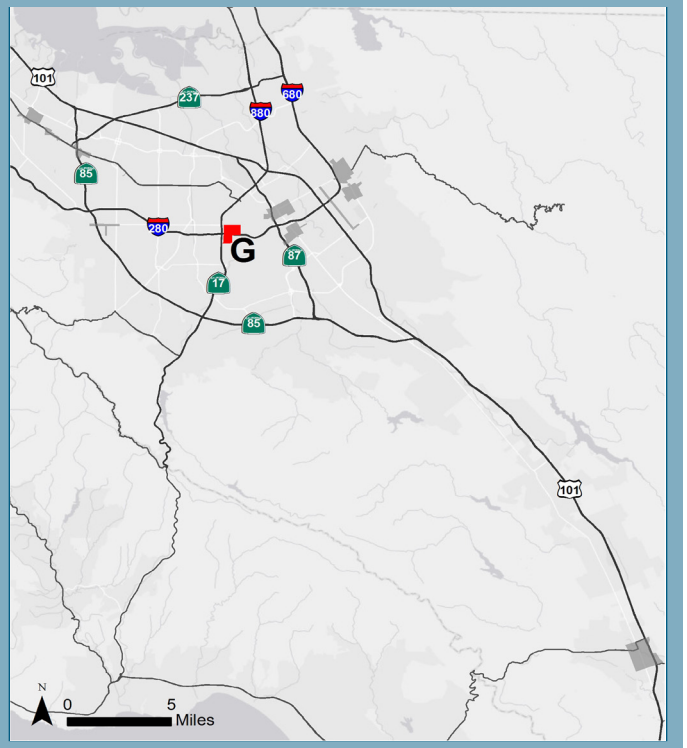
5 Recommended Projects

Table 5.15: Project Scores and Cost Estimates for Focus Area F: El Camino Real at State Route 85 (Mountain View)

#	Name	Community Benefit Score	Ease of Implementation Score	Order of Magnitude Cost			Project priority
				less than $500,000	*$500,000-$5M*	*over $5M*	
F1	Grant Rd/El Camino Real intersection improvements	2.0	2.4	x			Long term
F2	Yuba Dr side-street crossing redesign	1.6	2.4	x			Long term
F3*	SR 85/El Camino Real interchange improvements	2.0	1.9			x**	Long term
F4	El Camino Real/The Americana intersection improvements	2.0	2.4	x			Long term
F5	Pedestrian Hybrid Bacon (PHB)-controlled crossing between El Camino Real/S. Bernardo Ave and El Camino Real/ The Americana	3.5	1.9	x			High priority, long term
F6	El Camino Real streetscape and side-street crossing improvements	2.0	0.9			x	Long term
F7	El Camino Real/S. Bernardo Ave intersection improvements	2.5	2.4		x		Long term

** Project that VTA has an interest in proactively advancing. See chapter 6 for planning level cost estimates for this project.*
*** Cost of redesigning interchange over $5 million, cost of short-term pedestrian improvements between $500,000 and $5 million.*

Focus Area G:
Bascom Corridor (San Jose and Santa Clara County)



Summary

Focus Area G is located in San Jose and extends to either side of Bascom Avenue between W. San Carlos Street-Stevens Creek Boulevard and Fruitdale Avenue. It is served by the VTA Rapid 323 bus on W. San Carlos Street-Stevens Creek Boulevard and by several local bus routes, including 23, 25, 61, and 62. It includes the Santa Clara Valley Medical Center and is adjacent to San Jose City College.

Issues

- Inconsistent sidewalk widths and street frontages along Bascom Avenue
- High speed vehicle turns/wide curb radii along Bascom Avenue, pedestrian crossing restrictions at signalized intersections
- Poor quality pedestrian environment at I-280 overcrossing
- Long distances between marked crosswalks along Bascom Avenue
- Lack of bicycle facilities throughout Focus Area leads bicyclists to use limited sidewalk space



Wide curb raii at intersections along Bascom Ave



Pedestrian crossing restrictions at Bascom Ave/ Parkmoor Ave



Porkchop pedestrian refuge at Bascom Ave/San Carlos St-Stevens Creek Blvd

- Pedestrian-friendly district along W. San Carlos Street (east of Bascom Avenue)
- Potential high pedestrian demand due to VTA 323 Rapid bus/Future San Carlos-Stevens Creek BRT
- Includes portions of South Bascom Urban Village (City of San Jose)
- Bascom Avenue has excess right-of-way that can be used for pedestrian and bicycle improvements
- Existing mid-block crossing of west San Carlos Street works well
- Pedestrian improvements included in Bascom Corridor Complete Streets Study (VTA, in progress) and West San Carlos Street and South Bascom Urban Village Plans (2014)



Pedestrian-friendly shopping district on west San Carlos St, narrow sidewalks

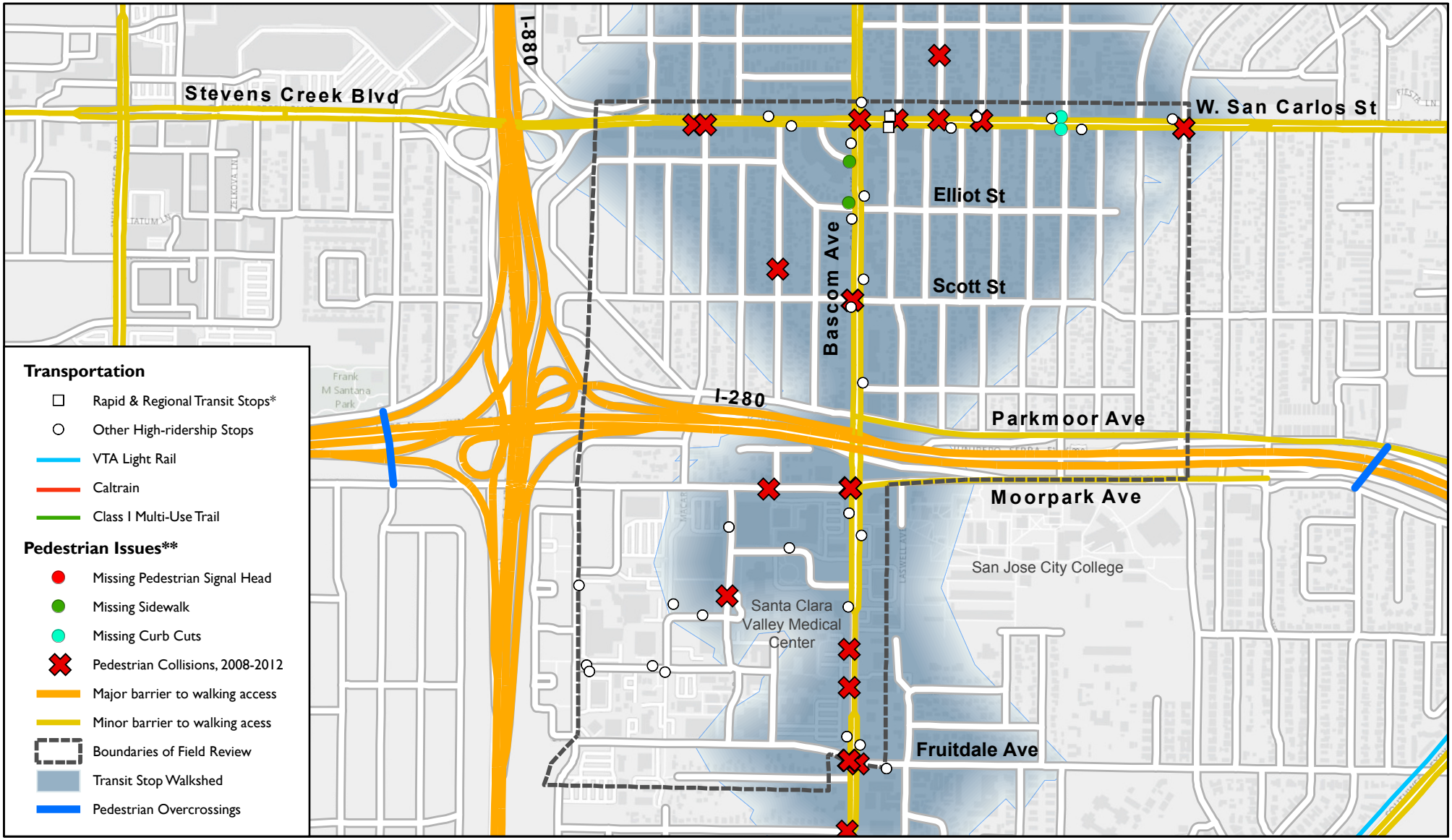


Existing pedestrian crossing on west San Carlos St



Incomplete crosswalks and on-street parking along Bascom Ave

Focus Area G: Bascom Corridor (San Jose and Santa Clara County)
Barriers to Pedestrian Access & Pedestrian Infrastructure Deficiencies

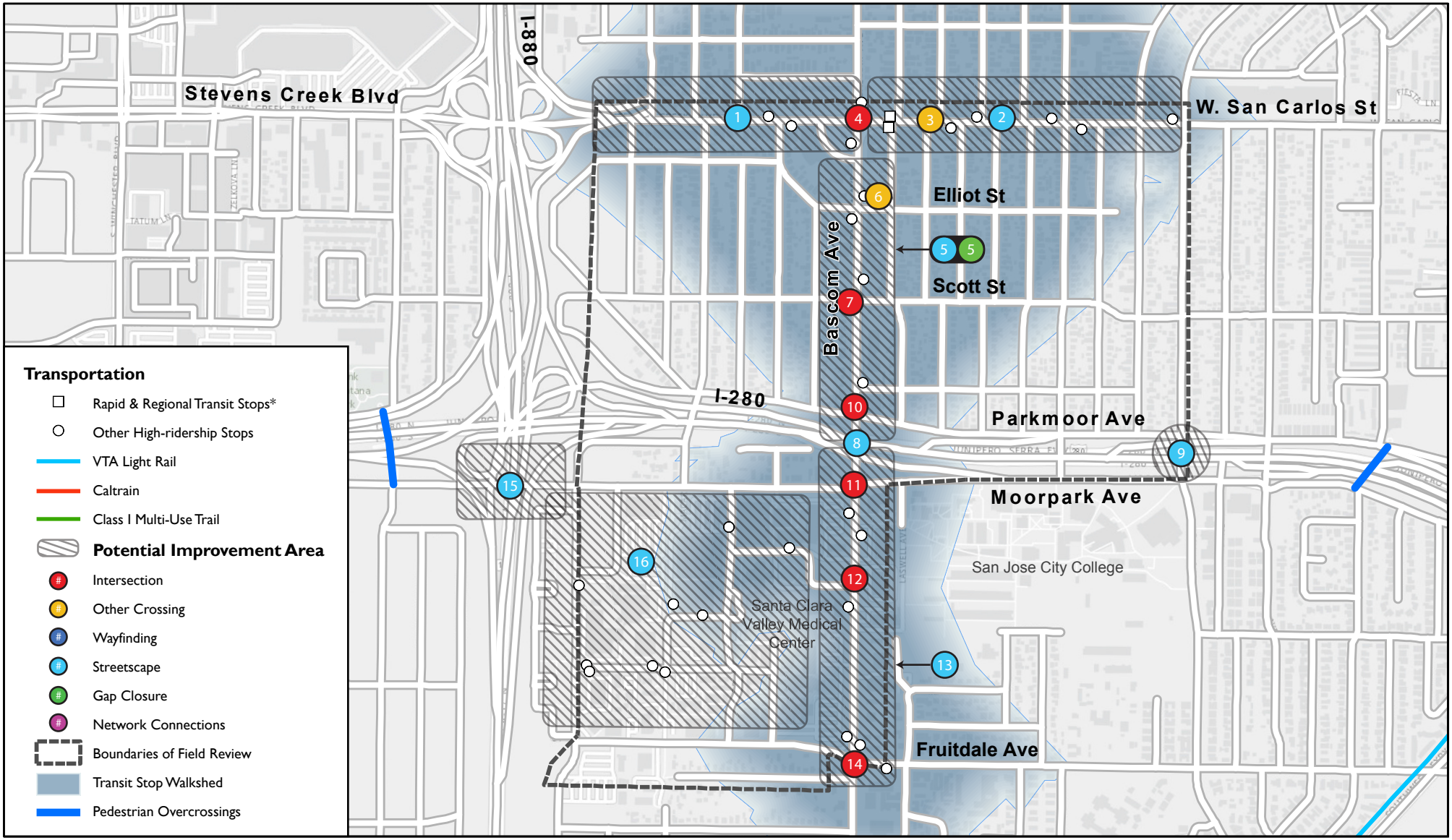


*VTA Light Rail, Caltrain, Long Distance Bus Stops, Bus Rapid Transit Services

**Not all pedestrian deficiencies are mapped.

Figure 5.22: Focus Area G, barriers and infrastructure deficiencies

Focus Area G: Bascom Corridor (San Jose and Santa Clara County)
Potential Improvements by Project Type



*VTA Light Rail, Caltrain, Long Distance Bus Stops, Bus Rapid Transit Services

Figure 5.23: Focus Area G, potential improvements

5 Recommended Projects

Table 5.16. Recommended Projects- for Focus Area G: Bascom Corridor (San Jose, County)

Project- Focus Area G					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
San Carlos St-Stevens Creek Blvd Corridor	G1	Stevens Creek Blvd streetscape improvements	• Add landscaped buffers (planters as short-term/tactical option) • Add pedestrian-scale lighting • To the extent feasible, consolidate driveways when properties are redeveloped	Streetscape	**Issues** • Parking lots adjacent to street are unwelcoming to pedestrians - multiple curb cuts, no buffer between walkway and parked cars **Opportunities**: • Streetscape improvements possible with future implementation of Stevens Creek BRT **Challenges** • Auto-oriented existing businesses need driveway access	• *Complete Streets Audit and Community Engagement Report: West San Carlos and Bascom Ave Corridors Complete Streets Report* (2012)
San Carlos St-Stevens Creek Blvd Corridor	G2	San Carlos St streetscape improvements	• Look for opportunities to add parklets in existing parking spaces	Streetscape	**Issues** • Very narrow sidewalks **Opportunities** • Strong street walls, pedestrian scale lighting, high pedestrian activity • Streetscape improvements possible with future implementation of Stevens Creek BRT	• *Complete Streets Audit and Community Engagement Report: West San Carlos and Bascom Ave Corridors Complete Streets Report* (2012)
San Carlos St-Stevens Creek Blvd Corridor	G3	Uncontrolled crossing at Vaughn Ave/ San Carlos St	• Consider adding an uncontrolled crossing at Vaughn Ave& San Carlos St: ladder crosswalk, high-visibility pedestrian crossing signage, Rectangular Rapid Flash Beacon to improve driver yield rates.	Other Crossing	**Issues** • High pedestrian demand • Two bus stops on either side of San Carlos St at this location **Opportunities**	• *Complete Streets Audit and Community Engagement Report: West San Carlos and Bascom Ave Corridors Complete Streets Report* (2012)

5 Recommended Projects

Project- Focus Area G					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
					• Existing Rectangular Rapid Flash Beacon at Brooklyn Ave/San Carlos St works well **Challenges** • Future Stevens Creek BRT may require removal of mid-block crossings	
Bascom Ave/ San Carlos St-Stevens Creek Blvd	G4	Bascom Ave/Stevens Creek Blvd intersection improvements	• Reconstruct pork chops and curbs at NW & SW corners to narrow right turn radii, reduce crossing distances, and expand pedestrian waiting space. • Tighten curb radius at SE corner, widen sidewalk walkway space into existing landscaping • Add advanced yield pavement markings and signage at right turns. • Stripe ladder crosswalks	Intersection	**Issues** • High pedestrian demand • High-speed turns • Insufficient pedestrian space at corners **Challenges** • High vehicle volumes	• *Complete Streets Audit and Community Engagement Report: West San Carlos and Bascom Ave Corridors Complete Streets Report* (2012)
Bascom Corridor	G5	Bascom Ave corridor streetscape improvements (north. of I-280)	• Complete sidewalks along entire corridor • Add landscaped buffers (planters as short-term/tactical option) including shade trees • Add pedestrian-scale lighting • Consider road diet on Bascom Ave north of I-280 to provide additional sidewalk space and bicycle lanes	Streetscape Gap Closure	**Issues** • Inconsistent curb/ROW, multiple sidewalks/walkways asphalt or unpaved • Cars parked on sidewalks • Lack of shade, high exposure to traffic • Throughout study area, lack of bicycle facilities force bicyclists to share space with pedestrians **Opportunities**	• *Bascom Corridor Complete Streets Study (VTA, in progress)*

5 Recommended Projects

Project- Focus Area G					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
					• Bascom Ave may be overbuilt for current vehicle volumes - potential road diet candidate **Challenges** • High-speed vehicles, multiple small businesses with limited off-street parking • Bascom Ave used as detour for auto traffic when I-280 is closed	
Bascom Corridor	G6	Bascom Ave/Eliot St mid-block crossing	• Consider adding marked pedestrian crossing at Bascom Ave/Eliott St ladder crosswalk, advance yield markings/shark's teeth, high-visibility pedestrian crossing signage, Rectangular Rapid Flash Beacon or Pedestrian Hybrid Beacon to improve driver yield rates, curb extensions to shorten pedestrian crossing distance	Other Crossing	**Issues** • Long distance between signalized intersections **Opportunities** • Bascom Ave may be overbuilt for current vehicle volumes - potential road diet candidate **Challenges** • High-speed vehicles • 6-lane roadway poses additional risks for pedestrians crossing roadway • Ladder crosswalk imposes additional ongoing maintenance costs not covered by current budgets	-
Bascom Corridor	G7	Bascom Ave/ Scott St intersection improvements	• Stripe ladder crosswalks at all four legs of intersection	Intersection	**Issues** • Low-visibility crosswalks	-
Bascom Corridor	G8	Bascom Ave/I-280 overcrossing improvements	• Evaluate possibility of widening sidewalks on overpass, adding pedestrian-scale lighting	Streetscape	**Issues** • Poor lighting, narrow sidewalks	-

5 Recommended Projects

Project- Focus Area G					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
Leigh Ave/ I-280 overcrossing	G9	Leigh Ave/I-280 overcrossing improvements	• Evaluate possibility of widening sidewalks on overpass, adding pedestrian-scale lighting	Streetscape	**Issues** • Poor lighting, narrow sidewalks	-
Bascom Ave/ I-280 Ramps	G10	Bascom Ave/Parkmoor Ave intersection improvements	• Add curb extension at SE corner - potential to extend into Parkmoor Ave by narrowing/shifting vehicle lanes, or to extend into Bascom Ave with road diet along Bascom Ave • Stripe ladder crosswalks on all three legs of crosswalk	Intersection	**Issues** • Limited space for pedestrians waiting at SE corner **Challenges** • High volume of vehicles accessing freeway	-
Bascom Ave/ I-280 Ramps	G11	Bascom Ave/Moorpark Ave intersection improvements	• Add curb extensions to all corners (except SW) to improve pedestrian visibility • Rebuild SW corner pork chop to expand pedestrian waiting area. Add advance yield markings to pavement • Stripe ladder crosswalks	Intersection	**Issues** • Poor pedestrian visibility for turning vehicles **Challenges** • High volume of vehicles accessing freeway	-
Bascom Ave/ Renova Dr	G12	Bascom Ave/Renova Dr intersection improvements	• Add pedestrian crossing to north leg: ladder crosswalk, pedestrian signal, curb cuts • Add curb extensions to all corners to improve pedestrian visibility and reduce crossing distance • Stripe ladder crosswalks at all four legs of intersection	Intersection	**Issues** • Wide turning radii, no pedestrian crossing on north leg **Opportunities** • Bascom Ave has new pedestrian adaptive traffic signal timing	• *Draft South Bascom Urban Village Plan* (2014)
Bascom Corridor	G13	Bascom Ave corridor streetscape improvements (S. of I-280)	• Widen sidewalks on Bascom Ave south of Moorpark Ave; Recommend 12' minimum width	Streetscape	**Issues** • Narrow sidewalks, inconsistent tree cover **Opportunities**	• *Draft South Bascom Urban Village Plan* (2014)

5 Recommended Projects

Project- Focus Area G					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
			per *Draft South Bascom Urban Village Plan* (2014) • Add landscaped buffers (planters as short-term/tactical option), including shade trees		• *Draft South Bascom Urban Village Plan* (2014) provides design guidance for streetscape improvements. • Could be implemented along with the addition of a cycle track on Bascom Ave, per *Draft South Bascom Urban Village Plan* (2014) **Challenges** • Requires re-allocating space currently dedicated to parking lanes and travel lanes	
Bascom Ave/ Enborg Ln	G14	Bascom Ave/Enborg Ln intersection improvements	• Add pedestrian crossing to S leg: ladder crosswalk, pedestrian signal, curb cuts • Add curb extensions to all corners (except NW) to improve pedestrian visibility and reduce crossing distance. Curb extensions must accommodate bus turning radii • Remove or redesign NW corner pork chop to expand pedestrian waiting area • Stripe ladder sidewalks on all four legs of intersection	Intersection	**Issues** • Wide turning radii, no pedestrian crossing on south leg **Opportunities** • Pork chop and dedicated right turn lane at NW corner may not be necessary to accommodate vehicle traffic **Challenges** • Curb extensions must accommodate bus turning radii	• *Draft South Bascom Urban Village Plan* (2014)
Moorpark Ave/I-880 undercrossing	G15	Moorpark Ave/I-880 undercrossing improvements	• Add pedestrian-scale lighting and public art at undercrossing	Streetscape	**Issues** • Poor lighting, narrow sidewalks	-
Valley Medical Center	G16	Valley Medical Center Bus Stop Improvements	• Upgrade bus stops within Valley Medical Center to meet Community Destination stop	Streetscape	**Issues** • High-volume bus stops with few amenities	• *Draft South Bascom Urban Village Plan* (2014)

5 Recommended Projects

Project- Focus Area G					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
			criteria. Amenities should include shelters, seating, transit information, and other amenities as described in VTA's *Transit Passenger Environment Plan* (2016) • Consider service frequency when determining seating needs and shade structures • Provide rich transit information at bus stops			• *Transit Passenger Environment Plan* (VTA, 2016)

5 Recommended Projects

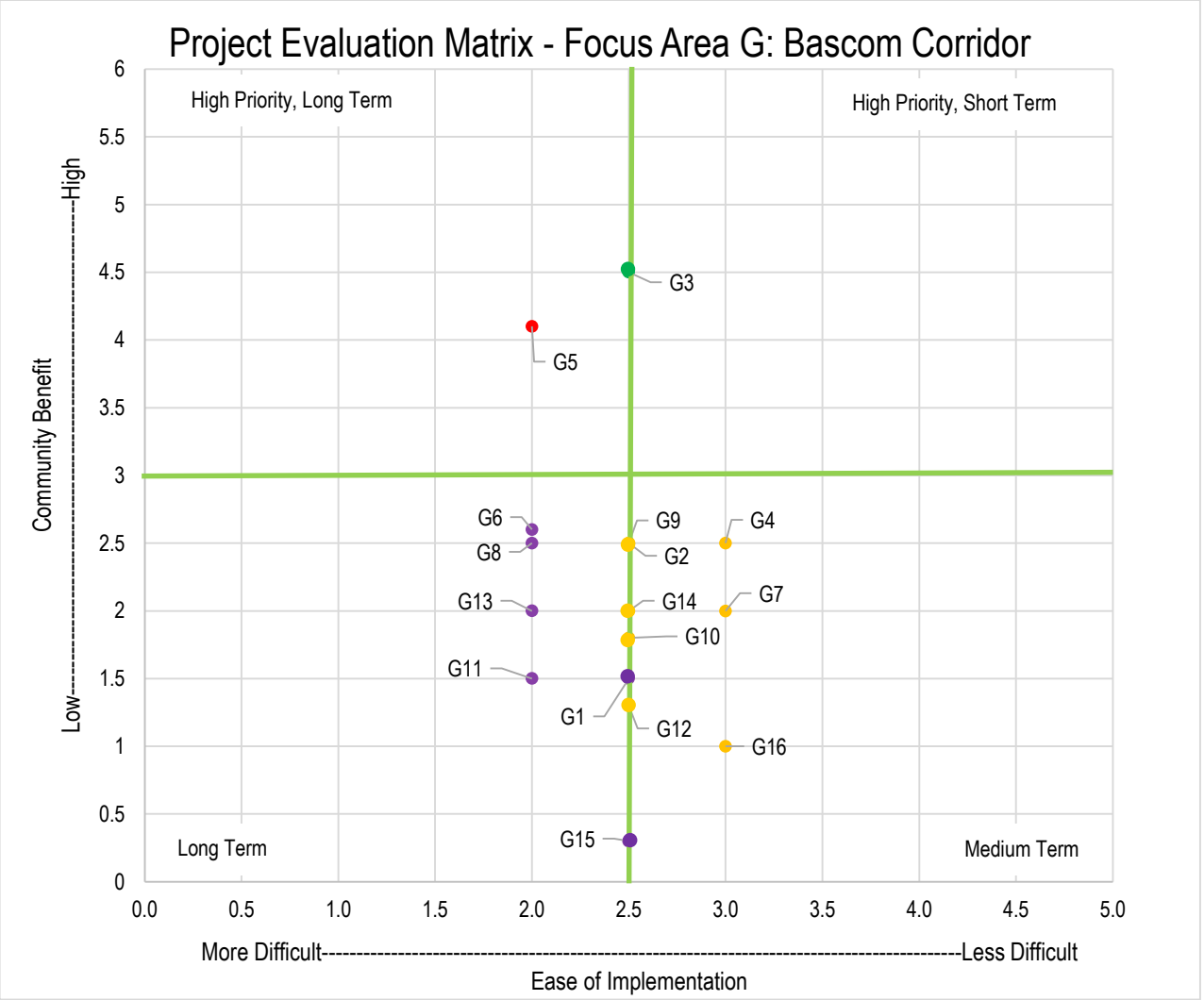


Figure 5.24: Project Evaluation Matrix for Focus Area G: Bascom Corridor (San Jose, County)

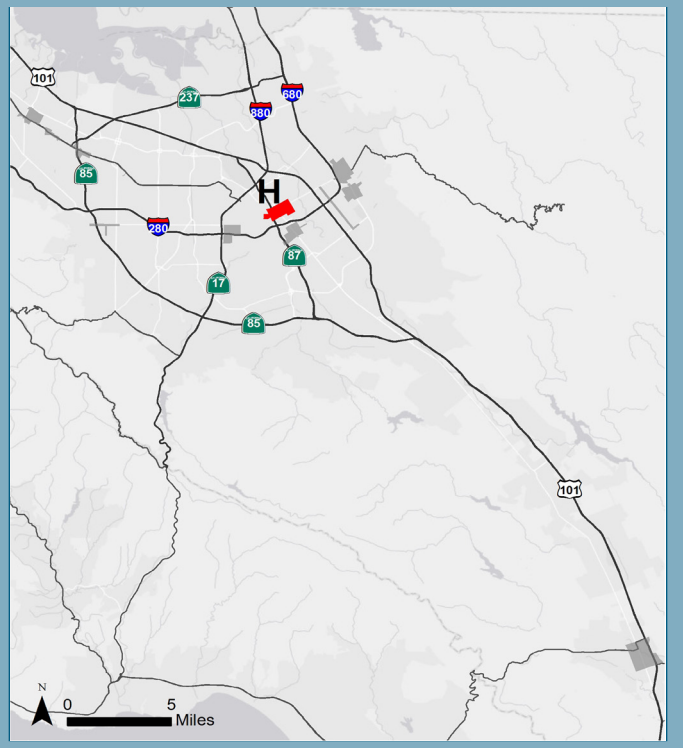
5 Recommended Projects

Table 5.17: Project Scores and Cost Estimates for Focus Area G: Bascom Corridor (San Jose, County)

#	Name	Community Benefit Score	Ease of Implementation Score	Order of Magnitude Cost			Project priority
				less than $500,000	*$500,000-$5M*	*over $5M*	
G1	Stevens Creek Blvd streetscape improvements	1.5	2.5			x	Long term
G2	San Carlos St streetscape improvements	2.5	2.5	x			Medium term
G3	Uncontrolled crossing at Vaughn Ave/W San Carlos St	4.5	2.5	x			High priority, short term
G4	Bascom Ave/Stevens Creek Blvd intersection improvements	2.5	3.0	x			Medium term
G5*	Bascom Ave corridor streetscape improvements (N. of I-280)	4.1	2.0		x		High priority, long term
G6	Bascom Ave/Elliott St mid-block crossing	2.6	2.0	x			Long term
G7	Bascom Ave/Scott St intersection improvements	2.0	3.0	x			Medium term
G8	Bascom Ave/I-280 overcrossing improvements	2.5	2.0	x			Long term
G9	Leigh Ave/I-280 overcrossing improvements	2.5	2.5	x			Medium term
G10	Bascom Ave/Parkmoor Ave intersection improvements	1.8	2.5	x			Medium term
G11	Bascom Ave/Moorpark Ave intersection improvements	1.5	2.0	x			Long term
G12	Bascom Ave/Renova Dr intersection improvements	1.3	2.5	x			Medium term
G13	Bascom Ave corridor streetscape improvements (South of I-280)	2.0	2.0		x		Long term
G14	Bascom Ave/Enborg Ln intersection improvements	2.0	3.0	x			Medium term
G15	Moorpark Ave/I-880 undercrossing improvements	0.3	3.0		x		Long term
G16	Valley Medical Center bus stop improvements	1.0	3.0		x		Medium term

** Project that VTA has an interest in proactively advancing. See chapter 6 for planning level cost estimates for this project.*

Focus Area H: Downtown San Jose



Summary

Focus Area H is located in downtown San Jose and extends from Diridon Transit Center to San Jose State University. It includes a high density of office developments, multifamily residential development, entertainment districts, and San Jose City Hall. It is served by Caltrain, Amtrak, and Capitol Corridor rail at Diridon Station, VTA Light Rail, VTA Rapid 522 and 323 buses, as well as several local and inter-city buses, including VTA Lines 22, 23, 181, 81, 64, and 68, the Highway 17 bus connecting San Jose to Santa Cruz, and Downtown San Jose DASH shuttles.

Issues

- High speed vehicle turns/wide curb radii and long crossing distances along San Carlos Street and Market Street
- Poorly marked pedestrian crossings at SR 87 ramps (Santa Clara Street, Julian Street)
- Long distances between pedestrian crossings along Santa Clara St. near San Jose Diridon
- VTA Light Rail creates barrier for pedestrians using San Fernando Street to access transit



Existing conditions at Delmas Ave/San Fernando St near VTA LRT track crossing



Wide intersection and restricted pedestrian access at Notre Dame-SR 87 ramp/St. John St



Wide crossing at Market/San Carlos St

Opportunities

- High-density of transit service
- High pedestrian demand throughout downtown, likely to increase with new development
- Fairly high-quality existing pedestrian environment and strong street grid
- New development and transit system improvements planned
- Expansion of Bay Area Bike Share (2016-2017) will improve access to transit



Potential pedestrian scramble at Montgomery St/Santa Clara St



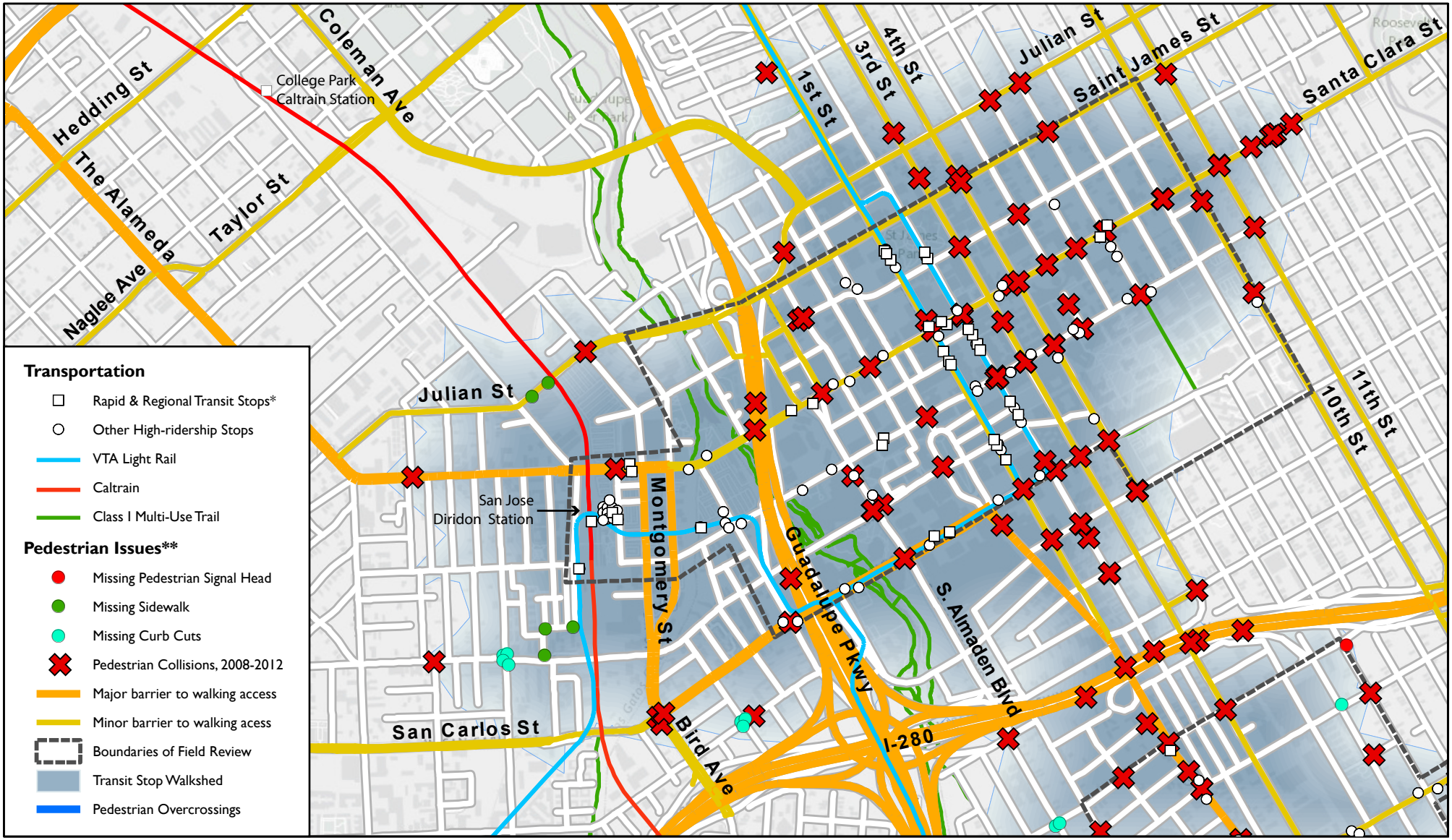
Existing mid-block crossing at Delmas Ave/Santa Clara St



High-quality pedestrian environment on 2nd Street

Focus Area H: Downtown San Jose

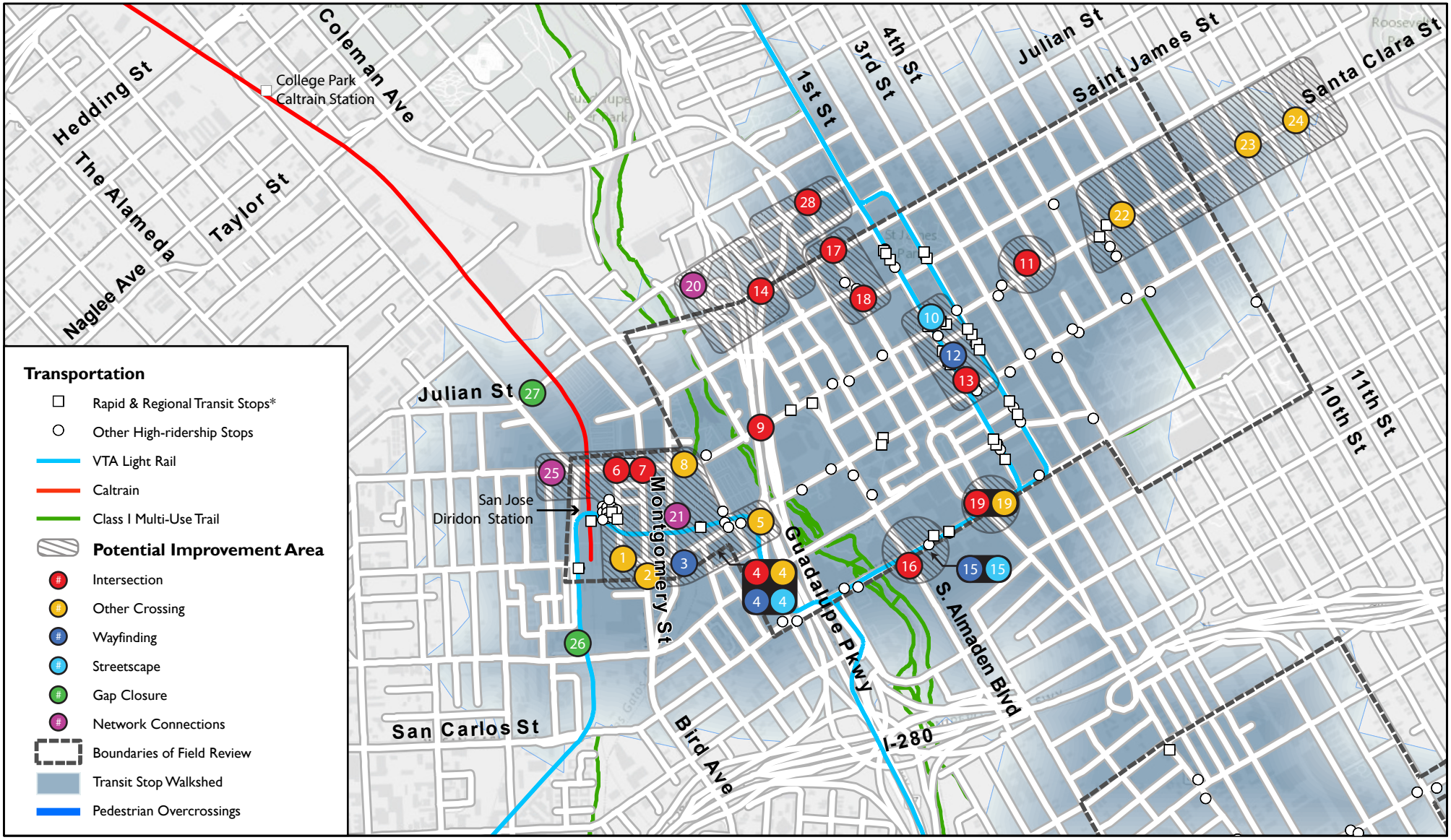
Barriers to Pedestrian Access & Pedestrian Infrastructure Deficiencies



*VTA Light Rail, Caltrain, Long Distance Bus Stops, Bus Rapid Transit Services

**Not all pedestrian deficiencies are mapped.

Figure 5.25: Focus Area H, barriers and infrastructure deficiencies



*VTA Light Rail, Caltrain, Long Distance Bus Stops, Bus Rapid Transit Services

Figure 5.26: Focus Area H, potential improvements

5 Recommended Projects

Table 5.18. Recommended Projects- for Focus Area H: Downtown San Jose/Diridon Station

Project- Focus Area H					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
San Jose Diridon	H1	Pathway and uncontrolled crossing to San Fernando VTA LRT Station	• Stripe ladder-style crossing of South. Montgomery St at Crandall St • Designate pedestrian corridor to San Fernando Station with new paving, landscaping, and/or paint on existing walkways • Montgomery Street crossing alternatives: 1. Remove 2-3 parking spaces on east side of Montgomery St, stripe two ladder crosswalks, add advance yield lines ("shark's teeth") and pedestrian crossing signs 2. Remove 5 parking spaces total (2 west side, 3 east side) to create painted pedestrian walk zone, add advance yield lines ("shark's teeth") and pedestrian crossing signs	Other Crossing	**Issues** • Pathway to San Fernando Station unclear, blocked by parked vehicles **Opportunities** • Ample space near taxi queue; abundant on-street parking	-
Diridon	H2	Curb cuts and crosswalk improvements at Diridon Station	• Add curb cuts and replace existing crosswalks with ladder crosswalks for higher visibility at pedestrian crossings of Cahill St • Consider enhanced crossing striping or stamped asphalt treatment • Identified in *Diridon Station Master Plan*	Other Crossing	**Issues** • Missing curb cuts and worn crosswalk markings at sidewalks that provide access to station entrance • High pedestrian volumes **Opportunities** • Identified in *Diridon Station Master Plan*	• *Diridon Station Area Plan* (2014)
San Fernando VTA Station	H3	Wayfinding improvements	• Improve wayfinding through San Fernando Station through	Wayfinding	**Issues**	• San Jose Downtown Wayfinding Project

5 Recommended Projects

Project- Focus Area H					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
		through San Fernando Station	pavement markings and signage • Coordinate design with forthcoming studies: San Jose Downtown Wayfinding Project and VTA Transit Ridership Improvement Program		• Unclear that main route to San Fernando Street is through San Fernando VTA Station **Opportunities** • Wayfinding guidance provided by San Jose Downtown Wayfinding Project (forthcoming)	(City of San Jose, forthcoming)
San Fernando St	H4	San Fernando St/Delmas Ave VTA improvement alternatives	Alternatives: 1) Restrict and formalize access at Delmas Ave/San Fernando St: add public art or low vertical landscaping to NE corner, add landscaping/planters) or improved fence treatment to NW corner, stripe ladder crosswalk on west side of pedestrian crossing of tracks on Delmas Ave, replace bollards with swing gates 2) Woonerf treatment to slow all traffic on San Fernando St between Autumn St and SR 87 undercrossing (assumes VTA LRT speeds will remain at 10 mph maximum)	Intersection Streetscape	**Issues** • No pedestrian access across north side of Delmas Ave **Opportunities** • Several pedestrians observed crossing Delmas Ave at intersection near LRT tracks	-
San Fernando St	H5	Signalized pedestrian crossing west of SR 87 underpass	• Add signalized pedestrian crossing immediately east of signal at rail crossing on San Fernando St: stripe ladder crosswalk, add pedestrian signal heads, add curb cuts, remove portion of raised median	Other Crossing	**Issues** • No pedestrian access across north side of San Fernando St **Opportunities** • Several pedestrians observed crossing San Fernando St with no accommodation	-

5 Recommended Projects

Project- Focus Area H					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
Santa Clara Street	H6	Santa Clara St/Cahill St intersection improvements	• Stripe ladder crosswalk and add pedestrian signal head to west leg • Consider adding pedestrian actuation and reducing signal lengths to reduce pedestrian wait time	Intersection	**Issues** • No pedestrian access to west side of intersection	• Santa Clara-Alum Rock BRT Program
Santa Clara Street	H7	Santa Clara St /Montgomery St pedestrian scramble	• Restripe existing crosswalks to provide pedestrian scramble; opportunity for public art/placemaking similar to mid-block crosswalks at Paseo de San Antonio • Consider signalized pedestrian scramble phase	Intersection	**Opportunities** • Existing all-pedestrian phase in signal timing	• Santa Clara-Alum Rock BRT Program • *Diridon Station Area Plan* (2014)
Santa Clara Street	H8	Santa Clara St/ Delmas Ave uncontrolled crossing improvements	• Relocate uncontrolled ladder crosswalk to W side of intersection • Add advance yield lines (“shark’s teeth”) for advance stop lines • Add curb extensions to reduce pedestrian crossing distance • Consider adding Rectangular Rapid Flash Beacon or Pedestrian Hybrid Beacon to improve driver yield rates • Consider adding median refuge for pedestrians crossing Santa Clara St	Other Crossing	**Issues** • Drivers observed not yielding to pedestrians **Opportunities** • Relocation would shorten crossing distance and remove pedestrian exposure to vehicles making WB left turn onto Delmas Ave	-
Santa Clara Street	H9	SR 87/ Santa Clara St ramps improvements	• Add marked pedestrian crossings (ladder) to all legs and re-time signal to permit pedestrian crossing of all legs.	Intersection	**Issues** • Inadequate pedestrian facilities at off ramps	-

5 Recommended Projects

Project- Focus Area H					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
Santa Clara Street	H10	Bus stop improvements on Santa Clara St	• Santa Clara St between Market St and 2nd St: Opportunity for bus stop improvements with Santa Clara/Alum Rock BRT Program implementation	Streetscape	**Issues** • Limited passenger waiting space, no shelters on north side of street **Opportunities** • Santa Clara-Alum Rock BRT stations are under construction	• Santa Clara-Alum Rock BRT Program
Santa Clara Street	H11	3rd/4th Street curb extensions	• Consider adding curb extensions to shorten pedestrian crossing distances of Santa Clara St at 3rd and 4th Streets. Realign bicycle lanes through existing buffers	Intersection	**Issues** • Wide turn radii at 3rd/4th Streets	-
Santa Clara VTA Station	H12	Wayfinding improvements at Santa Clara VTA station	• Consider wayfinding signage between stops on Santa Clara Street and on 1st/2nd Streets • Coordinate design with forthcoming studies: San Jose Downtown Wayfinding Project	Wayfinding	**Issues** • Unclear connection between stops **Opportunities** • Wayfinding guidance provided by San Jose Downtown Wayfinding Project (forthcoming) and VTA Transit Ridership Improvement Program (forthcoming)	• San Jose Downtown Wayfinding Project (City of San Jose, forthcoming)
Santa Clara VTA LRT Station	H13	Add high-visibility crosswalk treatment at crossings of 1st St and 2nd St	• Consider ladder crosswalks or other high-visibility crossing treatments at Santa Clara St/1st St and Santa Clara St/2nd St	Intersection		-
Notre Dame Ave/ E. St James St/ SR 87 Ramps	H14	SR 87 ramps/Saint James St/Notre Dame Ave improvements	• Realign crosswalk on south side; widen south side crosswalk and sidewalk under freeway overpass, add pedestrian-scale lighting at undercrossing. Tighten NW corner via a curb extension	Intersection	**Issues** • Incomplete pedestrian facilities **Opportunities** • Outside lane on south side of West. Julian St over 15' wide	-

5 Recommended Projects

Project- Focus Area H					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
San Carlos St	H15	Convention Center VTA Station area improvements	• Retime mid-block signal and move bus stops closer to mid-block pedestrian crossing. • Consider pedestrian wayfinding via pavement markings and passive wayfinding (landscaping, etc.) to clarify routes to/through Civic and National theaters • Coordinate design with forthcoming studies: San Jose Downtown Wayfinding Project	Wayfinding Streetscape	**Issues** • Long wait to cross at mid-block pedestrian signal • Pedestrian "dead zone" around bus stops • Poor wayfinding/legibility unclear around Civic/National theaters **Opportunities** • Wayfinding guidance provided by San Jose Downtown Wayfinding Project (forthcoming)	• San Jose Downtown Wayfinding Project (City of San Jose, forthcoming)
San Carlos St	H16	Almaden Blvd/San Carlos St intersection improvements	• Remove pork chops where feasible, narrow curb radii via curb extensions, stripe ladder crosswalks, add pedestrian refuge to medians	Intersection	**Issues** • Long crossing distances and wide turning radii	-
Market Street	H17	Market St/Saint James St intersection improvements	• Add pedestrian crossing on North leg, add curb extension at SW corner into Market St	Intersection	**Issues** • Incomplete pedestrian facilities	-
Market Street	H18	Market St/Saint John St intersection improvements	Complete crosswalks and sidewalks, stripe ladder crosswalks on all legs	Intersection	**Issues** • Incomplete pedestrian facilities	-
Market Street	H19	Market St/San Carlos St intersection improvements	• Cesar Chavez park triangle: 1) stripe SB U-turn more narrowly to slow traffic on turns 2) add second crosswalk closer to Market St NB lanes; OR convert to stop-control and add crosswalk east of existing yield line 3) stripe ladder striped crosswalks	Intersection Other Crossing	**Issues** • Incomplete pedestrian facilities between Cesar Chavez Park oval and triangle • Long crossing distances across San Carlos St **Opportunities**	-

5 Recommended Projects

Project- Focus Area H					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
			between main Cesar Chavez Park and "triangle;" consider adding raised intersection or raised crosswalk treatment for pedestrian crossings 4) extend sidewalks and landscaping of "triangle" portion of park, extending park to area currently striped out alongside Market St NB lanes • Market St/San Carlos St intersection: add curb extension to NW corner, stripe ladder crosswalks at all legs of intersection		• Unused ROW on east side of Market north of intersection	
Diridon	H20	Pedestrian access/connection to Diridon Station through Guadalupe Parkway	• Enhanced underpass connection identified in *Diridon Station Master Plan* • Consider adding lighting, murals and/or other public art to enhance existing underpass at Guadalupe Parkway	Network Connection	**Issues** • Poor lighting at existing underpass	• *Diridon Station Area Plan* (2014)
Santa Clara St/7th St	H21	Santa Clara St/7th St and Santa Clara St/8th St improvements	• Add ladder crosswalks to all four legs of 7th St intersection • Add ladder crosswalks to south and north legs of 8th St intersection • Consider signalizing 8th St intersection to provide opportunities for pedestrian crossing of Santa Clara St	Streetscape	**Issues** • High pedestrian volumes and low-visibility crosswalks • No marked pedestrian crossing at Santa Clara St/8th St	-

5 Recommended Projects

Project- Focus Area H					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
Santa Clara St/ 12th St	H22	Santa Clara St/12th St improvements	• Add high-visibility side-street crosswalks • Consider signalizing intersection to provide opportunities for pedestrian crossing	Other crossing	**Issues** • No pedestrian crossing of Santa Clara St at this location	-
Santa Clara St/ 14th St	H23	Santa Clara St/14th St improvements	• Add ladder crosswalks to side street crossings • Consider signalizing intersection to provide opportunities for pedestrian crossing	Other crossing	**Issues** • No pedestrian accommodation at this location	-
Diridon	H24	Pedestrian Access from Diridon Station to The Alameda and Stockton Ave	• Enhance pedestrian access to The Alameda/Stockton Ave intersection via White St and Laurel Grove Lane/Bush St • Identified in *Diridon Station Master Plan*	Network Connection	**Issues** • Not a high quality pedestrian path from Diridon to White Street, at west side of the station, especially during dark hours	• *Diridon Station Area Plan*
Diridon	H25	Laurel Grove Lane/ Park Ave sidewalk completion	• Complete sidewalks around parcel at NW corner of Laurel Grove Lane/ Park Ave when parcel is redeveloped	Network Connection	**Issues** • Missing sidewalks	• *Diridon Station Area Plan*
West Julian St	H26	West Julian St railway undercrossing	• Add pedestrian-scale lighting, mural and/or other public art to existing pedestrian undercrossing of railway tracks • Evaluate possibility of adding pedestrian crossing on south side of West Julian St	Network Connection	**Issues** • Poorly lit undercrossing on north side of Julian St	-
West. Julian St	H27	Intersection and streetscape improvements along West Julian St	• Add high-visibility side-street crosswalks along West Julian St between Guadalupe Pkwy and N 1st St	Intersection Streetscape	**Issues** • Long crossing distances, low-visibility crosswalks, and narrow sidewalks along West Julian St **Opportunities**	-

5 Recommended Projects

Project- Focus Area H					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
			• Consider widening sidewalks, adding landscaped buffers (planters as short-term/tactical option) including shade trees; Recommend minimum 13' total sidewalk width per VTA *Pedestrian Technical Guidelines* • Add pedestrian-scale lighting • Add curb extensions to reduce pedestrian crossing distance • Consider realigning and signalizing intersection of North. San Pedro St and West Julian St to provide opportunities for pedestrian crossing		• Future development planned along West Julian St	

5 Recommended Projects

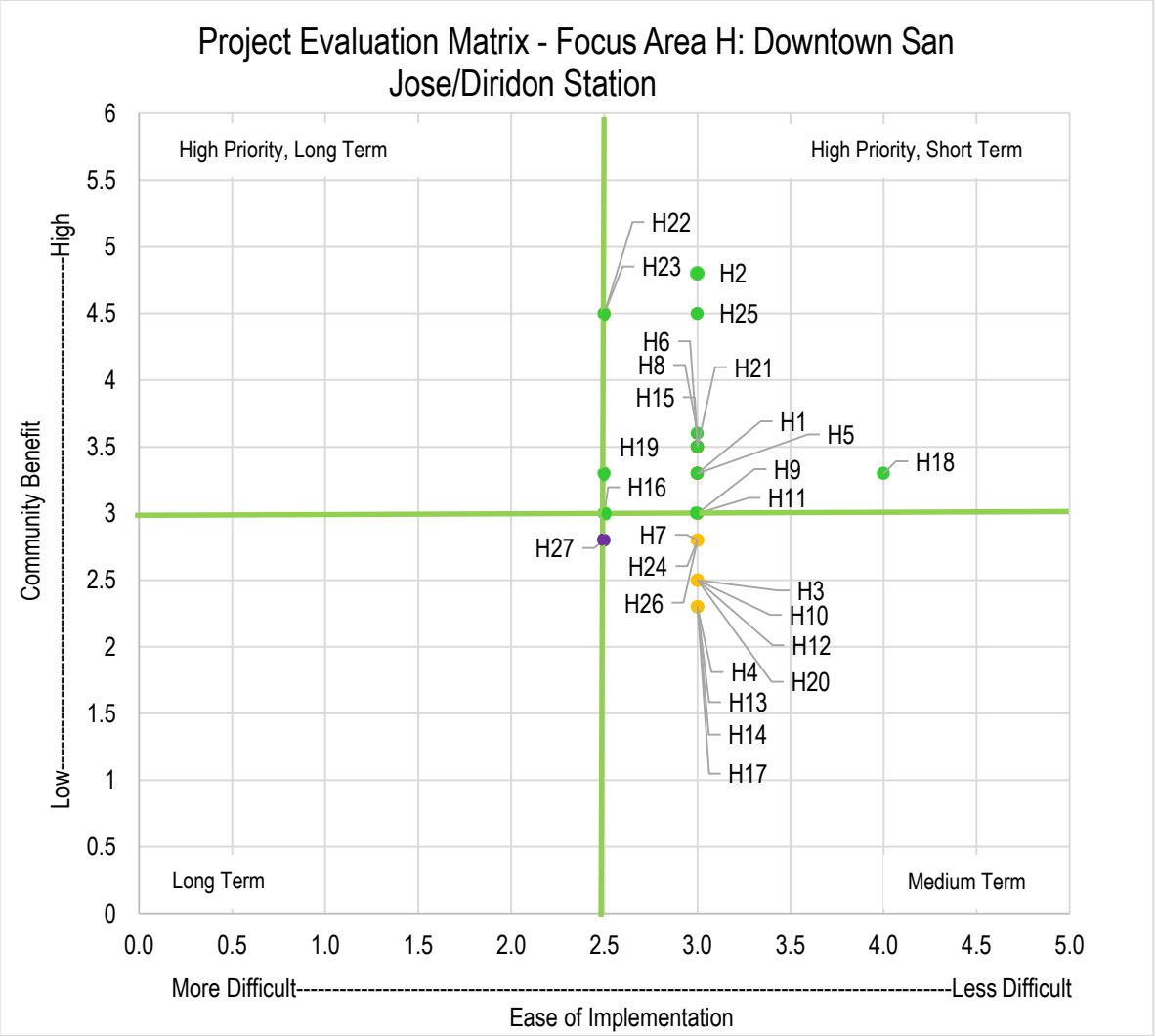


Figure 5.27: Project Evaluation Matrix for Focus Area H: Downtown San Jose/Diridon Station

5 Recommended Projects

Table 5.19: Project Scores and Cost Estimates for Focus Area H: Downtown San Jose/Diridon Station

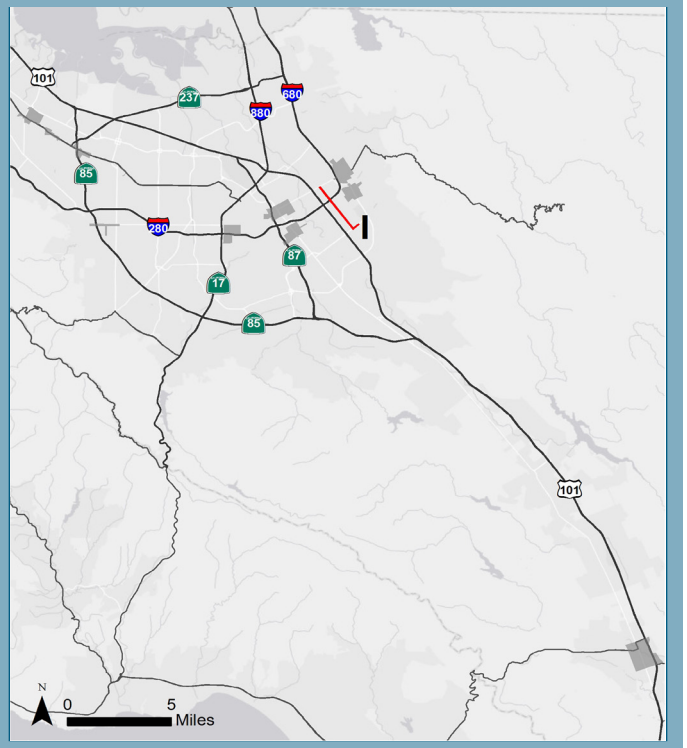
#	Name	Community Benefit Score	Ease of Implementation Score	*Order of Magnitude Cost*			*Project Priority*
				less than $500,000	*$500,000-$5M*	*over $5M*	
H1	Pathway and uncontrolled crossing to San Fernando VTA LRT Station	3.3	3.0		*x*		High priority, short term
H2	Curb cuts and crosswalk improvements at Diridon Station	4.8	3.0	x			High priority, short term
H3	Wayfinding improvements through San Fernando Station	2.5	3.0	x			Medium term
H4*	San Fernando St/Delmas Ave VTA improvement alternatives	2.3	3.0		*x*		Medium term
H5	Signalized pedestrian crossing west of SR 87 underpass	3.3	3.0	x			High priority, short term
H6	Santa Clara St/Cahill St intersection improvements	3.5	3.0	x			High priority, short term
H7	Santa Clara St/Montgomery St pedestrian scramble	2.8	3.0	x			Medium term
H8	Santa Clara St/Delmas Ave uncontrolled crossing improvements	3.6	3.0		*x*		High priority, short term
H9	SR 87/Santa Clara St ramps improvements	3.0	3.0	x			High priority, short term
H10	Bus stop improvements on Santa Clara St	2.5	3.0	x			Medium term
H11	3rd/4th St curb extensions	3.0	3.0	x			High priority, short term
H12	Wayfinding improvements at Santa Clara VTA LRT Station	2.5	3.0	x			Medium term
H13	Add high-visibility crosswalk treatment at crossings of 1st St and 2nd St	2.3	3.0	x			Medium term
H14	SR 87 ramps/Saint James St/Notre Dame Ave improvements	2.3	3.0		*x*		Medium term
H15	Convention Center VTA LRT Station area improvements	3.5	3.0	x			High priority, short term
H16	Almaden Blvd/San Carlos St intersection improvements	3.0	2.5	x			High priority, short term

5 Recommended Projects

#	Name	Community Benefit Score	Ease of Implementation Score	*Order of Magnitude Cost*			*Project Priority*
				less than $500,000	*$500,000-$5M*	*over $5M*	
H17	Market St/Saint James St intersection improvements	2.3	3.0	x			Medium term
H18	Market St/Saint John St intersection improvements	3.3	4.0	x			High priority, short term
H19	Market St/San Carlos St intersection improvements	3.3	2.5		*x*		High priority, short term
H20	Pedestrian access/connection to Diridon Station through Guadalupe Parkway	2.5	3.0		*x*		Medium term
H21	Santa Clara St/7th St and Santa Clara/8th St improvements	3.5	3.0		*x*		High priority, short term
H22	Santa Clara St/12th St improvements	4.5	2.5		*x*		High priority, short term
H23	Santa Clara St/14th St improvements	4.5	2.5		*x*		High priority, short term
H24	Pedestrian access from Diridon Station to The Alameda and Stockton Ave	2.8	3.0		*x*		Medium term
H25	Laurel Grove Ln/Park Ave sidewalk completion	4.5	3.0	x			High priority, short term
H26	W Julian St railway undercrossing	2.8	3.0		*x*		Medium term
H27	Intersection and streetscape improvements along W Julian St	2.8	2.5			*x*	Long term

** Project that VTA has an interest in proactively advancing. See chapter 6 for planning level cost estimates for this project.*

Focus Area I: King Road Corridor (San Jose)



Summary

Focus Area I is located in East San Jose along King Road between Tully Road and Alum Rock Avenue. It is within walking distance of five schools and is adjacent to Emma Prusch Farm Park and the Mexican Heritage Plaza cultural center. It includes residential and commercial development clustered around major intersections (Alum Rock Avenue, Story Road, and Tully Road). The Focus Area is bisected by I- 680. It is served by local buses along the King Road corridor (VTA Lines 12, 22, 70, 77) and connects to the Rapid 522 bus at Alum Rock Avenue.

Issues

- High speed vehicle turns/wide curb radii and long crossing distances at intersections along King Road and Tully Road
- Long distances between pedestrian crossings along King Road north.of I-280/I-680
- Poorly-lit freeway undercrossing at I-280/I-680 and long crossing distances at I-280/I-680 ramps
- Pedestrian access restricted at several intersections
- Pedestrian "dead zones" and "superblocks", which require pedestrians to walk long distances through unpleasant or dull environments



Poorly-lit undercrossing and low-visibility sidewalks at I-680



Long crossing distances at intersections throughout Focus Area



Pedestrian "dead zones" along corridor

Opportunities

- Bus stops and commercial development are clustered together along the corridor
- High pedestrian demand from schools, transit, and commercial uses
- Located near planned improvements along Alum Rock Avenue (Santa Clara-Alum Rock BRT) and at Tully Road/Quimby Road (Eastridge Transit Center)
- Corridor provides bus connection to future BART stations
- Existing pedestrian-scale commercial development
- Corridor identified in *San Jose Vision Zero Plan*
- King Rd bikeway gap closures was completed in 2016



Existing pedestrian-scale small businesses



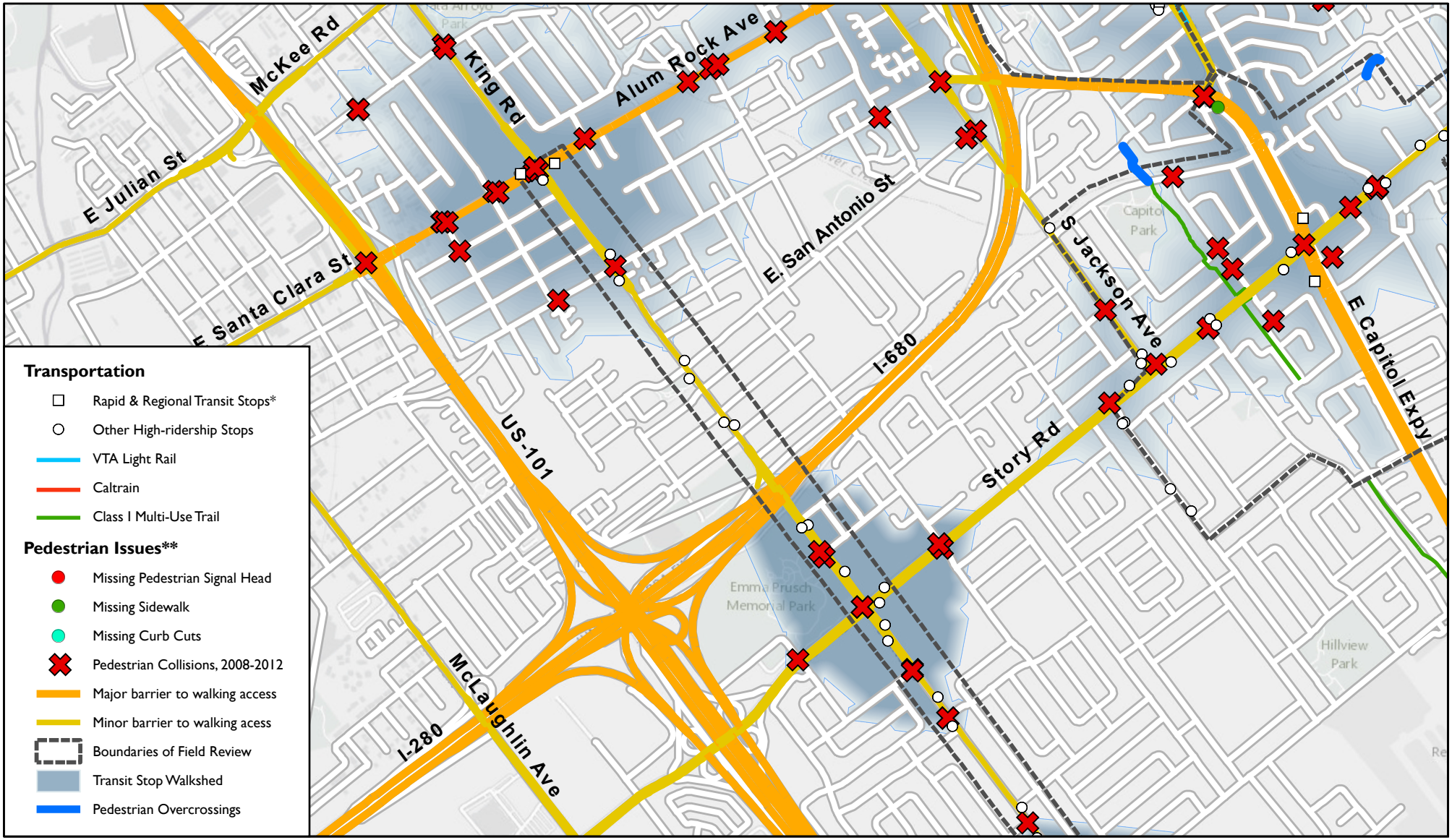
Schools generate high pedestrian demand



Transit service located near commercial development

Focus Area I: King Road Corridor (San Jose)

Barriers to Pedestrian Access & Pedestrian Infrastructure Deficiencies



*VTA Light Rail, Caltrain, Long Distance Bus Stops, Bus Rapid Transit Services

**Not all pedestrian deficiencies are mapped.

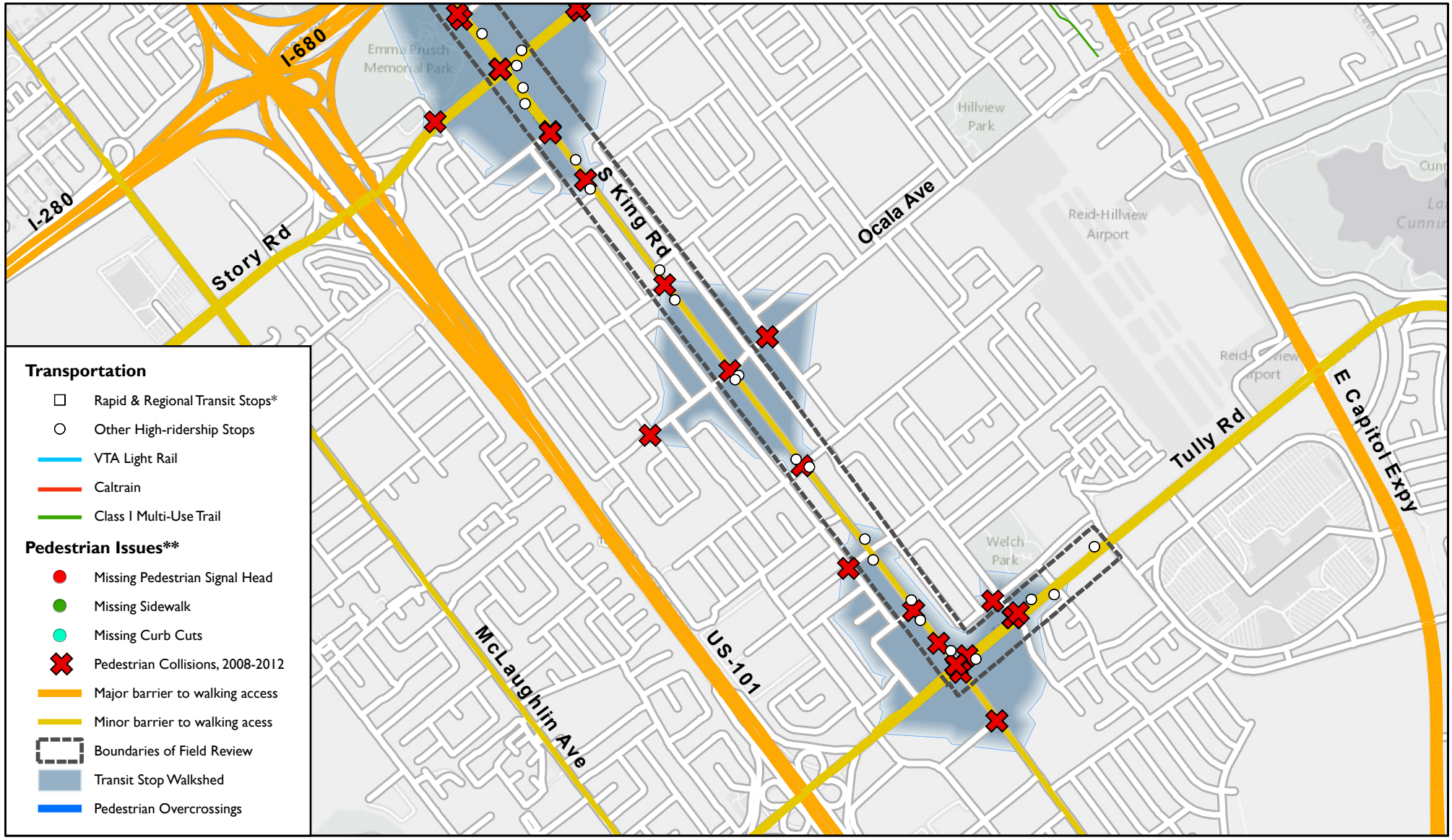
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N 0.3 Miles

Figure 5.28: Focus Area I (north segment), barriers and infrastructure deficiencies

Focus Area I: King Road Corridor (San Jose)

Barriers to Pedestrian Access & Pedestrian Infrastructure Deficiencies



*VTA Light Rail, Caltrain, Long Distance Bus Stops, Bus Rapid Transit Services

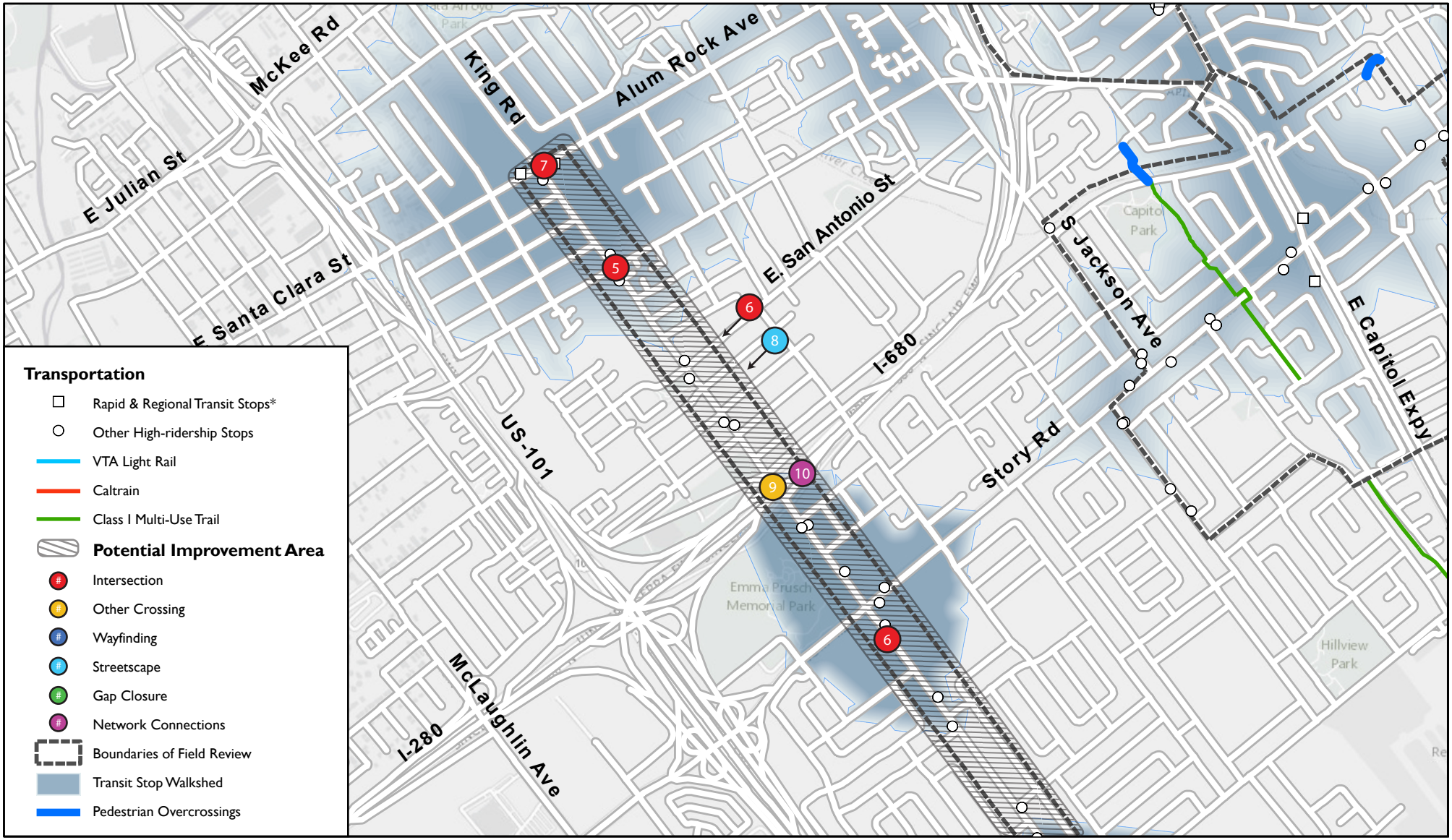
**Not all pedestrian deficiencies are mapped.

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N 0.3 Miles

Figure 5.29: Focus Area I (south segment), barriers and infrastructure deficiencies

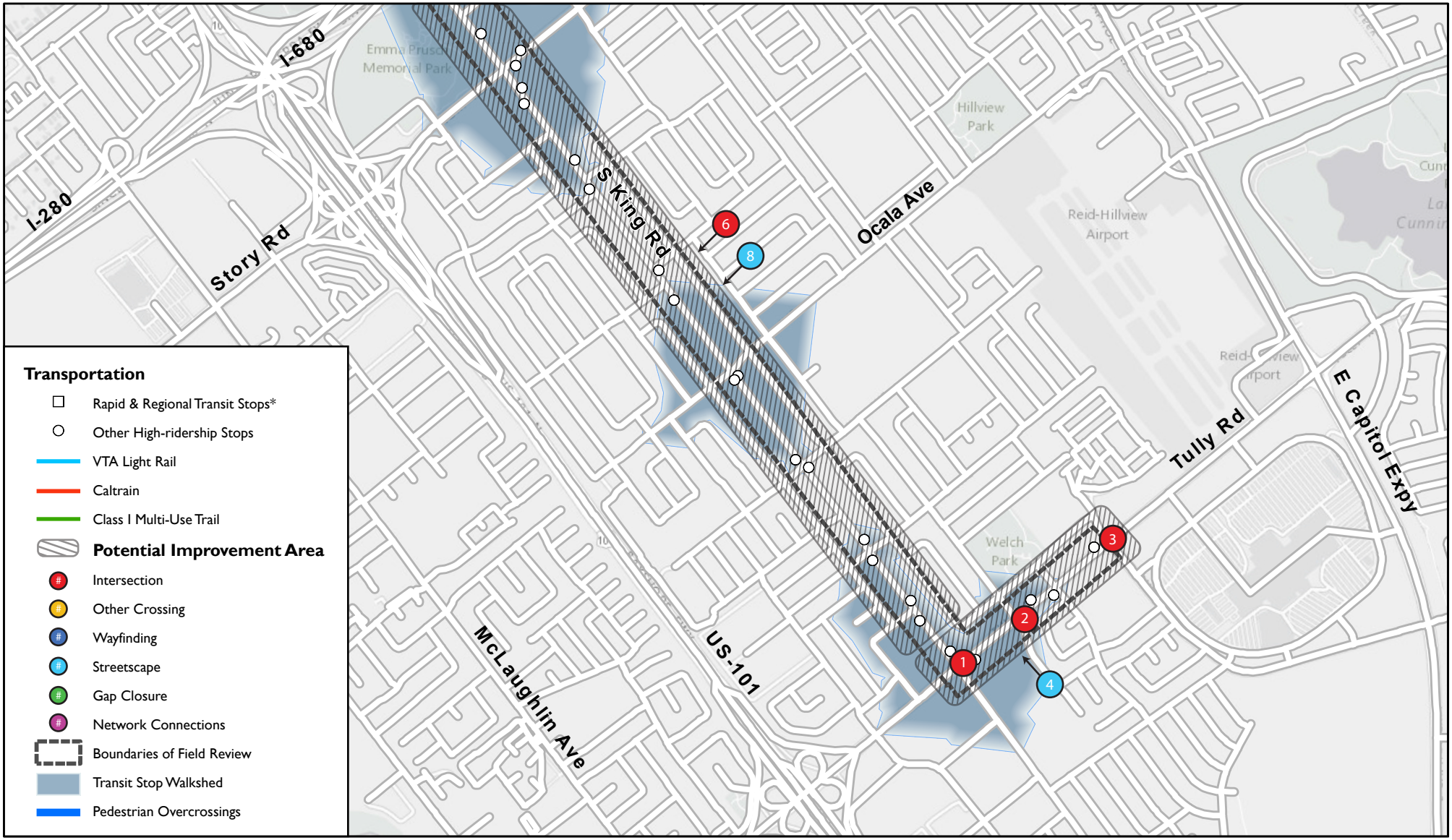
Focus Area I: King Road Corridor (San Jose)
Potential Improvements by Project Type



*VTA Light Rail, Caltrain, Long Distance Bus Stops, Bus Rapid Transit Services

Note: map continued on next page

Figure 5.30: Focus Area I (north segment), potential improvements



*VTA Light Rail, Caltrain, Long Distance Bus Stops, Bus Rapid Transit Services

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N 0.3 Miles

Figure 5.31: Focus Area I (south segment), potential improvements

5 Recommended Projects

Table 5.20. Recommended Projects- for Focus Area I: King Road Corridor from Tully Rd to Alum Rock Ave (San Jose)

Project- Focus Area I					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
King Rd/Tully Rd	I1	King Rd/Tully Rd intersection improvements	• Reconstruct curbs to narrow right turn radii • Stripe ladder crosswalks • Evaluate signal timing to see whether pedestrian crossing wait time can be reduced. Consider leading pedestrian interval • Add signage to right turn lanes stating "Turning vehicles must yield to pedestrians	Intersection	**Issues** • Concentration of pedestrian demand generators: commercial area and bus stops • Pedestrians may cross the street unsafely due to long wait times •Poor pedestrian visibility **Opportunities** • King Rd and Tully Rd identified as Safety Priority Streets in *Vision Zero San Jose*	• *Vision Zero San Jose*
Huran Dr/ Tully Rd	I2	Huran Dr/Tully Rd intersection improvements	• Reconstruct curbs to narrow right turn radii • Stripe ladder crosswalks • Evaluate signal timing to see whether pedestrian crossing wait time can be reduced	Intersection	**Issues** • Concentration of pedestrian demand generators: commercial area and bus stops • Pedestrians may cross the street unsafely due to long wait times **Opportunities** • Tully Rd identified as a Safety Priority Street in *Vision Zero San Jose*	• *Vision Zero San Jose*
Quimby Rd/ Tully Rd	I3	Quimby Rd/Tully Rd intersection improvements	• Reconstruct pork chops and curbs to narrow right turn radii, reduce crossing distances, and expand pedestrian waiting space • Add advanced yield pavement marking and signage • Stripe ladder crosswalks • Evaluate signal timing to see whether pedestrian crossing wait time can be reduced	Intersection	**Issues** • Concentration of pedestrian demand generators: commercial area and bus stops • Pedestrians may cross the street unsafely due to long wait times **Opportunities** • Tully Rd identified as a Safety Priority Street in *Vision Zero San Jose*	• *Vision Zero San Jose*

5 Recommended Projects

Project- Focus Area I					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
Tully Rd Corridor	I4	Tully Rd streetscape improvements	• Streetscape improvements on Tully Rd between King Rd and Quimby Dr • Add landscaped buffers (planters short-term/tactical option), add pedestrian-scale lighting • Stripe ladder crosswalks alongside street crossings	Streetscape	**Issues** • Concentration of pedestrian demand generators: commercial area and bus stops • High-speed traffic, need for buffer separating pedestrians from traffic **Opportunities** • Opportunity to create buffer via reallocation of underused parking spaces along south side of Tully Rd • Tully Rd identified as a Safety Priority Street in *Vision Zero San Jose*	• *Vision Zero San Jose*
King Road/ East San Antonio St	I5	King/East San Antonio St intersection improvements	• Reconstruct SW and SE curbs to narrow right turn radii. • Add pocket parks/landscaping/rain gardens/public art in space reclaimed at SW and SE corners • Stripe ladder crosswalks • Evaluate signal timing to see whether pedestrian crossing wait time can be reduced	Intersection	**Issues** • Wide radii on these intersection prompts drivers to turn at high speeds, creating a unsafe walking environment for pedestrians • School crossing **Opportunities** • High pedestrian demand at this location • King Rd identified as a Safety Priority Street in *Vision Zero San Jose*	• *Vision Zero San Jose*
King Road Corridor	I6	King Rd Corridor intersection improvements	• Intersection improvements along King Rd at Kammerer Ave, Virginia Pl.-Vollmer Way, Lido Way, Story Rd, Marsh St, Biscayne Way, Miami Dr, O'cala Ave, Cunningham Ave, Waverly Ave • Reconstruct curbs to narrow right turn radii • Stripe ladder crosswalks • Evaluate opportunities to remove free right turns and add marked	Intersection	**Issues** • Wide radii on these intersections prompts drivers to turn at high speeds, creating a unsafe walking environment for pedestrians • Many drivers block intersections due to limited sightlines **Opportunities** • City of San Jose reducing number of left turn lanes at King Rd/Story Rd intersection • King Rd identified as a Safety Priority Street in *Vision Zero San Jose*	• *Vision Zero San Jose*

5 Recommended Projects

Project- Focus Area I					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
			crosswalks/pedestrian signal heads at all four legs of intersections			
King Road/Alum Rock Ave	I7	King Road/Alum Rock Ave intersection and bus waiting area improvements	• Reconstruct all curbs to reduce right turn radii and reduce crossing distances • Stripe ladder crosswalks • Evaluate signal timing to see whether pedestrian crossing wait time can be reduced • Expand bus passenger waiting areas, add shade	Intersection	**Issues** • Many buses including school buses stop at Alum Rock Ave and King Rd. Waiting area is small, lacks lighting and shade **Opportunities** • There is room in the corner of SW of Alum Rock Ave and King Rd for shade and increased waiting area • King Rd and Alum Rock Ave identified as Safety Priority Streets in *Vision Zero San Jose*	• *Santa Clara-Alum Rock BRT Program* • *Vision Zero San Jose*
King Road Corridor	I8	King Road Corridor streetscape improvements	• As properties redevelop, widen sidewalks, add landscaped buffers (planters short-term/tactical option), add pedestrian-scale lighting; Recommend minimum 13' total sidewalk width per VTA *Pedestrian Technical Guidelines* • Stripe ladder crosswalks alongside street crossings	Streetscape	**Issues** • High-speed traffic, narrow (4-ft) sidewalks, limited shade **Opportunities** • Varying street width and underutilized roadway space along corridor provides opportunity to narrow vehicle lanes and expand pedestrian space as properties redevelop • King Rd identified as a Safety Priority Street in *Vision Zero San Jose* **Challenges** • Taking right-of-way may be required to provide continuous pedestrian improvements along corridor	• *Vision Zero San Jose*
I-280/I-680 Ramps	I9	I-280/I-680 Ramp improvements	• Stripe ladder crosswalks and advanced yield signage to pedestrian crossings of ramps • Tighten curb radii where possible	Other Crossing	**Issues** • Low-visibility crosswalks, no advance signage **Opportunities**	• *I-680 Corridor Study* (VTA) • *Vision Zero San Jose*

5 Recommended Projects

Project- Focus Area I					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
			• Realign ramps to 90-degree angles and consolidate pedestrian crossings when interchanges are reconstructed, or provide enhanced pedestrian facilities in median if interchange is reconstructed as diverging diamond per *I-680 Corridor Study* • Add pedestrian-scale lighting and mural or other public art under overpass		• *I-680 Corridor study* (VTA) recommends reconfiguring SB on ramp and NB off ramp to meet king road at 90 degrees or modifying interchange into a diverging diamond, with pedestrians and bicycles in median • King Rd identified as a Safety Priority Street in *Vision Zero San Jose*	
I-280/I-680 Ramps	I10	I-680 access road improvements	• Upgrade pedestrian facilities along existing access road under I-680 to connect Emma Prusch Park and Police Activities League • Consider pedestrian/bicycle shared-use path with pedestrian scale lighting and public art	Network connection	**Issues** • Poorly lit existing roadway shared with motor vehicles **Opportunities** • Enhance pedestrian access to recreational facilities	-

5 Recommended Projects

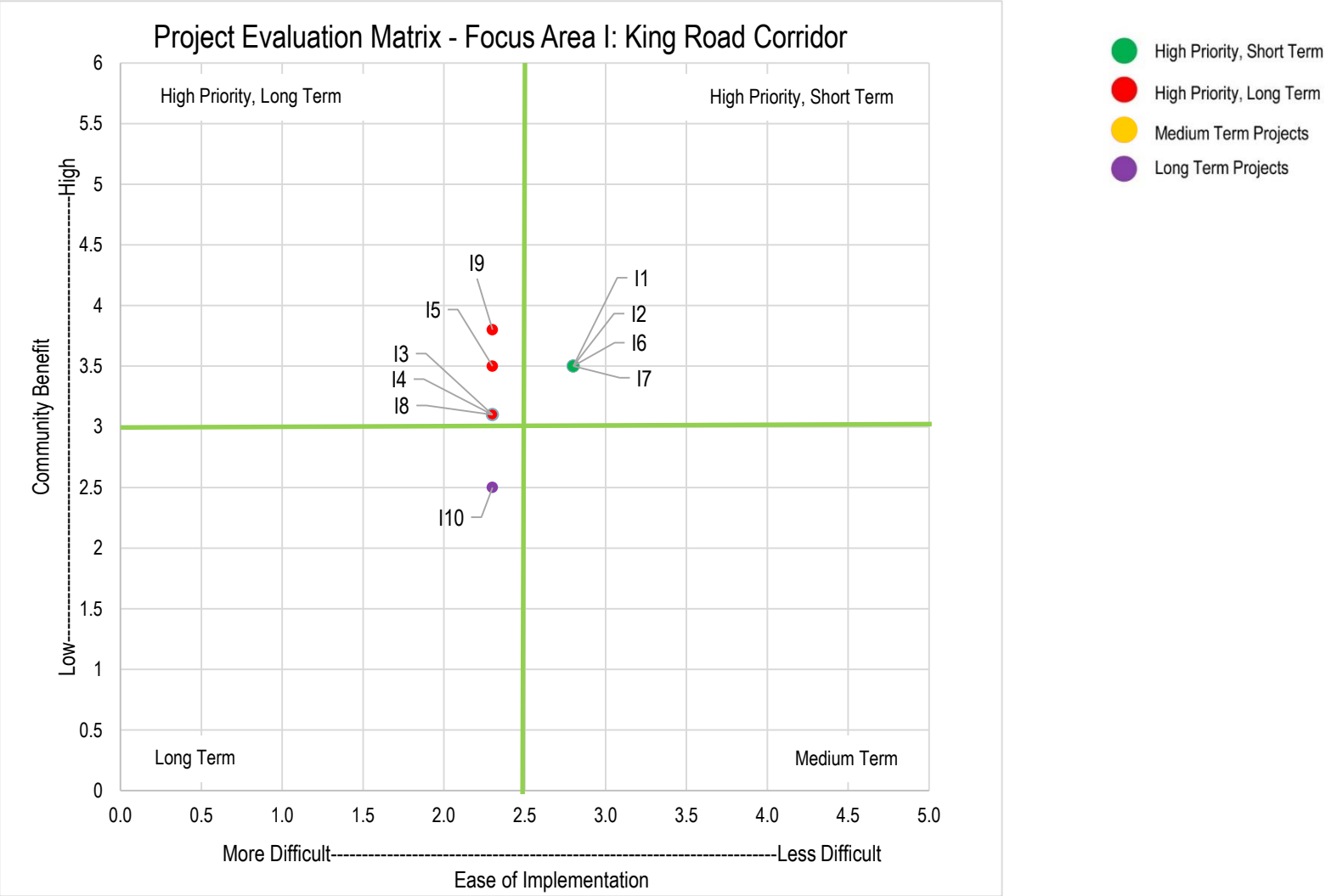


Figure 5.32: Project Evaluation Matrix for Focus Area I: King Road Corridor from Tully Rd to Alum Rock Ave (San Jose)

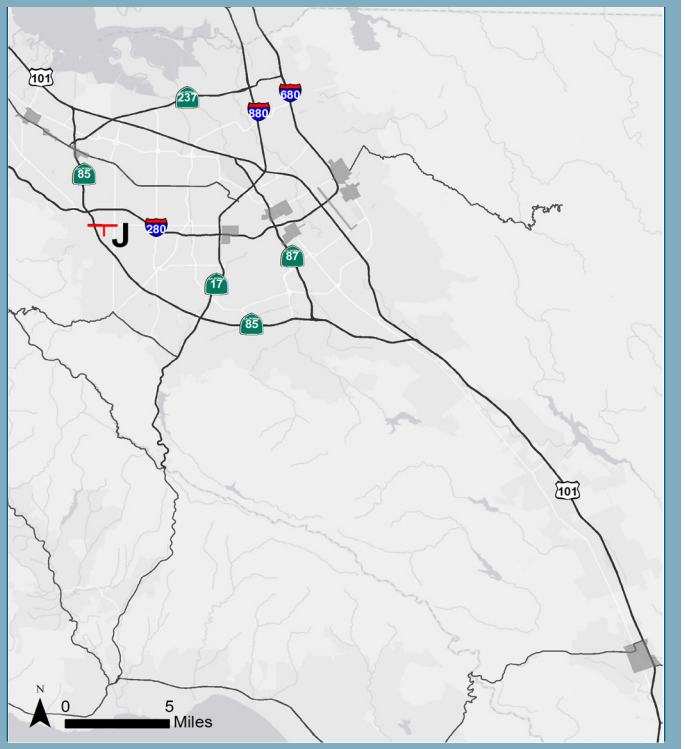
5 Recommended Projects

Table 5.21: Project Scores and Cost Estimates for Focus Area I: King Road Corridor from Tully Rd to Alum Rock Ave (San Jose)

#	Name	Community Benefit Score	Ease of Implementation Score	Order of Magnitude Cost			Project priority
				less than $500,000	*$500,000-$5M*	*over $5M*	
I1	King Rd/Tully Rd intersection improvements	3.5	2.8	x			High priority, short term
I2	Huran Dr/Tully Rd intersection improvements	3.5	2.8	x			High priority, short term
I3	Quimby Rd/Tully Rd intersection improvements	3.1	2.3	x			High priority, long term
I4	Tully Road streetscape improvements	3.1	2.3		x		High priority, long term
I5	King Rd/E San Antonio St intersection improvements	3.5	2.3	x			High priority, long term
I6*	King Road Corridor intersection improvements	3.5	2.8			x	High priority, short term
I7	King Rd/Alum Rock Ave intersection and bus waiting area improvements	3.5	2.8	x			High priority, short term
I8*	King Road Corridor streetscape improvements	3.1	2.3			x	High priority, long term
I9*	I-280/I-680 freeway ramp improvements	3.8	2.3			x	High priority, long term
I10	I-680 access road improvements	2.5	2.3			x	Long term

** Projects that VTA has an interest in proactively advancing. See chapter 6 for planning level cost estimates for these projects.*

Focus Area J: Stevens Creek Blvd. and Stelling Rd (Cupertino)



Summary

Focus Area J extends along Stevens Creek Boulevard between Orange Avenue and Torre Avenue/Vista Drive, and south along S. Stelling Road to McClellan Road. It is served by the 23, 25, 53, 54, 55, 55, 81, and 323 VTA buses, The SR 85/Stevens Creek Boulevard interchange is located immediately to the west of DeAnza College. The Focus Area includes the north and east frontages of DeAnza College, commercial destinations along Stevens Creek Boulevard, the Cupertino Senior Center, and the south frontages of Cupertino Memorial Park and the Cupertino Sports Center, and is within walking distance of several office complexes and multifamily housing developments to the north and south of the Stevens Creek corridor. Stevens Creek Boulevard and Stelling Road have sidewalks and bicycle lanes through the study area.

Issues

- Pedestrian crossings at the SR 85 ramps are uncontrolled, and vehicle turning speeds are high, creating the potential for conflicts
- Pedestrian crossings of the existing rail tracks west of SR 85 do not provide clear and consistent walkways
- Narrow and meandering sidewalks along Stevens Creek Boulevard (east of Stelling Rd) and along Stelling Road limit space available to pedestrians and transit users
- Signalized intersections have large right-turn curb radii and long crossing distances, which result in higher automobile turning speeds and create potential conflicts and hazards for pedestrians using crosswalks
- There are restricted pedestrian crossings at several signalized intersections and long distances between crossing opportunities along Stevens Creek Boulevard
- Commercial developments along Stevens Creek Boulevard vary in the quality of pedestrian access provided through parking lots



Narrow sidewalks limit space available to pedestrians and transit users



Restricted crossing at Mary Ave and Stevens Creek Blvd



Inconsistent and unclear pedestrian walkway at rail crossing.

Opportunities

- High pedestrian demand is generated by DeAnza College, Cupertino Senior Center, Cupertino Memorial Park, Cupertino Sports Complex, retail development, and multi-family residential complexes, meaning improvements will be used by many
- Bus stop improvements will be added in Fall 2017 at DeAnza College and DeAnza Blvd/Stevens Creek Blvd for the future Rapid 523 bus service, with the potential to create a bus rapid transit corridor on Stevens Creek in the long term
- High-visibility continental and ladder-striped crosswalks are present along Stevens Creek Boulevard west of SR 85
- Wide sidewalks and landscaped buffers along several recently-redeveloped segments of Stevens Creek Boulevard



Continental crosswalks, landscaped medians, and bicycle lanes along Stevens Creek Blvd



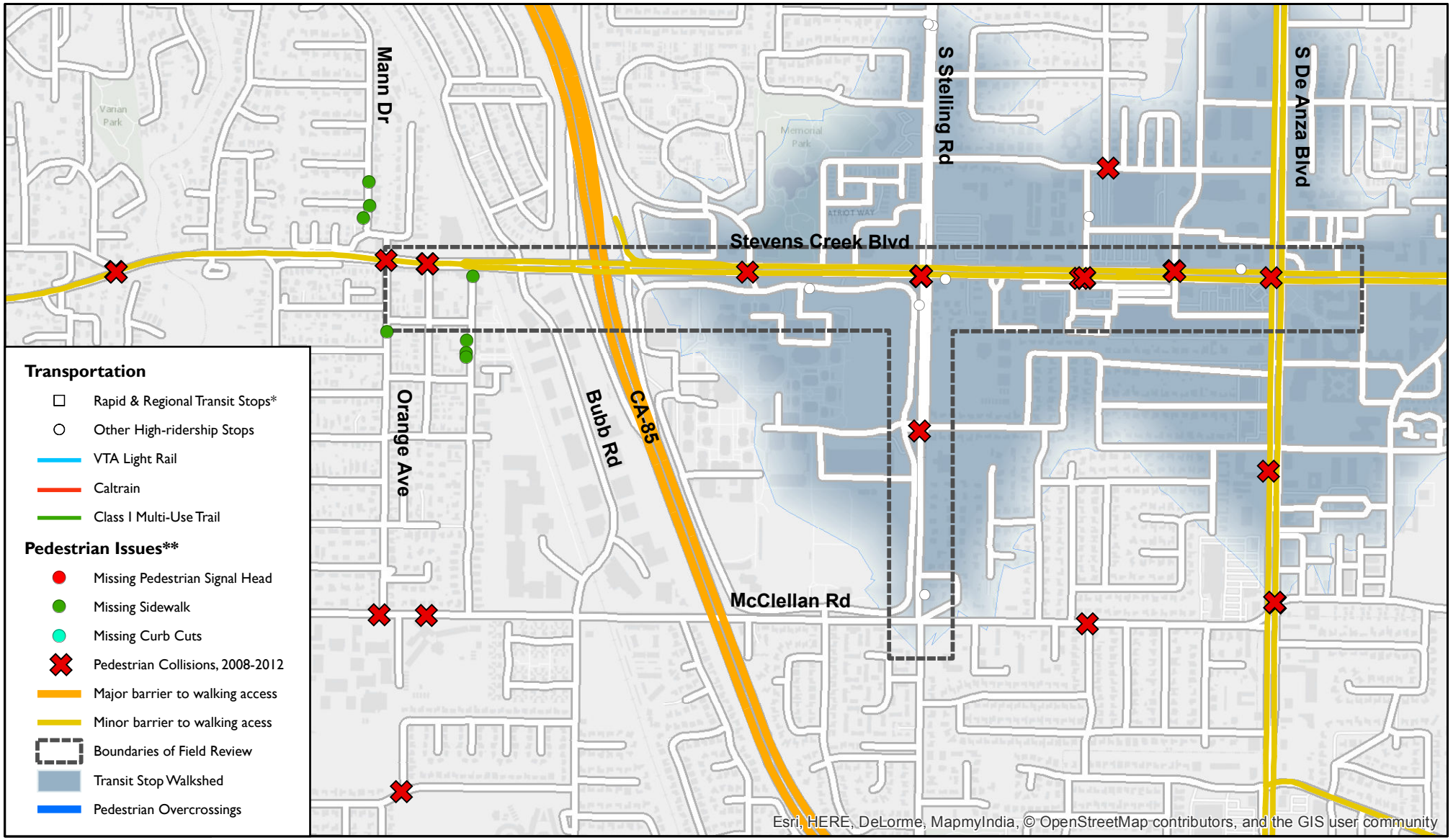
Retail development generates pedestrian demand along Stevens Creek Blvd



Bus stop and service improvements planned for VTA route 323

Focus Area J: Stevens Creek Blvd. and Stelling Rd (Cupertino)

Barriers to Pedestrian Access & Pedestrian Infrastructure Deficiencies



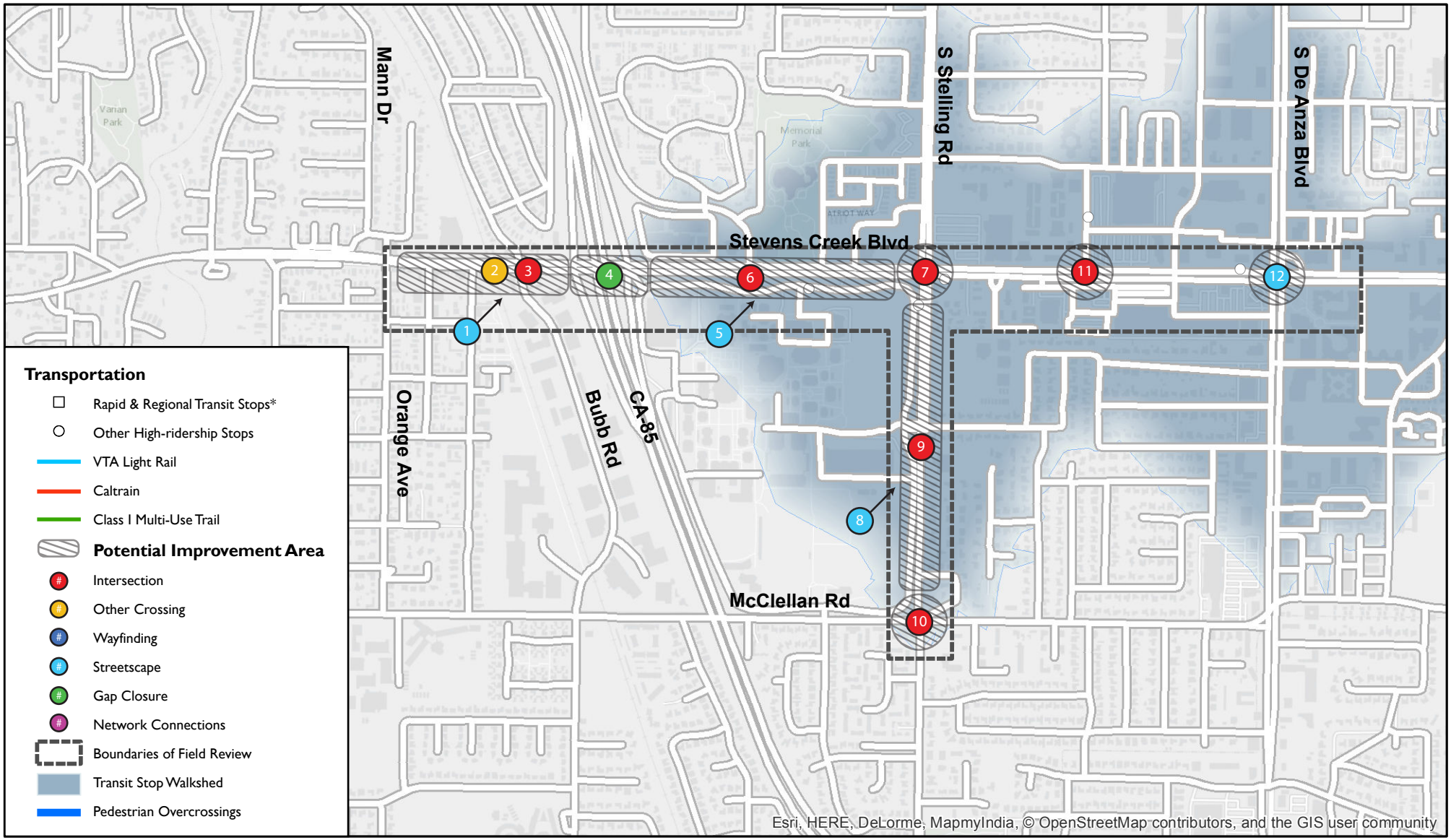
*VTA Light Rail, Caltrain, Long Distance Bus Stops, Bus Rapid Transit Services

**Not all pedestrian deficiencies are mapped.

Figure 5.33: Focus Area J, barriers and infrastructure deficiencies

Focus Area J: Stevens Creek Blvd. and Stelling Rd (Cupertino)

Potential Improvements by Project Type



*VTA Light Rail, Caltrain, Long Distance Bus Stops, Bus Rapid Transit Services

Figure 5.34: Focus Area J, potential improvements

5 Recommended Projects

Table 5.22. Recommended Projects- for Focus Area J: Stevens Creek Blvd and Stelling Rd (Cupertino)

Project- Focus Area J					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
Stevens Creek Blvd West of SR 85	J1	West Stevens Creek Blvd streetscape improvements	• Widen sidewalks, add landscaped buffers with street trees (planters, short-term/tactical option), add pedestrian-scale lighting. Recommend minimum 13' total sidewalk width per VTA *Pedestrian Technical Guidelines* • Reconfigure meandering sidewalk and mail drop-off lane at post office • Stripe ladder crosswalks (or other high-visibility crosswalks) alongside street crossings	Streetscape	**Issues** • Narrow and meandering sidewalks limit space available to pedestrians and transit users **Challenges** • Widening sidewalks may require removal of on-street parking	-
Stevens Creek Blvd West of SR 85	J2	West Stevens Creek Blvd railway crossing improvements	• Stripe ladder crosswalks at track crossings to designate pedestrian crossing • Add pedestrian gates to restrict pedestrian access		**Issues** • Pedestrian crossings of rail tracks west of SR 85 do not provide clear and consistent walkways **Challenges** • Due to proximity to Caltrain tracks, changes will require coordination with California Public Utilities Commission	-
Stevens Creek Blvd West of SR 85	J3	Bubb Road/ Stevens Creek Blvd intersection improvements	• Reconstruct curb at SE and SW corners to tighten right turn radii, reduce crossing distances, expand pedestrian waiting space, and reduce angle of approach • Stripe ladder crosswalks on north, south, and east legs of intersection	Intersection	**Issues** • Wide curb radii encourage high vehicle turning speeds and contribute to potential for conflicts	-
SR 85/ Stevens Creek	J4	SR 85 ramps improvements	• Stripe ladder crosswalks, add advance yield lines, add high-visibility	Gap Closure	**Issues** • Ramp entrance and exits have poor visibility due to curvature	-

5 Recommended Projects

Project- Focus Area J					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
Blvd Interchange			pedestrian crossing signage to ramp crossings • Consider reconstructing curbs at ramps to reduce right turn radii, reduce crossing distances, and expand pedestrian waiting space • Realign ramps to 90-degree angles and consolidate pedestrian crossings when interchanges are reconstructed		**Challenges** • Multi-jurisdiction location; improvements would require coordination with Caltrans	
Stevens Creek Blvd East of SR 85	J5	Stevens Creek Blvd streetscape improvements	• Widen sidewalks, add landscaped buffers with street trees (planters, short-term/tactical option), add pedestrian-scale lighting. Strive to achieve minimum 13' total sidewalk width per VTA *Pedestrian Technical Guidelines* • Expand bus stop waiting and boarding areas • Consider reconfiguring meandering sidewalk and right turn lane when DeAnza College redevelops its northern frontage	Streetscape	**Issues** • Narrow and meandering sidewalks limit space available to pedestrians and transit users **Opportunities** • Rapid 523 bus stop improvements planned for Fall 2017 • Cupertino Oaks shopping center likely to redevelop in near term	• Stevens Creek Bus Rapid Transit Project (VTA, ongoing)
Stevens Creek Blvd East of SR 85	J6	Mary Ave/Stevens Creek Blvd intersection improvements	• Retime W leg crossing to accommodate seniors, children, and groups of students • Consider adding pedestrian crossing to west leg of intersection: ladder crosswalk and pedestrian signal heads	Intersection	**Issues** • Long crossing of Stevens Creek Blvd poorly served by existing signal timing • Pedestrian crossing not permitted on west leg of intersection **Opportunities** • Cupertino Oaks shopping center likely to redevelop in near term	• Stevens Creek Bus Rapid Transit Project (VTA, ongoing)

5 Recommended Projects

Project- Focus Area J					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
Stevens Creek Blvd /Stelling Road	J7	Stelling Road /Stevens Creek Blvd intersection improvements	• Stripe ladder crosswalk on south leg of intersection • Consider shortening medians that extend into crosswalks on north, east, and west legs with implementation of protected intersection treatment	Intersection	**Issues** • Hardscaped medians extend into crosswalks **Challenges** • Reconstructing medians would require relocation of left turn signal posts and likely replacement of mast head signal arms **Opportunities** • Protected intersection treatment identified in *Cupertino Bicycle Transportation Plan* (2016)	• *Cupertino Bicycle Transportation Plan* (2016)
Stelling Road	J8	Stelling Road streetscape improvements	• Expand sidewalks when DeAnza College redevelops eastern frontage. Strive to achieve minimum 13' total sidewalk width per VTA *Pedestrian Technical Guidelines* • Expand bus stop waiting area on the east side of Stelling Road	Streetscape	**Issues** • Narrow sidewalks limit space available to pedestrians and transit users **Opportunities** • Bus stop waiting area expansion proposed by VTA Operations Division (2016)	• VTA Operations proposal to extend existing bus duck-out and expand passenger waiting area (2016)
Stelling Road	J9	Stelling Road/ Pepper Tree Lane intersection improvements	• Restripe three existing legs with ladder-style crosswalks • Consider adding pedestrian crossing to north leg of intersection: ladder crosswalk and pedestrian signal heads	Intersection	**Issues** • Pedestrian crossing not permitted on north leg of intersection	-
Stelling Road	J10	Stelling Road /McClellan Rd intersection improvements	• Stripe ladder crosswalks on all four legs of intersection • Consider including curb extensions at all four corners with implementation of planned protected intersection treatment	Intersection	**Issues** • Wide curb radii encourage high vehicle turning speeds and contribute to potential for conflicts **Opportunities** • Protected intersection treatment identified in *Cupertino Bicycle Transportation Plan* (2016)	• *Cupertino Bicycle Transportation Plan* (2016)

5 Recommended Projects

Project- Focus Area J					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
Stevens Creek Blvd East of SR 85	J11	Stevens Creek Blvd/ Saich Way intersection improvements	• Consider adding pedestrian crossing to west leg of intersection: ladder crosswalk and pedestrian signal heads	Intersection	**Issues** • Pedestrian crossing not permitted on west leg of intersection	-
Stevens Creek Blvd East of SR 85	J12	Stevens Creek Blvd/DeAnza Blvd bus stop improvements	• Expand bus stop waiting and boarding areas when Rapid 523 improvements are added	Streetscape	**Issues** • Narrow sidewalks limit space available to pedestrians and transit users **Opportunities** • Rapid 523 bus stop improvements planned for Fall 2017	• Stevens Creek Bus Rapid Transit Project (VTA, ongoing)

5 Recommended Projects

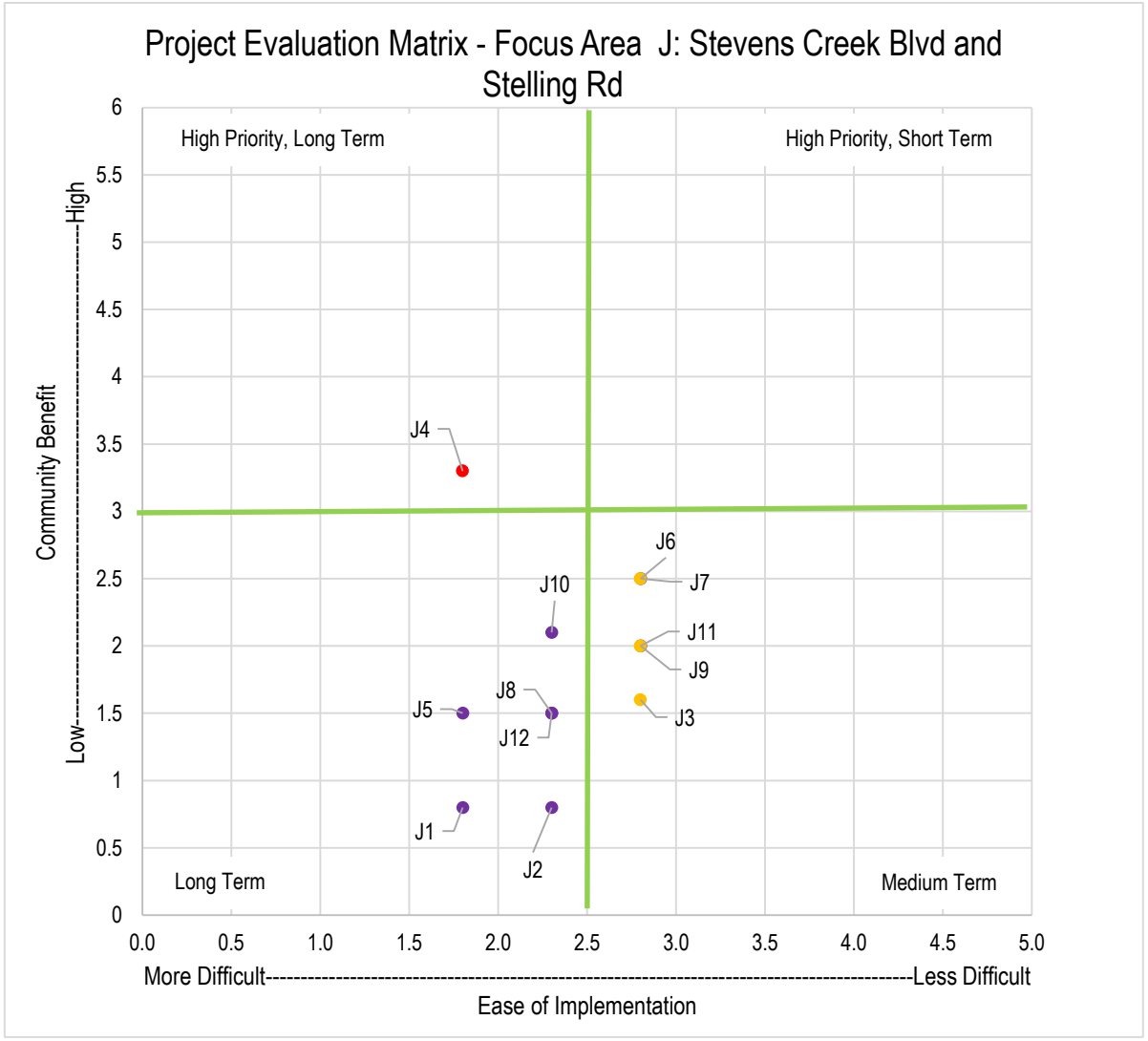


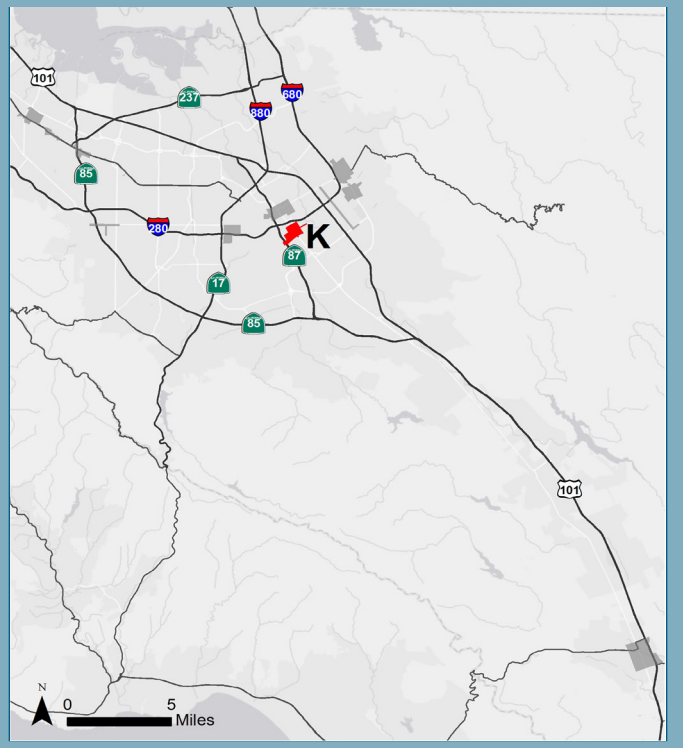
Figure 5.35: Project Evaluation Matrix for Focus Area J: Stevens Creek Blvd and Stelling Rd (Cupertino)

5 Recommended Projects

Table 5.23: Project Scores and Cost Estimates for Focus Area J: Stevens Creek Blvd and Stelling Rd (Cupertino)

#	Name	Community Benefit Score	Ease of Implementation Score	Order of Magnitude Cost			Project Priority
				less than $500,000	*$500,000-$5M*	*over $5M*	
J1	W Stevens Creek Blvd streetscape improvements	0.8	1.8		x		Long term
J2	W Stevens Creek Blvd railway crossing improvements	0.8	2.3	*x*			Long term
J3	Bubb Rd/Stevens Creek Blvd intersection improvements	1.6	2.8	*x*			Medium term
J4	SR 85 ramp improvements	3.3	1.8			*x*	High priority, long term
J5	Stevens Creek Blvd streetscape improvements	1.5	1.8		*x*		Long term
J6	Mary Ave/Stevens Creek Blvd intersection improvements	2.5	2.8	*x*			Medium term
J7	Stelling Rd/Stevens Creek Blvd intersection improvements	2.5	2.8	*x*			Medium term
J8	Stelling Rd streetscape improvements	1.5	2.3		*x*		Long term
J9	Stelling Rd/Peppertree Ln intersection improvements	2.0	*2.8*	*x*			Medium term
J10	Stelling Rd/McClellan Rd intersection improvements	2.1	*2.3*	*x*			Long term
J11	Stevens Creek Blvd/Saich Way intersection improvements	2.0	*2.8*	*x*			Medium term
J12	Stevens Creek Blvd/DeAnza Blvd bus stop improvements	1.5	*2.3*	*x*			Long term

Focus Area K: Central San Jose



Summary

Focus Area K is located in Central San Jose in the area immediately south of I-280 bounded by Alma Avenue, South Almaden Avenue, Keyes Street/Willow Street, and Virginia Street. It includes residential and industrial areas, two elementary schools, and with commercial development along 1st Street/Monterey Rd and in the Calle Willow business district. It is served by Caltrain and VTA Light Rail at Tamien Station and by several local bus routes, including VTA Lines 25, 66, and 68.

Issues

- High speed vehicle turns/wide curb radii and long crossing distances at several major intersections
- Several complex/non-right angle intersections throughout Focus Area (Willow St/Graham Ave, Graham Ave/Goodyear-Keyes St, South. 2nd St/South. 1st St.)
- High pedestrian demand along Willow St., Keyes St., South. 1st St./Monterey Road
- Freeway undercrossings at northern (I-280) and western (SR 87) edges of Focus Area
- Missing sidewalks along Keyes Street



Long crossing distances at intersections throughout Focus Area



Missing sidewalks along Keyes St



Incomplete pedestrian facilities at 1st/2nd Streets

Opportunities

- Tamien Station provides regional transit hub
- Excess ROW at several intersections can be repurposed as pedestrian/parklet space
- Existing pedestrian-oriented commercial districts (1st Street and Willow Street)
- High pedestrian demand from schools and commercial uses



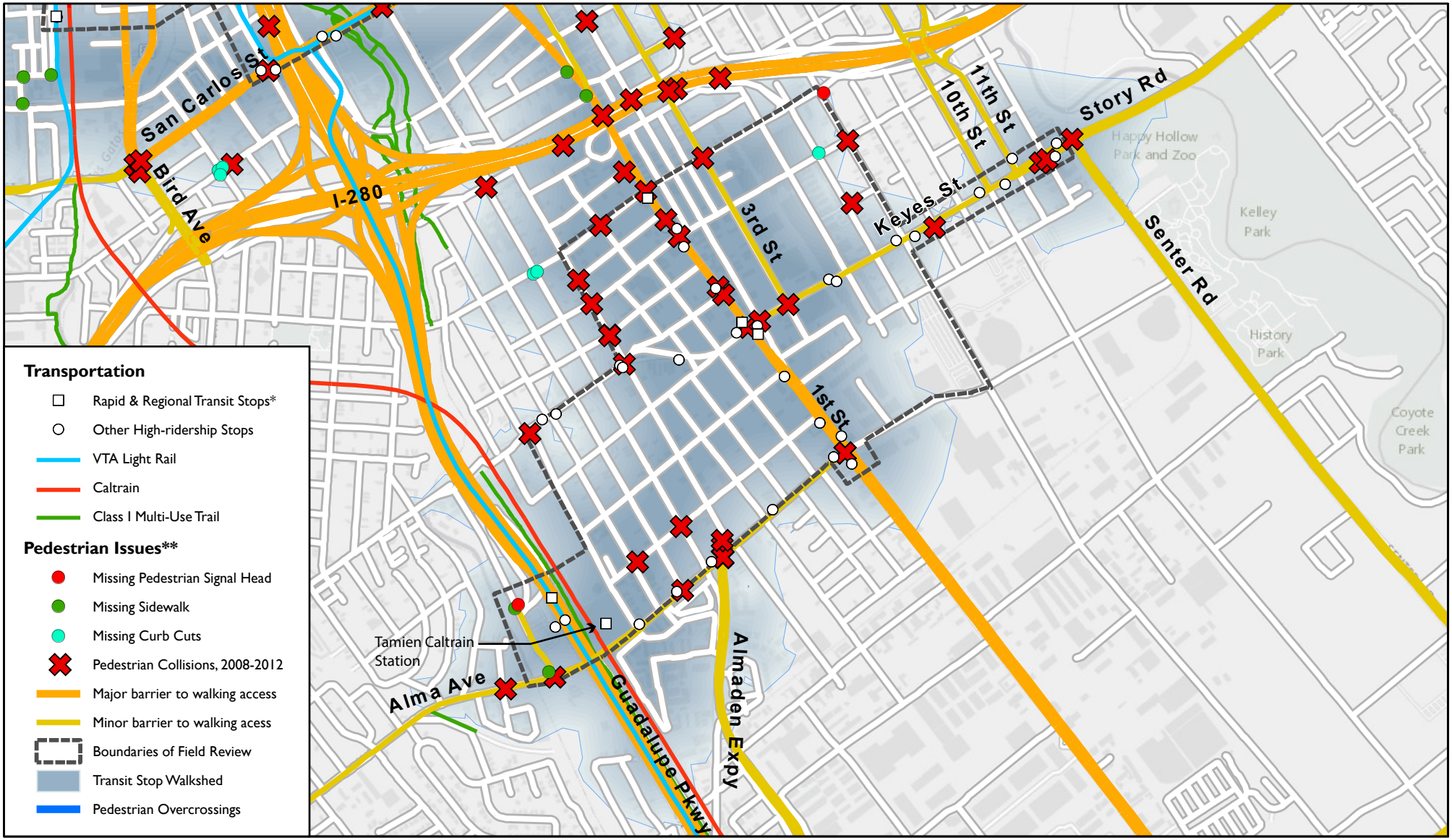
Tamien Station provides regional transit service



Existing public art at Little Orchard Street;



Pedestrian-scale shopping district along 1st Street

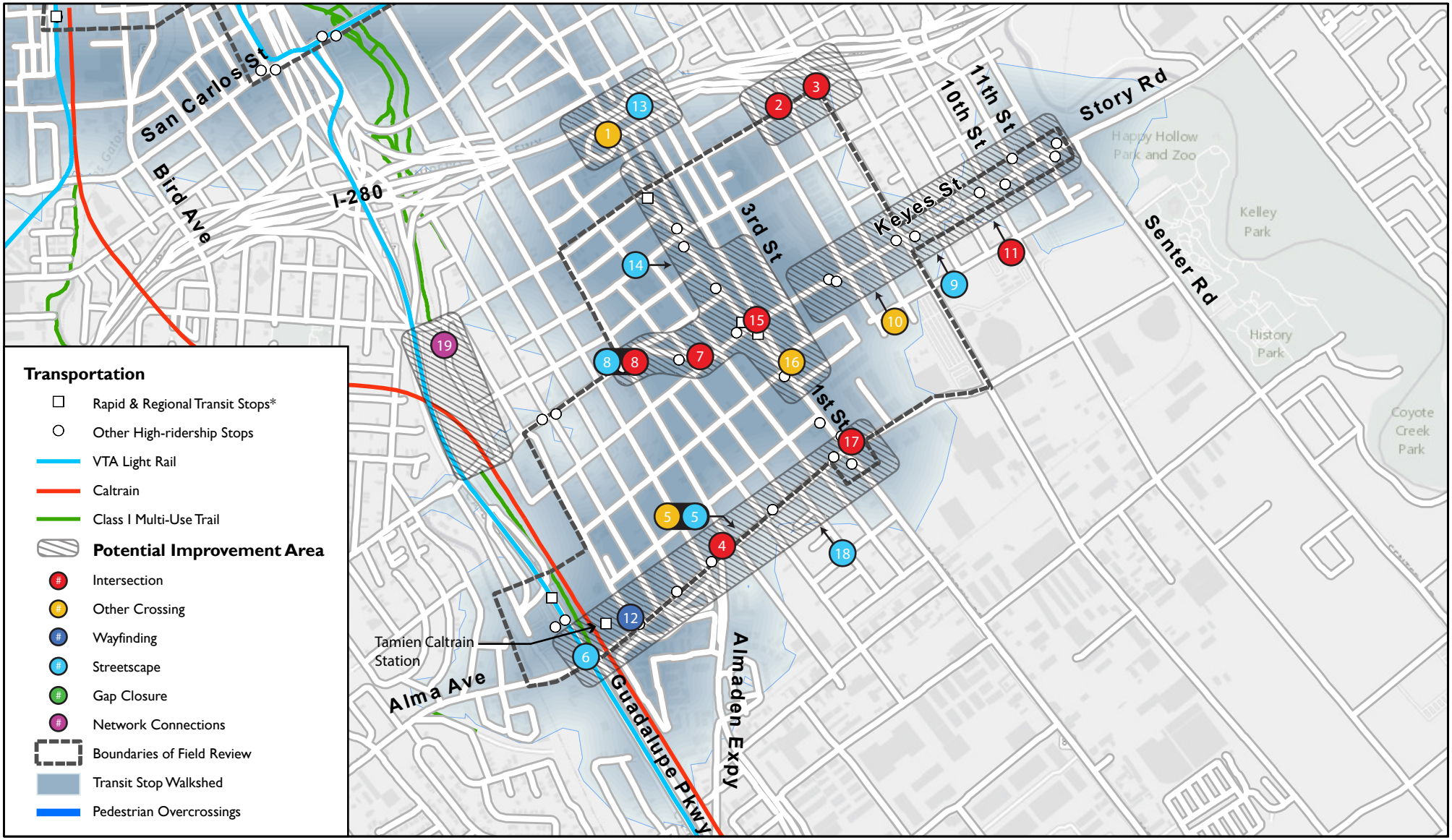


*VTA Light Rail, Caltrain, Long Distance Bus Stops, Bus Rapid Transit Services

**Not all pedestrian deficiencies are mapped.

Figure 5.36: Focus Area K, barriers and infrastructure deficiencies

Focus Area K: Central San Jose
Potential Improvements by Project Type



*VTA Light Rail, Caltrain, Long Distance Bus Stops, Bus Rapid Transit Services

Figure 5.37: Focus Area K, potential improvements

5 Recommended Projects

Table 5.24. Recommended Projects- for Focus Area K: Central San Jose

Project- Focus Area K					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
I-280 Ramps	K1	1st Street/ I-280 Ramp improvements	• Stripe ladder crosswalks and advanced yield signage to pedestrian crossings of ramps • Realign ramps to 90-degree angles when interchanges are reconstructed	Other Crossing	**Issues** • Low-visibility crosswalks, no advance signage	-
I-280 Ramps	K2	6th Street/ I-280 Ramp improvements	• Stripe ladder crosswalks and advanced yield signage to pedestrian crossings of ramps • Add pedestrian scale lighting and public art under underpass • Consider stop for SB off-ramps at South 6th Street • Consider extending the nose of the raised island separating the off ramp and the driveway of the property to the east of ramps • Realign ramps to 90-degree angles when interchanges are reconstructed	Intersection	**Issues** • No marked pedestrian crossing on NE leg of intersection • Crossing not ADA-compliant	-
I-280 Ramps	K3	7th Street/ I-280 Ramp improvements	• Stripe ladder crosswalks, add pedestrian signal heads at three existing legs of S. 7th St/E. Virginia St • Rebuild SW corner to reduce curb radii and crossing distance	Intersection	**Issues** • Low-visibility crosswalks • Long crossing distance • School crossing location	-
W. Alma Ave/ Almaden Rd	K4	W. Alma Ave/Almaden Ave -Almaden Expy/Little	• Redesign crosswalks at Almaden Ave/West Alma Ave/Little Orchard St intersection: 1) restripe all crosswalks to	Intersection	**Issues** • Long crossing distances and high exposure to vehicles making high-speed turns	-

5 Recommended Projects

Project- Focus Area K					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
		Orchard St/Vine St intersection improvements	ladder-style 2) add curb extensions to NW and SE corners of South. Almaden Ave-Almaden Rd/West Alma Ave and NE, SW corners of Vine St-Almaden Expy/West Alma Ave • Consider full intersection redesign to consolidate vehicle access to SB Almaden Expy to existing west leg of Almaden Expy (S. of Vine Street)		• Skewed crosswalks at west leg of Vine St/West Alma Ave and east leg of S. Almaden Ave-Almaden Rd/West Alma Ave	
W. Alma Ave/ Almaden Rd	K5	Almaden Ave. - Little Orchard St/W. Alma Ave pocket park	• Close 5th leg of South Almaden Ave north of Little Orchard St, create public park/plaza with landscaping • Potential to retain narrow lane (20 feet) to allow parking in front of multifamily residential complexes	Other Crossing Streetscape	**Issues** • Confusing intersection, multiple points where pedestrians are exposed to turning vehicles **Opportunities** • Underutilized roadway space on NE corner of intersection, existing public art	-
W. Alma Ave/ Almaden Rd	K6	SR 87 undercrossing improvements	• Add pedestrian lighting and public art at undercrossing	Streetscape		-
S. Almaden Ave/Graham Ave/Willow St/Goodyear St	K7	Graham & Goodyear St intersection improvements	• Consider roundabout at Graham Ave/Goodyear St to formalize and slow vehicle maneuvers • Consider realigning Graham Ave and Goodyear St approaches to create a T-intersection	Intersection	**Issues** • Confusing intersection with multiple conflicts **Opportunities** • Underutilized roadway space at this intersection • T-intersection redesign recommended in *Santa Clara County-San Jose NACTO Street Design Workshop Report* (2015)	• *Santa Clara County-San Jose NACTO Street Design Workshop Report (2015)*

5 Recommended Projects

Project- Focus Area K					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
S. Almaden Ave/ Graham Ave/Willow St/ Goodyear St	K8	Graham Ave & Willow St pocket park	• Rebuild triangle median at Graham Ave/Willow: 1) Realign Graham Ave and Willow St approached to create a T-intersection, aligning EB/WB lanes on Graham Ave 2) extend triangle median southward to permit only bicycle/parking access 3) consolidate driveways of corner property at South. Almaden Ave/ Willow St/Graham Ave 4) add pocket park landscaping and public art	Intersection Streetscape	**Issues** • Confusing intersection with multiple conflicts **Opportunities** • Underutilized roadway space at this intersection	-
Keyes Street Corridor	K9	Keyes Street corridor streetscape and side-street crossing improvements	• Complete sidewalks along Keyes St between 2nd Street and Senter Road • Stripe ladder crosswalks at side-street crossings • Consider road diet along Keyes St between 2nd St and Senter Road	Streetscape	**Issues** • Missing sidewalks, unmarked side-street crosswalks, incomplete crosswalks at intersections along Keyes St **Opportunities** • Story-Keyes Complete Streets Corridor Study (VTA, in progress) will identify future improvements in this area • Road diet identified in *Santa Clara County-San Jose NACTO Street Design Workshop Report* (2015) • Story Rd and Senter Rd identified as Safety Priority Streets in *Vision Zero San Jose* **Challenges** • Sidewalk completion may require taking ROW or road diet on some segments	• *Story-Keyes Complete Streets Corridor Study* (VTA, in progress) • Santa Clara County-*San Jose NACTO Street Design Workshop Report* (2015) • *Vision Zero San Jose*

5 Recommended Projects

Project- Focus Area K					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
					• Road diet would require further study, design would need to accommodate industrial traffic between 3rd St and 10th St	
Keyes Street Corridor	K10	Keyes Street crossing	• Consider uncontrolled or beacon-controlled crossing between 3rd St and 7th St: ladder crosswalk, high-visibility pedestrian crossing signage, Rectangular Rapid Flash Beacon or Pedestrian Hybrid Beacon to improve driver yield rates. This may be more appropriate if housing or higher-density employment is added to the immediate area	Other Crossing	**Issues** • 1/4 mile between signalized intersections at 3rd St and 7th St **Opportunities** • Story-Keyes Complete Streets Corridor Study (VTA, in progress) will identify future improvements in this area **Challenges** • May be more appropriate if housing or higher-density employment is added to the immediate area	• *Story-Keyes Complete Streets Corridor Study* (VTA, in progress) • *Santa Clara County-San Jose NACTO Street Design Workshop Report* (2015)
Keyes Street Corridor	K11	Keyes Street between 7th St and Senter Rd signalized intersection improvements	• Provide pedestrian crossings (signal heads and crosswalks) at all four legs of intersections. • Stripe ladder crosswalks. • Reduce wide curb radii via curb extensions or pork chop reconstruction • Consider road diet along Keyes St between 2nd St and Senter Road	Intersection	**Issues** • Restricted pedestrian access at major intersections, high-speed vehicle turning movements due to wide curb radii **Opportunities** • Road diet identified in *Santa Clara County-San Jose NACTO Street Design Workshop Report* (2015) • *Story-Keyes Complete Streets Corridor Study* (VTA, in progress) will identify future improvements in this area **Challenges** • Road diet would require further study, design would need to accommodate industrial traffic between 3rd St and 10th St	• *Story-Keyes Complete Streets Corridor Study* (VTA, in progress) • *Santa Clara County-San Jose NACTO Street Design Workshop Report* (2015)

5 Recommended Projects

Project- Focus Area K					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
Tamien Station	K12	Wayfinding and sidewalks around Tamien Caltrain Station	• Install pedestrian wayfinding signs along Alma Ave; add passive wayfinding/streetscape improvements on Lick Ave • Widen and add sidewalks on east and west sides of Lelong St in front of station • Reduce radius at NW corner of Lelong St/Alma Ave	Wayfinding	**Issues** • Station is hard to find around the area due to lack of wayfinding signs • Incomplete pedestrian facilities at station entrance **Opportunities** • Potential future development and infrastructure improvements of VTA property at Tamien	-
I-280 Ramps	K13	I-280 undercrossing improvements	• Add pedestrian-scale lighting, public art to I-280 undercrossing	Streetscape	**Issues** • Poorly-lit underpass	-
1st St Corridor	K14	1st Street Corridor streetscape improvements	• Consider adding parklets along 1st street corridor • Add landscaped buffer between walkway and travel/parking lane as properties are redeveloped	Streetscape	**Issues** • Limited ROW, narrow sidewalks **Opportunities** • Many small businesses, high pedestrian activity • Future development activity can yield funding for improvements	-
1st/2nd/Goodyear-Keyes St	K15	1st/2nd/Goodyear-Keyes St intersection improvements	• Stripe ladder crosswalks • Tighten wide curb radii via curb extensions • Eliminate driveway on "island" between 1st and 2nd St (north side of intersection) when adjacent property is redeveloped • Consider road diet on Keyes between Goodyear St and 2nd St to accommodate buffered bike lanes and curb extensions to reduce pedestrian crossing distances	Intersection	**Issues** • Confusing intersection with multiple conflicts **Opportunities** • Road diet recommended in *Santa Clara County-San Jose NACTO Street Design Workshop Report* (2015)	• *Santa Clara County-San Jose NACTO Street Design Workshop Report* (2015)

5 Recommended Projects

Project- Focus Area K					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
1st/2nd/ E. Humboldt St	K16	1st St/2nd St merge intersection improvements	• Consolidate pedestrian crossings at 1st/2nd St/Humboldt St • Stripe ladder striped crosswalk, add high-visibility pedestrian crossing signage • Consider uncontrolled or beacon-controlled pedestrian crossing of 1st St at Humboldt St: ladder crosswalk, high-visibility pedestrian crossing signage, pedestrian-scale lighting, pedestrian refuge or Pedestrian Hybrid Beacon/Rectangular Rapid Flash Beacon to improve pedestrian visibility and improve driver yield rates	Other Crossing	**Issues** • Confusing and incomplete pedestrian access **Opportunities** • Park space N of E. Humboldt St between 1st and 2nd St	-
Monterey Rd/ Alma Ave	K17	Monterey Rd-1st St/Alma Ave intersection improvements	• Stripe ladder crosswalks • Consider curb extensions and/or pedestrian refuge on north and south legs	Intersection	**Issues** • Wide crossings, high traffic exposure **Opportunities** • Potential to narrow 12' travel lanes to 11' to provide space for curb extensions • Monterey Rd identified as a Safety Priority Street in *Vision Zero San Jose*	• *Vision Zero San Jose*
Alma Ave Corridor	K18	Alma Ave Corridor streetscape improvements	• Streetscape improvements between Alma Ave between Lick Ave & S. 7th St. • Widen sidewalk, add/expand planting strips to create landscaped buffer & provide shade	Streetscape	**Issues** • Lack of shade, narrow sidewalks, maintenance issues/trash **Opportunities** • On-street parking along corridor, potential road diet candidate	-

5 Recommended Projects

Project- Focus Area K					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
			• Stripe ladder crosswalks on side-street crossings • Consider road diet, and/or curb extensions at intersections along Alma Ave corridor			
SR 87/Guadalupe Parkway	K19	Guadalupe River Trail/ SR 87 trail gap closure	• Complete Guadalupe River Trail/ SR 87 multi-use trail between West Virginia St and Willow St • Consider grade-separated pedestrian and bicycle crossing over Willow Ave	Network Connection	**Issues** • Gap in existing multi-use trail	-
SR 87/Willow Ave	K20	SR 87 undercrossing at Willow Ave	• Consider closing gap in sidewalk on N side of Willow Ave at SR 87 undercrossing (between Minnesota Avenue and Mclellan Ave) • If grading or other engineering issues make sidewalk completion infeasible, stripe ladder crosswalks and add high-visibility pedestrian crossing signs at Minnesota Ave and Lick Ave	Network Connection	**Issues** • Gap in existing sidewalk	-

5 Recommended Projects

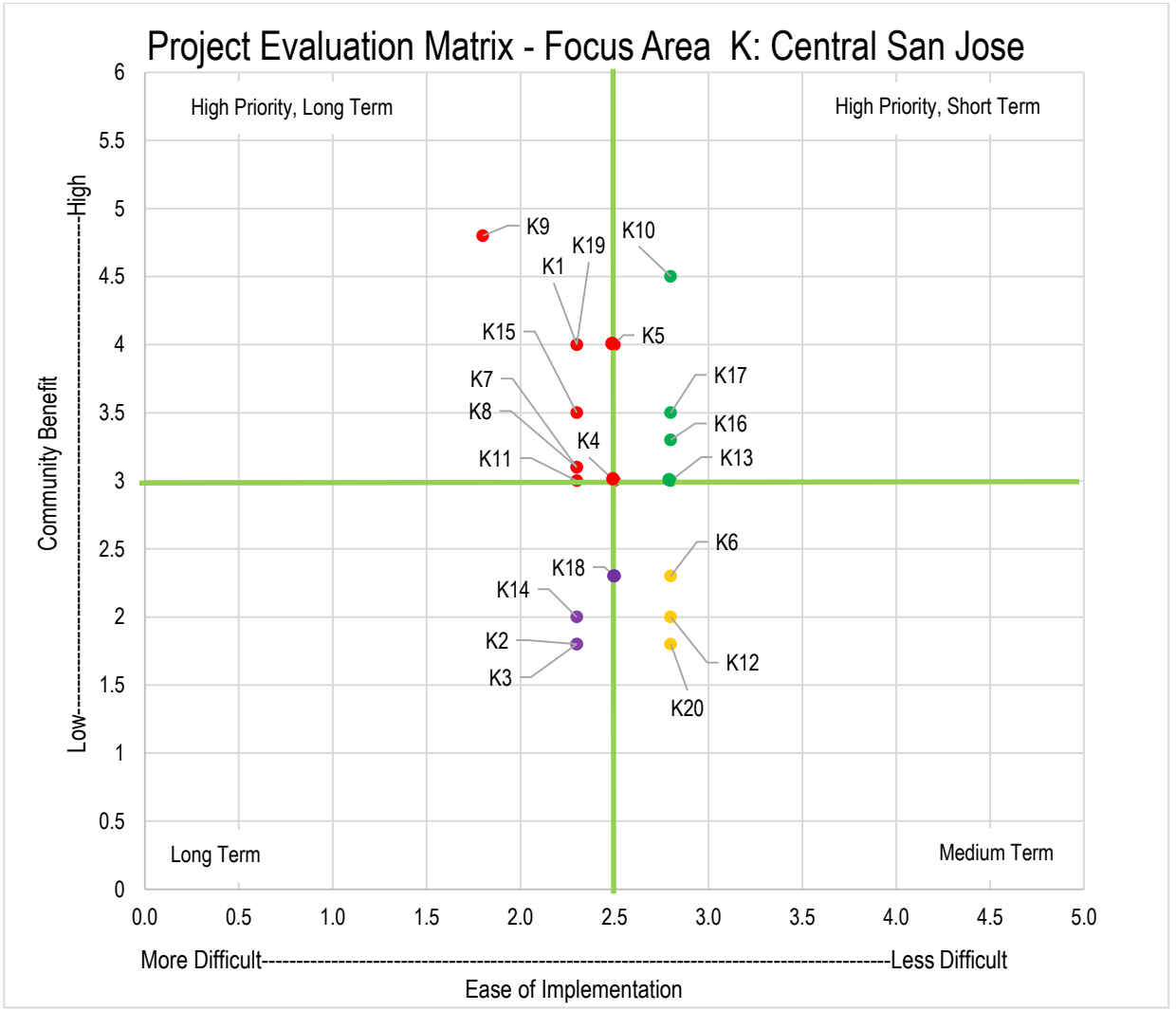


Figure 5.38: Project Evaluation Matrix Focus Area K: Central San Jose

5 Recommended Projects

Table 5.25: Project Scores and Cost Estimates for Focus Area K: Central San Jose

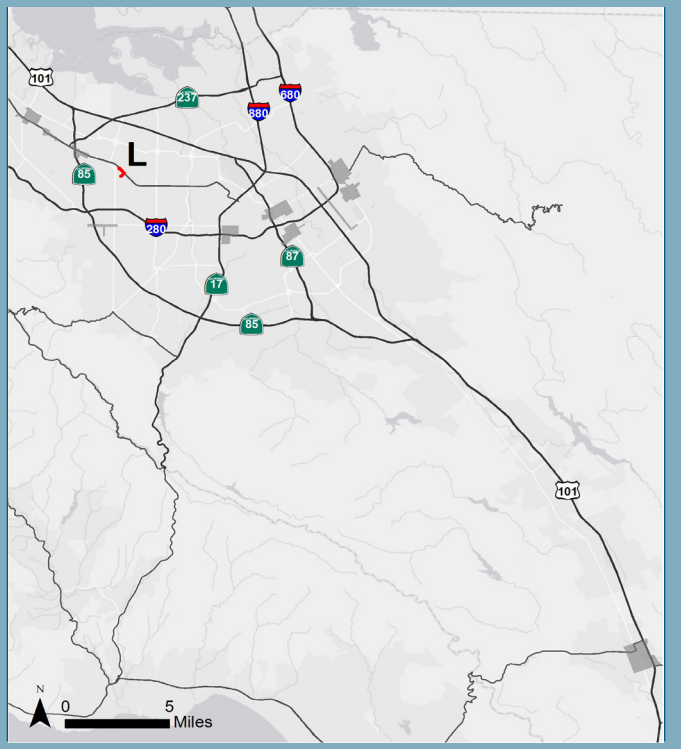
#	Name	Community Benefit Score	Ease of Implementation Score	Order of Magnitude Cost			Project Priority
				less than $500,000	*$500,000-$5M*	*over $5M*	
K1	1st St/I-280 ramp improvements	4.0	2.3			x	High priority, long term
K2	6th St/I-280 ramp improvements	1.8	2.3			x	Long term
K3	7th St/I-280 ramp improvements	1.8	2.3	x			Long term
K4	W Alma Ave/Almaden Ave -Almaden Expy/Little Orchard St/Vine St intersection improvements	3.0	2.5		x		High priority, long term
K5	Almaden Ave/Little Orchard St/W Alma Ave pocket park	4.0	2.5		x		High priority, long term
K6	SR 87 undercrossing improvements	2.3	2.8		x		Medium term
K7	Graham Ave & Goodyear St intersection improvements	3.1	2.3			x	High priority, long term
K8	Graham Ave & Willow St pocket park	3.1	2.3		x		High priority, long term
K9*	Keyes St corridor streetscape and side-street crossing improvements	4.8	1.8			x	High priority, long term
K10*	Keyes St crossing	4.5	2.8	x			High priority, short term
K11	Keyes St between 7th St and Senter Rd signalized intersection improvements	3.0	2.3			x	High priority, long term
K12	Wayfinding and sidewalks at Tamien Caltrain Station	2.0	2.8		x		Medium term
K13	I-280 undercrossing improvements	3.0	2.8		x		High priority, short term
K14	1st St Corridor streetscape improvements	2.0	2.3		x		Long term
K15	1st St/2nd St/Goodyear-Keyes St intersection improvements	3.5	2.3	x			High priority, long term
K16	1st St/2nd St merge intersection improvements	3.3	2.8	x			High priority, short term

5 Recommended Projects

#	Name	Community Benefit Score	Ease of Implementation Score	Order of Magnitude Cost			Project Priority
				less than $500,000	*$500,000-$5M*	*over $5M*	
K17	Monterey Rd-1st St/Alma Ave intersection improvements	3.5	2.8	x			High priority, short term
K18	Alma Ave Corridor streetscape improvements	2.3	2.5			x	Long term
K19	Guadalupe River Trail/SR 87 trail gap closure	4.0	2.3			x	High priority, long term
K20	SR 87 undercrossing at Willow Ave	1.8	2.8		x		Medium term

** Projects that VTA has an interest in proactively advancing. See chapter 6 for planning level cost estimates for these projects.*

Focus Area L:
El Camino Real & S. Fair Oaks- Remington Drive



Summary

Focus Area L extends along El Camino Real between Cezanne Drive and South. Fair Oaks Avenue-East Remington Drive, and south along East Remington Drive to Manet Drive. It is served by the 22, 55 and 522 Rapid VTA buses. The Focus Area includes commercial destinations along El Camino Real and the Sunnyvale Community Center on East Remington Drive; it includes transit access for several multifamily housing units to the north and south of the El Camino Real corridor, including senior housing north of El Camino Real at Fair Oaks.

Issues

- Long distances between signalized intersections along El Camino Real, with many pedestrians observed to cross at uncontrolled and unmarked locations
- Lack of shade and consistent landscaping strip along El Camino Real
- Limited pedestrian access to commercial development along El Camino Real
- Signalized intersections have wide right turn radii, long crossing distances, and permissive lefts, which create conflicts and potential hazards for pedestrians using crosswalks



Limited pedestrian access to commercial development along El Camino Real



Long crossing distances at Fair Oaks Ave/El Camino Real



Long distances between signalized intersections on El Camino Real encourage pedestrians to cross at unmarked locations

Opportunities

- Median on El Camino Real provides opportunity for pedestrian refuge at mid-block crossing
- Existing mid-block crossing at South. Remington Dr. can be improved with additional safety features
- High pedestrian demand (multifamily residential complexes, community center, commercial development)



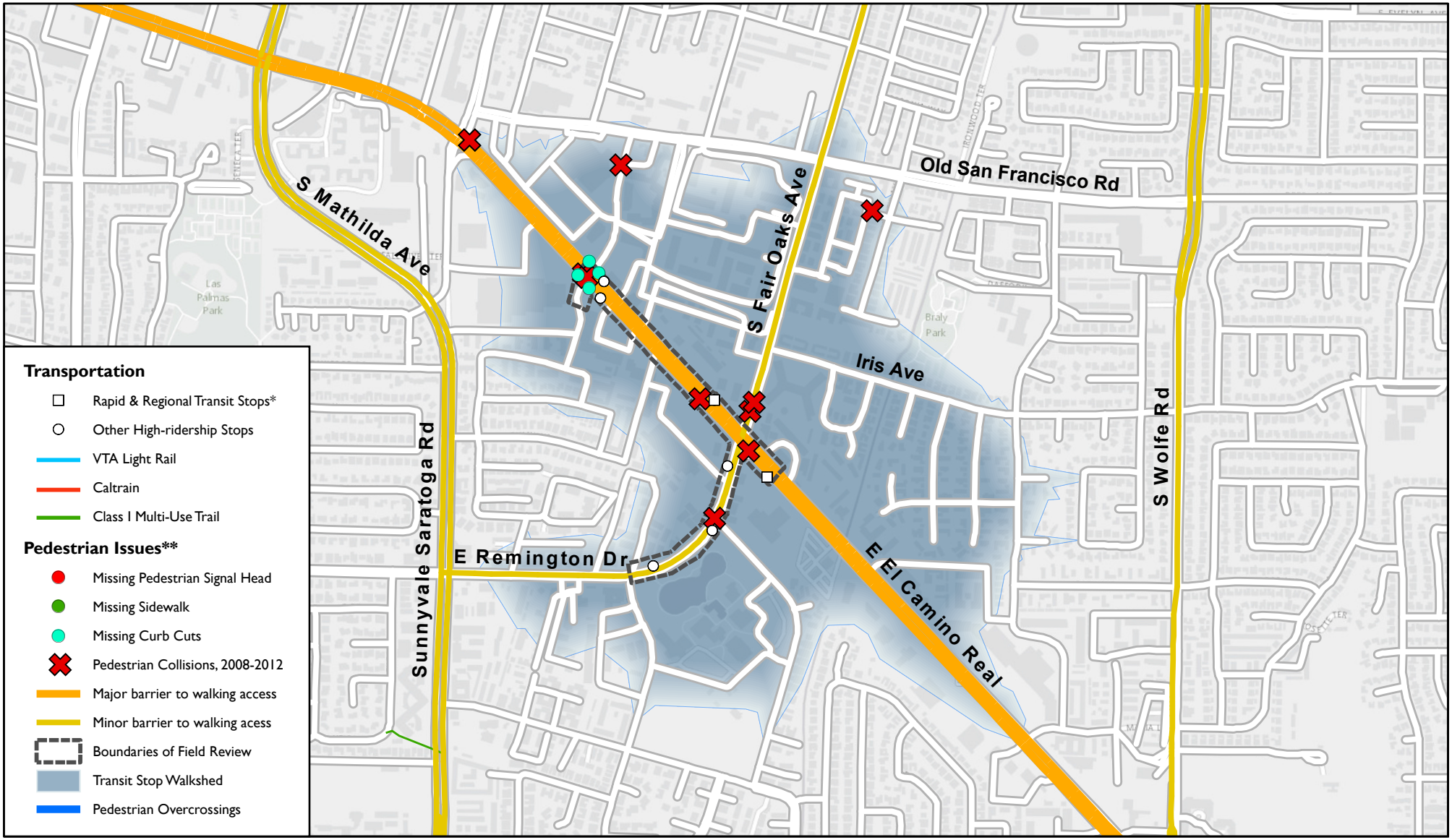
Existing midblock crossing on South Remington Drive



High pedestrian demand due to residential and commercial development

Focus Area L: El Camino Real & S. Fair Oaks-Remington Drive

Barriers to Pedestrian Access & Pedestrian Infrastructure Deficiencies

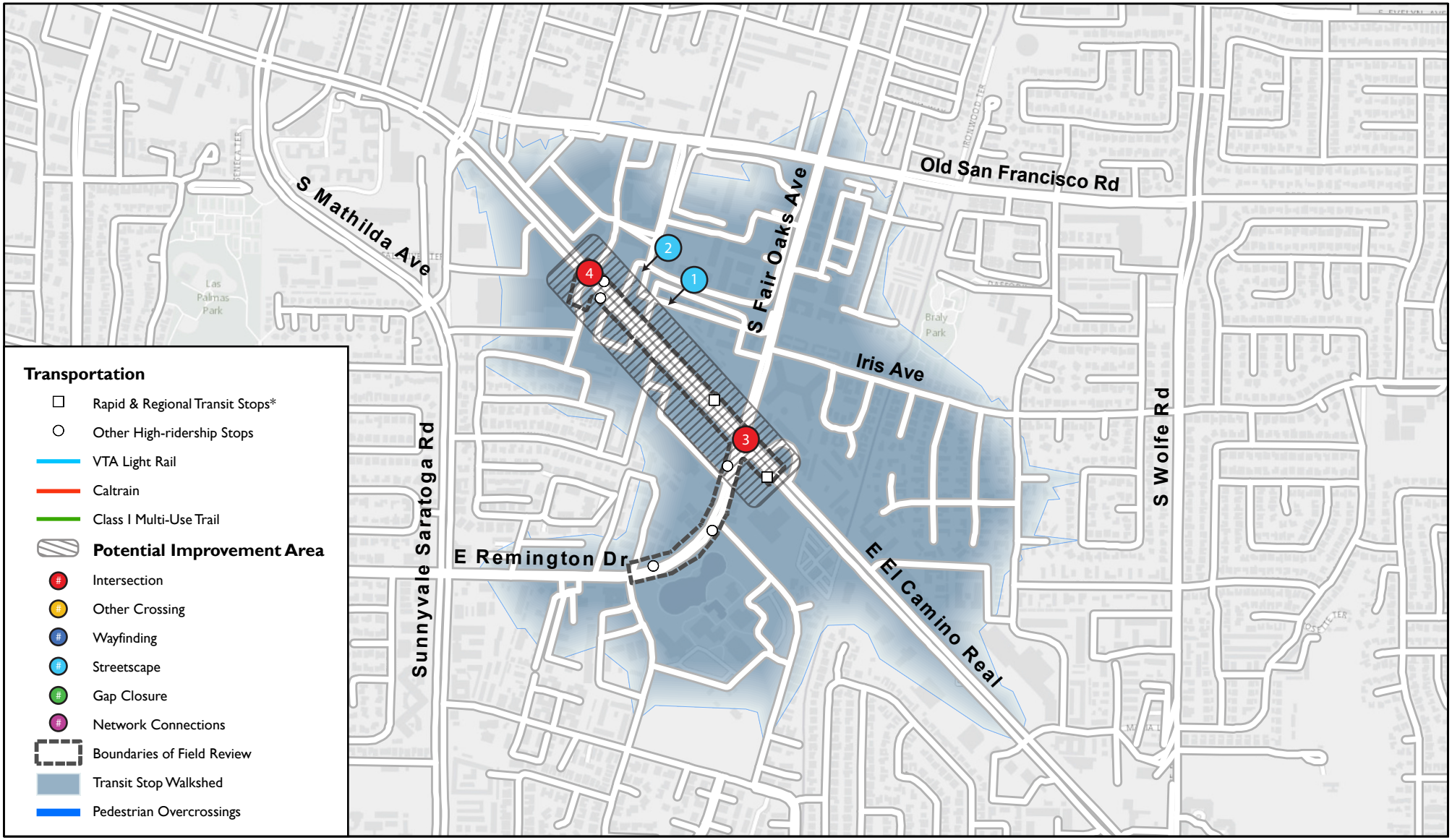


*VTA Light Rail, Caltrain, Long Distance Bus Stops, Bus Rapid Transit Services

**Not all pedestrian deficiencies are mapped.

Figure 5.39: Focus Area L, barriers and infrastructure deficiencies

Focus Area L: El Camino Real & S. Fair Oaks-Remington Drive
Potential Improvements by Project Type



*VTA Light Rail, Caltrain, Long Distance Bus Stops, Bus Rapid Transit Services

Figure 5.40: Focus Area L, potential improvements

5 Recommended Projects

Table 5.26: Recommended Projects- for Focus Area L: El Camino Real and South Fair Oaks Ave (Sunnyvale)

Project- Focus Area L					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
El Camino Real corridor	L1	El Camino Real streetscape and side-street crossing improvements	• Add landscaped planter strip along El Camino Real to provide shade and buffer from adjacent traffic • Stripe ladder crosswalks at side-street crossings along El Camino Real	Streetscape	**Issues** • Lack of shade makes uncomfortable walking environment **Challenges** • Multi-jurisdiction location; improvements would require coordination with Caltrans	-
El Camino Real corridor	L2	Pedestrian access to commercial areas on El Camino Real	• As properties redevelop, add commercial access along El Camino Real: create pedestrian access from sidewalk and stripe pedestrian routes through parking lots • To the extent feasible, consolidate driveways when properties are redeveloped	Streetscape	**Issues** • Pedestrians must access commercial areas along El Camino Real through parking lots and driveways **Opportunities** • New developments along El Camino Real include pedestrian access from sidewalk	-
El Camino Real/ S Fair Oaks Ave	L3	El Camino Real/S. Fair Oaks Ave intersection improvements	• Remove or reconstruct pork chops and curbs at all four corners to narrow right turn radii, reduce crossing distances, and expand pedestrian waiting space • Add shade at bus stops on El Camino Real and South Fair Oaks Ave • Realign crosswalks to reduce crossing distances • Stripe ladder crosswalks • Add pedestrian countdown signals	Intersection	**Issues** • Wide turning radii resulting in vehicles making high-speed right turns • No pedestrian countdown signals **Opportunities** • El Camino Real BRT Program recommends eliminating pork chops, adding ladder crosswalks and countdown signals **Challenges** • Likely high cost of improvements	• El Camino Real BRT Project

5 Recommended Projects

Project- Focus Area L					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
El Camino Real/Cezanne Drive	L4	El Camino /Cezanne Dr intersection improvements	• Realign crosswalks to reduce crossing distances • Stripe ladder crosswalks • Add pedestrian countdown signals • Consider retiming signal to provide protected (not permissive) left turn from Cezanne Dr	Intersection	**Issues** • No audio/countdown signal heads at this intersection • High pedestrian volume from retirement home and commercial areas nearby • Unprotected left turn creates conflicts for pedestrians **Challenges** • Warrant study required to ensure that protected left turn meets warrants • Multi-jurisdiction location; improvements would require coordination with Caltrans	-

5 Recommended Projects

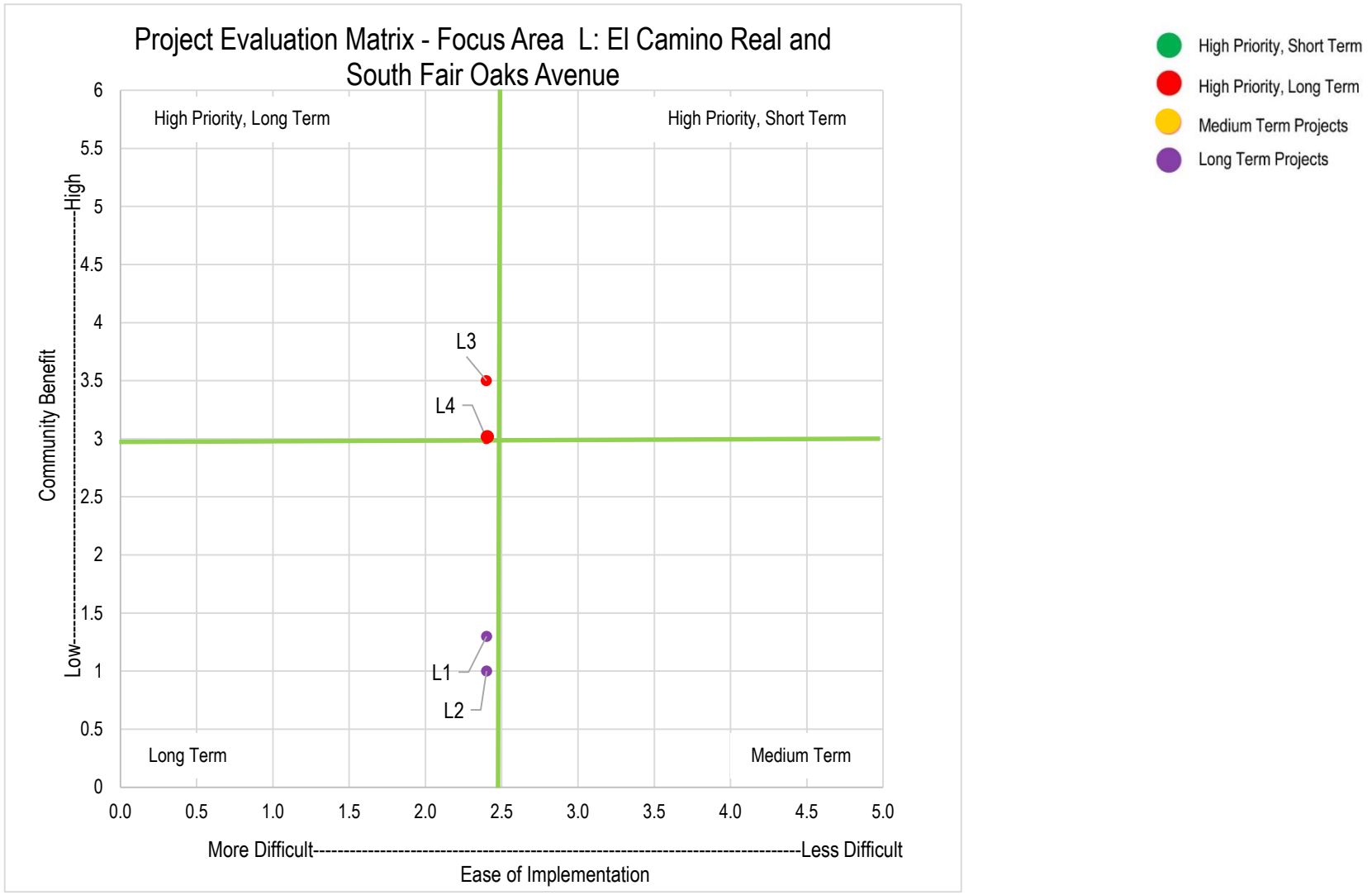


Figure 5.41: Project Evaluation Matrix for Focus Area L: El Camino Real and South Fair Oaks Ave (Sunnyvale)

5 Recommended Projects

Table 5.27: Project Scores and Cost Estimates for Focus Area L: El Camino Real and South Fair Oaks Ave (Sunnyvale)

#	Name	Community Benefit Score	Ease of Implementation	Order of Magnitude Cost			Project priority
				less than $500,000	*$500,000-$5M*	*over $5M*	
L1	El Camino Real streetscape and side-street crossing improvements	1.3	2.4		x		Long term
L2	Pedestrian access to commercial areas on El Camino Real	1.0	2.4	x			Long term
L3	El Camino Real/S. Fair Oaks Ave intersection improvements	3.5	2.4		x		High priority, long term
L4	El Camino Real/Cezanne Dr intersection improvements	3.0	2.4	x			High priority, long term

5 Recommended Projects

Project Scoring Results for Projects Outside of Focus Areas

During stakeholder outreach, Member Agencies requested that several projects outside of a Focus Areas that support pedestrian access to transit be included in the Pedestrian Access to Transit Plan. These are listed in **Table 5.29**. Four of these projects (X2, X3, X5, and X6) are located in areas that will, in the next several years, see major changes in regard to transit ridership and transit services with the opening of the Milpitas and Berryessa BART Stations. Of the other two projects, project X4 supports the City of Santa Clara's in-development *El Camino Real Precise Plan*, and project X1 supports pedestrian safety for all transit users.

Table 5.28: Recommended Projects- Outside Focus Areas

Project					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
Program	X1	Pedestrian Education Program	• VTA should consider developing a pedestrian safety education program targeting transit riders. Advertisements and information can be provided on transit vehicles and at bus shelters within Focus Areas.	Program	**Issues** • Pedestrians may cross streets and rail tracks at locations that are unsafe. **Opportunities** • Transit riders are generally pedestrians and may be receptive to safety messaging.	-
Santa Clara	X2	Benton St streetscape improvements	• Widen sidewalks, add landscaped buffers with street trees (planters, short-term/tactical option), add pedestrian-scale lighting. Recommend minimum 13' total sidewalk width per VTA *Pedestrian Technical Guidelines* • Stripe ladder crosswalks alongside street crossings.	Streetscape	**Opportunities** • Primary pedestrian route to Santa Clara Caltrain Station • *City of Santa Clara General Plan* (2010) identifies streetscape improvements on Benton St	• *City of Santa Clara General Plan* (2010)
Santa Clara	X3	Brokaw Rd streetscape improvements	• Widen sidewalks, add landscaped buffers with street trees (planters, short-term/tactical option), add pedestrian-scale lighting. Recommend minimum 13' total sidewalk width per VTA *Pedestrian Technical Guidelines* • Stripe ladder crosswalks alongside street crossings.	Streetscape	**Issues** • Industrial area with minimal pedestrian facilities **Opportunities** • Will provide access to Santa Clara Caltrain once Santa Clara Caltrain Station Pedestrian Undercrossing (2017 VTA project) is completed	• *City of Santa Clara General Plan* (2010)

5 Recommended Projects

Project					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
					• *City of Santa Clara General Plan* (2010) identifies streetscape improvements on Brokaw Rd	
Santa Clara	X4	El Camino Real Corridor streetscape and intersection improvements	• Streetscape improvements between Helen Ave and Alviso St • As property redevelops, widen sidewalks. Recommend minimum 13' total sidewalk width per VTA *Pedestrian Technical Guidelines* • Add landscaped buffers (planters as short-term/tactical option) including shade trees • Add pedestrian-scale lighting • To the extent feasible, consolidate driveways as properties redevelop • Add pedestrian access through parking lots to commercial developments • Stripe ladder crosswalks alongside street crossings • Add enhanced crosswalk paving treatments, bus bulbs, street furniture, wayfinding signage, public art, and crosswalk extensions at and between the intersections of El Camino Real and: Helen Ave, Halford Ave, and Flora Vista Avenue; Kiely Blvd/Bowers Ave and Bowe Ave; Los Padres Blvd and Scott Blvd	Streetscape	**Opportunities** • *City of Santa Clara General Plan* (2010) identifies extensive streetscape improvements on El Camino Real **Challenges** • Multi-jurisdiction location; improvements would require coordination with Caltrans • Widening sidewalk and enhancing streetscape may require taking ROW in some locations	• *City of Santa Clara General Plan* (2010)
Berryessa BART	X5	Berryessa BART pedestrian access analysis	• Consider conducting a thorough analysis of pedestrian access within 1/2	Study		-

5 Recommended Projects

Project					Existing Conditions Addressed	Issue of Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
			mile of Berryessa BART in order to identify future improvements			
Milpitas BART	X6	Berryessa BART pedestrian access	• Consider conducting a thorough analysis of pedestrian access within 1/2 mile of Milpitas BART in order to identify future improvements	Study		-

5 Recommended Projects

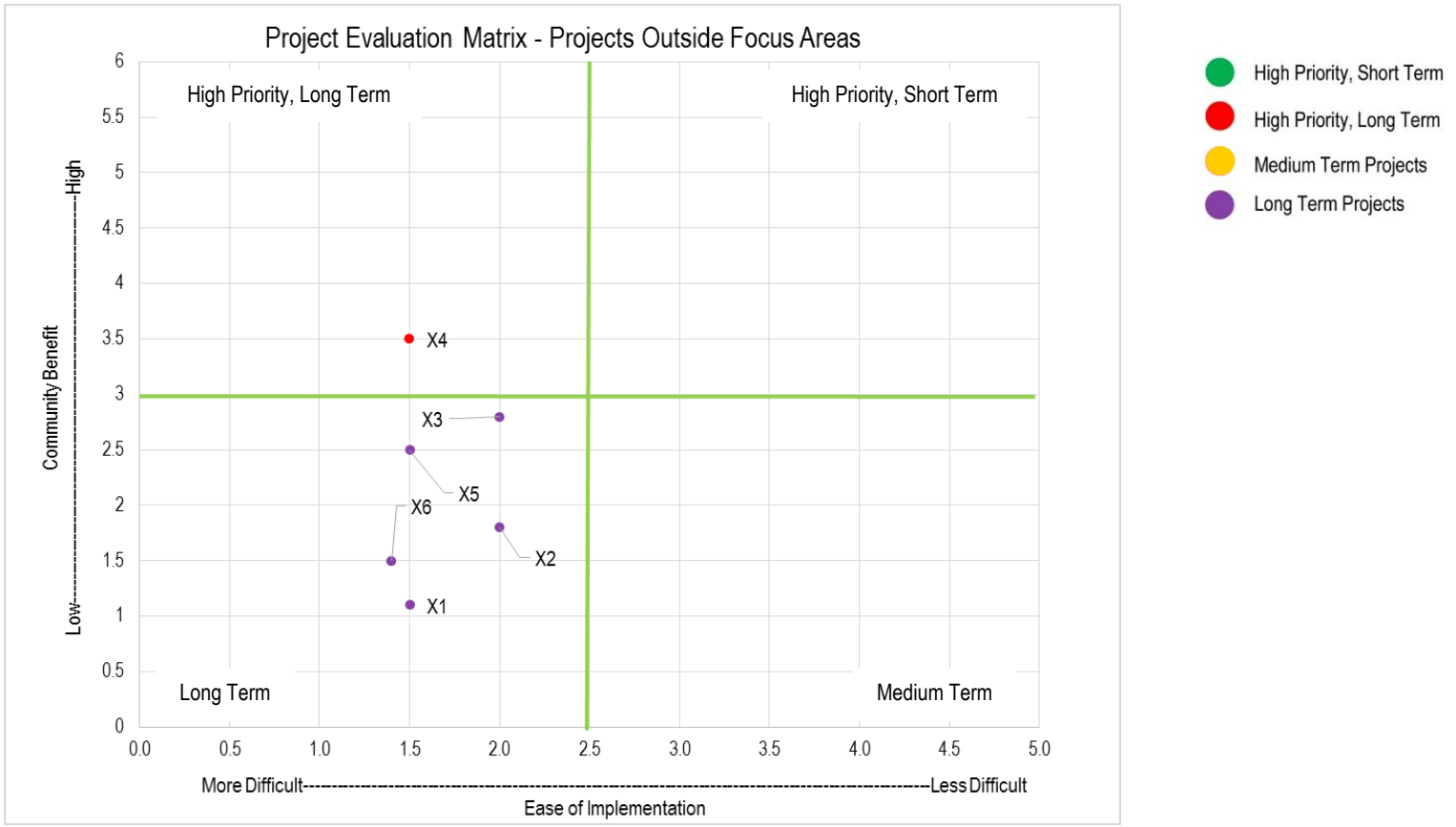


Figure 5.42: Project Evaluation Matrix- Projects Outside Focus Areas

5 Recommended Projects

Table 5.29: Project Priorities and Cost Estimates for Pedestrian Access to Transit Projects outside of Focus Areas

#	Name (Potential sponsor)	Community Benefit Score	Feasibility Score	Order of Magnitude Cost			Project Priority
				less than $500,000	$500,000-$5M	over $5M	
X1	Pedestrian Education Program (VTA)	1.1	1.5	x			Long term
X2	Santa Clara/Benton St streetscape improvements (City of Santa Clara)	1.8	2.0		x		Long term
X3	Santa Clara/Brokaw Rd streetscape improvements (City of Santa Clara)	2.8	2.0		x		Long term
X4	Santa Clara-El Camino Real Corridor streetscape and intersection improvements (City of Santa Clara)	3.5	1.5			x	High priority, long term
X5	Berryessa BART pedestrian access analysis (San Jose)	2.5	1.5	x			Long term
X6	Milpitas BART pedestrian access analysis (Milpitas)	1.5	1.4	x			Long term

6 Next Steps

6.1 Implementation Responsibility

To identify potential capital improvements for the *Pedestrian Access to Transit Plan* (the Plan), VTA completed initial planning work, including: reviewing local planning documents, conducting targeted outreach to Member Agency staff and transit customers, and examining field conditions. The vast majority of projects are located within Member Agency or Caltrans jurisdictions. For this reason, and the fact that many of the projects are small-scale and could be done through road maintenance programs, local capital improvement programs, or conditioned with new developments, the responsibility of implementing projects will typically be with the cities, towns, the County, or Caltrans.

However, there are some projects that VTA will take a proactive role in advancing. Generally, these projects are large-scale, involve multiple jurisdictions, involve VTA property, or improve connections to high volume transit stops. The projects provide high benefit to the community, but will be challenging to implement due to project size or complexity. VTA's role as the countywide transportation authority, its relationships with Caltrans, CPUC, and other regulatory agencies, its expertise in transportation funding, and its strength in delivering complex projects can benefit challenging projects.

Table 6.1 lists projects that VTA has an interest in moving forward and presents planning level cost estimates for these projects.

The Plan also identifies several smaller projects that could potentially be implemented as a part of an upcoming larger project. For example, projects that are identified in Focus Area H around Diridon Station could be implemented in conjunction with Diridon Station improvements for future BART and High Speed Rail services.

6.1.1 Planning Level Cost Estimates for Selected Projects

VTA developed planning level cost estimates for projects VTA has an interest in proactively advancing (shown in **Table 6.1**). While these cost estimates are more precise than the order of magnitude cost estimates, they are still approximations, and additional study will be needed when advancing projects. The planning level cost estimates include costs of environmental clearance, plan specification and estimates, right-of-way acquisition, and construction. They are based on unit costs of project components, in 2016 dollars.



Figure 6.1: VTA has led projects to improve pedestrian access to transit, such as the Santa Clara Caltrain Station pedestrian and bicycle undercrossing; open to the public in summer 2017
(image source: VTA)

6 Next Steps

Table 6.1: Planning level cost estimates for projects that VTA has interest in proactively advancing (2016 dollars)

Project ID	Name	Environmental	PS&E	Construction	Total Cost
A11	Alum Rock Transit Center pedestrian path improvement (VTA, San Jose)	$10,000	$11,000	$30,000	$51,000
A17	Capitol Expressway/I-680/Jackson Ave intersection improvement (San Jose, County, Caltrans)	$10,000	$55,000	$160,000	$225,000
B2, B4	Story Road Corridor signalized intersection improvements, Capitol Expressway/Story Rd intersection improvements (San Jose, County)	There is an ongoing complete streets study for Story-Keyes corridor. Cost estimates and phasing will be provided as part of this study.			
C4, C5, C8	At-grade railway crossing improvements along Caltrain line (Gilroy, VTA, Union Pacific Railroad)	$70,000	$490,000	$1,400,000	$1,960,000
C12	1st Street/SR 152 complete street improvements; streetscape and crossing improvements (Gilroy, Caltrans)	$41,000	$290,000	$820,000	$1,151,000
F3	El Camino Real/SR 85 interchange pedestrian accommodation and improvements (Mountain View, Caltrans)	$18,000	$130,000	$360,000	$508,000
G5	Bascom Avenue Corridor streetscape improvements, north of I-280 (San Jose)	There is an ongoing complete streets study for Bascom corridor. Cost estimates and phasing will be provided as part of this study.			
H4	San Fernando St/Delmas Ave VTA LRT Station improvements (San Jose, VTA)	$10,000	$60,000	$170,000	$240,000
I6, I8, I9	King Road corridor intersection & streetscape improvements, King Road/I-280/I-680 ramp improvements (San Jose, Caltrans)	$160,000	$400,000	$5,000,000	$5,560,000
K9, K10	Keyes Street crossings and streetscape improvements (San Jose)	There is an ongoing complete streets study for Story-Keyes corridor. Cost estimates and phasing will be provided as part of this study.			
X1	Pedestrian Education Program for Transit Customers	Not a capital project. Program anticipated to be under $500,000.			

6 Next Steps

6.2 Funding Availability

Many of the projects identified in the *Pedestrian Access to Transit Plan* could be implemented through local Capital Improvement Programs, ADA compliance programs, repaving programs, integrated into larger transportation projects, or conditioned as part of new development. In general, the smaller-scale projects will likely be advanced using local funding, while the larger-scale, more complex projects will probably need to rely on competitive outside funding.

There are a variety of competitive grant programs that focus on projects that support transit access, active transportation, safety, or economic development. Appendix C lists several grant programs, and describes details such as eligibility and cycle timing. The most common grants are summarized below.

Transportation Development Act, Article 3 (TDA3) and **Transportation Fund for Clean Air** (TFCA) funding can support lower-cost projects identified in this plan. Seventy-five percent of TDA3 funding is distributed to Member Agencies by formula based on their population, and funding priorities are set by the Member Agency. The remainder of TDA 3 funding is available as a competitive grant program for VTA's Bicycle Expenditure Program Tier 1 projects and a non-competitive $150,000 annual program for county expressway sidewalk projects. TFCA is a competitive grant program. Standalone pedestrian projects do not always meet TFCA eligibility criteria, which require projects to demonstrate effectiveness in reducing greenhouse gas emissions.

The **Active Transportation Program** (ATP) is a major source of state and federal funding for bicycle and pedestrian projects. The ATP prioritizes funds for disadvantaged communities— communities with high environmental burden or low median household income, compared to the state average. Since many of the projects identified in the *Pedestrian Access to Transit Plan* fall within disadvantaged communities, they may be competitive for ATP grants.

Other projects in the Plan could be competitive for **One Bay Area Grants** (OBAG) since many of these projects are located within Priority Development Areas and core transit station areas (prioritized through OBAG grants), or at high-collision locations.

Numerous projects in the Plan could be competitive for the Federal **Highway Safety Improvement Program**, which provides funding to projects that address a documented safety concern with effective countermeasures.

2016 Measure B, passed by Santa Clara County voters in November 2016, establishes a half-cent sales tax that will provide, among other things, $250 million for bicycle and pedestrian projects over 30 years. Projects in the *Pedestrian Access to Transit Plan* are eligible to receive 2016 Measure B funding.

Priority Development Area Planning Grants could fund initial planning and design of projects located within or serving Priority Development Areas. Nearly all of the Plan's Focus Areas are located within a Priority Development Area.

6.3 Strategies for Implementing the *Pedestrian Access to Transit Plan*

The strategies presented in the next few pages support the overall mission and vision of the *Pedestrian Access to Transit Plan* first introduced in Chapter 1:

Mission: To improve the safety, comfort, and convenience of the walking environment for VTA's customers.

Vision: A safe, comfortable, and convenient walk to transit for all customers.

VTA will strive to deliver on these strategies, within the context of staff availability and funding. Each strategy is supported by several objectives. In line with best planning practices, objectives are specific, measurable, achievable,

6 Next Steps

realistic, and time bound. They also indicate the party responsible for achieving the objective.

Strategy 1: Continue to better understand existing conditions for walking in Santa Clara County

- Periodically publish a report that analyzes the most recent five years of reported pedestrian collisions from collision databases such as Statewide Integrated Traffic Records System or Crossroads to identify hotspots proximate to VTA's transit stops.
  Responsible party: VTA Bicycle & Pedestrian Program
  Timeframe: first report in two years

- Develop a countywide inventory of sidewalks and trails in OpenStreetMap, in collaboration with Member Agencies, with 100% of geography entered into the database. Share data resource with Technical Advisory Committee and associated working groups.
  Responsible party: VTA GIS group, with assistance from Member Agencies;
  Timeframe: three years

Strategy 2: Continue to better understand the needs of customers who walk to/from transit

- Include questions related to pedestrian conditions and motorist behavior in VTA's On Board Customer Survey, and update approach to providing improvements as necessary.
  Responsible party: VTA GIS group, with VTA Bicycle & Pedestrian Program assistance;
  Timeframe: ongoing, concurrent with On-Board Customer Survey

- Develop a method for customer complaints received by VTA Customer Service regarding pedestrian infrastructure and motorist behavior to be relayed to the appropriate Member Agency staff.
  Responsible party: VTA Customer Service, with VTA Bicycle & Pedestrian Program assistance and Member Agency consultation;
  Timeframe: two years

Strategy 3: Work with Member Agencies and other stakeholders to implement improvements identified in the *Pedestrian Access to Transit Plan*

- In order to support integration of projects into new development, develop and post on the VTA website an online, searchable map of projects recommended by the Plan, and share the map with VTA's Development Review Team, Highways Program, and VTA's Bicycle and Pedestrian Advisory Committee, Technical Advisory Committee, and associated working groups.
  Responsible party: VTA Bicycle & Pedestrian Program, with assistance from VTA GIS group and VTA Customer Service;
  Timeframe 18 months

- Provide an overview (written and/or presentation) of the Plan, relevant recommended projects, and implementation plan to the governing bodies of the agencies in which Focus Areas are located (Gilroy, Mountain View, Los Altos, Sunnyvale, San Jose, and County of Santa Clara), and request that they adopt or endorse the Plan.
  Responsible party: VTA Bicycle & Pedestrian Program;
  Timeframe: one year

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- Request that Gilroy, Mountain View, Los Altos, Sunnyvale, San Jose, and County of Santa Clara incorporate relevant projects into their relevant planning documents as the documents are updated, and incorporate them into their Capital Improvement Programs per their local practices.
  Responsible party: VTA Bicycle & Pedestrian Program;
  Timeframe: one year

- Provide an overview (written and/or presentation) of the Plan, relevant recommended projects, and implementation strategies to California Walks, SPUR, TransForm, the Silicon Valley Bicycle Coalition, Traffic Safe Communities Network, and other interested advocacy groups and community organizations to build broad awareness of the plan.
  Responsible party: VTA Bicycle & Pedestrian Program;
  Timeframe: ongoing

- Actively seek grant funding opportunities for the advancement of VTA-led recommended projects.
  Responsible party: VTA Bicycle & Pedestrian Program, with input from Member Agencies;
  Timeframe: ongoing

Strategy 4: Monitor progress and proactively seek new areas for improvement

- Provide cities and the County with Focus Area identification methodology and associated GIS files in order to assist agencies in identifying their own Focus Areas.
  Responsible party: VTA Bicycle & Pedestrian Program;
  Timeframe: one year

- In conjunction with the Transportation Systems Monitoring report, report the progress Member Agencies and VTA have made in implementing pedestrian improvements recommended in the Plan. Report to be shared with VTA Bicycle and Pedestrian Advisory Committee, VTA Committee for Transportation Mobility and Accessibility, and VTA Technical Advisory Committee.
  Responsible party: VTA Bicycle & Pedestrian Program, with assistance from VTA Project Development Department and input from Member Agency staff;
  Timeframe: ongoing, first report in 18 months

- In conjunction with the Transportation Systems Monitoring Report, report the progress made on the goals and objectives of the implementation plan and make revisions to goals as appropriate.
  Responsible party: VTA Bicycle & Pedestrian Program;
  Timeframe: ongoing, first report in 18 months

- Periodically update the Plan Focus Area analysis to identify new Focus Areas, and as needed, conduct associated field work and project identification for up to five additional Focus Areas.
  Responsible party: VTA Bicycle & Pedestrian Program;
  Timeframe: five years

Appendix A: Survey Instruments

To understand the VTA customer experience of walking to transit stops, VTA developed and distributed a survey. The customer survey was designed in both short and long versions. The long version was published online and in hard copies, and provided in English and Spanish. The short version of the survey was printed as a prepaid postcard and was placed inside buses that serve popular bus lines in the Focus Areas. It was provided in English, Spanish, and Vietnamese.

The short and long survey instruments are shown on the next several pages.

The short version of the survey was printed as a prepaid postcard and placed inside buses that serve popular bus lines in the Focus Areas: lines 22, 23, 25, and community routes 14 and 19 in Gilroy. It consisted of three open-ended questions, and was printed in English, Spanish, and Vietnamese. It also included a link to an online version of the long survey. One thousand short form postcard surveys were distributed.

The long version was published online and in hard copies, and advertised through VTA's social media accounts, distributed at VTA's customer service center in downtown San Jose, and provided to the VTA/County Bicycle and Pedestrian Advisory Committee.

VTA advertised the survey for two months during the summer of 2015. VTA received 475 responses. Out of these 475 responses, 371 identified specific locations in Santa Clara County that need improvement. The remaining 104 responses were general comments about transit stop facilities and access to stops. **Figure A-1** maps the locations where specific concerns were identified.

VTA provided the raw survey responses and Geographic Information System (GIS) files used to make the map in **Figure A-1** to Member Agency staff so they can incorporate the information into local planning efforts.

Appendix A: Survey Instruments

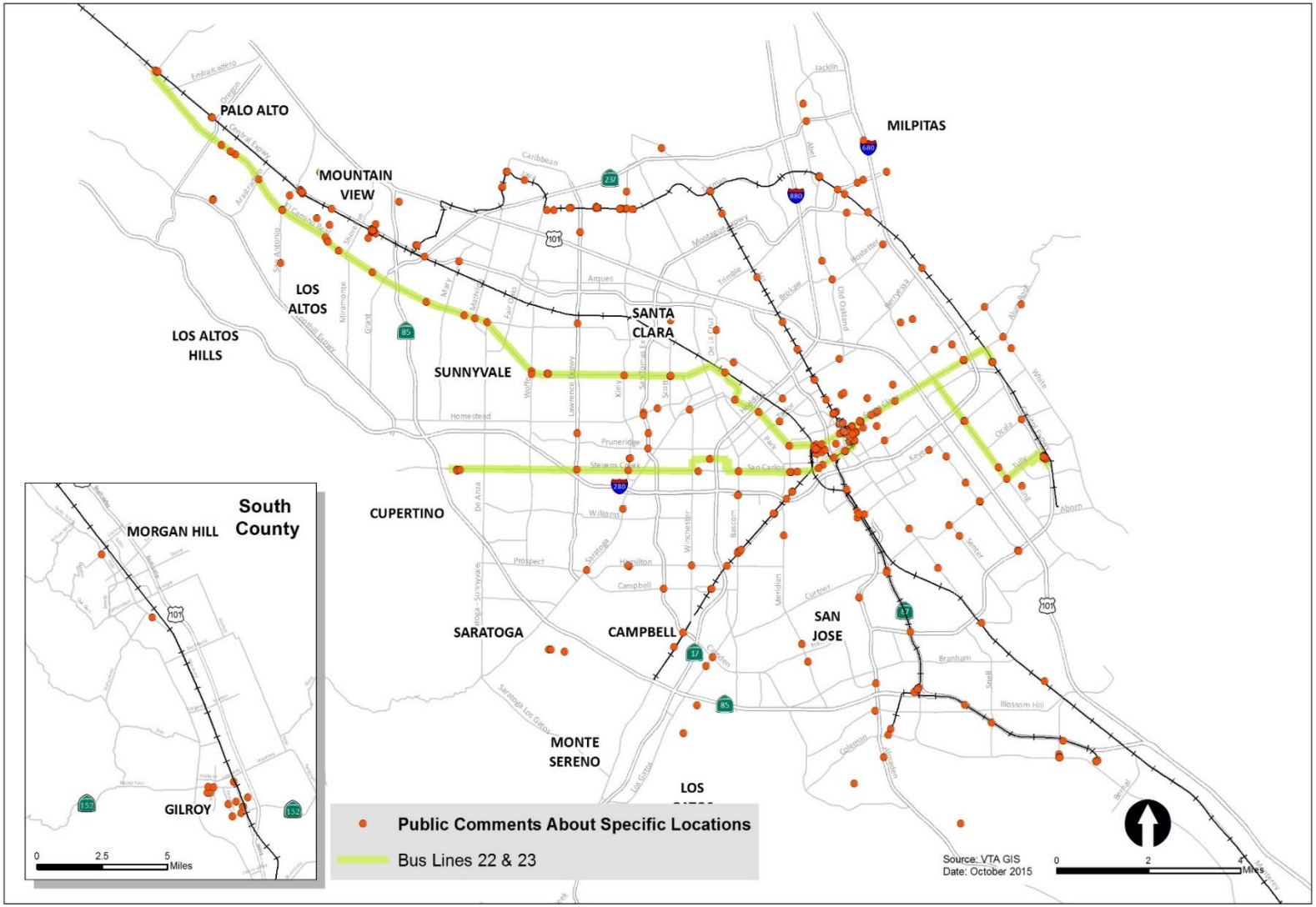


Figure A-1: Locations in Santa Clara County identified by survey respondents as needing pedestrian improvements

VTA would like to enhance your experience walking to bus stops and train stations.



Most people who take VTA walk to their bus stop or train station. VTA would like to learn how your walk to the bus stop or train station could be improved. Your answers will help VTA create a ***Pedestrian Access to Transit Plan***. VTA will use this plan to work with cities to improve pedestrian access to bus stops and train stations.

Deadline to submit your responses is August 21, 2015

SANTA CLARA
Valley Transportation Authority

Part 1: We'd like to know what your walk to the bus stop or train station is like.

1. Think about a bus stop or train station where you would like to see improvements made for pedestrians. Where is the location of this stop or station that you like to tell us about?

   Route number _____ Stop or station _____

2. When you walk to and from this bus stop or train station, is there a sidewalk the entire way?

   ❒ Yes, there is a paved sidewalk the entire way
   ❒ No, there are sections where the sidewalk is missing
   ❒ No, there is no sidewalk the entire way

3. Think about your walk to or from this bus stop or train station. How true are these sentences for you?

	Always	Sometimes	Never	N/A
It is easy to cross streets on my way to the bus stop or train station.	❒	❒	❒	❒
There are crosswalks where I need them.	❒	❒	❒	❒
There are traffic signals where I need them.	❒	❒	❒	❒
I only wait for a short time before the walk signal turns on for me.	❒	❒	❒	❒
I have enough time to cross the street before the "Don't Walk" signal turns on for me.	❒	❒	❒	❒
I have to walk a long way before I get to a crosswalk.	❒	❒	❒	❒
Cars will stop and let me cross the street.	❒	❒	❒	❒

4. Do you feel safe from cars when you walk to and from this bus stop or train station?

   ❒ Almost Always ❒ Sometimes ❒ Never

5. Do you feel safe from crime when you walk to and from this bus stop or train station?

❒ Almost Always ❒ Sometimes ❒ Never

Part 2: Let us know how your walk to this bus stop or train station can be improved.

6. If you could change THREE THINGS about your walk to and from the bus stop or train station what would you change? *(Check only three.)*

❒ Nothing, the walk is fine
❒ Build a sidewalk where there is none
❒ Wider sidewalk
❒ Install bench or seat along the way that I can rest on
❒ Ramps at corners for wheelchairs and strollers
❒ The walk signal gives more time to cross the street
❒ Less time waiting at traffic lights
❒ New crosswalk to cross the street
❒ Safer street crossings
❒ Slower cars
❒ Fewer cars
❒ Install shade at the station or stop that protects me from rain and sun
❒ Better lighting
❒ Cleaner streets
❒ Less crime
❒ More people and activities on the street
❒ More places to visit/shop on the way
❒ Other: _____

_____

_____

_____

7. Are there specific locations that you would like to see improved for walking to the bus stop or train station? What would you like to see changed?

❒ No
❒ Yes (please include location, problem, and any solutions):

_____

_____

_____

(continued)

Part 3: Please tell us about yourself. These questions are optional.

8. Do you have a disability that affects your ability to get to or use transit? *(You may choose more than one.)*

- ❒ No
- ❒ Yes, I am deaf or have serious difficulty hearing
- ❒ Yes, I am blind or have serious difficulty seeing, even when wearing glasses
- ❒ Yes, I have serious difficulty walking or climbing stairs
- ❒ Yes, I have a cognitive disability
- ❒ Yes, I have another disability that is not listed here
- ❒ Prefer not to answer

9. I identify my gender as:

- ❒ Male
- ❒ Female
- ❒ Other (please specify) _____
- ❒ Prefer not to answer

10. What is your age?

- ❒ 13 and under
- ❒ 14-17
- ❒ 18-24
- ❒ 25-34
- ❒ 35-44
- ❒ 45-54
- ❒ 55-64
- ❒ 65 or older
- ❒ Prefer not to answer

11. What is your race/ethnicity? *(You may choose more than one.)*

- ❒ Hispanic/Latino
- ❒ African American/Black
- ❒ Asian
- ❒ White/Caucasian
- ❒ Native Hawaiian or Pacific Islander
- ❒ Native Indian or Alaska Native
- ❒ Racially mixed
- ❒ Prefer not to answer

If you would like to tell us about another bus stop or train station you can fill in more than one survey.

1506-0166

Pedestrian Access to Transit Plan

Most people who take VTA walk to their bus stop or train station. VTA would like to learn how your walk to the bus stop or train could be improved. Your answers will help VTA create a Pedestrian Access to Transit Plan. VTA will use this plan to work with cities to improve pedestrian access to bus stops and train stations.

Plan de Tránsito para Acceso de Peatones

La mayor parte de las personas que toman VTA caminan a su parada de autobuses o estación de tren. VTA desearía saber cómo puede hacer que mejore su caminata hacia la parada de autobus es o estación de tren. Sus respuestas ayudarán a VTA a crear un Plan de Tránsito para Acceso de Peatones. VTA usará este plan para trabajar con las ciudades y mejorar el acceso peatonal a las paradas de autobuses y las estaciones de tren.

Đường vào khu vực vận chuyển của người đi bộ

Hầu hết những người sử dụng VTA đi bộ đến trạm xe buýt hay xe điện. VTA muốn tìm cách có thể để cải thiện việc đi bộ của bạn đến trạm xe buýt hay xe điện. Câu trả lời của bạn sẽ giúp VTA xây dựng đường vào khu vực vận chuyển của người đi bộ. VTA sẽ sử dụng chương trình này để làm việc với các thành phố nhằm cải thiện cách đi bộ đến các trạm xe buýt và xe điện của hành khách.

VTA Would Like To Enhance Your Experience Walking to Bus Stops and Train Stations



You can fill in a longer version of the survey at this address:
www.surveymonkey.com/r/VTAPedPlan

For more information visit: *www.vta.org/pedestrian-plan*

WE WANT YOUR INPUT

If you could change anything about your walk to and from your bus stop or train station what would you change?

_____

_____

_____

Where is the location of this bus stop or train station that you like to tell us about?

Route_____ Station _____

Deadline to submit your responses is August 21, 2015

Si usted pudiera cambiar cualquier cosa sobre su caminata hacia y desde su parada de autobuses o estación de tren, ¿qué cambiaría?

_____

_____

_____

¿Dónde está la ubicación de esta parada de autobuses o estación de tren de la que desearía comentarnos?

Ruta_____ Estación _____

El plazo para enviar sus respuestas es el 21 de Agosto de 2015

Nếu bạn có thể thay đổi bất cứ điều gì về việc đi bộ của bạn đến và từ trạm xe buýt hoặc xe điện của bạn, những gì bạn sẽ thay đổi?

_____

_____

_____

Đâu là vị trí của trạm xe buýt hoặc xe điện mà bạn muốn nói với chúng tôi ?

Lộ trình _____ Trạm _____

Hạn chót để gửi phản hồi của bạn là ngày 21 tháng 8 năm 2015

15060186

BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO. 1009 SAN JOSE CA

POSTAGE WILL BE PAID BY ADDRESSEE

SANTA CLARA
Valley Transportation Authority
ATTN COMMUNITY OUTREACH
3331 NORTH FIRST STREET BUILDING B
SAN JOSE CA 95134-9954

NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES

Appendix B: Pedestrian Improvement Measures Toolkit

A comfortable and safe pedestrian environment includes the following design elements and design characteristics:

- Sidewalks sized and designed to accommodate:
  - Expected pedestrian volumes for through travel;
  - Transit stop amenities and space for boarding and alighting;
  - Space for other activities (i.e. cafés, seating; shopping etc.);
  - Space for elements needed for buffering pedestrians from adjacent moving traffic (i.e. consistent rows of street trees, landscape strips or planters); and,
  - Space for potentially desired green infrastructure elements for the management of stormwater runoff from public rights-of-way.
- Number and width of driveways reduced as feasible;
- Sidewalk-adjacent parking lots buffered and screened with low walls, greened fences and/or landscaping;
- General and pedestrian-scale lighting for well-lit sidewalks and access routes to bus stops;
- Crosswalks at intersections and mid-block locations provided at convenient intervals;
- Crosswalks designed according to current best practices, including crosswalks at freeway off ramps;
- Designed with adjacent built context in mind (buildings with active frontages along sidewalk edge, buildings with deep setbacks, parking lots, landscaping/parks) and,
- Designed to accommodate passengers of all ages and abilities.

For any specific location, the final sidewalk width and design depend on balancing a number of factors, including pedestrian volumes, sidewalk-adjacent (ground floor) land use and spatial needs for buffering elements, green infrastructure, and pedestrian and transit amenities. See the VTA *Pedestrian Technical Guidelines*, the VTA *Community Design & Transportation Manual* and local Complete Streets design guidelines for recommendations for details on the design of pedestrian-friendly streets.

At bus stops, a comfortable and safe transit passenger environment includes the following design elements and design characteristics:

- Waiting space/passenger pad sized to accommodate expected passenger volumes and recommended amenity range;
- Circulation space dimensioned to accommodate passenger circulation in, out and past the bus stop area (pedestrian through movement);
- Stop amenities for seating, shade and shelter, transit and context information, trash collection of a range recommended for Basic, Core and Major stops;[1]
- A well-lit bus stop area; and,
- Design that accommodates passengers of all ages and abilities.

The VTA *Transit Passenger Environment Plan* recommends bus stop amenities and provides design guidelines for the layout of bus stops for a broad range of conditions.

The following table describes pedestrian improvements that can improve the safety, comfort, and convenience of people walking to and from transit. These types of improvements were recommended throughout the Focus Areas identified in Pedestrian Access to Transit Plan. Example photos are provided for some of the items following the table.

1 Based on the *Transit Passenger Environment Plan,* "Basic stops" defines as those with fewer than 40 weekday boardings, "Core stops" defines as those with 40 to 199 weekday boardings and "Major stops" defines as those with 200 or more weekday boardings.

Measure	Description	Benefits	Application	Photo
Traffic Control Countermeasures				
Pedestrian Hybrid Beacon or PHB (Also known as High Intensity Activated Crosswalk, or HAWK Signal)	Pedestrian Hybrid Beacons (PHB's) are pedestrian-actuated signals that combine a beacon flasher and a traffic control signal. A PHB is darker until a pedestrian actuates it to stop traffic so the pedestrian can cross the street. When actuated, the PHB displays a yellow warning followed by a solid red light. During pedestrian clearance, the PHB shows a flashing red "wig-wag" pattern until the clearance interval has ended and the signal goes dark.	Reduces pedestrian-vehicle conflicts. Can be combined with curb extensions where parking lanes are present.	Useful in areas where it is difficult for pedestrians to find gaps in automobile traffic to cross safely, but where normal signal warrants are not satisfied. Appropriate for roads with multiple lanes in each direction with daily vehicle traffic over 10,000.	1
Rectangular Rapid Flash Beacon or RRFB (Stutter Flash)	Rapid flashing yellow LED lamps are installed on overhead signs, in advance of the crosswalk or at the entrance to the crosswalk. The beacons may be push-button activated or activated with pedestrian detection. When activated the shutter pattern is reminiscent of an emergency vehicle flash.	Initial studies suggest the stutter flash is very effective in increasing driver yielding behavior. Solar panels reduce energy costs associated with the device.	Appropriate for roads with multiple lanes in each direction.	2
High-Visibility Signs and Crosswalks	High-visibility markings include a family of crosswalk striping styles including the "ladder" style. High-visibility fluorescent yellow-green signs may be posted at uncontrolled crossings to increase driver awareness of pedestrian.	Multi-stripe treatments provide greater visibility than traditional crosswalks	Beneficial in areas with high pedestrian activity, as near schools, and in areas where travel speeds are high and/or visibility is low.	3
In-Street Pedestrian Crossing Signs	This measure involves posting regulatory pedestrian signage on lane edge lines and road centerlines. The in-street pedestrian crossing sign may be used to remind road users of laws regarding right of way at an unsignalized pedestrian crossing. The legend YIELD TO may be used in conjunction with the pedestrian crossing symbol.	This measure is highly visible to motorists and has a positive impact on pedestrian safety at crosswalks.	Mid-block crosswalks, unsignalized intersections, low-speed areas, and two-lane roadways are ideal for this pedestrian treatment.	
Advanced Yield Lines	Standard white yield limit lines and "shark's teeth" are placed in advance of marked, uncontrolled crosswalks.	This measure increases the pedestrian's visibility to motorists, reduces the number of vehicles encroaching on the crosswalk, and improves general pedestrian conditions on multiple lanes in each direction roadways. It is also an affordable option.	Useful in areas where pedestrian visibility is low and in areas with aggressive drivers, as advance limit lines will help prevent drivers from encroaching on the crosswalk. Addresses the multiple-threat collision on roads with multiple lanes in each direction.	

Measure	Description	Benefits	Application	Photo
Geometric Treatments				
Road Diet (aka Lane Reduction)	The number of travel lanes are reduced and replaced with a combination or wider sidewalks, bicycle lanes, vehicle parking, or converting parallel parking to angled or perpendicular parking.	This is a good traffic calming and pedestrian safety tool, particularly when combined with curb extensions and/ or raised median islands. By reducing the number of lanes a pedestrian must cross, this measure reduces the number of potential vehicle-pedestrian conflicts. Road diets can also slow speeds, reducing the severity of pedestrian collisions. Wider sidewalks can be used to improve comfort and quality of the pedestrian realm by accommodating trees, landscape buffers, and potential street furnishings.	Roadways with surplus roadway capacity (typically those with multiple lanes in each direction with less than 15,000 to 20,000 ADT: Average Daily Traffic) and high bicycle volumes, and roadways that would benefit from traffic calming measures.	
Median Refuge Island	Raised islands are placed in the center of a roadway, separating opposing lanes of traffic. Median refuge islands have cutouts for accessibility along the pedestrian path.	This measure allows pedestrians to focus attention on each direction of traffic separately. It provides pedestrians with a better view of oncoming traffic and allows drivers to see pedestrians more easily. It can also act as a supplement to additional pedestrian tools.	Recommended for roads with multiple lanes in each direction wide enough to accommodate an ADA-accessible median. VTA's *Pedestrian Technical Guidelines* provide additional design specifications.	
Curb Extension	Also known as a pedestrian bulb-out, this traffic-calming measure is meant to slow traffic and increase driver awareness of pedestrians. It consists of an extension of the curb into the street, making the pedestrian space (sidewalk) wider.	Curb extensions narrow the distance that a pedestrian has to cross and increase the sidewalk space at corners and mid-block crossings. The additional space can be used for landscaping, seating, or bicycle parking. Curb extensions also encourage drivers to turn more slowly.	Due to the high cost of installation, this tool would be most suitable on streets with high pedestrian activity, on-street parking, and infrequent (or no) curb-edge transit service. It is often used in combination with crosswalks or other markings. VTA's *Pedestrian Technical Guidelines* provide additional design specifications. Curb extensions must be designed so as not to impede bicycle travel.	4
Reduced Curb Radii	The radius of a curb can be reduced to require motorists to make a tighter turn.	Smaller curb radii at street corners narrow the distance that pedestrians have to cross and increase space available to pedestrians and streetscape elements. Like curb extensions, reduced curb radii reduce traffic speeds and increase driver awareness, but can be less difficult and less expensive to implement.	This measure is beneficial on streets with high pedestrian activity and on-street parking. It is more suitable for wider roadways and roadways with low volumes of heavy truck traffic. VTA's *Pedestrian Technical Guidelines* provide additional design specifications.	

Measure	Description	Benefits	Application	Photo
Curb Ramps	ADA compliant curb ramps are sloped ramps that are constructed at the edge of a curb (normally at intersections) as a transition between the sidewalk and a crosswalk. Truncated domes shall be included whenever curb ramps are added or rebuilt.	Curb ramps provide easy access between the sidewalk and roadway for people using wheelchairs, strollers, walkers, crutches, handcarts, bicycles, and also for pedestrians with mobility impairments who have trouble stepping up and down high curbs.	Curb ramps must be installed at all intersections and mid-block locations where pedestrian crossings exist, as mandated by federal legislation (1973 Rehabilitation Act and 1990 Americans with Disabilities Act and the California Building Code-Title 24). Where feasible, separate directional curb ramps for each crosswalk at an intersection should be provided rather than having a single ramp at a corner for both crosswalks.	
Raised Crosswalk	A crosswalk whose surface is elevated above the travel lanes.	Raised crosswalks attract drivers' attention; encourage lower travel speeds by providing visual and tactile feedback when approaching the crosswalk and crossing the street.	Appropriate for roadways with multiple lanes in each direction, roadways with lower speed limits, and roadways with high levels of pedestrian activity, such as near schools, shopping malls, etc. Local fire and police departments should be consulted to determine if raised crosswalks are compatible with emergency response times.	
Improved Right-Turn Slip-Lane Design	Right-turn slip lanes (aka channelized right-turn lanes) are separated from the rest of the travel lanes by a porkchop-shaped striped area. This measure separates right-turning traffic and streamlines right-turning movements. Improved right-turn slip lanes provide pedestrian crossing islands within the intersection and are designed to optimize the right-turning motorist's view of the pedestrian and of vehicles to his or her left.	This measure increases pedestrian safety by reducing pedestrians' crossing distance and turning vehicle speeds.	Appropriate for intersections with high volumes of right-turning vehicles. VTA *Bicycle Technical Guidelines* provides additional design specifications.	
Pedestrian Access and Amenities				
Marked Crosswalk	Marked crosswalks should be installed to provide designated pedestrian crossings at major pedestrian generators, crossings with significant pedestrian volumes (at least 15 per hour, per California MUTCD), crossings with high vehicle-pedestrian collisions, and other areas based on engineering judgment.	Marked crosswalks provide a designated crossing, which may improve walkability and reduce jaywalking.	On roads with multiple lanes in each direction and more than 10,000 vehicles per day, marked crosswalks should be installed in conjunction with enhanced crosswalk treatments such as bulb outs, raised medians, RRFB's, or Pedestrian Hybrid Beacons.	

Measure	Description	Benefits	Application	Photo
Contrasting or Special Paving Materials	Pavers and colored concrete treatments or patterned thermoplastic asphalt inlays can be constructed to create a contrasting or patterned pedestrian crosswalk that is visually conspicuous to drivers and pedestrians alike.	Highly visible to motorists, this measure provides a visual cue to motorists and creates a clearly delineated space for pedestrians. It also aesthetically enhances the streetscape and can be used to create local identity.	Appropriate for areas with high volumes of pedestrian traffic and roadways with low visibility and/or narrow travel ways, as in downtown areas, commercial districts, main streets and the centers of smaller cities.	
Accessibility Upgrades	Treatments such as audible pedestrian signals and accessible push buttons should be installed at crossings to accommodate disabled pedestrians. To comply with ADA requirements, truncated domes should also be included whenever curb ramps are added or rebuilt.	Improves accessibility of pedestrian facilities for all users.	Accessibility upgrades should be provided for all pedestrian facilities per local ADA programs.	
Pedestrian Countdown Signal	Displays a "countdown" of the number of seconds remaining for the pedestrian crossing interval. In some jurisdictions the countdown includes the walk phase. In other jurisdictions, the countdown is only displayed during the flashing don't walk phase.	Increases pedestrian awareness and allows people the ability to make a safer decision about entering or walking through a crosswalk.	The 2014 California MUTCD (Revision 1) requires that new signals include a pedestrian countdown phase. When upgrading existing facilities with countdown signals, new signals should be prioritized for areas with pedestrian activity, roadways with high volumes of vehicular traffic, roadways with multiple lanes in each direction, and areas with elderly or disabled persons (who may walk slower than other pedestrians).	5
Pedestrian Access through Commercial Parking Lots	Dedicated pedestrian paths through landscaping and parking lots at commercial areas	Designated pedestrian walkways through parking lots improve safety and comfort by separating pedestrians from vehicles using site driveways. Walkways are made more legible and parking lots more sustainable if they are accompanied by tree planting and other landscaping.	Appropriate for existing commercial development where destinations are separated from sidewalk by parking lots and accessed via driveways.	6
Pedestrian Adaptive Signal	Pedestrian adaptive signals extend the walk phase when a pedestrian is detected in the crosswalk.	Allows longer crossing time for pedestrians entering during the walk phase or countdown phase. It reduces motor vehicle delay when pedestrians are not present.	Appropriate for crosswalks where pedestrians must cross long distances across roadways with high traffic volume and multiple lanes in each direction. Santa Clara County Roads and Airports Department has installed pedestrian adaptive signals at some intersections within County jurisdiction. More information and an informational video about Santa Clara County's project is available at www.sccgov.org/sites/RDA.	

Measure	Description	Benefits	Application	Photo
Pedestrian-Scale Lighting	Pedestrian-scale light fixtures range in height between 12 and 18 feet (to light source) and can be stand-alone or attached to taller roadway light fixtures (ideally of the same style).	Pedestrian-scale light fixtures provide light to areas of the pedestrian realm otherwise left underlit by standard roadway lighting. They also enhance streetscape aesthetics and community identity, and encourage the nighttime usage of sidewalks, restaurants and other businesses as well as transit.	Along routes used for access to transit, safe routes to school, and along other routes or at nodes with high volumes of pedestrians, such as main streets and commercial districts.	
Streetscape Improvements				
Landscaped Buffer/ Rows of Trees	Planting strip, preferably including a row of shade trees, between the clear walking space of sidewalks and vehicle travel lanes.	Provides a physical separation between the pedestrians and moving traffic and increases pedestrian comfort. Trees provide additional comfort by providing shade on hot days.	Landscaped buffers and rows of trees are especially beneficial on streets with high vehicle volumes and high traffic speeds.	
Special Cases				
Pedestrian Access at Interchanges	Best practices for pedestrian access at interchanges include high-visibility crosswalk striping and pedestrian crossing signage, advance yield lines, pedestrian-scale lighting, designing ramp geometries to encourage slower vehicle speeds at crosswalks, and orienting on-and off-ramps at right angles to local streets.	Enhanced pedestrian access at freeway on- and off-ramps improves pedestrian safety and comfort at interchanges.	Appropriate at freeway on- and off-ramps on streets with existing pedestrian facilities. In 2009, VTA Board of Directors adopted a policy for multi-modal design approach on all future roadway improvement projects as feasible, including projects within the State right of way. This policy was modeled on the Tully Rd/US 101 interchange redesign project.	
Pedestrian Access at Rail Crossings	Best practices for pedestrian access at rail crossings include visual and audible warnings, swing gates and crosswalks, fencing along the tracks to restrict pedestrian access and safe refuge areas at wide crossings.	Formalizing and channeling pedestrian access at rail crossings reduces the risk of collision and makes walking more comfortable.	These treatments can be adapted for use at light rail and heavy rail tracks.	7
Tactical/ Interim Design Treatments	Design interventions that can be implemented in little time and at low cost. Examples: moveable planters, parklets, and roadway striping.	Tactical or interim design treatments allow communities to test streetscape and roadway improvements and make design changes before committing substantial funds to the project.	Appropriate for streetscape improvements, some unsignalized crossings, road diets, curb extensions and minor intersection improvements.	
Public Art	Public art (sculptures, murals, light installations, and visual interest added to street furniture such as planters, benches, etc.) can be incorporated into pedestrian and streetscape improvements.	Public art can add visual interest and human scale to spaces used by pedestrians and act as landmarks that define locations in the public realm.	Public art can be integrated into street-adjacent open spaces, paving materials, parklets, freeway underpasses and overpasses, traffic circles, roundabouts and medians.	

Measure	Description	Benefits	Application	Photo
Wayfinding	Wayfinding improvements include both active wayfinding elements, such as signs and maps, and passive wayfinding elements, which are design elements (paths, landscaping, etc.) that help orient users toward destinations.	Wayfinding improvements help pedestrians to orient themselves in new spaces and find their destinations quickly, improving the pedestrian experience and making walking more attractive.	Wayfinding is especially appropriate in complex environments and around transit hubs.	

1



Pedestrian Hybrid Beacon (High Intensity Actuated Crosswalk, or HAWK Signal)

2



Rectangular Rapid Flash Beacon (Stutter Flash)

3



High-Visibility and Crosswalk

4



Curb Extension

5



Pedestrian Countdown Signal

6



Pedestrian Access to Commercial Parking Lots

7



Pedestrian Access at Rail Crossings, Credit: ZGF, VTA Light Rail Enhancement Best Practices draft memorandum, November 2015.

Appendix C: List of potential funding sources for identified projects

Funding Program or Source	Eligible Projects	Grantor/Administrator	Timing/Cycle & Example of Available Amount	VTA Staff Notes
Active Transportation Program State and Regional (ATP)	Bicycle and pedestrian infrastructure and non-infrastructure projects that reduce greenhouse gas, increase safety, enhance public health, focus on disadvantaged communities	Caltrans (state) MTC (regional)	Annual program (three cycles have been released since 2014) $360 M in 2014 $350 M in 2015 $240 M in 2016	High priority for disadvantaged communities so not very competitive for most jurisdictions in Santa Clara County. Particularly true for the State program. The median income level in Santa Clara County is higher than the median level in State.
For more info visit: www.dot.ca.gov/hq/LocalPrograms/atp/				
Highway Safety Improvement Program (HSIP)	Projects that reduce traffic fatalities and serious injuries	Federal Highway Administration	Annually $2.3 B in 2013, nationwide $2.4 B in 2014, nationwide $1,017,600,000, FY 2016-2020, Statewide	
For more info visit: https://safety.fhwa.dot.gov/hsip/				
Priority Development Area (PDA) Planning Grants	Preliminary or advance planning for projects within Priority Development Areas	Federal Highway Administration VTA is the program coordinator	Every 4 to 5 years FY 2012-13 to FY 2015-16: $5.3 M for Santa Clara County FY 2018-19 to FY 2021-22: $2 M for Santa Clara County	Projects must serve an adopted Priority Development Area.
For more info visit: www.vta.org/projects-and-programs/call-for-projects				

Appendix C

Funding Program or Source	Eligible Projects	Grantor/Administrator	Timing/Cycle & Example of Available Amount	VTA Staff Notes
One Bay Area Grant (OBAG): Surface Transportation Block Grant Program (STBGP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program	Bicycle and pedestrian projects, ITS, transportation demand management, multi-modal transportation investment	Federal Highway Administration VTA is the program coordinator	Every 4 to 5 years FY 2018-19 to FY 2021-22: $45 M for Santa Clara County	Projects must serve an adopted Priority Development Area.
For more info visit: www.vta.org/projects-and-programs/call-for-projects				
Transportation Fund for Clean Air (TFCA) Regional/County Programs	Bicycle and pedestrian projects, trip reduction projects, clean air vehicles and infrastructure	Bay Area Air Quality Management District/VTA	Annually $2.4 M FY 2014-15 for Santa Clara County $2.2M FY 2015-16 for Santa Clara County $2.2 M FY 2016-17 for Santa Clara County	Funds capital implementation phase only. Projects must be shovel-ready and able to be delivered in 2 to 3 years.
For more info visit: www.vta.org/projects-and-programs/call-for-projects or www.baaqmd.gov/grant-funding/public-agencies/regional-fund				
Sustainable Transportation Planning Grant Program	Transportation planning related activities with focus on sustainability, preservation, mobility, safety, innovation, economy, health, and equity	Caltrans	Annually $8.4 M FY 2016-17, statewide $9.3 M FY 2017-18, statewide	Maximum funding request is $500,000.
For more info visit: www.dot.ca.gov/hq/tpp/grants.html				

Appendix C

Funding Program or Source	Eligible Projects	Grantor/Administrator	Timing/Cycle & Example of Available Amount	VTA Staff Notes
Vehicle Emissions Reductions Based at Schools (VERBS)	Infrastructure projects; bicycle and pedestrian facilities, bicycle storage, traffic calming measures.	Federal Highway Administration VTA is the program coordinator	Every 4 to 5 years FY 2012-13 to FY 2015-16: $5.38 M for Santa Clara County FY 2018-19 to FY 2021-22: $6.8 M for Santa Clara County	Specific to safe routes to school.
For more info visit: www.vta.org/projects-and-programs/call-for-projects				
Transportation Development Act Article 3	Construction or engineering of a bicycle or pedestrian capital project. Maintenance of a multi-purpose path that is closed to traffic. Bicycle safety education. Development of comprehensive bike/ped plans. Restriping bike lanes.	Caltrans, VTA is the program coordinators	Annual. FY 2014/15 $532,019 competitive for BEP program.	75% of TDA funds are distributed to Member Agencies by formula based on their population, with funding priorities set by Member Agencies. VTA dedicates 25% of TDA3 countywide funding to development of the countywide Bicycle Expenditure Program. An additional $150,000 annually funds pedestrian projects on the County Expressways
For more info visit: http://www.vta.org/projects-and-programs/call-for-projects				
Community Development Block Grants (CDBG)	Some public facilities improvements such as sidewalks	Department of Housing and Community Development		Not less than 70 percent of CDBG funds must be used for activities that benefit low- and moderate-income persons.
For more info visit: https://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs				

Funding Program or Source	Eligible Projects	Grantor/Administrator	Timing/Cycle & Example of Available Amount	VTA Staff Notes
Developer or Business Contribution	Multi-modal transportation projects	Member Agencies or VTA		Depending on circumstances, legal nexus requirements may limit locations of improvements; some contributions may be subject to time limits per Assembly Bill 1600.
Development Impact Fee	Multi-modal transportation projects	Member Agencies or VTA		Depending on circumstances, legal nexus requirements may limit locations of improvements; some contributions may be subject to time limits per Assembly Bill 1600.
2016 Measure B	Multi-modal transportation projects	VTA	Assumed $6.5 B revenue in 2016 dollars for the next 30 years. The bicycle and pedestrian allocation for 30 years is $250 M in 2016 dollars. Implementation of the *Pedestrian Access to Transit Plan* is eligible under 2016 Measure B.	Measure B passed in November 2016. Funding program to be developed by June 2017.
For more info visit: www.vta.org/measure-b-2016				
Local /Capital Improvement Programs (may include developer or business contribution and development impact fee)	Bicycle, pedestrian, streetscape, roadway improvements, etc.	Member Agencies	Varies based on Member Agency's available budget and local priorities	

Acknowledgments

VTA Board of Directors, 2017

Jeannie Bruins, City of Los Altos, Chairperson
Sam Liccardo, City of San Jose, Vice Chairperson
Charles "Chappie" Jones, City of San Jose
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Glenn Hendricks, City of Sunnyvale
Teresa O'Neill, City of Santa Clara
Cindy Chavez, County of Santa Clara
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Chris Lepe, TransForm
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Lupe Medrano, VTA Committee for Transportation Mobility and Accessibility
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City of Los Altos
City of Mountain View
City of San Jose
City of Sunnyvale
Santa Clara County Roads & Airports Department

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Santa Clara Valley Transportation Authority

Date: August 31, 2017
Current Meeting: September 7, 2017
Board Meeting: September 7, 2017

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Financial Officer, Raj Srinath

SUBJECT: Financing of Phase 2 SR 237 Express Lanes

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

Resolution

ACTION ITEM

RECOMMENDATION:

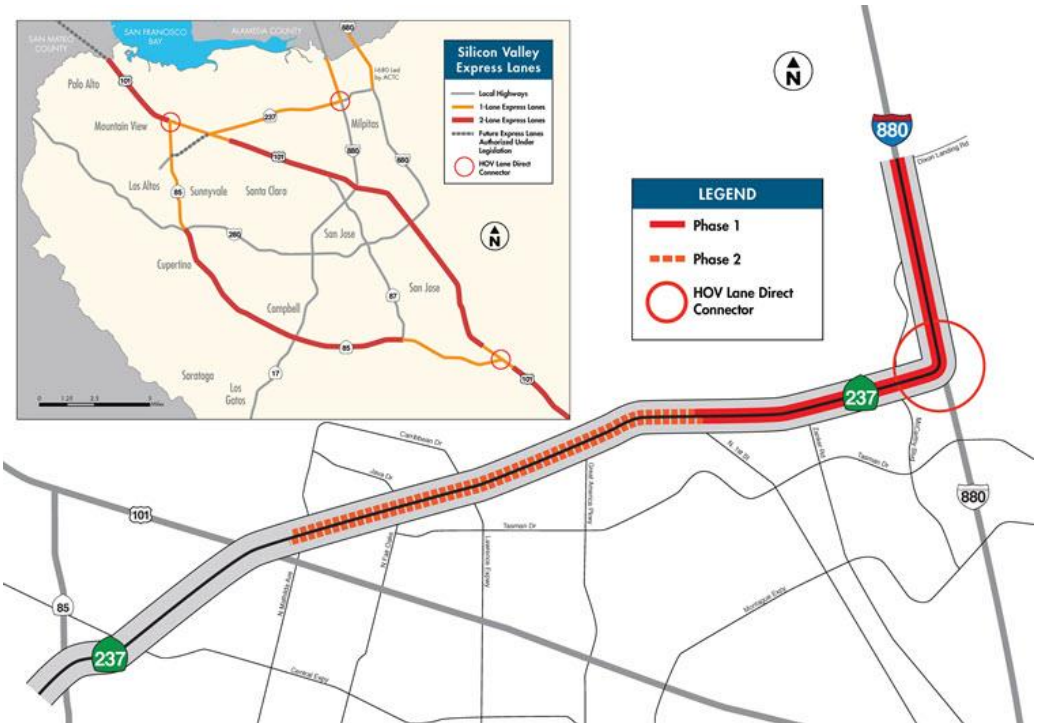
Adopt a resolution (Attachment A) that approves the Loan Agreement and related documents that are on file with the Board Secretary and authorizes entry into a loan for a not to exceed principal amount of $24,000,000, (the "Loan") from Western Alliance Business Trust, a wholly-owned affiliate of Western Alliance Bank ("Western Alliance"), to fund costs of the Silicon Valley Express Lanes Program SR 237, Phase 2 Project (the "Project").

BACKGROUND:

The proposed financing will provide the funding needed to complete the construction of Phase 2. Repayment of the Loan will be secured exclusively from a pledge of toll system revenues. As a result of the exclusive pledge of toll system revenues, repayment of this financing will not impact funding for transit operations or any other capital program.

The Phase 2 Express Lanes project will convert the remainder of the existing car pool lanes on SR 237 to express lanes operations - converting approximately four centerline lane-miles from North First Street to just short of US 101 in Sunnyvale (see map below). Delivery of the Phase 2 project will be a small yet significant step for VTA's Express Lanes Program and the Congestion Management Program.

SR 237 Express Lanes, Phases 1 & 2



In December 2008, the Santa Clara Valley Transportation Authority (VTA) Board of Directors (Board) approved the Silicon Valley Express Lanes Program (the "SVEL Program") to provide congestion relief through the implementation of a roadway pricing system that allows for the use of unused capacity in highway carpool lanes. The SVEL Program, as presently defined, consists of approximately 65 centerline miles of express lanes throughout Santa Clara County to be implemented in multiple phases. Phase 1 opened in March 2012 and converted the carpool connector ramps at the State Route 237/Interstate 880 interchange to express lanes operations, between Dixon Landing Road (on I-880) and North First Street (on SR-237).

The Phase 1 Express Lanes project had a relatively modest cost of $11.8 million and was primarily funded using Federal grants and local funds. The Phase 2 project has a higher projected cost of $33.9 million that includes a more robust communications system and video-based violation enforcement system. The Project development work for Phase 2 has been fully funded primarily from VTA local funds, federal grants and voluntary contributions from local agencies. In October 2016 the Board authorized the use of $4 million from the Vehicle Registration Fees (VRF) program to fund the Project. Additionally, $500,000 of toll revenues from Phase 1 have been budgeted in fiscal year 2018 to fund Phase 2 construction costs. The local funding commitment has reduced the loan size to an amount that can be repaid exclusively based on the pledge of toll system revenues.

DISCUSSION:

The proposed financing plan includes the $4 million of VRF funds, $500,000 from Phase 1 toll revenues, and up to $24 million from the Loan. The financing plan is designed to fully fund the remaining costs of the Phase 2 project, including providing financial capacity to fund additional

contingency costs if construction bids are higher than the engineers estimate or there are schedule delays to the opening for revenue service, or toll revenues are initially less than needed to operate the system and pay debt service. Given there are no other revenue sources to draw on beyond toll system revenue, the Project needs to include a higher than typical amount of contingency to ensure the completion of construction and to ensure sufficiency of revenue to pay debt service.

This financing has provided an opportunity for VTA to partner with a private sector commercial bank that will be investing in VTA and the Project. As a result of this investment, an important congestion management project will advance to completion. It is possible that the larger Express Lanes Program may be able to utilize this financing as a template to finance additional Express Lanes projects without impacting funding for transit operations or other capital programs.

Western Alliance was selected pursuant to a competitive process. On February 3, 2017, an RFII/RFP (request for interest and information, or proposal) was issued to 16 financial institutions by VTA's co-financial advisors, Fieldman, Rolapp & Associates and Ross Financial, soliciting financing ideas and information, as well as proposals to provide financing for the Project. On March 3rd responses were received from six investment banks, with responses covering a wide range of financing alternatives. The proposal from Stifel / Western Alliance was determined most advantageous. While Western Alliance will provide the Loan, Stifel will serve as placement agent for the Loan. A placement agent assures compliance with Federal Securities Law.

The Loan will be a tax-exempt borrowing from Western Alliance for up to $24 million that will fully amortize over 20 years and will be secured exclusively by a pledge of the operating revenues of the SR 237 Express Lanes (Phase 1 and Phase 2). To reduce interest cost, the Loan will utilize a variable rate during the initial 24 months. The monthly variable rate at the end of July would have been 3.01%. After 24 months there will be a conversion to an annual fixed interest rate of 5.15%. With Board approval, staff anticipates that Loan documentation will be executed on September 12th and that the Loan will close on September 14th.

ALTERNATIVES:

Delayed approval would possibly result in expiration of the Lender's internal approval for credit and pricing, which was obtained in July and was stated as being good for two months. Delay in approval would also delay start of the Project by an equivalent number of months.

Rejection of the Loan Agreement would result in loss of a significant cash funding source and preclude advancement of the Project until additional funding is identified. No other financing proposer provided a satisfactory solution. Each having requirements that VTA was unable or unwilling to meet, and that would have incurred significant time and expense to meet.

FISCAL IMPACT:

One-time transaction costs associated with the Loan will be approximately $500,000 and will be paid from Loan proceeds. These costs include VTA's Bond Counsel, co-Financial Advisors, Bank Counsel, Placement Agent, an origination fee for Western Alliance and other miscellaneous fees and expenses. Initially debt service will be funded from Loan proceeds

through as least October 1, 2019, and potentially later depending when Phase 2 begins revenue service and collection of toll revenue.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Administration and Finance (A&F) Committee reviewed this item on August 17, 2017, and unanimously forwarded it to the full Board.

Director Liccardo asked a number of questions regarding whether a lower cost financing alternative may be available and whether additional internal or external funding sources may be available.

Director Bruins asked whether the loan could be pre-paid early.

Director Carr expressed desire that future funding that may become available for Express Lanes, be used to construct additional project Phases and not for early repayment of the Phase 2 loan.

Prepared by: Michael J. Smith
Memo No. 6174

Attachment A

Resolution No. _____

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY AUTHORIZING THE EXECUTION AND DELIVERY OF A LOAN AGREEMENT FOR THE SILICON VALLEY EXPRESS LANES PROGRAM SR 237–PHASE 2 PROJECT FINANCING IN AN AGGREGATE PRINCIPAL AMOUNT NOT TO EXCEED $24,000,000 AND AUTHORIZING ALL ACTIONS NECESSARY OR DESIRABLE IN CONNECTION THEREWITH

WHEREAS, the Santa Clara Valley Transportation Authority (the "Authority") is a public transit district duly organized and existing under the provisions of the Santa Clara Valley Transportation Authority Act, being Part 12 of Division 10 of the Public Utilities Code of the State of California, Sections 100000 *et seq.*;

WHEREAS, the Authority is implementing the Silicon Valley Express Lanes Program to install approximately 65 centerline miles of express lanes throughout the County of Santa Clara;

WHEREAS, the Authority has implemented Phase 1 of the Silicon Valley Express Lanes Program by converting certain high occupancy vehicle lanes to express lanes in the State Route 237/Interstate 880 direct connector, between a point just south of Dixon Landing Road on Interstate 880 and North First Street on State Route 237, which opened for traffic in March 2012 ("Phase 1");

WHEREAS, the Authority intends to construct Phase 2 of the Silicon Valley Express Lanes Program, designed to convert high occupancy vehicle lanes from North First Street, four miles westward to the vicinity of Highway 101 in Sunnyvale, to express lanes (the "Project");

WHEREAS, the cost of the Project is estimated to be approximately $33,900,000, and the Authority intends to finance a portion of such cost;

WHEREAS, the Authority has determined there is a financial benefit to arrange for such financing with a single lender, and to identify such lender the Authority, through a competitive process, has selected Stifel, Nicolaus & Company, Incorporated to serve as placement agent (the "Placement Agent") pursuant to the terms of a Placement Agent Agreement (the "Placement Agent Agreement"), by and between the Authority and the Placement Agent;

WHEREAS, the Authority has concluded that the terms offered by the Placement Agent and the lender it has identified, Western Alliance Business Trust, a wholly owned affiliate of Western Alliance Bank, an Arizona corporation (the "Lender"), would be the most advantageous to the Authority, and therefore the Authority intends to enter into a loan agreement (the "Loan Agreement") with the Lender, for the purpose of making advances of funds to the Authority in an aggregate principal amount not to exceed $24,000,000 (the "Loan") to finance a portion of the cost of the Project;

WHEREAS, the Loan shall be evidenced by a Note made by the Authority in favor of the Lender, denominated in the aggregate principal amount of the Loan and in such form as specified in the Loan Agreement;

WHEREAS, the Loan will be payable from toll revenues and other amounts received in connection with the operation and tolling of the high occupancy vehicle lanes located on (i) the State Route 237/Interstate 880 direct connector, between a point just south of Dixon Land Road on Interstate 880 and North First Street on State Route 237, and (ii) following the completion of the Project, State Route 237 between North First Street to the vicinity of US Highway 101 in Sunnyvale, California;

WHEREAS, the Board of Directors of the Authority (the "Board") desires to authorize and direct the negotiation, execution and delivery of the Placement Agent Agreement and the Loan Agreement and such other agreements, instruments and documents as are necessary or desirable in connection with the Loan and to authorize and direct the consummation of the Placement Agent Agreement and the Loan Agreement; and

WHEREAS, the Authority is duly authorized and empowered, pursuant to each and every requirement of law, to authorize the Loan, to authorize the execution and delivery of the Placement Agent Agreement and the Loan Agreement and such other agreements, instruments and documents as are necessary or desirable in connection with the Loan, in the manner and upon the terms provided;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Santa Clara Valley Transportation Authority as follows:

Section 1. The proposed form of the Loan Agreement submitted to the Authority, and the terms and conditions thereof, are hereby approved. The Board Secretary is directed to file a copy of such form of the Loan Agreement with the minutes of this meeting, and the General Manager of the Authority, the Chief Financial Officer of the Authority, and each of their respective designees (each, an "Authorized Representative"), are each authorized and directed, for and in the name of and on behalf of the Authority, to execute and deliver the Loan Agreement, in substantially such form, and with such additions thereto or changes therein, as they, with the advice of Norton Rose Fulbright US LLP, as borrower's counsel ("Borrower's Counsel"), shall approve, such approval to be conclusively evidenced by the execution and delivery of the Loan Agreement. The aggregate principal amount of the Loan shall not exceed $24,000,000. The initial interest rate on the Loan shall be 70% of the LIBOR Index Rate (as defined in the Loan Agreement) plus 2.15% per annum until October 1, 2019, when the interest rate on the Loan shall convert to a fixed rate of 5.15% per annum (subject to the terms of the Loan Agreement regarding taxability of the Loan and remedies upon default). The maximum term of the Loan shall not extend beyond October 1, 2037. Each Authorized Representative is hereby authorized and directed to execute and deliver the Note, in substantially the form attached to the Loan Agreement.

Section 2. The proposed form of the Placement Agent Agreement submitted to the Authority, and the terms and conditions thereof, are hereby approved. The Board Secretary is directed to file a copy of such form of the Placement Agent Agreement with the minutes of this meeting, and any Authorized Representative, is authorized and directed, for and in the name of and on behalf of the Authority, to execute and deliver the Placement Agent Agreement, in substantially such form, and with such additions thereto or changes therein, as they, with the

advice of Borrower's Counsel, shall approve, such approval to be conclusively evidenced by the execution and delivery of the Placement Agent Agreement.

Section 3. The Board's approval on October 6, 2016 to use $4,000,000 of Vehicle Registration Fees to pay costs of the Project is hereby ratified and confirmed. The Board further authorizes the application of such funds upon closing of the Loan Agreement in an amount up to $4,000,000 to initially fund one or more reserve funds related to the Project and the Loan Agreement, and the subsequent use as needed to pay costs of the Project, to pay principal of and interest on the Loan, and to pay any other costs related to the Loan Agreement, including but not limited to costs of Borrower's Counsel, the Authority's municipal advisors and any other consultants and advisors to the Authority, and the costs associated with any related documents and agreements.

Section 4. The Board hereby ratifies and confirms the prior budgeting of $500,000 of Phase 1 monies for Fiscal Year 2018 to pay capital costs of the Project. The Board hereby determines that to the extent additional funds become available and are programmed for expenditure on the Project in any fiscal year from any source, such funds are also hereby authorized to be used to pay costs of the Project, to pay principal of and interest on the Loan, and to pay any other expenses related to the Loan Agreement and any related documents and agreements.

Section 5. Each Authorized Representative and the other officers, employees and agents of the Authority are hereby authorized and directed, jointly and severally, for and in the name of the Authority, to do any and all things and to take all actions, including execution and delivery of any and all certificates, requisitions, agreements, notices, consents, and other documents, including a fiscal agent or paying agent agreement, which they, or any of them, may deem necessary or advisable to consummate the transactions contemplated by the Placement Agent Agreement, the Loan Agreement and this Resolution, and such actions previously taken by such officers, employees and agents are hereby ratified, confirmed and approved.

Section 6. If any section, paragraph, clause or provision of this Resolution shall for any reason be held to be invalid or unenforceable, the invalidity or unenforceability of such section, paragraph, clause or provision shall not affect any of the remaining provisions of this Resolution which shall continue in full force and effect.

Section 7. This Resolution shall take effect upon its adoption.

PASSED AND ADOPTED this 7th day of September, 2017, by the following vote:

AYES:

NOES:

ABSENT:

Jeannie Bruins
Chairperson
Santa Clara Valley Transportation Authority

Attest:

By: _____
Elaine Baltao
Board Secretary
Santa Clara Valley Transportation Authority

Approved as to form:

By: _____
Robert Fabela
General Counsel
Santa Clara Valley Transportation Authority

Attachment B

Government Code Section 84308
Campaign Disclosure Prohibitions

Subject: Financing of Phase 2 of SR 237 Express Lanes

Firm	Name	Role	Location
Western Alliance Bank, Phoenix, AZ	Monika E. Suarez	Senior Vice President	Los Angeles
Stifel Nicolaus	Anna Van Degna	Director	San Francisco

BOD Item # 7.1

Financing of Phase 2 SR 237 Express Lanes

September 7, 2017

Santa Clara Valley Transportation Authority

Solutions that move you

Silicon Valley Express Lanes - Implementation Plan

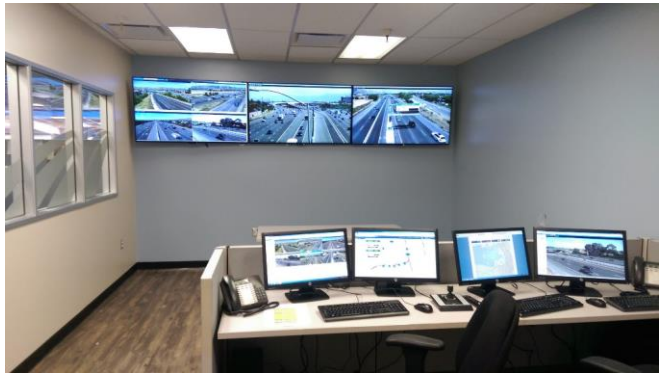


Solutions that move you

Phase 1 SR 237 Express lanes









Solutions that move you

Phase 2 (SR 237 Express Lanes)



Next Steps

- September 2017 - Enter into loan to fund construction of Phase 2 Express Lanes
- September 2017 - Issue Request for Proposal
- December 2017 - Select Civil Contractor
- January 2018 - Award construction contract
- Fall 2019 - Open to operations

Solutions that move you

Action Requested

- Authorize $24 million loan
- Exclusively repaid from toll system operation over 20 years
- No cost impact to VTA transit or capital

Solutions that move you

Santa Clara Valley Transportation Authority

Thank you

Santa Clara Valley Transportation Authority

Date: August 31, 2017
Current Meeting: September 7, 2017
Board Meeting: September 7, 2017

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director - Planning & Programming, Chris Augenstein

SUBJECT: Revisions to FY18-19 Next Network Transit Service Plan

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

ACTION ITEM

RECOMMENDATION:

Approve the original FY18-19 "Next Network" Transit Service Plan proposals for:

1. Discontinuing Route 45 due to low ridership, and
2. Operating the Rapid 500 on Santa Clara Street.

BACKGROUND:

The VTA Board, upon approval of the FY18-19 "Next Network" Transit Service Plan, directed staff to evaluate two revisions to the plan and report back to the Board:

- Adding an improved version of the existing **Route 45** to serve San Jose's East Hills, and
- Moving the **Rapid 500** from Santa Clara to San Fernando in downtown San Jose.

DISCUSSION:

ROUTE 45

This report evaluates the merits of adding an improved version of Route 45 to the FY18-19 Transit Service Plan and presents the most promising service concept for the route, should the Board of Directors choose to add it to the plan.

Route 45 currently provides service between Penitencia Creek Station and Alum Rock Transit Center, via Toyon and Alum Rock Avenues (see Attachment A-1).

- Frequency: every 60 minutes
- Span: 6:30am -- 6:30pm on weekdays; no weekend service

Route 45 has consistently low ridership and productivity, with 198 daily boardings and 15 boardings per service hour. Under the service plan's reallocation of resources from unproductive service to productive service, Route 45 was proposed for elimination.

Merits of an Improved Route 45. A large share of Route 45's ridership occurs on the segments *west* of White Road, which would retain service with other routes. However, 69 daily boardings occur *east* of White Road where there would be no alternative fixed route service. This segment's busiest stop serves the Veterans Emergency Housing Facility on Alum Rock Avenue at Kirk Avenue, with 22 boardings on a typical weekday. During the development of the service plan, staff met with the housing facility administration to discuss their mobility needs and learned that a dedicated vehicle may meet the mobility needs of their residents better than a VTA fixed route with limited service frequency, span, and days of operation. Accordingly, VTA is finalizing the paperwork to donate a vehicle to the facility so they may provide their own transportation for their residents.

Proposal. Given the vehicle donation solution for the route's largest ridership generator and the lack of sufficient ridership elsewhere along the route, there is insufficient demand to justify adding an improved Route 45 to the FY18-19 Transit Service Plan.

Route 45 Service Concept. While not justified for ridership reasons, staff have developed a service concept for an improved Route 45, should the Board elect to add it to the service plan.

Staff developed several alternative route alignments that would maintain service for most areas of Route 45 but also give the route more purpose and additional connections at light rail and Rapid stations. Most alternatives were not carried forward for consideration because they would duplicate other service or would be financially unfeasible. The most promising alternative is presented as an improved Route 45:

- Alignment: Between Berryessa BART Transit Center and Alum Rock Transit Center, via Capitol Avenue, Mabury Road, McKee Road, and Alum Rock Avenue (see Attachment A-2).
- Frequency: every 60 minutes
- Span: 6:30am -- 6:30pm on weekdays; no weekend service

The improved Route 45 option would add 3,409 additional annual service hours to the adopted FY18-19 Transit Service Plan. The annual cost for the additional service hours is estimated at approximately $400,000. If implemented, this additional cost in FY18 is anticipated to be offset by savings from phased implementation of the approved service plan. In FY19, if savings in other areas cannot be identified, staff would return to the Board with a budget augmentation request.

As with all transit services, Route 45's performance would be monitored under VTA's forthcoming Transit Performance Monitoring Program, which would establish minimum performance standards for coverage routes that Route 45 would need to meet. It may be difficult for the proposed route to meet its performance standards, given the major ridership

generator on the route will have a dedicated vehicle to meet their own transportation needs, siphoning ridership from Route 45.

RAPID 500

While the VTA Board endorsed the Rapid 500 as proposed, the Board requested staff investigate and report back on the merits of moving the Rapid 500 to San Fernando Street.

The FY18-19 transit service plan includes improvements to the San Jose Downtown Area Shuttle (DASH), converting the service to a premium Rapid 500 route (see Attachment B-1):

- Extension of the route's eastern end to Berryessa BART Transit Center
- Expansion of the route's span of service beyond what is offered today; service would operate from 4am -- 1:30am on weekdays
- Introduction of weekend service: 6am -- 1:30am on Saturday, 8am -- 1:30am on Sunday
- Modification of the route alignment to be faster and more direct: Santa Clara Street and 10th/11th Streets, with limited stops for faster service

While operating Rapid 500 on Santa Clara Street would be critical to achieve VTA's long-term goal of a consolidated east-west transit corridor for all major routes, the downtown San Jose community expressed concern about moving the route from San Fernando and San Carlos Streets to Santa Clara Street, thereby increasing walking distance for some downtown destinations. The downtown community also expressed concern about the construction-related impacts from BART Silicon Valley Phase 2 on transit services along Santa Clara Street.

Per the Board's direction, staff conducted an analysis to review the operational issues and merits of running the Rapid 500 on San Fernando instead of Santa Clara. Staff conducted a site visit and intersection survey to develop an operationally-feasible service plan for Rapid 500 on San Fernando. It would be possible to operate on San Fernando following an alignment and stopping pattern as shown in Attachment B-2.

Alignment. Only one alignment option would serve San Fernando, San Jose State University, and be operationally feasible. As shown on the map, Rapid 500 would operate in both directions on San Fernando between Autumn Street and 6th/7th Streets, on 6th/7th to Santa Clara, and then as originally proposed between Santa Clara and Berryessa BART. There is no impact to the annual service hours or costs from this alignment option.

Stops. As shown on the map, San Fernando currently has transit service, and Rapid 500 could use existing facilities. If operated via San Fernando, Rapid 500 would make the following stops from west to east (changes in bold):

- Diridon Station
- **San Fernando & Almaden Boulevard**
- **San Fernando & 1st/2nd (transit mall)**
- **San Fernando & 5th (San Jose State University)**
- **Santa Clara & 7th**
- Taylor & 10th/11th

- Berryessa BART

Analysis. Operating Rapid 500 on San Fernando would have benefits and drawbacks compared to the original proposal to operate on Santa Clara.

Benefits associated with Rapid 500 on San Fernando:

- Would directly serve San Jose State University
- Would more directly serve the core of major downtown employment, including Adobe, SJSU, and the Convention Center
- Would be closer to the areas of southern downtown

Drawbacks associated with Rapid 500 on San Fernando:

- Would eliminate the benefit of a consolidated east-west transit corridor through downtown, which would make transit easier to use for riders, as there would be a single place to go for major routes going to Diridon, BART, and other east-west destinations
- Would not conform with San Jose's *Envision 2040* General Plan, which prioritizes bicycles over transit on San Fernando as an On-Street Primary Bicycle Facility, and prioritizes transit on Santa Clara as a Grand Boulevard
- Would add 1-2 minutes to the route's end-to-end travel time
- Would eliminate a direct connection with Rapid 522 that would be possible at Santa Clara & 1st/2nd and also at Santa Clara & 5th; riders would have to walk a block or two to make a connection with Rapid 522
- Would not capitalize on VTA's significant investment in transit facilities along the Santa Clara Street corridor, such as the upgraded Rapid passenger facilities at Santa Clara & 1st/2nd and Santa Clara & 5th (City Hall)
- Would be farther from areas of northern downtown

Proposal. Given the benefits and drawbacks associated with moving the Rapid 500 to San Fernando, a Santa Clara alignment as originally proposed would offer easier-to-understand, more frequent, and better service for riders, generate higher overall ridership, and better conform to the City of San Jose's *Envision 2040* General Plan. Accordingly, the recommendation is to operate on Santa Clara as originally proposed.

ALTERNATIVES:

The Board may decide to add the improved version of Route 45 to the FY18-19 transit service plan. The addition would increase annual service hours by 3,409 at an annual cost of approximately $400,000. This additional cost in FY18 is anticipated to be offset by savings from phased implementation of the approved service plan. In FY19, if savings in other areas cannot be identified, staff would return to the Board with a budget augmentation request.

The Board may also decide to move Rapid 500 to San Fernando Street. The proposed change in alignment for Rapid 500 is service hour neutral and has no additional fiscal impact.

FISCAL IMPACT:

Reaffirming the approved FY18-19 "Next Network" Transit Service Plan as proposed would have no fiscal impact.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

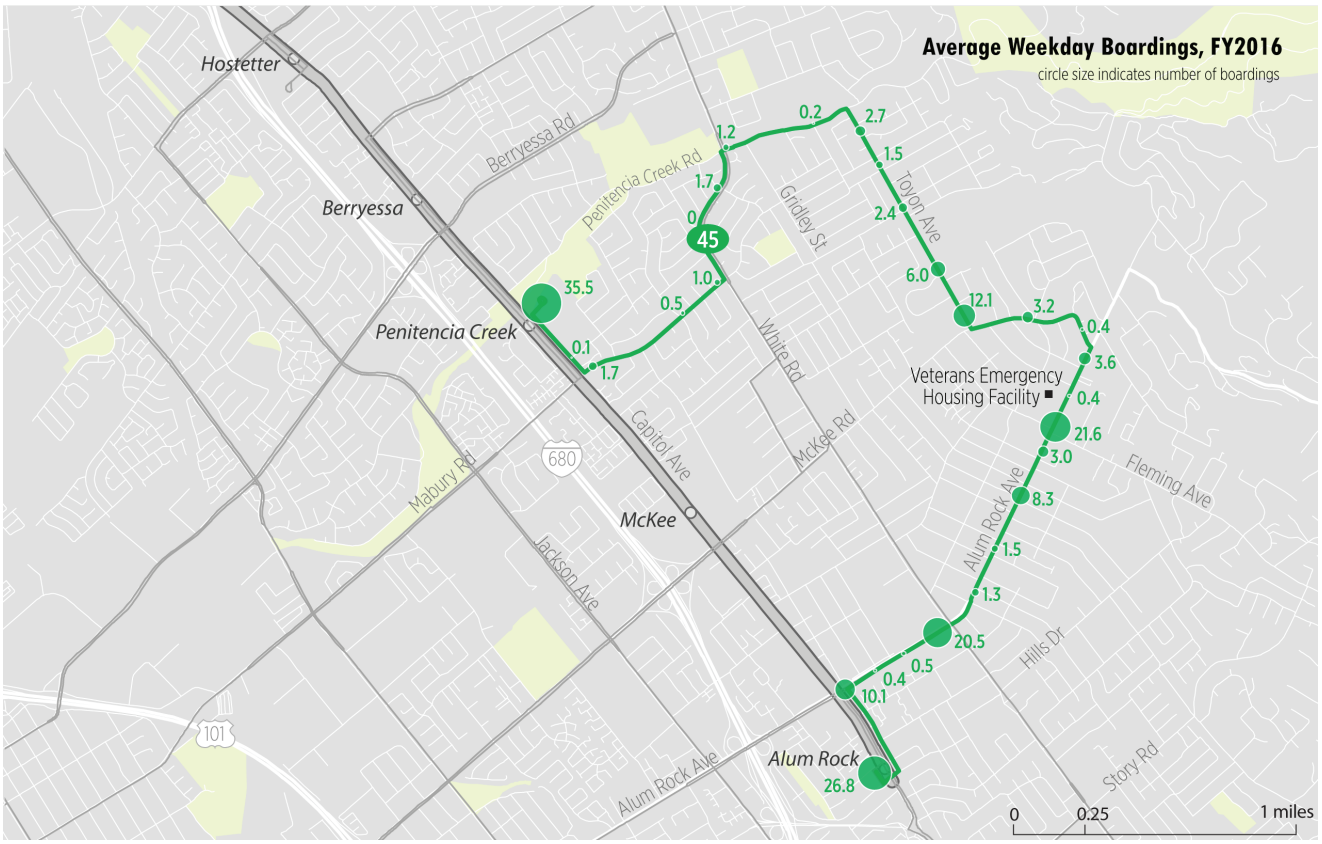
The Safety, Security, and Transit Planning & Operations Committee considered this item on August 18 and voted unanimously to recommend the Board adopt staff's recommendation, and directed staff to discuss with Supervisor Cortese's office prior to the Board meeting.

Prepared by: Jason Tyree
Memo No. 6124

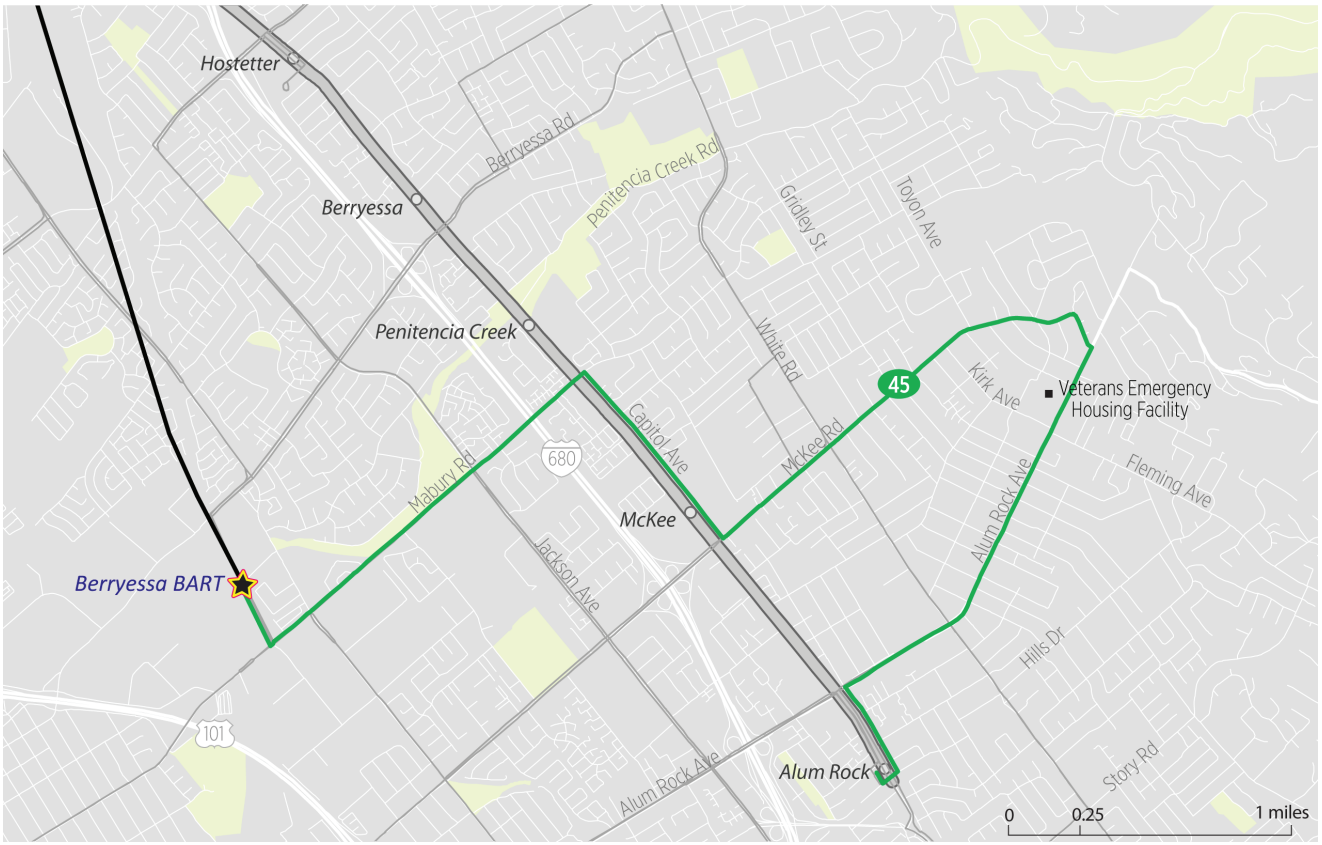
ATTACHMENTS:

- Attachment A -- Route 45 Map (PDF)
- Attachment B -- Route 500 Map (PDF)

A-1 Current Route 45 Service



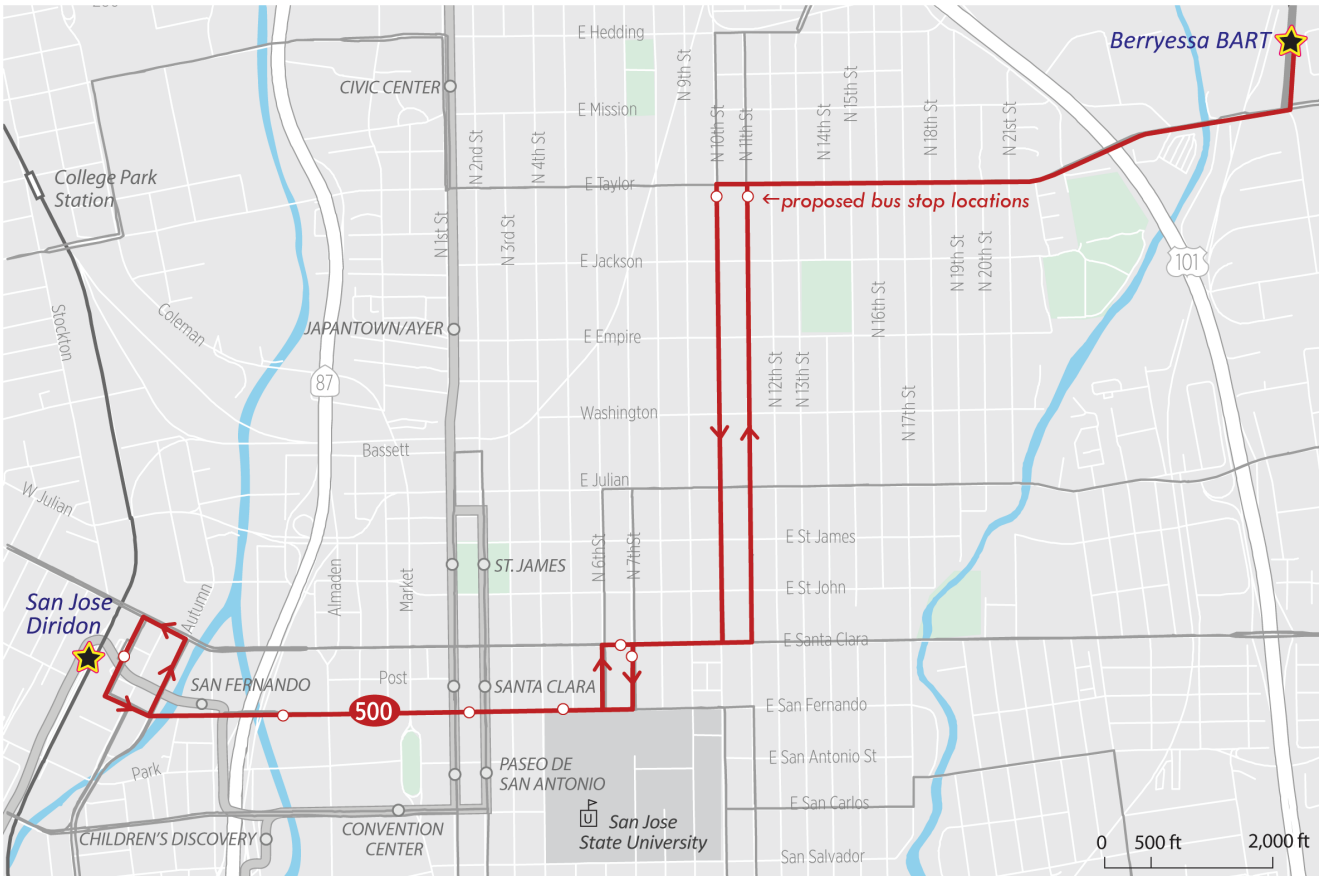
A-2 Improved Route 45 Service Concept



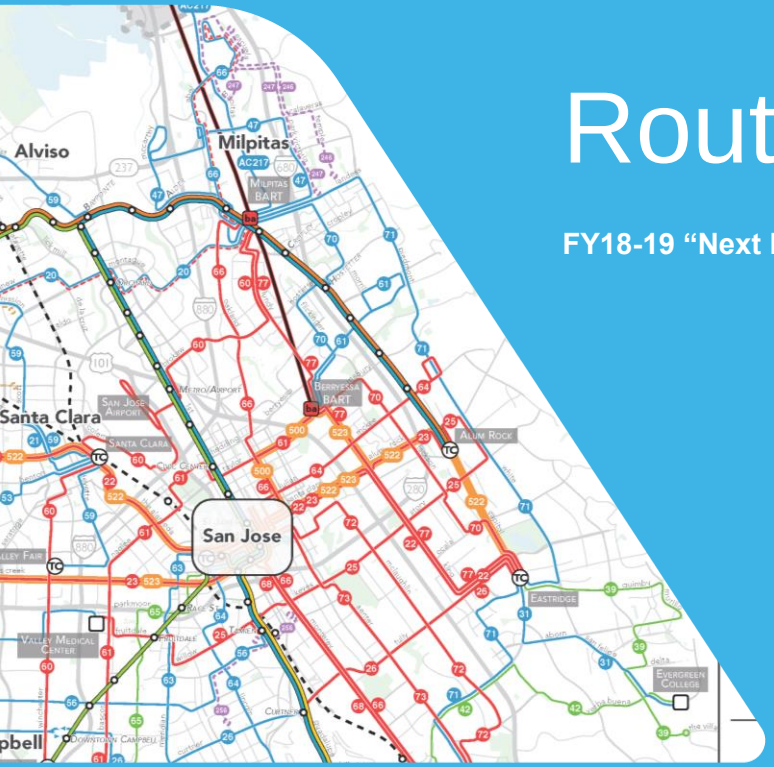
B-1 Original Proposal for Rapid 500



B-2 Alternative Routing on San Fernando



Item 7.2



Route 45 and Rapid 500

FY18-19 "Next Network" Transit Service Plan

Santa Clara Valley Transportation Authority

Solutions that move you

VTA Board of Directors
September 7, 2017

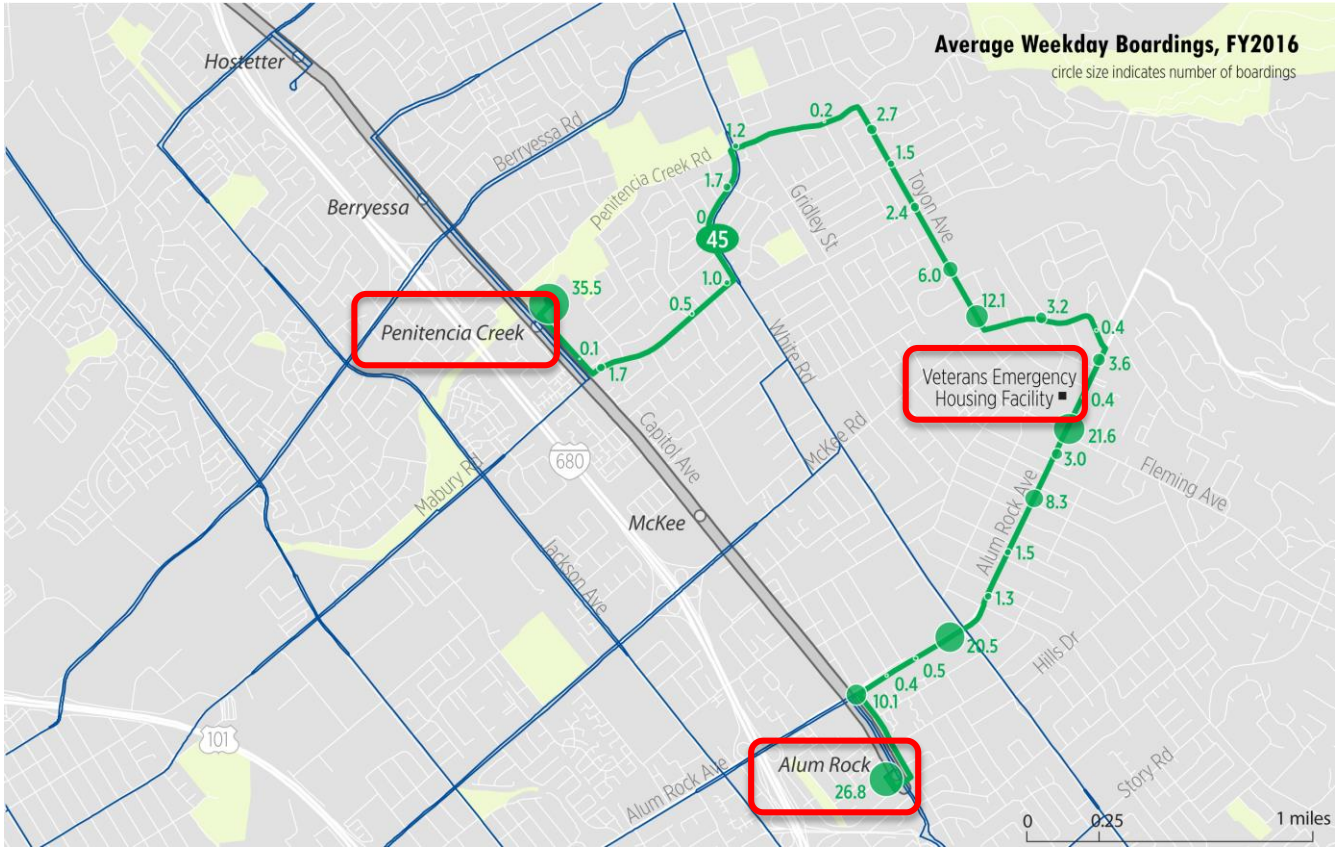
FY18-19 “Next Network” Transit Service Plan

- Two-year project to redesign VTA’s transit network
- Full implementation when BART Phase 1 opens in 2018
- Service-hours neutral (compared to prior fiscal year budget)
- **Board approved plan June 1, with requests:**
  - ❑ Evaluate keeping **Route 45**
  - ❑ Evaluate moving **Rapid 500** to San Fernando

Solutions that move you

ROUTE 45 TODAY

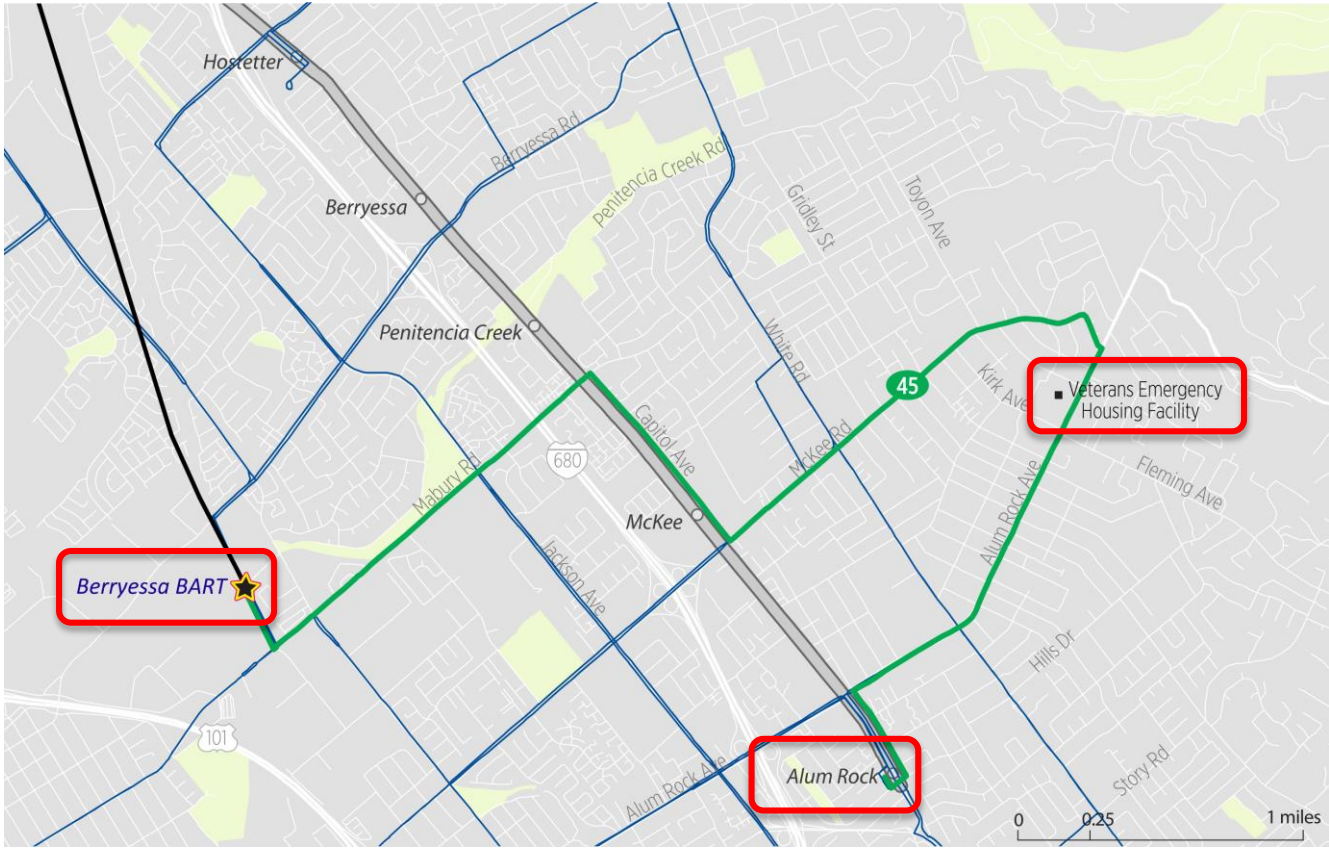
- Weekdays only
- Hourly frequency
- Daily riders:
  198
- Annual cost:
  $400,000
- Net cost per rider:
  $6.87 (after fares)
- To be discontinued due to low ridership



Solutions that move you

ROUTE 45 OPTION

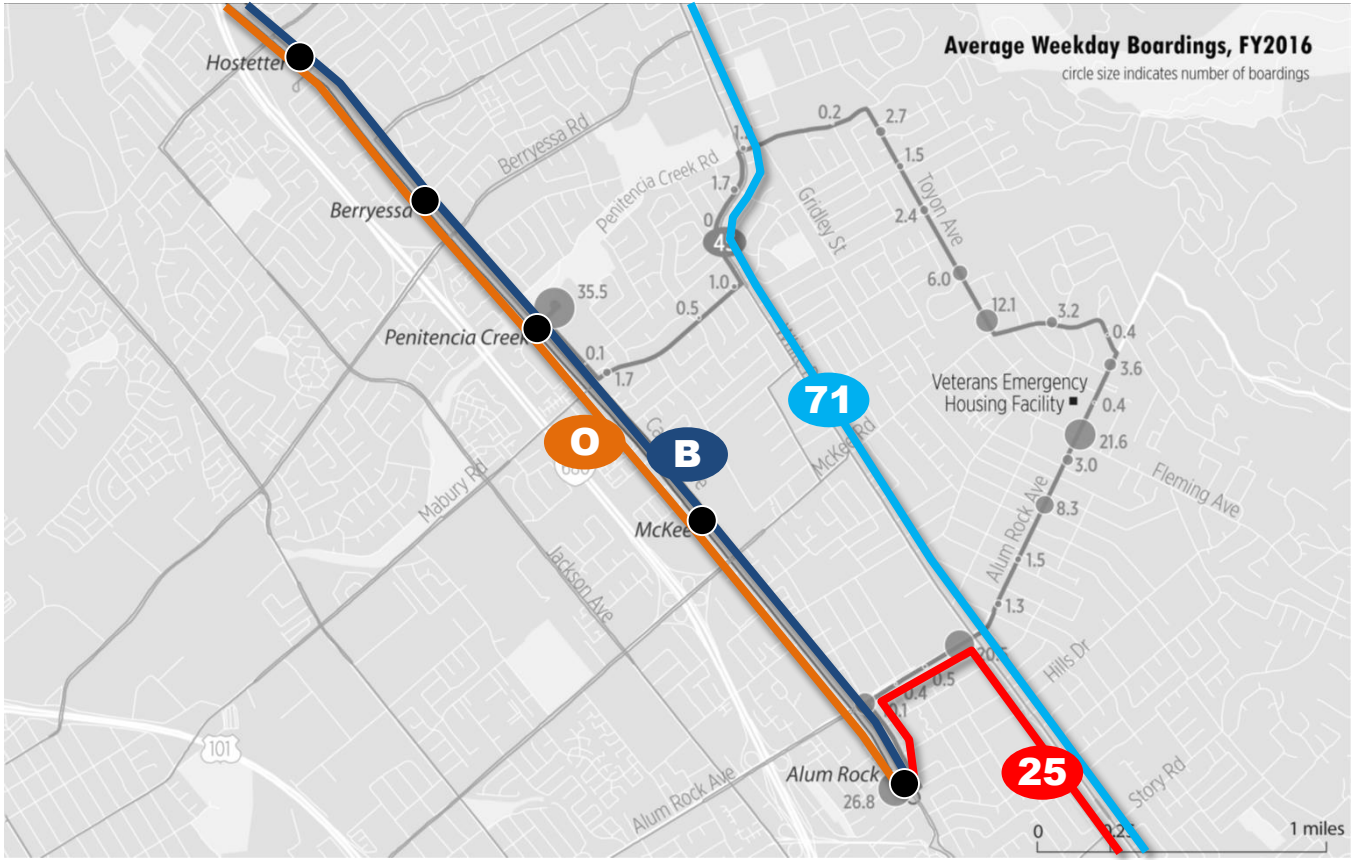
- Connect to BART via Mabury
- Weekdays only
- Hourly frequency
- Annual cost: **$400,000**



Solutions that move you

APPROVED SERVICE IN THE AREA

- **Local 71**
  every 30 min daily
- **Frequent 25**
  every 15+ min daily
- **Blue Line**
  every 15 min daily
- **Orange Line**
  every 15 min weekdays



Solutions that move you

Staff Analysis

Option to add new Route 45 to plan:

\+ Rerouting to Berryessa BART would improve route design

– Veteran Facility's needs better met with donated vehicle

– Other routes will provide better service for areas with most riders

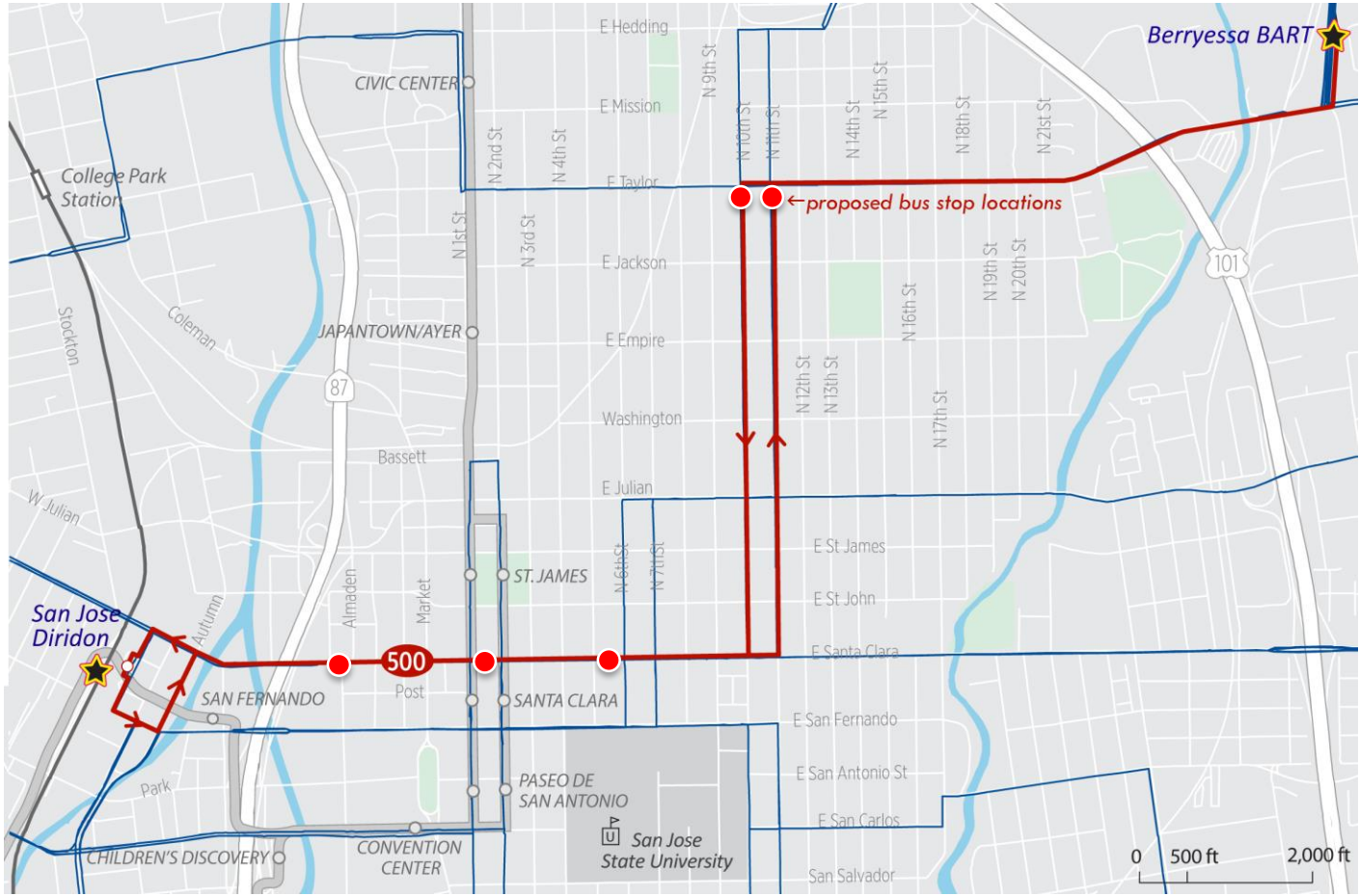
– Productivity of new Route 45 likely still very low

► **Staff does not recommend adding new Route 45 to plan**

Solutions that move you

RAPID 500
SANTA CLARA

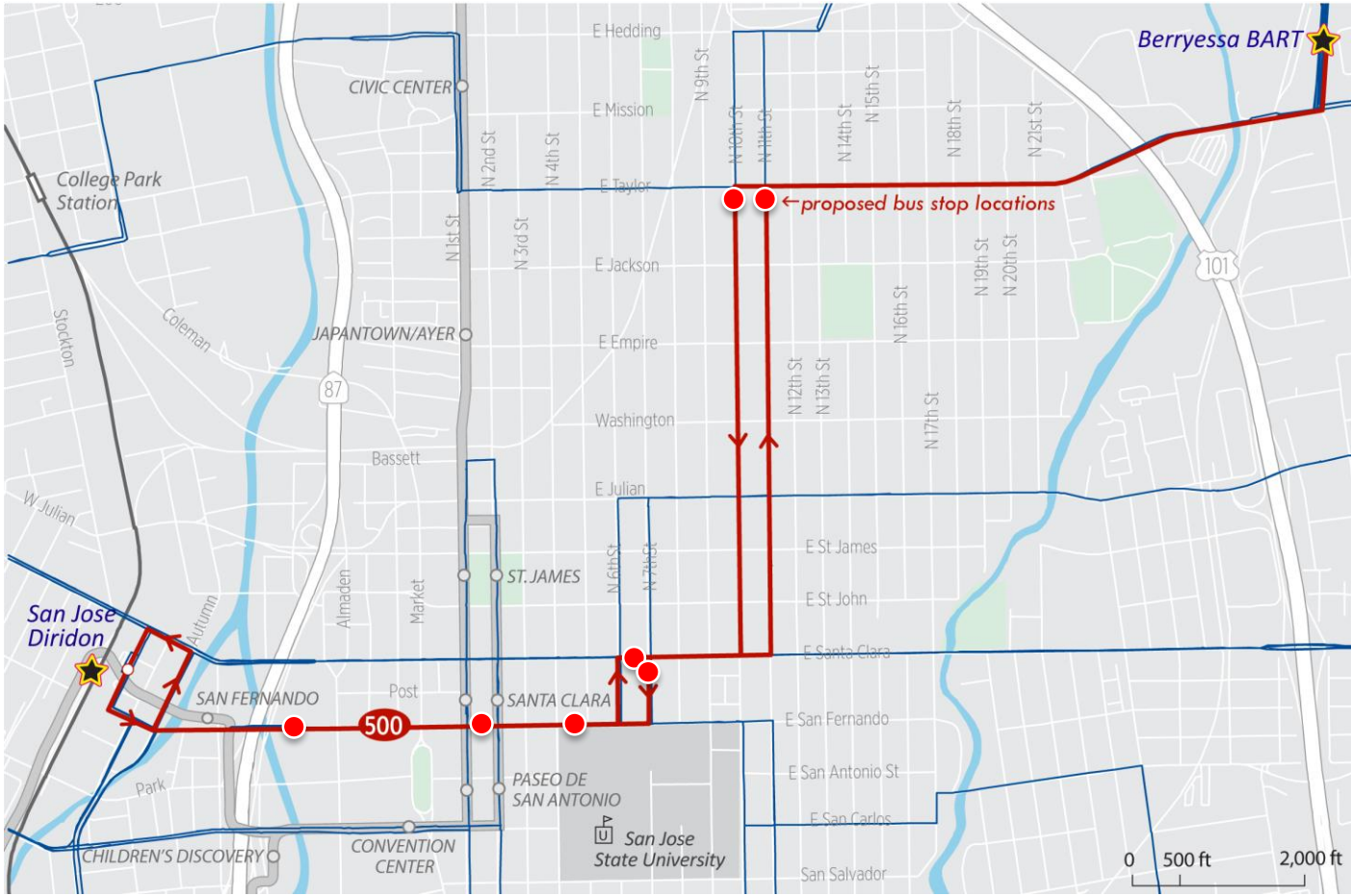
- Primary link BART-downtown
- Daily
- Every 5-15 min
- Fast and direct
- Utilize transit investments on Santa Clara St



Solutions that move you

RAPID 500
SAN FERNANDO

- Service level unchanged
- Stops move to San Fernando



Solutions that move you

Staff Analysis

Moving Rapid 500 to San Fernando would…

\+ More directly serve core downtown employment and SJSU

\+ Be closer to southern downtown areas

– Eliminate single east-west transit corridor on Santa Clara

– Run contrary to San Jose's *Envision 2040* General Plan

– Add 1-2 minutes travel time

– Eliminate direct connections with Rapid 522

– Not utilize investments in transit infrastructure on Santa Clara Street

– Be farther from northern downtown areas

► **Staff recommends keeping Rapid 500 on Santa Clara**

Solutions that move you

Santa Clara Valley Transportation Authority

Date: September 1, 2017
Current Meeting: September 7, 2017
Board Meeting: September 7, 2017

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Board Secretary, Elaine Baltao

SUBJECT: Appointment to the 2016 Measure B Citizens' Oversight Committee

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

ACTION ITEM

RECOMMENDATION:

Approve appointments to the 2016 Measure B Citizens' Oversight Committee. This action is contingent upon the recommendation of the Governance & Audit Committee.

BACKGROUND:

On November 8, 2016 Santa Clara County voters approved Measure B that enacted a thirty year half-cent sales tax for transit and transportation improvements. The 2016 Measure B ("Measure B") ballot specified that "an independent citizens' oversight committee shall be appointed to ensure that the funds are being expended consistent with the approved Program." The ballot also listed the specific duties and responsibilities of the citizens' oversight committee.

At its June 1, 2017 meeting, the Board amended the VTA Administrative Code to establish the 2016 Measure B Citizens' Oversight Committee ("2016 MBCOC") and approved the bylaws for that committee. The bylaws incorporated the membership criteria previously established by the Board to assist the Committee in its responsibility of evaluating 2016 Measure B revenues and project expenditures to determine compliance with the commitments made to voters in the ballot.

The key membership provisions specified in the bylaws are:

(A) Eight (8) voting positions from defined areas of expertise and with required experience:

1. A retired federal or state judge or administrative law judge or an individual with experience as a mediator or arbitrator.
2. A professional from the field of municipal/public finance with a minimum of four years relevant experience.
3. A professional with a minimum of four years of experience in management and administration of financial policies, performance measurement and reviews.
4. A professional with demonstrated experience of four years or more in the management of large scale construction projects.
5. A regional community organization representative with at least one year of decision making experience.
6. A regional business organization representative with at least one year of decision making experience.
7. A professional with four years of experience in organized labor.
8. A professional with a minimum of four years of experience in educational administration at the high school or college level

(B) Members must be registered voters of Santa Clara County

(C) Members cannot hold elected or appointed office or be VTA or Member Agency staff.

(D) Term is four (4) years, and members are limited to two (2) consecutive terms. Half the initial terms will be for two (2) years to establish a staggered appointment cycle.

The 2016 MBCOC bylaws specify that a subcommittee of Board members appointed by the Board Chairperson is responsible for evaluating all applications to determine which applicants possess the required qualifications. After determining all eligible candidate, the subcommittee then recommends to the Governance & Audit Committee its top candidate for each of the eight membership positions. It is then the responsibility of the Governance & Audit Committee to the recommended a candidate for each position for Board approval.

At the May 2017 Board meeting, Chairperson Jeannie Bruins announced that she had appointed Board members Larry Carr and Cindy Chavez, Board Vice Chairperson Sam Liccardo, and herself to the Evaluation Subcommittee.

DISCUSSION:

The Evaluation Subcommittee reviewed and evaluated the 46 application received to serve on the 2016 MBCOC. No applications had been received for the Retired Federal/State/ Administrative Law Judge or Mediator/Arbitrator position by then. The Subcommittee determined which candidates possessed the required expertise and experience necessary to be eligible for appointment to the committee. It then ranked the qualified candidates in each category to determine the candidate for each position to be recommended to the Governance & Audit Committee.

The candidates recommended by the Evaluation Subcommittee are:

1. Retired federal/state/administrative law judge or mediator/arbitrator

   [No applications received when subcommittee evaluated applications]

2. Municipal/Public Finance Professional

   Rose Herrera

   Rose Herrera has an extensive career in municipal/public finance. She served eight years on the San José City Council representing Council District 8 (Evergreen), including two years as vice mayor. She also served eight years on the VTA Board of Directors and its various committees, including the then Downtown/East Valley Policy Advisory Board and Ad Hoc Financial Recovery Committees. She is a past board member of the Housing and Community Development Advisory Committee and the Santa Clara Valley Habitat Agency. Furthermore, she served on and chaired the League of California Cities Statewide Transportation, Communication, and Public Works Committee.

   Civic and community service includes with the County Human Relations Commission, organizing community task forces as part of the Si Se Puede Project, and founding *Involved Evergreen*, a grass-roots organization formed to bring the Evergreen community together and share a sense of community. She has served on the Delinquency Prevention Commission, the California Association of Human Rights Organizations, and the Symphony San Jose Board of Directors. She founded the Norwood Creek Elementary School PTA and is a founding member of the Bay Area Military Women's Collaborative.

   Ms. Herrera founded Cinnamon Software, a software manufacturing company, and served as its CEO for the 10 years prior to her election to the city council. Prior to that, she held positions in worldwide software sales and provided consulting services for other high-tech companies, including tech start-ups. In addition, she served in the United States Air Force where she was in the Security and Intelligence Service.

   Ms. Herrera is a native of San José and a long-time resident of Santa Clara County, having lived there for over 30 years. She earned both her Bachelors and Masters Degrees from Santa Clara University.

3. Professional in management and administration of financial policies, performance measurement and reviews

   Christine Pfendt

   Ms. Pfendt has an extensive career dealing with management and administration of financial policies, performance measurement and reviews.

   She currently is a management consultant for Stanford University where she handles high-profile technology, financial, and process improvement projects to resolve business challenges. Prior to that, she worked at Citigate Cunningham, a public relations firms located in Silicon Valley that specializes in Fortune 500 firms, primarily high-tech, where she held increasingly-responsible positions that included Controller, Chief Financial

Officer, Vice President, and, finally, Chief Executive Officer. She also worked at Ziff Davis Events in various positions, the last being Assistant Worldwide Corporate Controller. In addition, she has worked as an Associate at Deloitte & Touche LLP and as the Accounting Manager for the Stanford Alumni Association.

Civic and community service includes as a director on the YMCA of Silicon Valley Board of Directors, where she serves on multiple committees. She also volunteers her time as a student advisor at Stanford, and serves as a Community Services Commissioner for the Town of Los Gatos. She has also served as a volunteer at a large number of Olympic Games, including the most recent ones in Rio de Janeiro, Brazil.

Ms. Pfendt, a Santa Clara resident, earned her Bachelor's Degree from California Polytechnic State University, San Luis Obispo.

4. Large Scale Construction Project Manager

Ed Tewes

Mr. Tewes, had an extensive career in public service that spanned over 45 years. He served as city manager for the cities of Morgan Hill (13 years), Modesto, and Clovis and as interim city manager for the cities of Gilroy and Guadalupe. He served as assistant city manager for Long Beach and also held various positions at the City of Pasadena. He has served as an adjunct faculty as Gavilan College. He currently is retired and consults part-time for CPS HR Consulting.

His community involvement and charitable service is also extensive. Select examples include as a life member, board member and past board president of the International City/County Management Association (ICMA), a member of the Joint Task Force on State Government Reform, the Santa Clara County City and County Managers Association, and the American Society for Public Administration. He was also a member and past president of the California Redevelopment Association board of directors and a board member of the Fresno Economic Development Corporation, Public Policy Center for California State University Stanislaus, United Way of Stanislaus County, Workforce Investment Board of Stanislaus County, and Leadership Morgan Hill. Volunteer activities include as a band booster of Sobrato and Live Oak High Schools and Britton Middle School, the *Taste of Morgan* Hill street festival, and Morgan Hill Earth Day and Community Clean Up.

Mr. Tewes, a Morgan Hill resident, earned his undergraduate degree in political science from Claremont Men's College and his Master's Degree in Public Administration from the University of Southern California.

5. Regional Community Organization Representative

Bonnie Packer

Ms. Packer has very extensive civic experience including on numerous City of Palo Alto committees such as the Comprehensive Plan Citizens Advisory Committee, Planning and Transportation Committee, and the Comprehensive Plan Housing Elements Update.

Her vast service with community and charitable organizations in Palo Alto includes over two decades with the League of Women Voters, including on its board and multiple terms as board president. She has been a member and board chairperson of the Palo Alto Family YMCA and a board member of Palo Alto Housing. She has served on the board of several Palo Alto-area community non-profits, including the Women's Club, the Kiwanis Club, the Palo Alto Art Center, Palo Alto Community Child Care, Chamber of Commerce, Palo Altans for Government Effectiveness, and the Palo Alto Council of PTAs. In addition, she founded the Palo Verde Neighborhood Association.

Ms. Packer, who is retired and resides in Palo Alto, was a Senior Attorney at Pacific Bell. She earned her law degree from Santa Clara University and her undergraduate from Columbia University. Prior to earning her law degree, she worked as a book production editor and copy editor, as well as a teacher for the Peace Corps in Turkey.

6. Regional Business Organization Representative

Christopher O'Connor

Mr. O'Connor is Senior Director for Transportation Policy for the Silicon Valley Leadership Group (SVLG). In this capacity he works with both public and private stakeholders throughout the region to shape decision-making related to transportation infrastructure, housing development and related funding initiatives. Has was a key member of the SVLG's leadership effort on 2016 Measure B. Mr. O'Connor has extensive experience in community relations, intergovernmental affairs and public policy, including serving as a senior consultant for the U.S. State Department and on the staff of a California congressman.

Mr. O'Connor, who lives in San José, is a native Northern Californian. He earned a Bachelors and Master's degree in Government from CSU Sacramento

7. Organized Labor Representative

Edward Von Runnen

Mr. Von Runnen, who is now retired, worked for VTA for over 36 years, holding four different positions during his career: Bus Operator, Light Rail Operator, Transit Radio Dispatcher, and Transit Bus Dispatcher. During 15 of those years, he served as an ATU Local 265 labor representative, first as a shop steward and later as an executive board member.

8. Educational Administration Professional

Jaye Bailey

Jaye Bailey has extensive educational administrative experience. She currently is the Vice President for Organizational Development/Chief of Staff at San José State University (SJSU) where she is a member of the SJSU president's cabinet and serves as principal advisor. Prior to that, she served in the same capacity at Southern Connecticut State University (SCSU). While at SCJU, she held the positions of (1) Associate Vice President for Human Resources and (2) Chief Labor Relations and Employment Officer. Before joining SCSU, she served as both General Counsel and Assistant General Counsel at the Connecticut State Board of Labor Relations. Other professional experience includes as a professional arbitrator/mediator and working as a field attorney for the National Labor Relations Board.

Her civic and professional service includes serving on the boards of several organizations, including: Connecticut ACE Women's Network; Connecticut Labor and Employment Women; Labor and Employment Relations Association, where she also served as vice president; Association of Labor Relations Agencies, where she also served as president and vice president; New England Consortium of State Labor Relations Agencies, where she also served as executive director; and the Connecticut Bar Association, where she was a member and served as chair of its Labor and Employment Law section.

Ms. Bailey, a San José resident, earned her law degree from the University of Connecticut and her Bachelor's degree from the University of Rhode Island.

It is the Governance & Audit Committee's responsibility to recommend a candidate for each 2016 MBCOC position to the Board for approval. This committee will consider these appointments at its September 7, 2017 meeting, and its recommendation on individuals to be appointed will be verbally reported at the Board meeting later that same day.

Future applications for the Retired Federal/State/Administrative Law Judge or Mediator/ Arbitrator position will be processed and evaluated by the Evaluation Subcommittee per the established appointment process. The Evaluation Subcommittee's recommended candidate will then be submitted for Governance & Audit Committee recommendation and Board approval.

ALTERNATIVES:

As defined in 2016 Measure B Citizens' Oversight bylaws, it is the responsibility of the Governance & Audit Committee to recommend finalist candidates to the Board. Therefore, the Committee can recommend any of the candidates determined by the Subcommittee to possess the required qualifications and thus eligible for appointment.

FISCAL IMPACT:

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

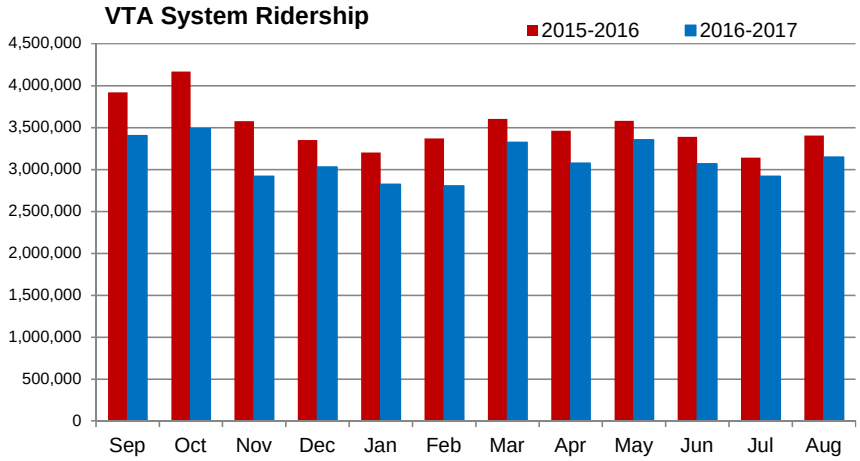
STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

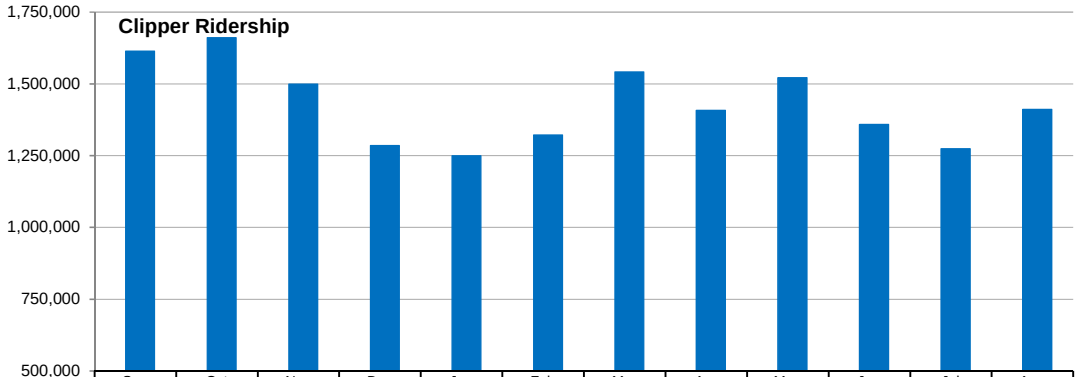
The Governance & Audit Committee will consider this item at its September 7, 2017 meeting. It is anticipated that the Committee will forward a recommendation for Board consideration at the Board meeting later that same day.

Prepared by: Stephen Flynn, Advisory Committee Coordinator
Memo No. 6215

Valley Transportation Authority
PRELIMINARY Ridership - Aug 2017

		Monthly				Year-to-Date (calendar)				Prior month	
Ridership		Aug 2017	August-2016	Difference	Percent Change	Current (Jan' 17-Aug' 17)	Prior (Jan' 16-Aug' 16)	Difference	Percent Change	Jul-2017	Percent Change
	Bus	2,405,690	2,542,916	-137,226	-5.4%	18,733,083	20,371,722	-1,638,639	-8.0%	2,196,628	9.5%
	Light Rail	742,127	860,085	-117,958	-13.7%	5,781,789	6,768,306	-986,517	-14.6%	723,744	2.5%
	System	3,147,817	3,403,001	-255,184	-7.5%	24,514,872	27,140,028	-2,625,156	-9.7%	2,920,372	7.8%





	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
Penetration Rate	47.4%	47.6%	51.3%	42.4%	44.2%	47.1%	46.4%	45.8%	45.3%	44.3%	43.6%	44.8%
Clipper Ridership	1,613,466	1,660,153	1,499,103	1,284,261	1,249,256	1,321,025	1,541,182	1,407,400	1,520,844	1,358,354	1,274,078	1,410,185

		Monthly				Year-to-Date (calendar)				
		Aug 2017	Aug-2016	Difference	Percent Change	Current (Jan' 17-Aug' 17)	Prior (Jan' 16-Aug' 16)	Difference	Percent Change	2017 Goal
Key Performance Indicators	*% of Scheduled Service Operated*									
	Bus	99.70%	99.64%	0.06%	0.1%	98.32%	99.68%	-1.36%	-1.4%	>= 99.50%
	Light Rail	99.96%	99.95%	0.01%	0.0%	99.96%	99.96%	0.00%	0.0%	>= 99.90%
	Service Recovery									
	Bus	59 mins	63 mins	-4 mins	-6.3%	53 mins	56 mins	-3 mins	-5.4%	<= 50 mins
	Light Rail	13 mins	30 mins	-17 mins	-56.7%	20 mins	21 mins	-1 mins	-4.8%	<= 29 mins
	Miles Between Mechanical Failure									
	Bus	12,805	10,858	1,947	17.9%	11,151	10,820	331	3.1%	>= 8,000
	Light Rail	27,217	23,277	3,940	16.9%	30,126	20,105	10,021	49.8%	>= 25,000
	Chargeable Accidents per 100k miles									
	Bus	0.79	1.28	-0.50	-38.7%	0.82	0.78	0.04	5.1%	<= 1.00
	Light Rail	0.52	0.22	0.30	134.8%	0.08	0.15	-0.07	-46.7%	<= 0.05
	On-time performance									
	Bus	87.75%	85.18%	2.57%	3.0%	86.37%	86.56%	-0.19%	-0.2%	>= 92.5%
	Light Rail	85.04%	74.71%	10.33%	13.8%	83.07%	76.86%	6.21%	8.1%	>= 95.0%
	Absenteeism									
	Transportation	10.2%	7.0%	3.2%	45.7%	7.6%	7.2%	0.4%	5.6%	<= 10.0%
	Maintenance	5.8%	4.5%	1.3%	28.9%	5.9%	5.9%	0.0%	0.0%	<= 8.0%

GOVERNMENT AFFAIRS REPORT

September 7, 2017

FEDERAL

FY 2018 Transportation Appropriations: Congress reconvened on September 5, following the August recess and returned to Washington to face a dizzying range of major issues, from raising the debt ceiling and aid for areas impacted by Hurricane Harvey, to finding a legislative resolution to the Deferred Action for Childhood Arrivals program. Legislators have little time to take action on all 12 appropriations bills for FY 2018 before the end of the fiscal year on September 30. The House could take up the FY 2018 Transportation, Housing and Urban Development and Related Agencies Appropriations Act and seven other appropriations bills this week, having previously passed H.R. 3219, the "Make America Secure Appropriations Act, 2018," encompassing Defense, Energy and Water, Legislative Branch and Military Construction and Veterans Affairs funding on July 27. The Senate continues to work through the committee markup process, but with only four weeks left before FY 2018 begins, there is little chance the Senate will be able to pass its bills and negotiate a final agreement with the House before October 1. Therefore, Congress may elect to pass a short-term Continuing Resolution to keep the government running at current year funding levels through December 2017. This will avoid a government shutdown and allow more time to come to agreement on the path forward.

For surface transportation programs that fall under the Highway Trust Fund, both the House and Senate FY 2018 transportation appropriations bills reflect the amounts authorized in the Fixing America's Surface Transportation (FAST) Act. In each case, the number is higher than the appropriation for FY 2017. The key Highway Trust Fund programs for VTA are as follows:

- Surface Transportation Block Grant Program (STBGP) = $11.67 billion.
- Congestion Mitigation & Air Quality Improvement Program (CMAQ) = $2.41 billion.
- Section 5307 Transit Urbanized Area (UZA) Formula Program = $4.73 billion.
- Section 5337 Transit State of Good Repair Formula Program = $2.59 billion.
- Section 5339 Bus/Bus Facilities Formula Program = $445.5 million.

For the Capital Investment Grant Program, a General Fund program that consists of New Starts, Core Capacity and Small Starts projects, the House FY 2018 transportation appropriations bill provides $1.75 billion. This appropriation essentially splits the difference between President Donald Trump's budget request of $1.232 billion and the FAST Act authorized spending level of $2.3 billion. It is enough to fully fund all New Starts projects with existing Full Funding Grant Agreements (FFGAs), including $97.4 million for Phase 1 of VTA's BART Silicon Valley Extension Project, the last installment of federal funding for this project. However, there is no money for any new FFGAs for New Starts projects.

In the case of Core Capacity projects, the House legislation fully funds a project in Chicago with an existing FFGA, but provides only $45.7 million for Caltrain Electrification, which is $54.3 million less than the $100 million reflected in its FFGA. Currently, the Chicago project and

Caltrain Electrification are the only two Core Capacity projects with FFGAs. The House bill also includes $400 million for the so-called Gateway Project, which consists of building a rail tunnel under the Hudson River to connect New Jersey and New York City. This Core Capacity project does not have an FFGA, but it is a high priority for House Appropriations Committee Chairman Rodney Frelinghuysen (R-NJ).

By comparison, the Senate FY 2018 transportation appropriations bill includes $2.13 billion for the Capital Investment Grant Program, which is more than the House number, but less than the FAST Act authorized amount. The Senate version not only fully funds all existing New Starts FFGAs, including BART Phase 1, but it also provides $454 million to accommodate four New Starts projects that are expected to execute FFGAs in FY 2018. Similarly, the Senate bill not only fully funds the two Core Capacity projects with existing FFGAs, including $100 million for Caltrain Electrification, but it also sets aside $318.3 million to provide the capacity for the Federal Transit Administration (FTA) to execute new Core Capacity FFGAs in the upcoming fiscal year.

Below is a matrix that summarizes how the House and Senate bills handle the Capital Investment Grant Program:

	House	Senate
Total	1.75 billion	$2.13 billion
Existing New Starts FFGAs	$1.01 billion	$1.01 billion
BART Phase 1	$97.4 million	$97.4 million
FY 2018 New Starts FFGAs	$0	$454 million
Existing Core Capacity FFGAs	$145.71 million	$200 million
Caltrain Electrification	$45.7 million	$100 million
FY 2018 Core Capacity FFGAs	$0	$145.7 million
Gateway Project	$400 million	$0
Small Starts	$185 million	$318.3 million

Finally, the House bill contains statutory language that would compel the U.S. Department of Transportation to continue to advance projects through the Capital Investment Grant Program process and to sign new FFGAs for those project that successfully meet all of the program's requirements under current federal law. In addition, the House Appropriations Committee report accompanying the bill includes definitive statements that clearly articulates the intent of this statutory language. While there is no comparable statutory language in the Senate measure, the accompanying Senate Appropriations Committee report directs the administration to continue to implement the Capital Investment Grant Program in accordance with existing federal law.

STATE

Cap-and-Trade: The California Legislature reconvened on August 21, following the summer recess, and began deliberations on a cap-and-trade expenditure plan. Before adjourning at the end of July, the Legislature passed two bills and a constitutional amendment that were packaged together to gain support to extend the authority of the California Air Resources Board (CARB) to implement the "cap-and-trade" system through December 31, 2030. AB 398 (E. Garcia), extends this authorization from the current expiration of December 31, 2020, to December 31,

2030. AB 398 was approved by both the Assembly and Senate with a two-thirds majority, which ensures the constitutionality of cap-and-trade and insulates it from potential legal challenges. The companion bill, AB 617 (C. Garcia), gained the support for the cap-and-trade extension from moderate Democrats that had argued their communities are disproportionately harmed by poor air quality, and wanted direct emissions reductions of both greenhouse gases coupled with other air pollutants at the source. AB 617 establishes a number of strategies, including monitoring requirements and increased criminal fines and civil penalties, to achieve additional reductions in criteria pollutants and toxic air contaminants in communities identified as having a high risk of exposure. Finally, ACA 1 (Mayes) will appear on the June 2018 primary election ballot. Designed to attract support from Republican lawmakers, this constitutional amendment, if approved by the voters, would require the first appropriation of cap-and-trade auction proceeds after January 1, 2024, to be subject to a two-thirds vote of the Legislature.

AB 398 leaves in place the investment framework in existing law that is used to distribute revenues generated from the purchase of emissions allowances by regulated entities at CARB's quarterly auctions. Under this framework, which was established in 2014 through the enactment of SB 862, 60 percent of all cap-and-trade money deposited into the Greenhouse Gas Reduction Fund is continuously appropriated, requiring no action on the part of the Legislature. The programs that receive continuous appropriations are as follows:

- 5 percent to the Low Carbon Transit Operations Program.
- 10 percent to the Transit & Intercity Rail Capital Program.
- 20 percent to the Affordable Housing & Sustainable Communities Program.
- 25 percent to high-speed rail.

The remaining 40 percent is "uncommitted" and subject to annual appropriations by the Legislature. Upon returning from the August recess, the relevant Assembly and Senate budget subcommittees began deliberations on the cap-and-trade expenditure plan. A proposal to double the percentage of funding continuously appropriated to the Transit & Intercity Rail Capital and Low Carbon Transit Operations Programs, to 20 percent and 10 percent, respectively, is opposed by lawmakers who disapprove of additional continuous appropriations for transportation.

On August 31, Governor Brown proposed a $1.5 billion expenditure plan for the current fiscal year, including:

- $350 million to implement AB 617 programs that measure and reduce air pollution from mobile and stationary sources at the neighborhood level in the communities most impacted by air pollutants
- $607.5 million for Low Carbon Transportation programs, including $140 million for a clean vehicle rebate project
- $170 million for sustainable agriculture programs
- $305 million for sustainable forests programs
- $40 million for recycling infrastructure projects
- $5 million for programs addressing black carbon woodsmoke
- $20 million for low income weatherization programs
- $2.5 million to fund energy research programs and the University of California

Regional Measure 3: On September 1, SB 595 (Beall) passed out of the Assembly Appropriations Committee and was sent to the Assembly floor. SB 595 provides the Metropolitan Transportation Commission (MTC), acting as the Bay Area Toll Authority (BATA), with the statutory authority to pursue an increase in the base toll rate in an amount not to exceed $3 for vehicles crossing the seven state-owned toll bridges in the region in order to fund projects and programs that are determined to reduce congestion or make travel improvements in the toll bridge corridors. The bill allows MTC to phase in the toll increase, referred to as "Regional Measure 3," and to adjust the increase for inflation based on the California Consumer Price Index after it has been phased in completely. Under the provisions of SB 595, the revenues from the toll increase and indexing must be used to fund projects and programs included in a Regional Measure 3 expenditure plan.

SB 595 has been amended to eliminate a requirement that the City/County of San Francisco and the eight other Bay Area counties place the proposed toll increase on the November 6, 2018, general election ballot. Instead, a measure would be placed on the ballot during a statewide primary or general election selected by MTC. If approved by the voters, the Bay Area Toll Authority would be authorized to phase in the toll increase beginning six months after the election. If the toll increase is not approved, the legislation allows MTC to resubmit the measure to the voters at a subsequent general election.

Currently, the bill reflects $4.2 billion expenditure plan to be funded with the revenues generated from the toll increase and indexing. This expenditure plan framework assumes a $3 toll increase, which would raise roughly $375 million per year. For Santa Clara County, the framework includes the following:

- BART Silicon Valley Extension Project Phase 2 = $400 million.
- Expansion of the San Jose Diridon Station Complex = $120 million.
- Extension of VTA's Light Rail System to Eastridge = $130 million.

The bill has been amended to include express lanes within Santa Clara County as eligible for RM 3 funding and to eliminate a provision in state law that limited VTA's existing statutory authority to develop express lanes on US 101 to the end of the high occupancy vehicle lanes in San Mateo County where they existed in 2011. Instead, VTA may conduct, administer and operate express lanes to the border with the City and County of San Francisco, in coordination with the City/County Association of Governments of San Mateo County and the San Mateo County Transportation Authority.

Negotiations continue, and further amendments are expected to be added to this bill, which could address a concern by representatives in the East Bay that their area receive a greater portion of the revenues, since drivers in Alameda and Contra Costa pay the bulk of the tolls. This could impact the amounts of funding identified for specific projects within the program.

Caltrain Funding: On September 1, the Assembly passed SB 797 (Hill) and sent the bill back to the Senate for concurrence. After a procedural vote in the Senate Transportation & Housing Committee the bill will get a final vote on the Senate floor before it can be sent to the Governor

for his signature. SB 797 authorizes the Peninsula Corridor Joint Powers Board (JPB), by resolution approved by a two-thirds majority of the board, to submit to the voters of San Francisco, San Mateo and Santa Clara Counties a regional measure proposing a retail transactions and use tax at a rate not to exceed 1/8 percent for funding operating and capital expenditures related to the Caltrain Commuter Rail Service. The VTA Board of Directors voted to take a support position on this bill at the August meeting.

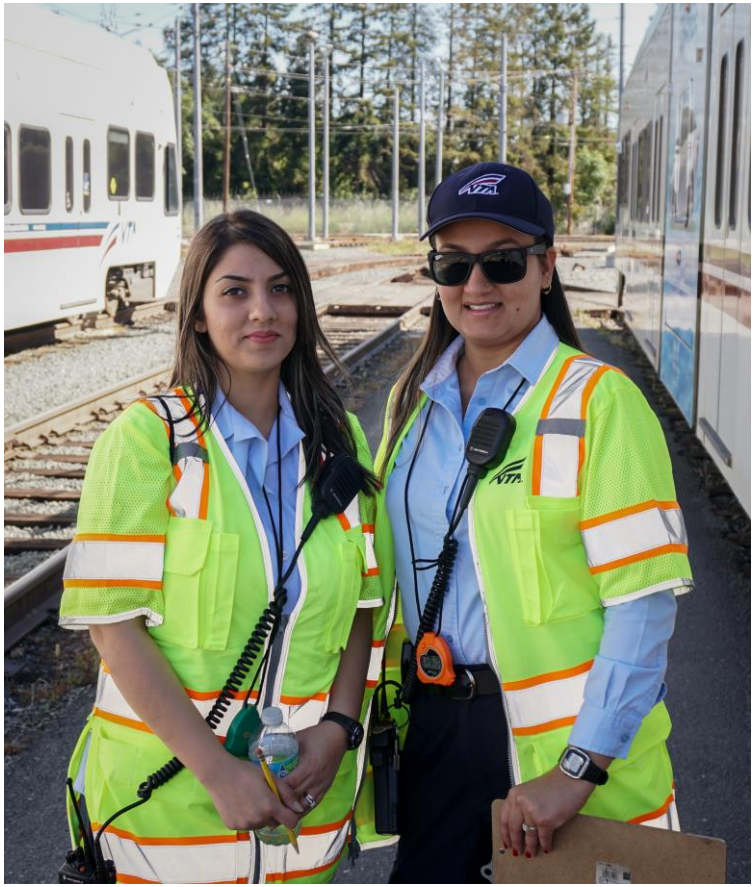
VTA'S Safety Culture

VTA Board of Directors
September 7, 2017

Santa Clara Valley Transportation Authority
Solutions that move you

Safety Is VTA's #1 Priority!

VTA is committed to implementing, maintaining and consistently improving procedures aimed at achieving the highest level of safety performance.



Solutions that move you

Today's Facts & Figures

Serving Santa Clara County…

- **Population of 1.9 million**
- **Service Area of 346 square miles**
- **73 Bus Routes**

  Over 1.5 million Annual Hours of Service

  32.2 million - Annual Bus Ridership
- **3 Light Rail Lines**

  Over 140,000 Annual Hours of Service

  10.7 million - Annual Light Rail Ridership



Solutions that move you

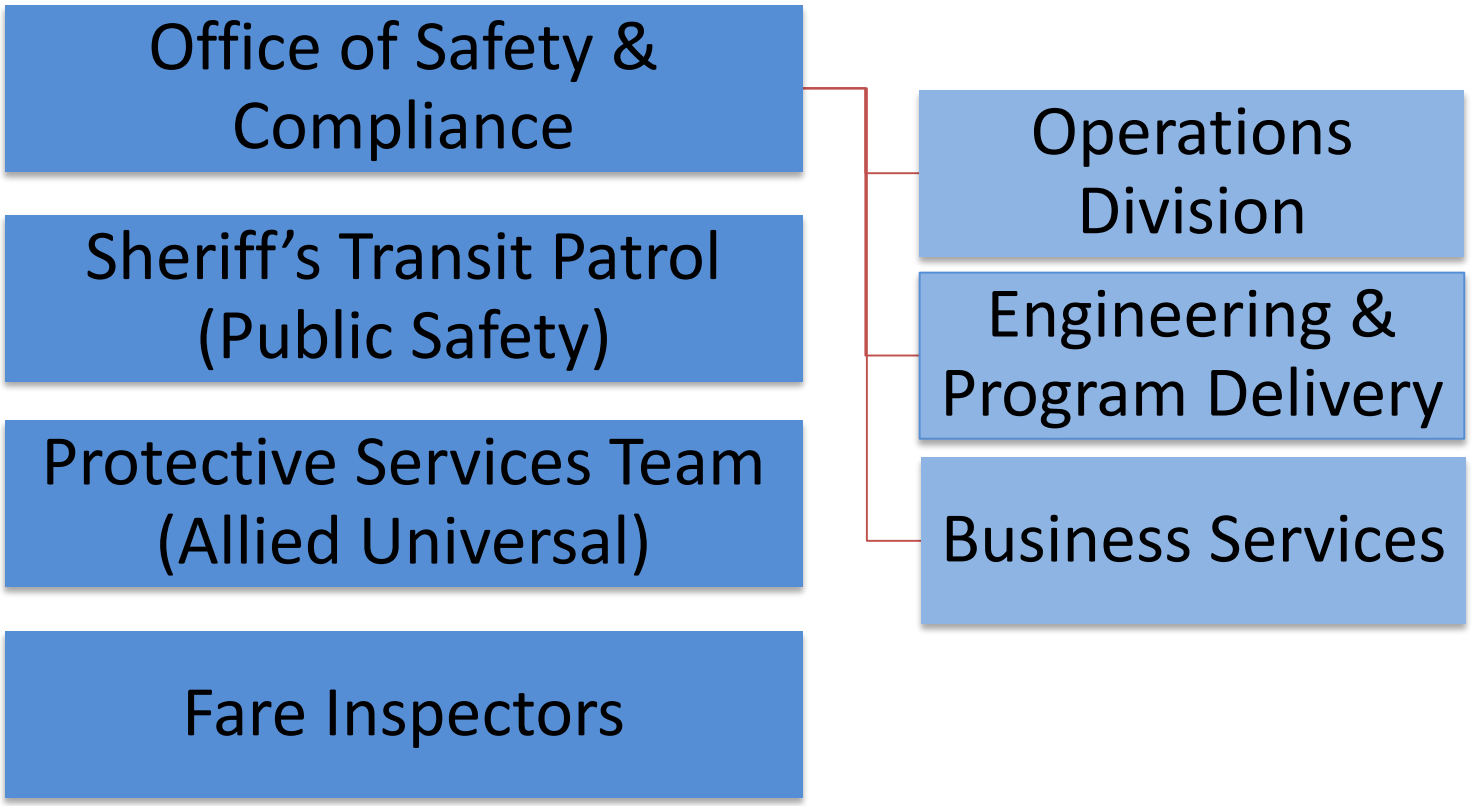
Safety: A Multi-Tiered Approach



Solutions that move you

Organization

Teams Directly Responsible For Safety:



Solutions that move you

Regulatory Compliance

- Department of Transportation (DOT)
- Federal Transit Administration (FTA)
- Federal Railroad Administration (FRA)
- Environmental Protection Agency (EPA)
- California Public Utilities Commission (CPUC)
- California Occupational Safety and Health Administration (Cal/OSHA)
- California Highway Patrol (CHP)
- California Office of Emergency Services (Cal/OES)
- County and Local Regulatory Agencies

Solutions that move you

Regulatory Compliance (System Safety)

- Implement 21-Element System Safety Program Plan (SSPP)
  - System Safety & Security Audit Program
    - Internal Annual Audit
    - Triennial CPUC Audit
  - Rail construction safety programs
  - Safety Meetings
    - Management/Labor Safety Committee meetings
    - Rail Systems Safety Review Board (RSSRB)
- Implement VTA's Emergency Operations Plan (EOP)
- Implement VTA's Continuity of Operations Plan (COOP)

Regulatory Compliance (Environmental Health & Safety)

- Develop & Implement Injury & Illness Prevention Program (IIPP)
- Develop & Implement Blood-borne Pathogen Program (BBP)
- Develop & Implement Personal Protective Equipment (PPE)
- Conduct Building Evacuation and Fire/Life Safety Drills
- VTA Storm-water Management Plan/Industrial General Permit (IGP)

Solutions that move you

System Hardening - Light Rail



- Train Horn and Bells
- Protected Grade Crossings
- Cameras on light rail vehicles
- Fencing

Solutions that move you

System Hardening - Bus

- **Bus Horn**
- **Mirrors**
- **Cameras On Bus**
- **Wheel Guards**
- **Obstacle Detectors** – *in testing phase*











Solutions that move you

Training

Operators

TRAINING

Classroom Training

Field Training

Routine Training Updates

Post – Incident Re-training

EXAMS / SCREENING

Physical

Drug & Alcohol Screening

(Pre-Employment, Post-Incident, Random)

Maintenance Team

TRAINING

Safety training in the first 60 days of employment

Ongoing skills enhancement training

Monthly Safety Tailgate training

EXAMS / SCREENING

Minimum 4 years of Maintenance experience for Transit Mechanics

Written and Hands-on exam

Drug & Alcohol Screening

(Pre-Employment and Random)

Solutions that move you

Training

Control Center

TRAINING

Classroom Training

Field Training

Routine Training Updates

EXAMS / SCREENING

Physical

Drug & Alcohol Screening

(Pre-Employment, Post-Incident, Random)

General Employee

TRAINING

New Employee Orientation

CPR / FIRST AID

AED

Fire Drills

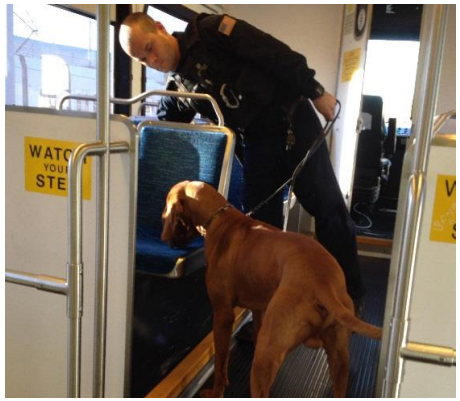
Solutions that move you

Training

Emergency Management Drills & Tabletop Exercises



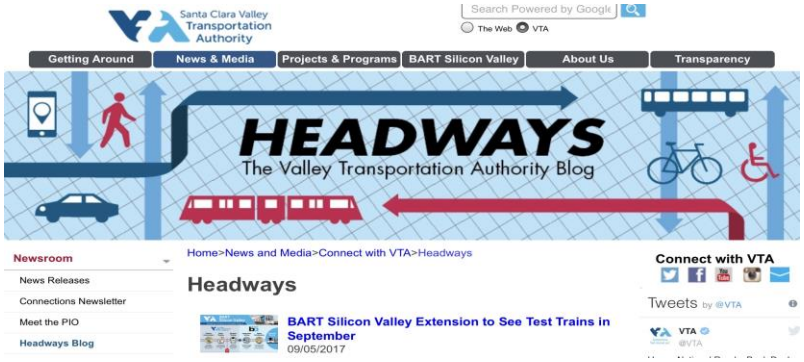






Solutions that move you

Public Awareness Announcements







Solutions that move you

Public Awareness Campaigns







Solutions that move you

Going The Extra Mile

- **Caring for the VTA Family**
- **Mutual Aid**
- **Helping the Community**





Valley Transportation Authority

Healthy Journeys

January/February 2017 — Volume 3, Number 1

In This Issue

- Exercise for Life!
- Stretch of the Month
- Healthy Recipe: Tomato Basil Omelette
- Monthly Goal

Ida Keeling shown on this page is the fastest centenarian in the 100 yard dash. Her secrets to longevity include daily exercise and eating for nutrition and not merely for taste.

"We are under-exercised as a nation; we look instead of play; we ride instead of walk. Our existence deprives us of the minimum of physical activity essential for healthy living."

-President John F. Kennedy

Contact Us:
Colle.Hunt@vta.org

Exercise for Life!

When we discuss the pillars of good health both diet and exercise are often mentioned. Just as vegetables often cause a strong reaction in children, adults often have strong feelings about exercise. It has been shown that exercise confers a great number of health benefits. In this article we will examine some of the many health effects exercise has on the human body.

Physical Fitness Throughout History

Excellent physical conditioning was a prized commodity by the political and military leaders within the civilizations of Assyria, Babylonia, Egypt, Palestine, Persia, and Syria relating the importance of fitness to the efficiency and performance of the military forces, fitness was encouraged throughout ancient societies.

Perhaps no other civilization has held fitness in such high regard as ancient Greece. The idea of physical perfection was one that the ancient Greek civilization embraced. The appreciation for beauty of the body and importance of health and fitness throughout society is one that is unparalleled in history. The Greeks believed development of the body was equally as important as development of the mind.

The need for physical activity was present in ancient societies due to the necessity of hunting and gathering food. With the advent of farming the need for physical activity through hunting greatly reduced. The modern grocery store has made getting a meal almost effortless!

A More Sedentary Lifestyle

With the improvements in transportation, farming, and the sedentary nature of office work, physical fitness has decreased. President John F. Kennedy spoke

Continued on the next page

Free Rides on VTA for Those Needing a Cooling Station

9/1/2017 2:53 PM | Stacey Hendler Ross

8

San Jose, CA 95134
Friday 2:00 PM
Sunny

105 °F | °C

Due to the extreme heat, VTA is offering free rides on bus and light rail this Saturday, September 2 for those who need to escape the heat and get to a cooling center.

For locations and heat safety info go to www.sccgov.org/heatwatch.



Solutions that move you

Questions

Solutions that move you

August 2017 Public Safety Data

Agenda item #8.1.B

Enforcement – Sheriff Transit Patrol

Events	July 2017	August 2017	Year-to-Date
Total Incident Reports	133	133	942
Misdemeanors	56	65	394
Felonies	45	41	278
Other	32	27	295
Serious/Violent Offenses	19	19	104
Mental Health Commitments	6	10	72
Alcohol/Drug-Related	29	42	274
Arrests	89	115	754
Misdemeanor Cite and Release	34	34	194
Light Rail Cases	37	51	345

VTA Fare Inspectors

	July 2017	August 2017
Total Passengers Checked	31,038	45,598
Total Citations	115	122

Agenda Item 8.1.B.X



BART Silicon Valley Operations and Maintenance Agreement Update

Board of Directors Meeting

September 7, 2017

Santa Clara Valley Transportation Authority

Solutions that move you

VTA/BART Comprehensive Agreement Overview

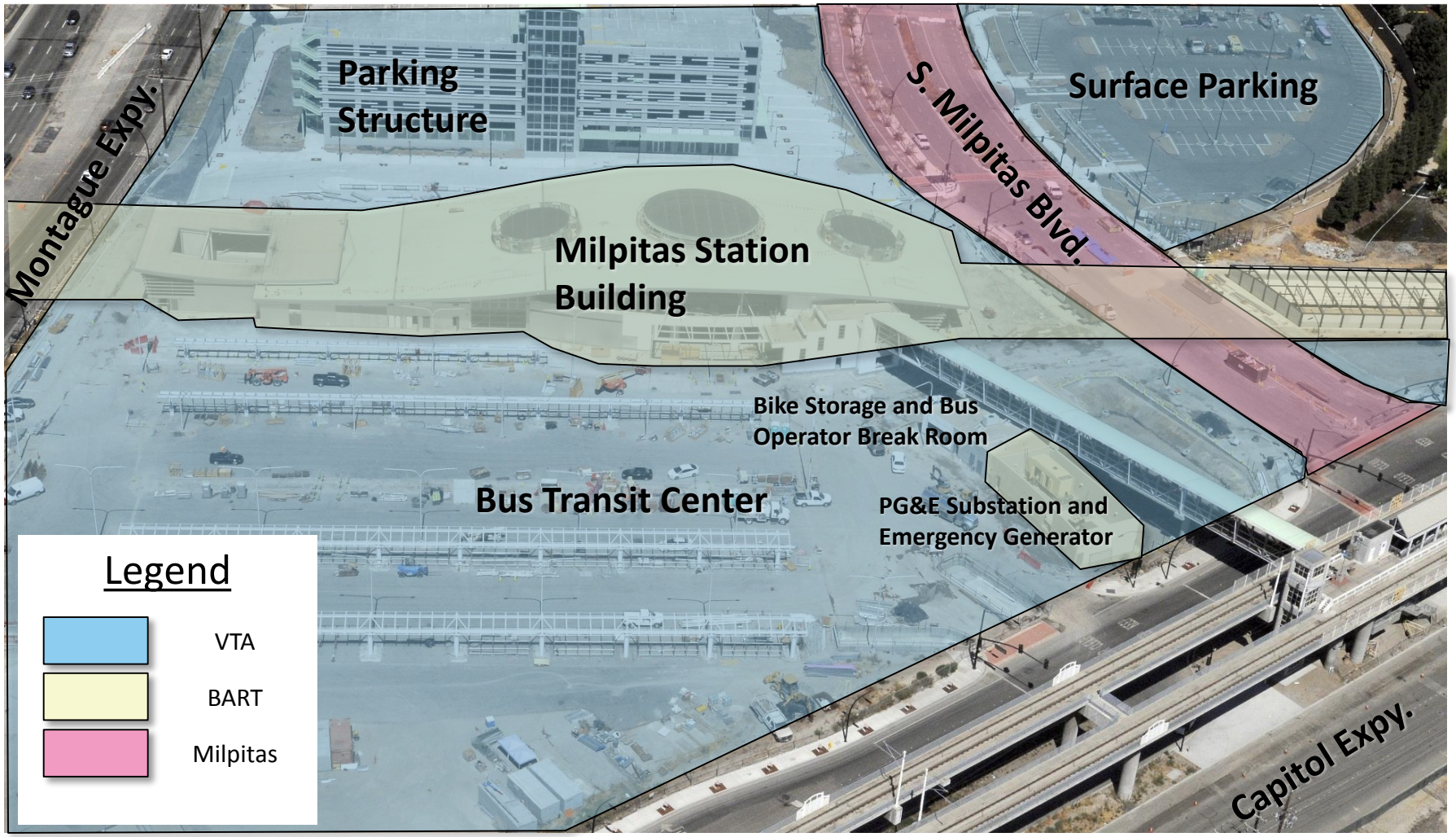
- Purpose - VTA's link to the BART District
- Executed November 19, 2001
- VTA Responsibilities
  - Pay all costs associated with the extension
  - Contracting/Procurement
  - Construct to applicable BART/industry standards, codes, and regulations
  - Retain Ownership of Completed Facilities
  - Core System Modifications
- BART Responsibilities
  - Technical Assistance
  - Operations
  - Maintenance
  - Fare Policy

Division of Responsibilities

Facility/Equipment	Owns	Operates & Maintains	Safety & Security
Transit Centers (Including Landscaping & Plaza, Surface & Structure Parking)	VTA	VTA	VTA
Police Zone Facility	VTA	BART*	BART*
Station Buildings	VTA	BART	BART
Guideway	VTA	BART	BART
Wayside Facilities	VTA	BART	BART
Rolling Stock	VTA	BART	BART
Roadways	*City*	*City*	*City*

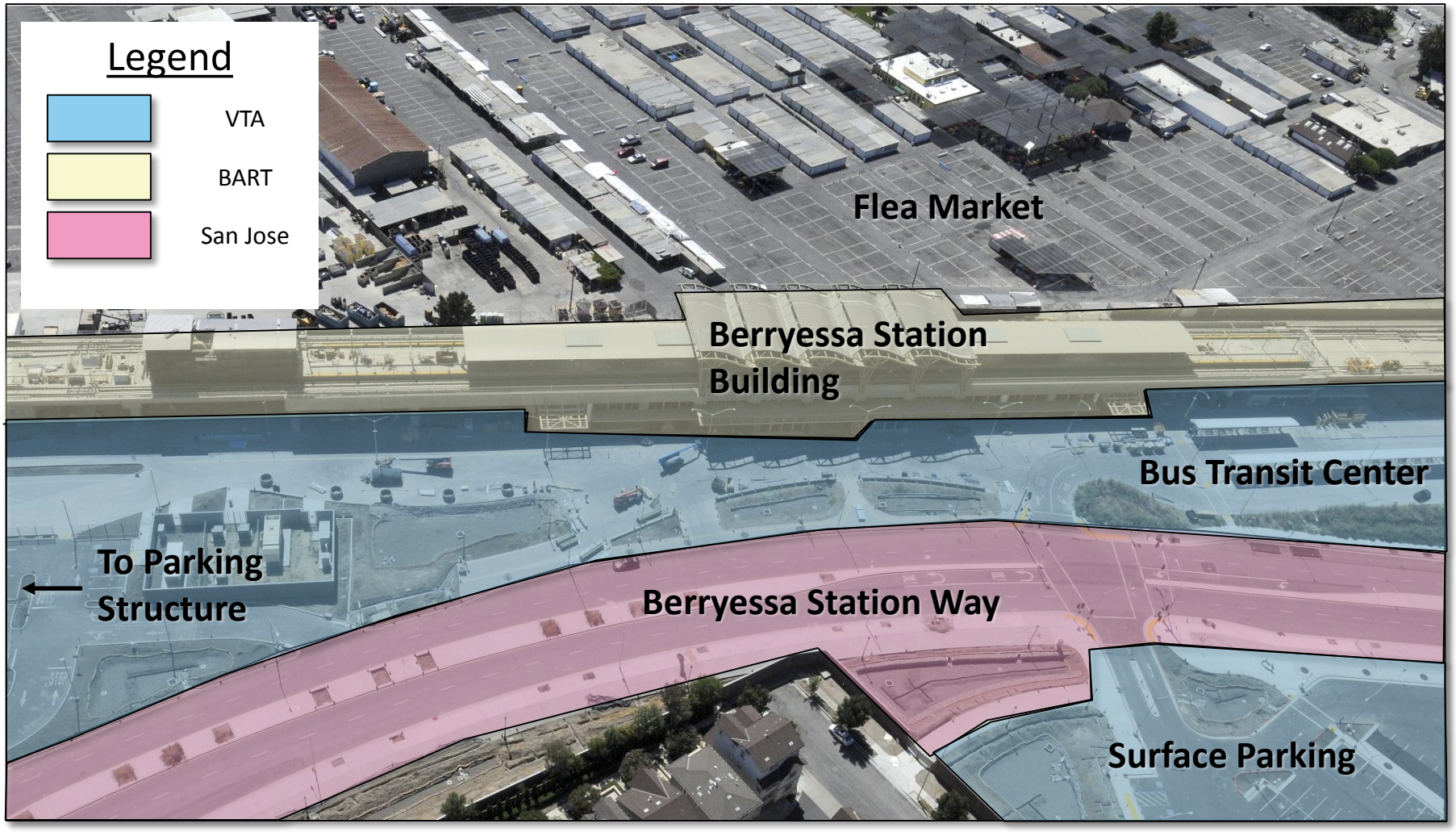
*VTA and BART's law enforcement agents may jointly use the Police Zone Facility pursuant to an Implementation Letter.

Area of Responsibilities – Milpitas Station



*Area of responsibilities are approximation.

Area of Responsibilities – Berryessa Station

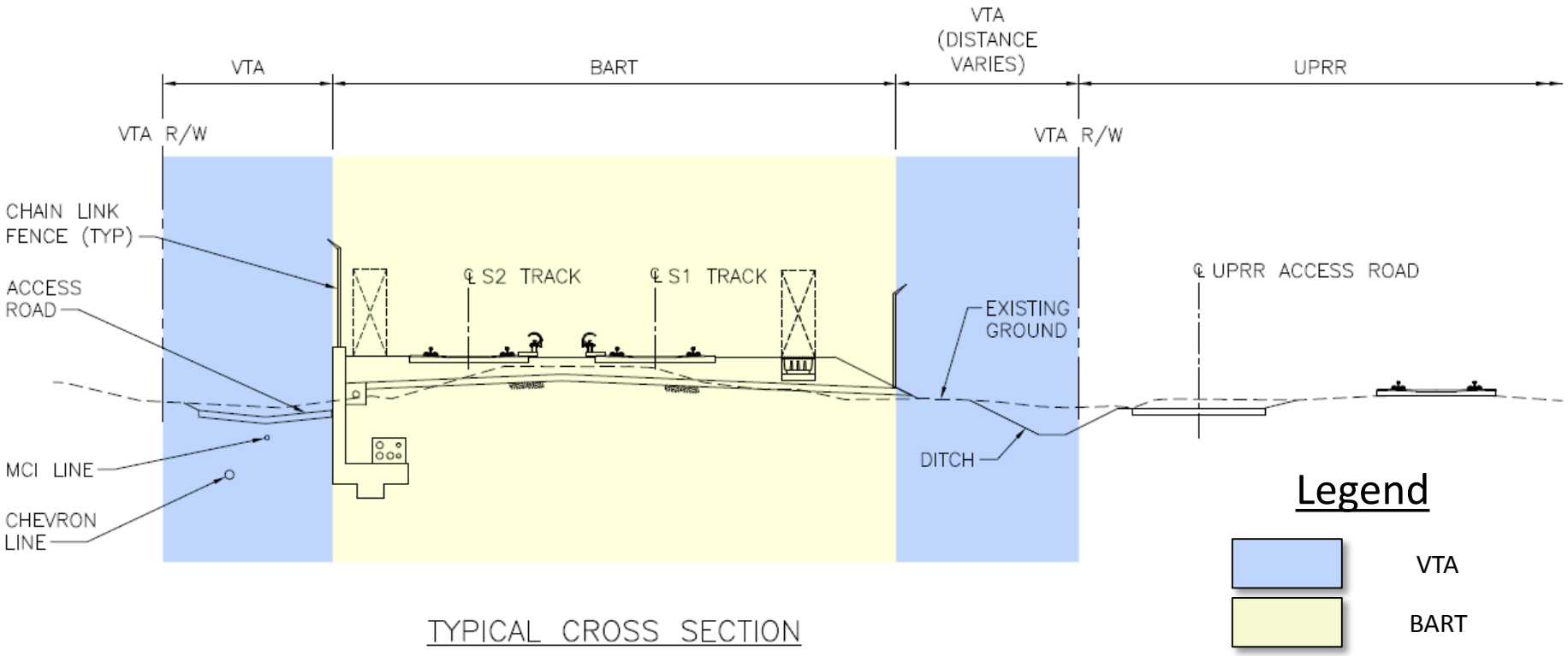


*Area of responsibilities are approximation.

BART Operating Corridor



Area of Responsibilities – Typical Cross-Section

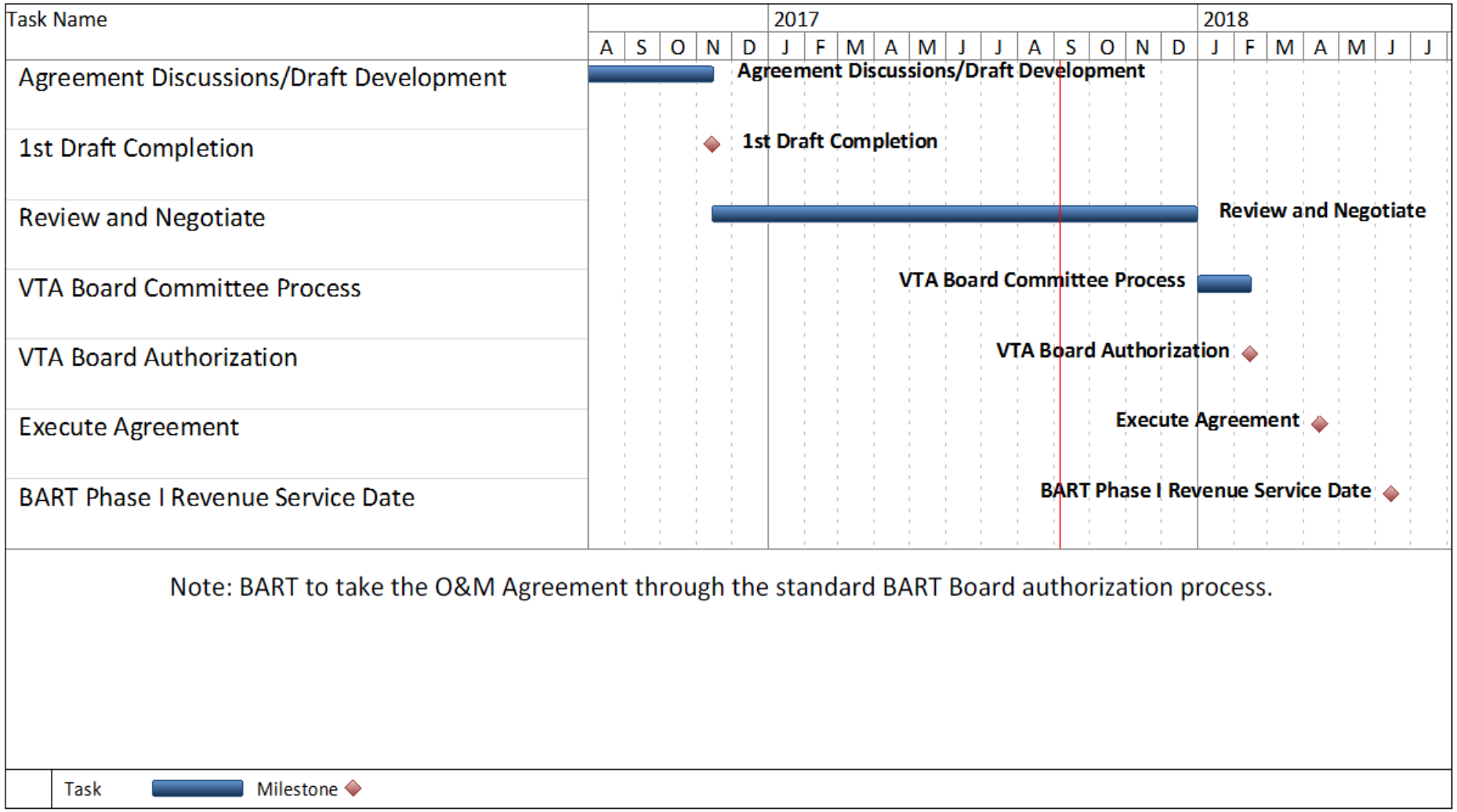


TYPICAL CROSS SECTION

O&M Agreement Status

Agreement Topics	Resolved	In Progress	Under Development
Operations and Maintenance – Area of Responsibilities	X		
Policing and Security Responsibilities	X		
Public Communications	X		
Acquisition/Ownership of Equipment and Facilities	X		
Maintenance Standards, Monitoring, Reporting, and Remediation		X	
Passenger Service Planning & Operations		X	
Right of Way Conveyance		X	
Operation and Maintenance Cost Allocation (O&M Cost Model)		X	
O&M Dedicated Revenue (Subsidy Account, Deposit)			X
Capital Reserves and Requirements			X
Capital Improvement Program Review and Approval Process			X
Risk Management (Liability, Indemnification and Insurance)			X

O&M Agreement Schedule



Note: BART to take the O&M Agreement through the standard BART Board authorization process.

End

Santa Clara Valley Transportation Authority

Congestion Management Program & Planning Committee

Thursday, August 17, 2017

MINUTES

CALL TO ORDER

The Regular Meeting of the Congestion Management Program & Planning Committee (CMPP) was called to order at 10:05 a.m. by Chairperson O'Neill in Conference Room B-106, 3331 North First Street, San José, California.

1. ROLL CALL

Attendee Name	Title	Status
Dev Davis	Alternate Member	Absent
Lan Diep	Member	Present
Johnny Khamis	Vice Chairperson	Present
Bob Nunez	Alternate Member	Absent
Teresa O'Neill	Chairperson	Present
Rob Rennie	Alternate Member	Absent
Savita Vaidhyanathan	Member	Present

*Alternates do not serve unless participating as a Member.

A quorum was present.

2. PUBLIC PRESENTATIONS:

Roland Lebrun, Interested Citizen, referred to Caltrain and suggested extending platform lengths at baby bullet stations to increase capacity. He requested the VTA Board of Directors (Board) support this endeavor.

3. ORDERS OF THE DAY

There were no Orders of the Day.

CONSENT AGENDA

4. **M/S/C (Vaidhyanathan/Diep)** to approve the Regular Meeting Minutes of May 18, 2017.

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

RESULT:	**ADOPTED [UNANIMOUS] – Agenda Item #4**
MOVER:	Savita Vaidhyanathan, Member
SECONDER:	Lan Diep, Member
AYES:	Diep, Khamis, O'Neill, Vaidhyanathan
NOES:	None
ABSENT:	None

REGULAR AGENDA

5. PDA Investment and Growth Strategy

John Sighamony, Senior Transportation Planner, provided a presentation entitled "2017 Priority Development area (PDA) Investment and Growth Strategy," highlighting: 1) PDAGrowth Strategy; 2) PDAs; 3) PDAs in Santa Clara County; 4) Employment within PDAs; 5) Housing within PDAs; 6) Funding for PDAs; 7) VTA Complete Streets Partnerships; 8) PDA Planning Support; 9) Examples of PDA Activity, and; 10) Next Steps.

Member Khamis arrived at the meeting at 10:10 a.m.

Mr. Sighamony requested Committee feedback on: 1) what does the Committee think the report should capture; 2) what should be the focus of the investment growth and strategy, and; 3) what kind of support is needed from VTA?

Members of the Committee and staff discussed the following: 1) VTA's role in mobility solutions and congestion management; 2) Santa Clara County projected growth and the impact of affordable housing; 3) tracking housing and job balance; 4) proximity of mass transit to housing and jobs, to support the movement of people, and; 5) providing incentive for cities that participate in managing congestion. Committee Members requested staff to track housing and jobs developments and how transit supports the development.

Nuria I. Fernandez, General Manager and CEO, referenced the massive amount of data that has been collected, and requested the Committee help provide guidance on VTA's role, and how to be more directive with cities to help improve and progress forward with the PDA and Growth Strategy.

Public Comment

Mr. Lebrun made the following comments: 1) suggested the Committee examine what happened at the Cottle Transit Village, noting members of the community are no longer able to shop at local retailers because surface parking lots are full of cars that belong to the high density housing residents; and 2) suggested further study is important, noting high density housing is causing further congestion while ridership continues to decline.

M/S/C (Khamis/Diep) on a vote of 3 Ayes to 1 No to recommend that the VTA Board of Directors approve the Priority Development Area (PDA) Investment and Growth Strategy, Third Edition, as a requirement of receiving future OBAG grant funding.

ADOPTED	**Agenda Item #5**
MOVER:	Johnny Khamis, Vice Chairperson
SECONDER:	Lan Diep, Member
AYES:	Diep, Khamis, O'Neill
NOES:	Vaidhyanathan
ABSENT:	None

6. Priority Development Area Planning Grant Program of Projects

Amin Surani, Principal Transportation Planner, provided an overview of the report.

Public Comment

Mr. Lebrun suggested adding the Cottle Light Rail Overpass as a project. He stated the project has developer, hospital and community support and will link the transit village to Kaiser Hospital.

Vice Chairperson Khamis noted City of San Jose may be willing to submit that request when the next grant cycle opens.

M/S/C (Khamis/Diep) to recommend that the VTA Board of Directors approve the 2017 Priority Development Area (PDA) Planning Grant Program of Projects for funding.

ADOPTED [UNANIMOUS] – Agenda Item #6	
MOVER:	Johnny Khamis, Vice Chairperson
SECONDER:	Lan Diep, Member
AYES:	Diep, Khamis, O'Neill, Vaidhyanathan
NOES:	None
ABSENT:	None

7. Pedestrian Access to Transit Plan

Lauren Ledbetter, Senior Transportation Planner, provided a presentation entitled "Pedestrian Access to Transit Plan," highlighting: 1) Mission & Vision; 2) Public Input; 3) Criteria Used to Identify Focus Areas; 4) Geographic Analysis; 5) Focus Areas; 6) Types of Recommended Projects; 7) Identifying Deficiencies: Example Focus Area C: Gilroy; 8) Recommended Projects: Example Focus Area C: Gilroy; 9) Criteria for Project Evaluation Matrix; 10) Project Evaluation Matrix; 11) Coordination with VTA Committees & Member Agencies, and; 12) Next Steps: Moving Projects off the Shelf.

Members of the Committee made the following comments: 1) suggested VTA consider a similar planning effort for Safe Routes to School; and 2) noted the plan was data-driven and stated the maps were helpful.

Public Comment

Mr. Lebrun referenced the Gilroy focus area indicating things are going well. He suggested City of San Jose Department of Transportation and Planning study Gilroy and make changes to produce similar results.

Vice Chairperson Khamis referenced a trail project along Highway 87 that the City of San Jose can pursue and asked staff's assistance in that effort.

On order of Chairperson O'Neill, and there being no objection, the Committee reviewed and provided input on the Draft Pedestrian Access to Transit Plan.

8. Update on Silicon Valley Express Lanes Electronic Toll Systems Integration Services

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

Vice Chairperson Khamis requested staff to evaluate Phase 4 of the Silicon Valley Express Lanes program and asked if there are opportunities to extend it to Highway 17, which will add the fourth lane.

Public Comment

Mr. Lebrun expressed opposition to the current plan and suggested VTA should address the current congestion before increasing capacity.

On order of Chairperson O'Neill, and there being no objection, the Committee received information on a new contract for Silicon Valley Express Lanes Electronic Toll Systems Integration Services with TransCore, LP.

OTHER ITEMS

9. Items of Concern and Referral to Administration.

There were no Items of Concern and Referral to Administration.

10. Committee Work Plan

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

11. Committee Staff Report

Carolyn Gonot, Interim Director of Planning & Program Development and Staff Liaison, provided a written report to the Committee, highlighting Senate Bill (SB) 1 Transportation Funding programs.

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

12. Chairperson's Report

There was no Chairperson's Report.

13. Determine Consent Agenda for the September 7, 2017, Board of Directors Meeting

CONSENT:

Agenda Item #5, Recommend that the VTA Board of Directors approve the Priority Development Area (PDA) Investment and Growth Strategy, Third Edition, as a requirement of receiving future OBAG grant funding.

Agenda Item #6, Recommend that the VTA Board of Directors approve the 2017 Priority Development Area (PDA) Planning Grant Program of Projects for funding.

Agenda Item #7, Review and provide input on the Draft Pedestrian Access to Transit Plan.

REGULAR:

None

14. ANNOUNCEMENTS

There were no Announcements.

15. ADJOURNMENT

On order of Chairperson O'Neill and there being no objection, the meeting was adjourned at 11:29 a.m.

Respectfully submitted,

Anita McGraw, Board Assistant
VTA Office of the Board Secretary

Santa Clara Valley Transportation Authority

Administration & Finance Committee

Thursday, August 17, 2017

MINUTES

CALL TO ORDER

The Regular Meeting of the Administration and Finance Committee (A&F) was called to order at 12:03 p.m. by Chairperson Hendricks in Conference Room B-106, VTA River Oaks Campus, 3331 North First Street, San Jose, California.

1. ROLL CALL

Attendee Name	Title	Status
Jeannie Bruins	Member	Present
Larry Carr	Member	Present
Dev Davis	Alternate Member	Excused
Daniel Harney	Alternate Member	Excused
Glenn Hendricks	Chairperson	Present
Sam Liccardo	Member	Present
John McAlister	Alternate Member	Excused

*Alternates do not serve unless participating as a Member.

A quorum was present.

2. PUBLIC PRESENTATIONS:

Roland Lebrun, Interested Citizen, commented about light rail refurbishment and encouraged VTA staff to find opportunities to increase light rail speed to 60 miles per hour (mph).

3. ORDERS OF THE DAY

Chairperson Hendricks noted staff's request to defer **Agenda Item #6.,** Toshiba Air Conditioner Unit Parts.

M/S/C (Carr/Bruins) to accept the Orders of the Day.

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

RESULT:	**APPROVED [UNANIMOUS]** **Orders of the Day**
MOVER:	Larry Carr, Vice Chairperson
SECONDER:	Jeannie Bruins, Member
AYES:	Bruins, Carr, Hendricks, Liccardo
NOES:	None

CONSENT AGENDA

4. Regular Meeting Minutes of May 18, 2017

M/S/C (Bruins/Carr) to approve the Regular Meeting Minutes of May 18, 2017.

5. Transit Assistance Program (TAP)

M/S/C (Bruins/Carr) to recommend that the VTA Board of Directors authorize the General Manager to execute an agreement with the County of Santa Clara to continue the Transit Assistance program (TAP) for one year with four one-year extensions for an aggregate total of $1,000,000

6. (Deferred)

Authorize the General Manager to execute a two year firm fixed price contract with Toshiba International Corporation in the amount of $1,531,888.21 to procure various parts to be used in the Toshiba Heating, Ventilation and Air Conditioner (HVAC) units for VTA's light rail vehicles.

7. SR 237 Express Lanes Phase 2 – Mark Thomas and Company Contract Amendment

M/S/C (Bruins/Carr) to recommend that the VTA Board of Directors authorize the General Manager to execute contract amendments with Mark Thomas and Company, Inc. in an amount not to exceed $410,000, increasing the not-to-exceed total contract value to $3,728,769 for the SR 237 Express Lanes Project (Project). This authorization would cover the cost of the additional Design Services to complete final design and the cost of Design Services During Construction (DSDC).

8. Update on Silicon Valley Express Lanes Electronic Toll Systems Integration Services

M/S/C (Bruins/Carr) to receive information on a new contract for Silicon Valley Express Lanes Electronic Toll Systems Integration Services with TransCore, LP.

9. VTA-ATU Pension Plan Actuarial Valuation as of January 1, 2017

M/S/C (Bruins/Carr) to receive the report on VTA-ATU Pension Plan Actuarial Valuation as of January 1, 2017.

10. Quarterly Purchasing Report April 1 through June 30, 2017

M/S/C (Bruins/Carr) to review the Quarterly Purchasing Report for April 1 through June 30, 2017.

11. Legislative Update Matrix

M/S/C (Bruins/Carr) to review the Legislative Update Matrix.

RESULT:	**APPROVED [UNANIMOUS]** **Consent Agenda #4-5; 7-11**
MOVER:	Jeannie Bruins, Member
SECONDER:	Larry Carr, Vice Chairperson
AYES:	Bruins, Carr, Hendricks, Liccardo
NOES:	None

REGULAR AGENDA

12. Fiscal Year 2017 Federal Transit Administration (FTA) Grants

Jeffrey Ballou, Senior Transportation Planner, provided an overview of the staff report.

Board Member Liccardo arrived and took his seat at 12:08 p.m.

Upon inquiry of Committee Members, staff confirmed the projects proposed to be funded under the federal grant programs were included in the approved budget. Committee Members asked staff to make that explicit in the staff report.

Discussion ensued about the safety projects noted in the staff report and speeding up the light rail system to improve ridership. Inez Evans, Chief Operating Officer, reported on the light rail slow zone locations and the current efforts to improve the light rail speed. Ms. Evans noted the critical component of speeding up light rail is to obtain signal pre-emption from the cities along VTA's light rail corridor.

M/S/C (Bruins/Liccardo) to recommend that the VTA Board of Directors authorize the General Manager to submit Federal Fiscal Year 2017 grant applications and execute grant agreements with the Federal Transit Administration (FTA) for Section 5307 Urbanized Area Formula, Section 5309 New Starts, Section 5337 Fixed Guideway and High Intensity Motorbus, and Section 5339 Bus and Bus Facilities funds.

RESULT:	**APPROVED [UNANIMOUS] – Agenda Item #12**
MOVER:	Jeannie Bruins, Member
SECONDER:	Sam Liccardo, Member
AYES:	Bruins, Carr, Hendricks, Liccardo
NOES:	None

13. Financing of Phase 2 SR 237 Express Lanes

Michael Smith Fiscal Resources Manager, and Murali Ramanujam, Transportation Engineering Manager, provided an overview of the staff report. Mr. Ramanujam provided a presentation entitled "Financing of Phase 2 State Route (SR) 237 Express Lanes (Phase 2)," highlighting: 1) Silicon Valley Express Lanes - Implementation Plan; 2) Phase 1 SR 237 Express Lanes; and 3) Phase 2 (SR 237 Express Lanes)

Mr. Smith continued the presentation, highlighting: 1) Next Steps; and 2) Action Requested.

Public Comment

Mr. Lebrun referred to page 2 of the presentation. He expressed concern about the further congestion impact of the Phase 2 project to the already congested segment of SR 85 right past SR 87. Mr. Lebrun suggested VTA focus on proving congestion relief on that particular segment of SR 85 before working on Phase 2.

Discussion ensued about the following: 1) financial risks, noting there are no pre-payment penalties for paying off the loan early; 2) how to cover contingency costs; 3) the benefits and constraints of issuing commercial paper versus bonds; 4) 2016 Measure B language related to issuing loans; 5) toll system revenues; 6) project schedule; and 7) other funding sources for the project.

Ms. Fernandez reported that the recently passed 2016 Measure B funds could not be used for express lanes, however, the 237 Express Lanes project qualifies for funding under Statewide Transportation Improvement Program (STIP) in SB1.

Robert Fabela, General Counsel, noted the 2016 Measure B language is very specific to what projects it could fund. Mr. Fabela further noted that the restrictions placed for loans is very harsh and would not benefit VTA in the long run.

Carrolyn Gonot, Director of Engineering and Transportation Program Delivery, noted VTA staff is diligently working to find funding sources to complete the 237 Express Lanes project. She informed the Committee that VTA staff would return in the future with updates.

M/S/C (Carr/Bruins) to recommend that the VTA Board of Directors adopt a resolution that approves the Loan Agreement and related documents that are on file with the Board Secretary and authorizes entry into a loan for a not to exceed principal amount of $24,000,000, (the "Loan") from Western Alliance Business Trust, a wholly-owned affiliate of Western Alliance Bank ("Western Alliance"), to fund costs of the Silicon Valley Express Lanes Program SR 237, Phase 2 Project (the "Project").

RESULT:	**APPROVED [UNANIMOUS] – Agenda Item #13**
MOVER:	Larry Carr, Vice Chairperson
SECONDER:	Jeannie Bruins, Member
AYES:	Bruins, Carr, Hendricks, Liccardo
NOES:	None

14. Electric Bus Charging Infrastructure, Cerone Phase 1 Contract (C17156)

Ken Ronsse, Deputy Director, Rail & Facilities, provided an overview of the staff report, noting the contract protest period will close by end of business day and staff would update the report for the September 7, 2017, Board of Directors (Board) Meeting.

Upon inquiry of Board Member Liccardo, Mr. Ronsse clarified that the development is within the current Cerone facility and will not impact any joint development opportunities previously discussed with the Board.

M/S/C (Bruins/Liccardo) to recommend that the VTA Board of Directors authorize the General Manager to execute a contract with the lowest responsive and responsible bidder, for the construction of the Electric Bus Charging Infrastructure, Cerone Phase 1 project.

RESULT:	**APPROVED [UNANIMOUS] – Agenda Item #14**
MOVER:	Jeannie Bruins, Member
SECONDER:	Sam Liccardo, Member
AYES:	Bruins, Carr, Hendricks, Liccardo
NOES:	None

15. Monthly Investment Report - June 2017

Sean Bill, Investment Program Manager, provided an overview of the staff report.

On order of Chairperson Hendricks and there being no objection, the Committee receive the Monthly Investment Report for June 2017.

OTHER ITEMS

16. Items of Concern and Referral to Administration

There were no Items of Concern and Referral to Administration.

17. Review Committee Work Plan

There was no Committee Work Plan.

18. Committee Staff Report

There was no Committee Staff Report.

19. Chairperson's Report

There was no Chairpersons Report.

20. Determine Consent Agenda for the September 7, 2017, Board of Directors Meeting

CONSENT:

Agenda Item #5. Recommend that the VTA Board of Directors authorize the General Manager to execute an agreement with the County of Santa Clara to continue the Transit Assistance program (TAP) for one year with four one-year extensions for an aggregate total of $1,000,000.

Agenda Item #7. Recommend that the VTA Board of Directors authorize the General Manager to execute contract amendments with Mark Thomas and Company, Inc. in an amount not to exceed $410,000, increasing the not-to-exceed total contract value to $3,728,769 for the SR 237 Express Lanes Project (Project). This authorization would cover the cost of the additional Design Services to complete final design and the cost of Design Services During Construction (DSDC).

Agenda Item #8. Receive information on a new contract for Silicon Valley Express Lanes Electronic Toll Systems Integration Services with TransCore, LP.

Agenda Item #9. Receive the report on VTA-ATU Pension Plan Actuarial Valuation as of January 1, 2017.

Agenda Item #11. Review the Legislative Update Matrix.

Agenda Item #12. Recommend that the VTA Board of Directors authorize the General Manager to submit Federal Fiscal Year 2017 grant applications and execute grant agreements with the Federal Transit Administration (FTA) for Section 5307 Urbanized Area Formula, Section 5309 New Starts, Section 5337 Fixed Guideway and High Intensity Motorbus, and Section 5339 Bus and Bus Facilities funds.

Agenda Item #14. Recommend that the VTA Board of Directors authorize the General Manager to execute a contract with the lowest responsive and responsible bidder, for the construction of the Electric Bus Charging Infrastructure, Cerone Phase 1 project.

REGULAR:

Agenda Item #13. Recommend that the VTA Board of Directors adopt a resolution that approves the Loan Agreement and related documents that are on file with the Board Secretary and authorizes entry into a loan for a not to exceed principal amount of $24,000,000, (the "Loan") from Western Alliance Business Trust, a wholly-owned affiliate of Western Alliance Bank ("Western Alliance"), to fund costs of the Silicon Valley Express Lanes Program SR 237, Phase 2 Project (the "Project

21. Announcements

There were no Announcements.

22. Adjournment

On order of Chairperson Hendricks and there being no objection, the meeting adjourned at 1:02 p.m.

Respectfully submitted,

Theadora Abraham, Board Assistant
VTA Office of the Board Secretary

Santa Clara Valley Transportation Authority

Safety, Security, and Transit Planning and Operations

Friday, August 18, 2017

MINUTES

CALL TO ORDER

The Regular Meeting of the Safety, Security, and Transit Planning and Operations (SSTPO) Committee was called to order at 12:04 p.m. by Chairperson Chavez in Conference Room B-106, Santa Clara Valley Transportation Authority (VTA), 3331 North First Street, San José, California.

1. ROLL CALL

Attendee Name	Title	Status
Cindy Chavez	Chairperson	Present
David Cortese	Alternate Member	Absent
Dev Davis	Alternate Member	Absent
Chappie Jones	Vice Chairperson	Present
Raul Peralez	Member	Present
Ken Yeager	Member	Present

*Alternates do not serve unless participating as a Member.

A quorum was present.

2. PUBLIC PRESENTATIONS:

Roland Lebrun, Interested Citizen, commented on Light Rail Vehicle (LRV) safety and suggested that there should be a security officer at the back of every car.

3. ORDERS OF THE DAY

There were no Orders of the Day.

CONSENT AGENDA

4. Regular Meeting Minutes of May 19, 2017

M/S/C (Yeager/Peralez) to approve the Regular Meeting minutes of May 19, 2017.

RESULT:	**APPROVED [UNANIMOUS) – Consent Agenda Items #4**
MOVER:	Ken Yeager, Member
SECONDER:	Raul Peralez, Member
AYES:	Chavez, Peralez, Yeager
NOES:	None

REGULAR AGENDA

5. Revisions to FY 18-19 Next Network Transit Service Plan

Jay Tyree, Senior Transportation Planner, provided a presentation, entitled Rapid 500 and Route 45, highlighting the following: 1) FY18-19 "Next Network" Transit Service Plan; 2) Route 45 Today; 3) Route 45 Option; 4) Approved Service in the Area; 5) Staff Analysis; 6) Rapid 500 Santa Clara; 7) Rapid 500 San Fernando; and 8) Staff Analysis.

Chairperson Chavez made the following comments: 1) requested that the public be informed about recommended changes in service; and 2) requested VTA staff along with a representative from the Veteran Emergency Housing Facility meet with Supervisor Cortese about Route 45 discontinuance.

Chairperson Chavez and Member Peralez expressed concern that the proposed route for Rapid 500 along Santa Clara Street does not cover the route serviced by Downtown Area Shuttle (DASH). Nuria I. Fernandez, General Manager and CEO, noted that VTA staff will follow up with the City of San Jose about the suggestion to work with the business community to provide a shuttle that will service the downtown area.

Vice Chairperson Jones took his seat at 12:20 p.m.

Chairperson Chavez recommended that VTA have a consistent policy when decreasing service that impacts its partner cities and capital contribution.

M/S/C (Yeager/Peralez) to recommend that the VTA Board of Directors approve the original FY18-19 "Next Network" Transit Service Plan proposals for: 1) Discontinuing Route 45 due to low ridership, and 2) Operating the Rapid 500 on Santa Clara Street. Further, the Committee directed staff to meet with Supervisor Cortese about discontinuing service of Route 45, and to report back on VTA's policy when decreasing service that would impact its partner cities and capital contribution.

RESULT:	**APPROVED [UNANIMOUS) – Regular Agenda Items #5**
MOVER:	Ken Yeager, Member
SECONDER:	Raul Peralez, Member
AYES:	Chavez, Jones, Peralez, Yeager
NOES:	None

6. Next Network Implementation

Jim Unites, Deputy Director, Transit Planning & Capital Development, provided an update on the Next Network implementation, noting that most of the implementation will coincide with opening of BART's extension to Milpitas and San Jose.

On order of Chairperson Chavez and there being no objection, the Committee received an update on the Next Network Implementation.

7. Updates on Access Paratransit, Electric Bus Procurement, and Light Rail Overhaul Program

- Access Paratransit

  Inez Evans, Chief Operating Officer, provided a brief update on Access Paratransit, highlighting the following; 1) Long term contract has been executed with MV Transportation; 2) Continued contractual partnership with the County of Santa Clara in maintaining paratransit vehicles; 3) Delay of the Client Account Cashless program; 4) Request for proposal for the eligibility services will be released on August 21, 2017; 5) Working with BART and East Bay paratransit partners to move regional connection point from Fremont to Warm Springs; 6) Construction of the Eastridge Paratransit Hub scheduled to be completed in October 2017; 7) Successful transition of Trapeze to the VTA network; and 8) Working with Trapeze to launch Pass Web Pilot Program.

  Chairperson Chavez requested the following: 1) staff work with bargaining units and VTA's external partners to inform the public about their paratransit options; and 2) staff work with partner cities and the County of Santa Clara to explore revenue opportunities in moving people needing paratransit service.

- Electric Bus Procurement

  Jim Wilhelm, Senior Mechanical Engineer for Bus, provided a presentation entitled VTA Electric Bus Procurement Update, highlighting the following: 1) Description of the electric bus; 2) Overview of mandates that coincide with VTA's objectives; 3) Described SB 535 Map of California Disadvantaged Communities; and 4) Information on Proterra. Mr. Wilhelm reported that the scheduled delivery of the electric buses is delayed from November 2017 to January 2018, noting that VTA was able to negotiate concessions for the delay.

  Committee discussion focused on the delivery of the electric buses, when they will be used for revenue service and its expected performance. Ms. Evans noted that staff is working on adhering to the density requirements for the electric buses and the assignment of its route will be based on its performance after the testing period.

  Chairperson Chavez commented it may be helpful for Board Members to tour the Proterra facility. Ms. Fernandez noted that she has a scheduled tour of Proterra and will extend the invitation to the VTA Board.

- Light Rail Overhaul Program

  David Hill, Deputy Director for Rail Operations, provided a presentation entitled Light Rail Vehicle F-PM Update, highlighting the following: 1) Preventive maintenance schedule; 2) Current fleet status; 3) Key major components rebuilt in-house; 4) Coupler overhaul scheduled to begin September 2017; and 5) Door gear and motor assembly.

  Public Comment

  Mr. Lebrun made the following comments: 1) great performance of rebuilt trucks and suspension system of light rail vehicles (LRV); 2) increasing the speed of the LRV; 3) Tesla will be announcing a new battery with more capacity and recommended staff to look into the new technology; 4) policy for disadvantaged neighborhoods; and 5) suggested bidding out maintenance of LRV.

  On order of Chairperson Chavez and there being no objection, the Committee received updates on Access Paratransit, Electric Bus Procurement, and Light Rail Overhaul Program.

OTHER ITEMS

8. July 2017 Monthly Ridership and Fare Revenue Performance

Joonie Tolosa, Operations Analysis, Reporting and Systems Manager, provided an overview of ridership and fare revenue performance for July 2017, noting that ridership continues to decline. He stated the results of the on-board survey will be released in September 2017.

Committee discussion focused on the possible causes of the ridership decline. Ms. Fernandez reiterated the on-board survey results are forthcoming. She added a survey targeting individuals currently not using transit will be conducted to obtain feedback on transportation mode they prefer to utilize.

Public Comment

Mr. Lebrun commented about the following: 1) ridership report was not in the Agenda packet; 2) Tesla's autonomous vehicle; and 3) decline of light rail ridership at the VTA Cottle station.

On order Chairperson Chavez and there being no objection, the Committee received the July 2017 Monthly Ridership and Fare Revenue Performance Report.

9. VTA's Safety and Security Programs

- **Bicycle Safety**

  Lauren Ledbetter, Senior Transportation Planner for Bicycle and Pedestrian, provided a presentation highlighting the following: 1) Safety used as a criteria for planning and programming efforts; 2) Safe Routes to Schools funding; 3) League

of American Cyclists Training; 4) Countywide Bicycle Map; and 5) San Jose Vision Zero program.

Chairperson Chavez directed staff to provide the VTA Board of Directors the criteria used in prioritizing bicycles and pedestrian projects.

On order of Chairperson Chavez and there being no objection, the Committee received VTA's Safety and Security Programs Report on Bicycle Safety.

10. Items of Concern and Referral to Administration

There were no Items of Concern and Referral to Administration.

11. Committee Work Plan

On order Chairperson Chavez and there being no objection, the Committee reviewed the Committee Work Plan.

12. Committee Staff Report

Ms. Evans noted that the Committee Staff Report was contained on the dais.

13. Chairperson's Report

There was no Chairperson's Report.

14. Determine Consent Agenda for the September 7, 2017 Board of Directors Meeting

CONSENT:

None

REGULAR:

Agenda Item #5., Recommend that the VTA Board of Directors approve the original FY18-19 "Next Network" Transit Service Plan proposals for: 1) Discontinuing Route 45 due to low ridership, and 2) Operating the Rapid 500 on Santa Clara Street

15. ANNOUNCEMENTS

There were no Announcements.

16. ADJOURNMENT

On order of Chairperson Chavez and there being no objection, the meeting was adjourned at 1:41 p.m.

Respectfully submitted,

Michael Diaresco, Board Assistant
VTA Office of the Board Secretary

Santa Clara Valley Transportation Authority

Technical Advisory Committee

Wednesday, August 9, 2017

MINUTES

CALL TO ORDER

The Regular Meeting of the Technical Advisory Committee (TAC) was called to order at 1:32 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

Attendee Name	Title	Representing	Status
Todd Capurso	Member	City of Campbell	Present
Amy Olay	Alternate Member	City of Campbell	N/A
Timm Borden	Member	City of Cupertino	Present
David Stillman	Alternate Member	City of Cupertino	N/A
Michael Fisher	Member	City of Gilroy	Present
VACANT	Alternate Member	City of Gilroy	-
Susanna Chan	Member	City of Los Altos	Absent
Chris Lamm	Alternate Member	City of Los Altos	Absent
Steve Chan	Member	City of Milpitas	Absent
Greg Chung	Alternate Member	City of Milpitas	Absent
Jeannie Hamilton	Member	City of Monte Sereno	Present
VACANT	Alternate Member	City of Monte Sereno	-
Scott Creer	Member	City of Morgan Hill	Present
Christina Turner	Alternate Member	City of Morgan Hill	N/A
Helen Kim	Member	City of Mountain View	Present
Dawn Cameron	Alternate Member	City of Mountain View	N/A
Joshuah Mello	Member	City of Palo Alto	Present
Philip Kamhi	Alternate Member	City of Palo Alto	N/A
John Ristow	Member	City of San José	Present
Jessica Zenk	Alternate Member	City of San José	N/A
VACANT	Member	City of Santa Clara	-
Dennis Ng	Alternate Member	City of Santa Clara	Present
John Cherbone	Member	City of Saratoga	Present
Macedonia Nunez	Alternate Member	City of Saratoga	N/A
Shahid Abbas	Member	City of Sunnyvale	Present
Carol Shariat	Alternate Member	City of Sunnyvale	N/A
Harry Freitas	Member	County of Santa Clara	Present
Ellen Talbo	Alternate Member	County of Santa Clara	Present
Allen Chen	Member	Town of Los Altos Hills	Present
Tina Tseng	Alternate Member	Town of Los Altos Hills	N/A
Matt Morley	Chairperson	Town of Los Gatos	Present
Lisa Petersen	Alternate Member	Town of Los Gatos	N/A

Attendee Name	Title	Representing	Status
Nick Saleh	Ex-Officio Member	California Department of Transportation (Caltrans)	Present
Dina El-Tawansy	Ex-Officio Alternate Member	California Department of Transportation (Caltrans)	Present
Therese Trivedi	Ex-Officio Member	Metropolitan Transportation Commission (MTC)	Present
VACANT	Ex-Officio Alternate Member	Metropolitan Transportation Commission (MTC)	-
Ngoc Nguyen	Ex-Officio Member	Santa Clara Valley Water District (SCVWD)	Present
Chris Hakes	Ex-Officio Alternate Member	Santa Santa Clara Valley Water District (SCVWD)	N/A

A quorum was present.

2. ORDERS OF THE DAY

There were no Orders of the Day.

3. PUBLIC PRESENTATIONS

Roland Lebrun, Interested Citizen, noted a possible strategy to increase Caltrain capacity by extending platform lengths.

Member Fisher arrived at the meeting and took his seat at 1:35 p.m.

4. Committee Staff Report

Marcella Rensi, Transportation Program Manager and Committee Staff Liaison, provided a report, highlighting: 1) actions that the VTA Board of Directors (Board) took at their June 1, 2017 and August 3, 2017, meetings; 2) Chris Augenstein's promotion as VTA's Director of Planning & Programming; 3) retirement of Kurt Evans, Government Affairs Manager; 4) hiring of new Board Assistant Michael Diaresco; 5) completion of the Montague Pedestrian Overcrossing Bridge connecting the Milpitas BART Station with the Montague Light Rail Station; 6) Board Workshop Meetings scheduled for August 25 and September 22, 2017 to discuss VTA's BART Silicon Valley Project; 7) Phase 1 of VTA's BART Silicon Valley Project is 97% complete, with passenger service anticipated for June 2018, the original date provided to the Federal Transit Administration (FTA); 8) VTA's Community Outreach and Public Engagement Department participation at National Night Out events; and 9) VTA's partnership with San Jose Jazz Summer Fest scheduled for August 11-13, 2017.

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

5. Chairperson's Report

Chairperson Morley welcomed the following Committee members: 1) Ngoc Nguyen, Ex-Officio Member representing the Santa Clara Valley Water District; 2) Scott Creer, Member representing the City of Morgan Hill; and 3) Harry Freitas, Member representing the County of Santa Clara.

Member Kim left her seat at 1:45 p.m.

6. TAC Working Groups Report

- Capital Improvement Program (CIP)

  Celeste Fiore, Transportation Planner, highlighted the following CIP Working Group topics discussed at their July 25, 2017, meeting: 1) 2016 Measure B Bicycle and Pedestrian Program Category; 2) results of One Bay Area Grant Program - Cycle 2 (OBAG-2) and Priority Development Area (PDA) Planning Grant Program applications; and 3) Metropolitan Transportation Commission (MTC) requirement for the annual obligation plan of Federal Highway Administration (FHWA) funded projects.

  Ms. Fiore noted the next CIP Working Group meeting is scheduled for August 22, 2017.

- Systems Operations & Management (SOM)

  Eugene Maeda, Senior Transportation Planner, provided a brief report of the May 31 and June 28, 2017, SOM Working Group meetings, noting the following were discussed: 1) 2016 Measure B Complete Streets checklist development; 2) SB 743 update; 3) City of San Jose's proposal to switch from level of service (LOS) to vehicle miles traveled (VMT) analysis; 4) *Vistro* software evaluation to replace *Traffix*; and 5) July 13, 2017, Complete Streets Design and Implementation workshop led by the National Complete Streets Coalition and co-sponsored by VTA and the Santa Clara County Public Health Department.

  Mr. Maeda noted the next SOM Working Group meeting is scheduled for August 23, 2017.

- Land Use/Transportation Integration (LUTI)

  Mr. Maeda noted the LUTI Working Group has not met since May 2017. The next LUTI Working Group meeting is scheduled for August 21, 2017.

CONSENT AGENDA

7. Regular Meeting Minutes of May 10, 2017

M/S/C (Capurso/Ng) to approve the Regular Meeting Minutes of May 10, 2017.

8. PDA Investment and Growth Strategy

M/S/C (Capurso/Ng) to recommend that the VTA Board of Directors approve the Priority Development Area (PDA) Investment and Growth Strategy, Third Edition, as a requirement of receiving future OBAG grant funding.

9. 2016 Measure B Complete Streets Reporting Requirements: Local Streets and Roads Self-Declaration Form

M/S/C (Capurso/Ng) to receive the Pavement Program Self-Declaration Form for the Local Streets and Roads program area for 2016 Measure B.

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

10. Transit Operations Performance Report - FY2017 Third Quarter

M/S/C (Capurso/Ng) to receive the FY2017 Third Quarter Transit Operations Performance Report.

RESULT:	**APPROVED [UNANIMOUS] – Consent Agenda Items #7 - #10**
MOVER:	Todd Capurso, Member
SECONDER:	Dennis Ng, Alternate Member
AYES:	Abbas, Borden, Capurso, Chen, Cherbone, Creer, Fisher, Freitas, Hamilton, Mello, Morley, Ng (Alt.), Ristow
NOES:	None
ABSENT:	Steve Chan, Chung (Alt.), Susanna Chan, Kim, Lamm (Alt.)

REGULAR AGENDA

Member Kim took her seat at 1:50 p.m.

11. Elect Replacement Technical Advisory Committee Vice Chairperson for Remainder of 2017

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

The Committee did not conduct voting as there were no nominations from the floor. Chairperson Morley noted the replacement of TAC vice chairperson will be addressed at the next meeting.

12. Priority Development Area Planning Grant Program of Projects

Ms. Fiore provided an overview of the staff report.

M/S/C (Mello/Ristow) to recommend that the VTA Board of Directors approve the 2017 Priority Development Area (PDA) Planning Grant Program of Projects for funding.

RESULT:	**APPROVED [UNANIMOUS] –Agenda Items #12**
MOVER:	Joshuah Mello, Member
SECONDER:	John Ristow, Member
AYES:	Abbas, Borden, Capurso, Chen, Cherbone, Creer, Fisher, Freitas, Hamilton, Kim, Mello, Morley, Ng (Alt.), Ristow
NOES:	None
ABSENT:	Steve Chan, Chung (Alt.), Susanna Chan, Lamm (Alt.)

13. Legislative Update Matrix

Kurt Evans, Government Affairs Manager, provided an overview of the staff report, highlighting: 1) passage of Assembly Bill (AB) 398 (E. Garcia) and extension of cap-and-trade through the end of 2030; 2) update on Senate Bill (SB) 595 (Beall) and Regional Measure (RM) 3 expenditure plan; 3) overview of AB 1069 (Low); and 4) overview of proposed SB 797 (Hill) to address the lack of a dedicated revenue source for Caltrain.

Public Comment

Mr. Lebrun made the following comments regarding SB 797: 1) San Francisco County Transportation Authority and San Mateo County Transit District should consider Caltrain improvements funding similar to 2016 Measure B; 2) capital expenditures was an issue; and 3) the Peninsula Corridor Joint Powers Board (JPB) should have authority to select/terminate Caltrain executive.

On order of Chairperson Morley, and there being no objection, the Committee reviewed the Legislative Update Matrix.

14. 2016 Measure B Program Category Guidelines Update

Jane Shinn, Senior Management Analyst, provided a brief overview of the staff report.

Members of the Committee and staff discussed the suggestions from a Member Agency regarding the Bicycle & Pedestrian Program Category. Members of the Committee requested staff to bring back to the TAC any staff-proposed changes to the 2016 Measure B Program Category Guidelines. Staff responded any proposed changes to the guidelines and development of draft program criteria will be presented to the CIP Working Group and relevant VTA Committees for discussion and input.

Public Comment

Mr. Lebrun referred to the Caltrain Grade Separations Category and suggested that priority be given to projects that would increase capacity.

On order of Chairperson Morley, and there being no objection, the Committee received an update on 2016 Measure B Program Category Guidelines.

15. Pedestrian Access to Transit Plan

Lauren Ledbetter, Senior Transportation Planner, provided an overview of the Pedestrian Access to Transit Plan (Plan), noting: 1) plan mission and vision; 2) summary of community outreach efforts, including formation of a stakeholder task force; 3) criteria used to identify focus areas, including geographic analysis; 4) types of recommended projects and criteria for project evaluation; 5) overview of coordination with VTA Committees and Member Agencies; and 6) next steps.

Public Comment

Mr. Lebrun advocated for a pedestrian overpass to connect the Cottle Light Rail Station to adjacent developments.

The Committee commended staff for their work on the plan. Discussion ensued on the following: 1) focus area selection process; and 2) relationship of projects in the Plan to potential 2016 Measure B funding.

Upon query of Members of the Committee, staff noted the scoring criteria for the 2016 Measure B competitive program will be developed with input from VTA Committees and the CIP Working Group. Staff encouraged Member Agencies to reach out to VTA regarding questions on project evaluation for the Plan.

On order of Chairperson Morley, and there being no objection, the Committee reviewed and provided input on the Draft Pedestrian Access to Transit Plan.

16. Cross County Bicycle Corridor Prioritization Results for Countywide Bicycle Plan Update

Ms. Ledbetter provided an overview of the Prioritization Results for the Countywide Bicycle Plan, highlighting: 1) update on the Countywide Bicycle Plan; 2) summary of modifications to the countywide bicycle network; 3) prioritization criteria and scores; 4) what it means to be designated as a priority corridor; and 5) next steps.

Public Comment

Mr. Lebrun reiterated his suggestion for a pedestrian overpass to connect the Cottle Light Rail Station to adjacent developments and asked about analysis conducted to examine need.

Discussion ensued regarding how priority corridors and amendments to local bike plans or findings from Complete Streets studies could potentially be eligible for 2016 Measure B funding.

On order of Chairperson Morley, and there being no objection, the Committee discussed the prioritization results for the proposed 2017 Cross County Bicycle Corridors.

OTHER

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

Ex-Officio Member Trivedi provided an update, noting: 1) MTC and the Association of Bay Area Governments (ABAG) have now merged thru MTC effective July 1, 2017; 2) adoption of the Plan Bay Area 2040 by the MTC and ABAG Boards at their respective July 2017 meetings; 3) announced the Innovative Deployments to Enhance Arterials (IDEA) Challenge Grant Program opportunity; 4) announced Complete Streets

implementation workshops scheduled for October 5, 2017 in San Francisco, and October 11, 2017 in San Jose City Hall; and 5) MTC to release a PDA Planning Program in the Fall and will provide more information to the Committee as they become available.

Member Mello left the meeting at 3:07 p.m.

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

18. Update on Caltrans Activities and Initiatives

Ex-Officio Member Saleh provided a brief update on emergency work in the City of Gilroy and on SR-35.

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

19. Committee Work Plan

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

20. ANNOUNCEMENTS

Ms. Rensi provided a brief overview of SB 1 implementation plan and schedule, including workshops on guideline development. She encouraged the Committee to visit the California Transportation Commission's website for more information.

Member Fisher expressed appreciation to Caltrans for their assistance on CA-152 rehabilitation.

21. ADJOURNMENT

On order of Chairperson Morley, and there being no objection, the meeting was adjourned at 3:18 p.m.

Respectfully submitted,

Michelle Oblena, Board Assistant
VTA Office of the Board Secretary

Santa Clara Valley Transportation Authority

CITIZENS ADVISORY COMMITTEE
and
2000 MEASURE A CITIZENS WATCHDOG COMMITTEE

Wednesday, August 9, 2017

MINUTES

CALL TO ORDER

The Regular Meeting of the Citizens Advisory Committee (CAC)/2000 Measure A Citizens Watchdog Committee (CWC) was called to order at 4:00 p.m. by Chairperson Wadler in the Auditorium, VTA River Oaks Campus, 3331 North First Street, San Jose, California.

1. ROLL CALL

Attendee Name	Title	Represents	Status
Stephen Blaylock	Member	Mass Transit Users	Absent
Aneliza Del Pinal	Member	Senior Citizens	Present
Chris Elias	Member	Environmentalists	Present
Sharon Fredlund	Vice Chairperson	BOMA Silicon Valley	Present
William Hadaya	Member	SCC Chambers of Commerce Coalition	Present
Ray Hashimoto	Member	Homebuilders Assn. of No. CA	Absent
Aaron Morrow	Member	Disabled Community	Absent
Chris O'Connor	Member	Silicon Valley Leadership Group	Present
Charlotte Powers	Member	San Jose	Present
Connie Rogers	Member	South County Cities	Present
Martin Schulter	Member	Disabled Persons	Present
Noel Tebo	Member	San Jose	Present
Herman Wadler	Chairperson	Bicyclists & Pedestrians	Present

A quorum was present.

2. ORDERS OF THE DAY

Aaron Quigley, Senior Policy Analyst and Staff Liaison, noted staff requested **Agenda Item #13.,** Legislative Update Matrix, be heard before the 2000 Measure A Citizens Watchdog Committee Regular Agenda.

3. PUBLIC PRESENTATIONS:

There were no Public Presentations.

4. Committee Staff Report

Mr. Quigley reported the actions the VTA Board of Directors (Board) took at the June 1, 2017 and August 3, 2017 meeting.

Mr. Quigley also reported the following: 1) Chris Augenstein was recently promoted to VTA Director of Planning & Programming; 2) upcoming retirement of Kurt Evans, Government Affairs Manager; 3) introduced and welcomed back Michael Diaresco, Board Assistant; 4) Montague Pedestrian Overcrossing Bridge completion; 5) Committee members are encouraged to attend upcoming Board Workshops scheduled for August 25 and September 22, 2017 to discuss VTA's BART Silicon Valley project Phases 1 and 2; 6) BART Phase 1 is currently in the testing phase with the continued goal of passenger service to begin in June 2018; 7) VTA's Community Outreach and Public Engagement Team set up three successful informational events at the National Night Out, and 8) VTA is partnering with the Jazz Summer Fest for a 20% discount on tickets. Festival to be held August 11-13.

5. Chairperson's Report

Chairperson Wadler reported the following: 1) City of Santa Clara Pedestrian Undercrossing reveal was held on June 30, 2017; 2) VTA and partner agencies hosted a Complete Streets Design Implementation Workshop; 3) VTA participated in the annual National Night Out on August 1, 2017; 4) the Community Outreach and Public Engagement Team represented VTA in downtown San Jose, Cupertino and East San Jose to talk to residents about the BART Silicon Valley Project and the upcoming transit service redesign which goes into effect when BART reaches the South Bay, and; 5) VTA to partner with City of San Jose Jazz Summer Festival, August 11-13, 2017.

6. Committee for Transportation Mobility and Accessibility

There was no Committee for Transportation Mobility and Accessibility (CTMA) 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 May 10, 2017

M/S/C (Fredlund/Tebo) to approve the Regular Meeting Minutes of May 10, 2017.

9. CAC Quarterly Attendance Report

M/S/C (Fredlund/Tebo) to receive the Citizens Advisory Committee Quarterly Attendance Report.

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

10. Transit Operations Performance Report - Q3 FY 2017

M/S/C (Fredlund/Tebo) to receive the Transit Operations Performance Report: Third Quarter (Fiscal Year 2016).

RESULT:	**APPROVED [UNANIMOUS] (Consent Agenda Items #8-10)**
MOVER:	Fredlund, Member
SECONDER:	Tebo, Member
AYES:	Del Pinal, Elias, Fredlund, Hadaya, O'Connor, Powers, Rogers, Schulter, Tebo, Wadler
NOES:	None
ABSENT:	Blaylock, Hashimoto, Morrow

The Agenda was taken out of order.

CITIZENS ADVISORY COMMITTEE REGULAR AGENDA

13. Legislative Update Matrix

Kurt Evans, Government Affairs Manager, provided a verbal report, highlighting the following: 1) Passage of Assembly Bill (AB) 398 (E. Garcia), Cap-and-Trade; 2) update on Regional Measure 3 – Senate Bill (SB) 595 (Beall), and; 3) introduction of SB 797 (Hill), Caltrain Dedicated Revenue Source.

Members of the Committee congratulated and thanked Mr. Evans for his exemplary public service. Discussion ensued regarding the following: 1) potential regional Caltrain tax measure; 2) cap-and-trade expectations; and 3) consolidation of Bay Area transit agencies. There was general support for a specified funding source for Caltrain, noting it has been difficult for local jurisdictions to fund Caltrain operations.

On order of Chairperson Wadler and there being no objection, the Committee received the Legislative Update Matrix.

2000 MEASURE A CITIZENS WATCHDOG COMMITTEE REGULAR AGENDA

11. CWC Annual Report and Publication Strategy

Stephen Flynn, Senior Management Analyst, provided a brief overview of the staff report and reviewed the changes incorporated into the CWC Annual Report. Mr. Flynn thanked Vice Chairperson Fredlund for her hard work and collaboration.

Members of the Committee discussed and made the following comments/requests: 1) Referenced Attachment B, Summary Report on Benefits and Key Achievements, under Caltrain Service Upgrades and suggested removing geographic references so the

report reads: Electrifying the Caltrain system will increase speed; 2) requested the following words in the last line of Attachment B, Summary Report on Benefits and Key Achievements, under Caltrain Service Upgrades be stricken: "Caltrain expects to begin rollout of electrified passenger service in winter 2020"; and 3) Referenced Attachment C, Comprehensive Annual Report and noted verbiage is missing at the end of the third paragraph.

M/S/C (Tebo/O'Connor) to approve the format and content of Attachments A, B, and C, **as amended** with the recommendation to strike the words in Attachment B "from Palo Alto to Gilroy" in the first sentence under Caltrain Service Upgrades, also to strike the words "Caltrain expects to begin rollout of electrified passenger service in winter 2020" in the last sentence, and; and to add in missing verbiage in Attachment C.

RESULT:	**APPROVED [UNANIMOUS] (Agenda Item #11)**
MOVER:	Tebo, Member
SECONDER:	O'Connor, Member
AYES:	Del Pinal, Elias, Fredlund, Hadaya, O'Connor, Powers, Rogers, Schulter, Tebo, Wadler
NOES:	None
ABSENT:	Blaylock, Hashimoto, Morrow

Tammy Dhanota, Public Communication Specialist II, provided a brief report on the publication strategy for the Annual Report.

M/S/C (Fredlund/Hadaya) to approve the 2000 Measure A Citizens Watchdog Committee's Annual Report on Fiscal Year 2016 and the recommended publication strategy.

RESULT:	**APPROVED [UNANIMOUS] (Agenda Item #11)**
MOVER:	Fredlund, Member
SECONDER:	Hadaya, Member
AYES:	Del Pinal, Elias, Fredlund, Hadaya, O'Connor, Powers, Rogers, Schulter, Tebo, Wadler
NOES:	None
ABSENT:	Blaylock, Hashimoto, Morrow

12. Consider Exercising Option Year(s) Extension on Compliance Auditing Contract with MGO

Mr. Flynn provided an overview of the staff report.

Members of the Committee discussed: 1) previous auditors used, and; 2) contract has a set fixed cost of $29,700 per year to extend.

M/S/C (Hadaya/Schulter) to consider exercising the option to extend the contract with Macias, Gini & O'Connell LLP (MGO) for independent compliance auditing services to the 2000 Measure A Citizens Watchdog Committee (CWC), for two years at a cost of $29,700 per year/audit cycle.

RESULT:	**APPROVED [UNANIMOUS] (Agenda Item #12)**
MOVER:	Hadaya, Member
SECONDER:	Schulter, Member
AYES:	Del Pinal, Elias, Fredlund, Hadaya, O'Connor, Powers, Rogers, Schulter, Tebo, Wadler
NOES:	None
ABSENT:	Blaylock, Hashimoto, Morrow

CITIZENS ADVISORY COMMITTEE REGULAR AGENDA (continued)

14. 2016 Measure B Program Guidelines Update

Jane Shinn, Senior Management Analyst, provided a brief verbal report, highlighting the following: 1) Bicycle & Pedestrian Program Category Competitive Grants; 2) Highway Interchange Program Category, and; 3) Next Steps.

Members of the Committee discussed the following: 1) board deferral of guidelines; 2) 2016 Measure A litigation, and; 3) proposed Capital Project Competitive Grant Program.

COMBINED CAC AND CITIZENS WATCHDOG COMMITTEE ITEMS

15. Citizens Advisory Committee and Citizens Watchdog Committee Work Plans

Members of the Committee and staff discussed the following: 1) a safety presentation is scheduled to come before the Committee in September, 2017, and; 2) Member Tebo requested an update on at-grade railway separations.

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

OTHER

16. ANNOUNCEMENTS

Vice Chairperson Fredlund announced VTA Board Workshops are scheduled for Friday, August 25, 2017, and Friday, September 22, 2017, both at 9:00 a.m., where VTA's BART Silicon Valley Phase II construction methodology (single/twin bore) will be discussed.

Member Rogers announced the Caltrain service to the Garlic Festival was a huge success. The event was well attended.

Upon inquiry of Committee Members, staff indicated that VTA has a Land Use and Transportation Integration Team that will examine the potential impacts of the proposed new Google development in Downtown San Jose. Members of the Committee commented San Jose Airport is experimenting with driverless shuttles and noted the importance of the People Mover connection from the San Jose Airport to local stadium venues. Staff indicated the Quarterly Development Report will address these important issues.

Vice Chairperson Fredlund encouraged Committee Members to attend the San Jose Jazz Festival on Sunday, August 13, 2017, noting her husband's Big Band performance would begin at 5:00 p.m.

17. ADJOURNMENT

On order of Chairperson Wadler and there being no objection, the meeting was adjourned at 5:30 p.m.

Respectfully submitted,

Anita McGraw, Board Assistant
VTA Office of the Board Secretary

Santa Clara Valley Transportation Authority

Bicycle & Pedestrian Advisory Committee

Wednesday, August 9, 2017

MINUTES

CALL TO ORDER

The Regular Meeting of the Bicycle and Pedestrian Advisory Committee (BPAC) was called to order at 6:31 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

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

A quorum was present.

2. ORDERS OF THE DAY

There were no Orders of the Day.

3. PUBLIC PRESENTATIONS:

There were no Public Presentations.

CONSENT AGENDA

4. Regular Meeting Minutes of May 10, 2017

Member Stallman requested the following corrections to the May 10, 2017, Regular Meeting Minutes: 1) referenced **Agenda Item #16**: Reports from BPAC Subcommittees and requested that the last sentence read "stemmed from children traffic fatalities" instead of "stemmed from children being fatally injured in traffic fatalities"; 2) referenced **Agenda Item #10**: 2016 Measure B Complete Streets Reporting Requirements, and noted that Member Brinsfield thanked Lauren Ledbetter, Senior Transportation Planner and BPAC Staff Liaison, not him; and 3) inquired why **Agenda Item #6**: FY2017/18 TDA3 Project Priorities failed.

Member Goldstein requested the following corrections to the May 10, 2017, Regular Meeting Minutes: 1) referenced **Agenda Item #1**: Roll Call, and noted that the city each member represents was not included on roll call; and 2) referenced **Agenda Item #11**: VTA's Transit Operator Safety Training, and requested that the recommendation language read "specifically in regard to" and not "specifically in regards to" as written

Member Wadler expressed support for including the reason a motion fails. Ms. Ledbetter noted that a summary of the discussion is included on the memo when it goes to the VTA Board of Directors (Board).

RESULT:	**APPROVED – Consent Agenda Item #4**
MOVER:	Jim Stallman, Member
SECONDER:	Paul Goldstein, Member
AYES:	Brinsfield, Caidoy, Chaffin, Cretekos, Fearer, Goldstein, Haskell, Hertan, Lindskog, Stallman, Tuttle, Unangst, Wadler
NOES:	None
ABSENT:	Schimandle, Simons

5. Workshop Meeting Summary Minutes of July 12, 2017

Member Schimandle took her seat at 6:41 p.m.

Member Stallman requested that "National Park Service Anza" be added before "historic trail" on the July 12, 2017, Workshop Summary Minutes on **Agenda Item #7**: Announcements.

RESULT:	**APPROVED – Consent Agenda Item #5**
MOVER:	Jim Stallman, Member
SECONDER:	Paul Goldstein, Member
AYES:	Brinsfield, Caidoy, Chaffin, Cretekos, Fearer, Goldstein, Haskell, Hertan, Lindskog, Schimandle, Stallman, Tuttle, Unangst, Wadler
NOES:	None
ABSENT:	Simons

REGULAR AGENDA

6. Elect Replacement Bicycle & Pedestrian Advisory Committee Vice Chairperson for Remainder of 2017

Stephen Flynn, Advisory Committee Coordinator, provided a brief overview of the BPAC leadership election process.

Chairperson Hertan opened the floor for nominations for the position of 2017 BPAC Vice Chairperson. Member Goldstein nominated Member Fearer. Member Fearer accepted the nomination.

Member Fearer was unanimously elected as BPAC Vice Chairperson for the remainder of 2017.

RESULT:	**APPROVED – Regular Agenda Item #6**
AYES:	Brinsfield, Caidoy, Chaffin, Cretekos, Fearer, Goldstein, Haskell, Hertan, Lindskog, Schimandle, Stallman, Tuttle, Unangst, Wadler
NOES:	None
ABSENT:	Simons

7. 2016 Measure B Bicycle & Pedestrian Program Category Guidelines Update

Jane Shinn, Senior Management Analyst, provided an overview of the comments received for 2016 Measure B's Bicycle and Pedestrian Program Category Guidelines.

Majority of the Committee Members expressed support for keeping the 50% cap per jurisdiction. **On order of Chairperson Hertan**, and there being no objection, the Committee received an update on 2016 Measure B Bicycle & Pedestrian Program Category Guidelines.

8. Pedestrian Access to Transit Plan

Ms. Ledbetter provided a presentation, entitled "Pedestrian Access to Transit Plan: Draft Final Plan".

Member Simons took his seat at 7:14 p.m.

In response to an inquiry from Member Stallman, Ms. Ledbetter will post on the VTA website the complete list of projects.

Public Comment

Doug Muirhead, Interested Citizen, commented that bus stop amenities are important considerations for first and last mile.

On order of Chairperson Hertan, and there being no objection, the Committee reviewed and provided input on the Draft Pedestrian Access to Transit Plan.

OTHER

9. Committee Staff Report

Ms. Ledbetter provided an overview of the written staff report.

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

10. Santa Clara County Staff Report

Aruna Bodduna, County of Santa Clara Associate Transportation Planner, introduced Harry Freitas, Director of Roads and Airports and provided a brief report, highlighting: 1) Expressway Plan 2040 draft report; and 2) circulation and mobility network update.

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

11. Chairperson's Report

Chairperson Hertan formed a subcommittee to study Best Practices for Transit Operators Training. Vice Chairperson Fearer volunteered to lead the subcommittee that is comprised of Members Cretekos and Caidoy, and Chairperson Hertan.

12. Reports from BPAC Subcommittees

- Travel Reimbursement Subcommittee

  Mr. Flynn reported that the proposal has been reviewed by VTA General Counsel and awaiting approval by either the General Manager or the Board.

- Complete Streets Subcommittee

  Ms. Ledbetter reported the following: 1) the subcommittee is currently working on the Complete Streets checklist for capital projects; 2) the local streets and roads checklist was reviewed by the Technical Advisory Committee; and 3) VTA is internally reviewing Complete Streets policy for all projects.

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

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

There was no CAC/CWC report.

14. BPAC Work Plan

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

On order of Chairperson Hertan, and there being no objection, the Committee reviewed the BPAC Work Plan.

15. ANNOUNCEMENTS

Member Caidoy announced she is attending the Alleycat scavenger hunt in San Jose on August 12, 2017.

Member Brinsfield made the following announcements: 1) encouraged members to vote on the proposed bike racks configurations on Caltrain; 2) Caltrain adopted a new fare structure; 3) expressed support for VTA sponsoring the San Jose Jazz Festival; and 4) schools in Los Altos are upgrading to solar power and encouraged members to be careful when riding near schools.

Member Schimandle made the following announcements: 1) Gilroy will hold an evening bike to school event will be held on August 25, 2017; and 2) the Gilroy library will have a bike repair station beginning in late September 2017.

Member Simons spoke about a pilot program in London that will examine ways to prioritize bike trouble spots.

Member Stallman encouraged Members to keep track of what is happening in their jurisdiction with freeway projects for bike plans using 2016 Measure B funds.

Member Goldstein made the following announcements: 1) Palo Alto is building its bike boulevard network; 2) the city is removing bollards on bike paths; and 3) David Byrne has a display of his decorative but functional bike racks at Cantor Arts Center on the Stanford University campus.

Vice Chairperson Fearer announced the following: 1) a bike ride on August 8, 2017 through San José bike ways; 2) the City of San José and California Walks are hosting a walk and bike assessment workshop on August 31, 2017; and 3) Viva Calle is on September 17, 2017.

16. ADJOURNMENT

On order of Chairperson Hertan, and there being no objection, the meeting was adjourned at 8:29 p.m.

Respectfully submitted,

Thalia Young, Board Assistant
VTA Office of the Board Secretary

Santa Clara Valley Transportation Authority

Policy Advisory Committee

Thursday, August 10, 2017

MINUTES

CALL TO ORDER

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

Attendee Name	Title	Status
Rich Waterman	City of Campbell	Present
Cristina, Jeff (Alternate)	City of Campbell	N/A
Sinks, Rod	City of Cupertino	Present
Barry Chang (Alternate)	City of Cupertino	N/A
Harney, Daniel	City of Gilroy	Absent
Tucker, Cat (Alternate)	City of Gilroy	Absent
Lee Eng, Lynette	City of Los Altos	Present
Mordo, Jean (Alternate)	City of Los Altos	N/A
Wu, Michelle	Town of Los Altos Hills	Present
Gary Waldeck (Alternate)	Town of Los Altos Hills	N/A
Rob Rennie	Town of Los Gatos	Present
Marico Sayoc (Alternate)	Town of Los Gatos	N/A
Nuñez, Bob	City of Milpitas	Present
Garry Barbadillo (Alternate)	City of Milpitas	N/A
Rowena Turner	City of Monte Sereno	Present
Curtis Rogers (Alternate)	City of Monte Sereno	N/A
Rich Constantine	City of Morgan Hill	Present
Rene Spring (Alternate)	City of Morgan Hill	N/A
John McAlister	City of Mountain View	Present
Abe-Koga, Margaret (Alternate)	City of Mountain View	N/A
Liz Kniss	City of Palo Alto	Absent
Cory Wolbach (Alternate)	City of Palo Alto	Absent
Carrasco, Magdalena	City of San Jose	Present
Vacant (Alternate)	*City of San Jose*	N/A
Kathy Watanabe	City of Santa Clara	Absent
Patrick Kolstad (Alternate)	City of Santa Clara	Absent
Howard Miller	City of Saratoga	Present
Rishi Kumar (Alternate)	City of Saratoga	N/A
Gustav Larsson	City of Sunnyvale	Present
Nancy Smith (Alternate)	City of Sunnyvale	N/A
Mike Wasserman	SCC Board of Supervisors	Absent

A quorum was present.

2. ORDERS OF THE DAY

Staff requested to move **Regular Agenda Item #10** - Legislative Update Matrix, immediately after **Agenda Item #4** - Committee Staff Report, under the Government Affairs Update.

M/S/C (Nuñez/Rennie) to accept the Orders of the Day.

RESULT:	**APPROVED — Orders of the Day - Agenda Item #3**
MOVER:	Bob Nuñez, Member
SECONDER:	Rob Rennie, Member
AYES:	Constantine, Larsson, Lee Eng, McAlister, Miller, Nuñez, Rennie, Sinks, Turner
NOES:	None
ABSENT:	Carrasco, Cristina (Alt), Harney, Kniss, Tucker (Alt), Wasserman, Watanabe, Waterman, Wolbach (Alt), Wu

3. PUBLIC PRESENTATIONS

Roland Lebrun, Interested Citizen, made the following comments: 1) noted a possible strategy to increase Caltrain capacity by extending platform lengths; and 2) suggested the City of Cupertino as terminus for VTA's BART Extension to Silicon Valley.

4. Committee Staff Report

Member Wu arrived at the meeting and took her seat at 4:09 p.m.

Jim Lawson, Director of Government & Public Relations and Staff Liaison, provided a brief report, highlighting: 1) summary of actions taken by the VTA Board of Directors (Board) at their June 1, 2017, and August 3, 2017, meetings; and 2) announced retirement of Kurt Evans, Government Affairs Manager, at the end of the week.

Member Waterman arrived at the meeting and took his seat at 4:12 p.m.

- Government Affairs Update

The Agenda was taken out of order.

10. Legislative Update Matrix

Kurt Evans, Government Affairs Manager, provided an overview of the following: 1) Fiscal Year (FY) 2018 Transportation Appropriations; 2) cap-and-trade and Assembly Bill (AB) 398 (E. Garcia); and 3) Senate Bill (SB) 595 (Beall).

Public Comment

Mr. Lebrun made the following comments regarding SB 797: 1) suggested equitable distribution of revenues; 2) the Peninsula Corridor Joint Powers Board (JPB) should have authority to select/terminate Caltrain executive; and

3) San Francisco County Transportation Authority and San Mateo County Transit District should consider Caltrain improvements funding similar to 2016 Measure B.

Member Carrasco arrived at the meeting and took her seat at 4:20 p.m.

Members of the Committee and staff engaged in a brief discussion pertaining to local contribution and SB 797 and funds allocation from SB 595.

On Order of Chairperson Miller, and there being no objection, the Committee reviewed the Legislative Update Matrix.

5. Chairperson's Report

Chairperson Miller announced Board workshop meetings scheduled on August 25, 2017, and September 22, 2017, to discuss Phase 1 and Phase 2 of VTA's BART Silicon Valley Extension project.

CONSENT AGENDA

6. Regular Meeting Minutes of May 11, 2017

M/S/C (Constantine/Larsson) to approve the Regular Meeting Minutes of May 11, 2017.

7. PDA Investment and Growth Strategy

M/S/C (Constantine/Larsson) to recommend that the VTA Board of Directors approve the Priority Development Area (PDA) Investment and Growth Strategy, Third Edition, as a requirement of receiving future OBAG grant funding.

8. Transit Operations Performance Report - FY2017 Third Quarter

M/S/C (Constantine/Larsson) to receive the FY2017 Third Quarter Transit Operations Performance Report.

RESULT:	**APPROVED – Consent Agenda Item #s 6-8**
MOVER:	Rich Constantine, Member
SECONDER:	Gustav Larsson, Member
AYES:	Carrasco, Constantine, Larsson, Lee Eng, McAlister, Miller, Nuñez, Rennie, Sinks, Turner, Waterman, Wu
NOES:	None
ABSENT:	Harney, Kniss, Kolstad (Alt), Tucker (Alt), Wasserman, Watanabe, Wolbach (Alt)

Upon query of Vice Chairperson McAlister, Chairperson Miller provided a brief synopsis of the Board's action at their June 1, 2017, meeting regarding VTA's revised fare policy.

REGULAR AGENDA

9. Priority Development Area Planning Grant Program of Projects

Marcella Rensi, Deputy Director of Programming & Congestion Management, provided an overview of the staff report.

M/S/C (Carrasco/Constantine) to recommend that the VTA Board of Directors approve the 2017 Priority Development Area (PDA) Planning Grant Program of Projects for funding.

RESULT:	**APPROVED — Orders of the Day - Agenda Item #3**
MOVER:	Magdalena Carrasco, Member
SECONDER:	Rich Constantine, Member
AYES:	Carrasco, Constantine, Larsson, Lee Eng, McAlister, Miller, Nuñez, Rennie, Sinks, Turner, Waterman, Wu
NOES:	None
ABSENT:	Harney, Kniss, Kolstad (Alt), Tucker (Alt), Wasserman, Watanabe, Wolbach (Alt)

11. 2016 Measure B Program Category Guidelines Update

Jane Shinn, Senior Management Analyst, provided a brief overview of the staff report.

Members of the Committee stressed the importance of the VTA Advisory Committees' role and input on staff recommendations to the Board. They expressed support of retaining the "50% cap per jurisdiction" in the Bicycle & Pedestrian Program Category, noting it ensures geographic equity in the distribution of funds.

Public Comment

Mr. Lebrun referred to the Caltrain Grade Separations Category and suggested that priority be given to projects that would increase capacity.

The Committee discussed the possibility of convening a special meeting of VTA Advisory Committees to discuss changes to the 2016 Measure B Program Category Guidelines. Staff noted convening a special meeting would depend on concurrence from individual committee chairpersons, whether committees could secure a quorum, and status of ongoing litigation.

The Committee unanimously made the following recommendations to the Board and staff: 1) any changes to the final draft of the 2016 Measure B Program Category Guidelines should be presented to the Technical Advisory Committee (TAC) and PAC for discussion and recommendation before Board approval; 2) any changes to the final draft of the 2016 Measure B State Route (SR) 85 Corridor Program Category should be presented to the SR 85 Corridor Policy Advisory Board for discussion and recommendation before Board approval; and 3) that the proposed "50% cap per jurisdiction" provision be retained in the 2016 Measure B Bicycle & Pedestrian Program Category Guidelines.

On order of Chairperson Miller, and there being no objection, the Committee received an update on 2016 Measure B Program Category Guidelines.

12. Pedestrian Access to Transit Plan

Lauren Ledbetter, Senior Transportation Planner, provided an overview of the staff report, highlighting: 1) plan mission and vision; 2) overview of public outreach efforts; 3) criteria used to identify focus areas; 4) types of recommended projects; 5) identifying deficiencies and recommended projects; 6) criteria for project evaluation; 7) overview of coordination with VTA Committees and Member Agencies; and 8) next steps.

Members of the Committee and staff discussed the following: 1) next steps on project implementation; 2) clarification on recommended projects and relationship of Pedestrian Access to Transit Plan to potential 2016 Measure B funding; and 3) role of local city staff in completing projects.

Public Comment

Mr. Lebrun advocated for a pedestrian overpass to connect the Cottle Light Rail Station to adjacent developments.

On order of Chairperson Miller, and there being no objection, the Committee reviewed and provided input on the Draft Pedestrian Access to Transit Plan.

OTHER

13. Review PAC Work Plan

On order of Chairperson Miller, and there being no objection, the Committee reviewed the PAC Work Plan.

14. ANNOUNCEMENTS

There were no Announcements.

15. ADJOURNMENT

On order of Chairperson Miller, and there being no objection, the meeting was adjourned at 5:40 p.m.

Respectfully submitted,

Michelle Oblena, Board Assistant
VTA Office of the Board Secretary

Santa Clara Valley Transportation Authority

DIRIDON STATION JOINT POLICY ADVISORY BOARD

August 3, 2017

NOTICE OF CANCELLATION

NOTICE IS HEREBY GIVEN that the Santa Clara Valley Transportation Authority Diridon Station Joint Policy Advisory Board meeting scheduled for 4:00 p.m. on Thursday, August 3, 2017, has been cancelled.

The next meeting of the Santa Clara Valley Transportation Authority Diridon Station Joint Policy Advisory Board is scheduled for 3:00 p.m. on Friday, September 15, 2017, in Wing Room 120, San José City Hall, 200 E. Santa Clara Street, San José, California.

Anita McGraw, Board Assistant
VTA Office of the Board Secretary

Caltrain JPB Meeting Summary

At its September 7, 2017 meeting, the Caltrain JPB:

- Heard the report from the Executive Director that the JPB's Bond rating was lowered. S&P Global Ratings lowered its long-term rating and underlying rating (SPUR) to 'BBB+' from 'A-' Discussion about the impacts of this lowering was discussed.

- Board members suggested a Finance Committee to keep track of finance related items of this magnitude. Heard a legislative update focused on SB797 (Hill) and the approval process to date. SB797 would allow the three counties to bring forth a 1/8 cents sales tax. Staff recommended that this measure would be best brought to the voters in 2020 in line with the Caltrain business plan. Board members requested that this topic be discussed at the board level.

- Approved an amendment of the Fiscal Year 2018 Operating Budget to Increase Revenues by $6,634,578 and Decrease Expenses by $2,698,966 for a New Total Operating Budget of $145,494,598

- Awarded a Contract to Sposeto Engineering, Inc. for the Sunnyvale Station Platform Rehabilitation in the Total Amount of $753,000

- Approved Amendment to the Fiscal Year 2018 Capital Budget by $888,575 for total Capital Budget of $67,348,295 and increase the Executive Director's Contract Change Order Authority by $3 Million for the Los Gatos Creek Bridge Replacement Project

- Approved the authorization and increase in the Executive Director's Contract Change Order Authority by $792,342 for the San Francisco Roadway Bridges Replacement Project Contract

- Received an update on the Dumbarton Transportation Corridor Study (DTCS) (released August 2017). Public comment period open until September 30, 2017. The DTCS is a feasibility study that evaluates potential multimodal transportation improvements within the Dumbarton Corridor in the South San Francisco Bay Area that can improve mobility between southern Alameda County (East Bay) and San Mateo County / northern Santa Clara County (the Peninsula).

  Next steps for corridor study are

  - August-September:
    - Board briefings
    - Stakeholder and public outreach
  - October-December:
    - Review and respond to comments
    - Incorporate changes to final recommendations, if appropriate
    - SamTrans (owner of study report) Board consideration

The Caltrain JPB will next meet on
October 5, 2017, at 10 a.m.
San Mateo County Transit District Administrative Building
Bacciocco Auditorium, 2nd Floor,
1250 San Carlos Avenue, San Carlos, CA 94070