

BICYCLE & PEDESTRIAN ADVISORY COMMITTEE

Wednesday, November 9, 2016

6:30 PM

PLEASE NOTE CHANGE IN MEETING ROOM LOCATION

VTA Conference Room B-106

3331 North First Street

San Jose, CA

AGENDA

COMMITTEE MISSION STATEMENT:

The VTA BPAC provides expertise and guidance to the Board of Directors on promoting and enhancing non-motorized transportation opportunities throughout Santa Clara County and serves as liaison between VTA and the Member Agency bicycle and pedestrian advisory committees.

CALL TO ORDER

- 1. ROLL CALL**
- 2. ORDERS OF THE DAY**
- 3. PUBLIC PRESENTATIONS:**

This portion of the agenda is reserved for persons desiring to address the Committee on any matter not on the agenda. Speakers are **limited to 2 minutes**. The law does not permit Committee action or extended discussion on any item not on the agenda except under special circumstances. If Committee 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.

CONSENT AGENDA

- 4. ACTION ITEM** - Approve the Regular Meeting Minutes of October 12, 2016.
- 5. INFORMATION ITEM** -Receive the Development Review Quarterly Report for July to September 2016.

REGULAR AGENDA

6. ACTION ITEM -Recommend that the VTA Board of Directors adopt the updated Strategic Plan.
7. INFORMATION ITEM -Receive the BPAC Nomination Subcommittee's report on members expressing interest in serving as either chairperson or vice chairperson for 2017.
8. INFORMATION ITEM -Receive a status update on the Bicycle Expenditure Program.
9. INFORMATION ITEM -Review the status of ongoing Santa Clara County Transportation Fund for Clean Air (TFCA) Program Manager Fund projects.
10. INFORMATION ITEM - Receive an update on Vision Zero. (Verbal Report) (*Deferred from the October 12, 2016, Regular Meeting.*)

OTHER

11. Receive Committee Staff Report. (Verbal Report) (Ledbetter)
12. Receive Santa Clara County Staff Report. (Verbal Report) (Cameron)
13. Receive Chairperson's Report. (Verbal Report) (Caidoy)
14. Receive Reports from BPAC subcommittees. (Verbal Report)
15. Receive Citizens Advisory Committee (CAC) and 2000 Measure A Citizens Watchdog Committee (CWC) Report. (Verbal Report) (Wadler)
16. Review BPAC Work Plan. (Ledbetter/Cameron)
17. ANNOUNCEMENTS
18. ADJOURN

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.

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 VTA's website at <http://www.vta.org/> and also at the meeting.



BICYCLE & PEDESTRIAN ADVISORY COMMITTEE

Wednesday, October 12, 2016

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 Caidoy in Conference Room B-104, 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	Chairperson	City of Milpitas	Present
Barry Chaffin	Member	City of Monte Sereno	Present
Jaime Fearer	Member	City of San José	Present
Paul Goldstein	Member	City of Palo Alto	Present
Peter Hertan	Vice Chairperson	Town of Los Gatos	Present
Gary Jones	Member	City of Cupertino	Absent
Breene Kerr	Member	Town of Los Altos Hills	Absent
Sarah Peters	Member	City of Santa Clara	Present
Mary Seehafer	Member	City of Morgan Hill	Present
David Simons	Member	City of Sunnyvale	Present
Jim Stallman	Member	City of Saratoga	Present
Greg Unangst	Member	City of Mountain View	Present
Herman Wadler	Member	City of Campbell	Present
Mila Zelkha	Member	County of Santa Clara	Absent
Vacant	Member	City of Gilroy	n/a
Colin Heyne	Ex-Officio Member	Silicon Valley Bicycle Coalition	Present
Shiloh Ballard	Alt. Ex-Officio Member	Silicon Valley Bicycle Coalition	Absent

A quorum was present.

2. ORDERS OF THE DAY

Staff requested hearing **Agenda Item #9**: Strategic Plan Report before **Agenda Item #8**: Vision Zero Update.

M/S/C (Simons/Brinsfield) to approve the Orders of the Day.

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

RESULT:	APPROVED
MOVER:	David Simons, Member
SECONDER:	Wes Brinsfield, Member
AYES:	Brinsfield, Caidoy, Chaffin, Fearer, Goldstein, Hertan, Simons, Stallman, Wadler
NOES:	None
ABSENT:	Jones, Kerr, Peters, Seehafer, Unangst, Zelkha

3. PUBLIC PRESENTATIONS

There were no Public Presentations.

CONSENT AGENDA

4. Regular Meeting Minutes of September 7, 2016

Member Simons referenced **Agenda Item #6**: VTA Complete Streets Policy Development on the September 7, 2016 minutes, noting he would like to have car dealerships specifically listed as a stakeholder group.

Vice Chairperson Hertan referenced **Agenda Item #12**: Citizens Advisory Committee (CAC) and 2000 Measure A Citizens Watchdog Committee (CWC) Report, and noted a redundancy of words and requested that “received the” be removed from the recommendation; and referenced **Agenda Item #14**: Announcements, and clarified that the City of Los Gatos is working on the master plan for bicycles and pedestrians.

Member Seehafer took her seat at 6:37 p.m.

M/S/C (Brinsfield/Goldstein) to approve the Regular Meeting Minutes of September 7, 2016, as amended.

RESULT:	APPROVED, as amended.
MOVER:	Wes Brinsfield, Member
SECONDER:	Paul Goldstein, Member
AYES:	Brinsfield, Caidoy, Chaffin, Fearer, Goldstein, Hertan, Seehafer, Simons, Stallman, Wadler
NOES:	None
ABSENT:	Jones, Kerr, Peters, Unangst, Zelkha

Member Unangst took his seat at 6:38 p.m.

REGULAR AGENDA

5. Bay Area Bike Share Expansion Update

Lauren Ledbetter, Senior Transportation Planner and Staff Liaison, provided an overview of the staff report.

Member Peters took her seat at 6:42 p.m.

Ms. Ledbetter introduced Emily Stapleton, Motivate. Ms. Stapleton provided a presentation titled “Bay Area Bike Share: A Lasting Civic Transformation for the Bay Area Region,” highlighting the following: 1) Who is Motivate?; 2) Regional Ops Today; 3) Regional Expansion; 4) Serving the Public Interest; 5) Safety; 6) Community & Membership; 7) Current Planned 2018 Bike Counts; 8) Peninsula Opportunity; 9) Palo Alto Leading Interoperable Bike Share Solution for the Peninsula; and 10) Expansion Timeline.

Ms. Ledbetter introduced Chris Corrado, City of Palo Alto. Mr. Corrado provided a presentation titled “Palo Alto Bike Share 2.0,” highlighting the following: 1) Bay Area Bike Share “BABS”; 2) BABS Palo Alto Pilot Program; 3) Social Bicycles (SoBi); 4) Proposed Citywide Bike Share System; 5) Social Bicycles Equipment; 6) SoBi System Flexibility - Out of Hub; 7) SoBi System Flexibility - Virtual Hubs; 8) Data Dashboard; and 9) Launch Schedule.

Members of the Committee discussed the following: 1) working with cities in Santa Clara County (County) and those outside of the County; 2) Bay Area Bike Share will be renamed Ford Go Bike in May or June, 2017 to include Ford, the major sponsor; 3) expressed concern about the helmets depicted in the presentation; 4) gathering feedback from users; 5) partnering with corporations; and 6) subsidies, reimbursement, and sponsorship opportunities.

Public Comment

Jim Landowski, Interested Citizen, inquired if the City of Palo Alto or Motivate has spoken with Google about partnering.

Mr. Corrado noted that the City of Palo Alto has been in contact with Google and will continue to talk to them.

Betsy Megaw, Interested Citizen, made the following comments: 1) expressed concern with a photo used in marketing materials; and 2) possible locations in Santa Clara for bike share.

Ms. Stapleton noted that using BABS is up to each city whether or not to implement a bike share program.

On order of Chairperson Caidoy and there being no objection, the Committee received a presentation on expansion plans for bike share in Santa Clara County.

6. Election Process for 2017 Advisory Committee Leadership: Appoint Nomination Subcommittee

Stephen Flynn, Advisory Committee Coordinator, provided a brief overview of the staff report, noting that staff will provide attendance records in addition to contact information for each member to the nomination subcommittee.

M/S/C (Brinsfield/Wadler) to appoint Members Goldstein and Simons as the nomination subcommittee to identify Committee members interested in serving as the chairperson or vice chairperson for 2017.

RESULT:	APPROVED
MOVER:	Wes Brinsfield, Member
SECONDER:	Herman Wadler, Member
AYES:	Brinsfield, Caidoy, Chaffin, Fearer, Goldstein, Hertan, Peters, Seehafer, Simons, Stallman, Unangst, Wadler
NOES:	None
ABSENT:	Jones, Kerr, Zelkha

7. **Countywide Bike Plan Prioritization Criteria**

Ms. Ledbetter provided an overview of the staff report.

Members of the Committee and staff discussed the following: 1) VTA's travel model; 2) common currency is cost and time; 3) gap closures; 4) dynamic connection between destination and equity; 5) the weighted criteria; and 6) expanding destinations to include employment and medical.

Public Comment

Doug Muirhead, Interested Citizen, suggested the following: 1) perform traffic counts; and 2) evaluate stress level of bicyclists and pedestrians.

Members of the Committee would like to see information about the modeling used.

Member Brinsfield inquired how El Camino Real and Caltrans were factored in.

M/S/C (Wadler/Goldstein) to recommend that the VTA Board of Directors adopt the Countywide Bicycle Plan Prioritization Criteria.

RESULT:	APPROVED
MOVER:	Herman Wadler, Member
SECONDER:	Paul Goldstein, Member
AYES:	Brinsfield, Caidoy, Chaffin, Fearer, Goldstein, Hertan, Peters, Seehafer, Simons, Stallman, Unangst, Wadler
NOES:	None
ABSENT:	Jones, Kerr, Zelkha

9. **Strategic Plan Report**

Ms. Ledbetter provided a presentation titled "VTA Strategic Plan," highlighting the following: 1) Overview: Plan Structure; 2) Content; 3) Input; 4) Executives; 5) Employee Input; 6) Advisory Committees; 7) Mission: Who we are; 8) The Old VTA Mission Statement; 9) Staff Recommendation; 10) Vision: Who we want to be; 11) The Old VTA Vision Statement; 12) Staff Recommendation; 13) Values; 14) Proposed Values; 15) Action; 16) Operations of VTA: Great People, Great Products; 17) Great People; 18) Great Products; 19) Business Lines; 20) Transit; 21) Development, Delivery, & Services; 22) Transportation System Management; 23) Moving Forward: What's Next; 24) Success; 25) Call to Action; 26) 2016 Milestones; and 27) Are we on the right course?.

Member Simons left his seat at 8:05 p.m.

Members of the Committee discussed the following: 1) greater emphasis on getting people to their destination and doing it in an affordable way; 2) integrating the strategic plan into the Next Network process; 3) including a funding piece to the plan; and 4) adding specific goals.

Member Simons returned to his seat at 8:13 p.m.

On order of Chairperson Caidoy and there being no objection, the Committee received a presentation on Strategic Plan Update.

8. **Vision Zero Update**

On order of Chairperson Caidoy and there being no objection, the Committee deferred the Vision Zero Update to the November 9, 2016 meeting.

OTHER

10. **Committee Staff Report**

Ms. Ledbetter provided a report, highlighting the following: 1) new Chief of Staff, Angelique Gaeta; 2) VTA Complete Streets policy update; 3) Caltrans District 4 Pedestrian Advisory Committee and Bicycle Advisory Committee; and 4) Monthly Bicycle-Pedestrian webinar on “Intersections that work for pedestrians and cyclists” on Wednesday, October 19, 2016 at noon.

Member Fearer asked to have the Caltrans District 4 agenda sent to the Committee.

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

11. **Santa Clara County Staff Report**

Dawn Cameron, Deputy Director, Santa Clara County Roads and Airports, reported the following: 1) State Bill being presented to help offset the decrease in gas tax which is used for road maintenance; 2) no county roads were damaged or closed during the Loma Fire; 3) update on the Page Mill Road/Interstate 280 bike improvement project; 4) Michael Murdter, Director, Roads and Airports, is retiring; and 5) Member Wadler will join the County Roads Committee effective in November 2016.

12. **Chairperson's Report**

Chairperson Caidoy reported that she attended Viva Calle on September 18, 2016.

13. **Reports from BPAC subcommittees**

M/S/C (Hertan/Simons) to approve Members Fearer and Stallman and Ex-Officio Member Heyne to serve on the Complete Streets subcommittee.

RESULT:	APPROVED
MOVER:	Peter Hertan, Member
SECONDER:	David Simons, Member
AYES:	Brinsfield, Caidoy, Chaffin, Fearer, Goldstein, Hertan, Peters, Seehafer, Simons, Stallman, Unangst, Wadler
NOES:	None
ABSENT:	Jones, Kerr, Zelkha

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

There was no CAC/CWC report.

15. BPAC Work Plan

Ms. Ledbetter provided an overview of the BPAC Work Plan, noting the following: 1) the December meeting will likely be a Regular Meeting, not a County Workshop; and 2) the Committee will be invited to the groundbreaking of the Santa Clara pedestrian undercrossing.

16. ANNOUNCEMENTS

Member Brinsfield announced the following: 1) the next Los Altos Second Saturday bike valet parking downtown is November 12, 2016; and 2) the lights at Loyola Corners have been turned to cycle from flashing.

Member Wadler shared with the Committee his four recommended things to wear when riding a bike: 1) helmet; 2) gloves; 3) sunglasses; and 4) sunscreen.

Member Simons announced the following: 1) the City of Sunnyvale is incorporating VTA's design guidelines for pedestrians and bicycles to the Land Use Transportation Sub-Element; and 2) incorporating Vision Zero into planning.

Ms. Ledbetter mentioned that she is renting an electric cargo bike for a week.

17. ADJOURNMENT

On order of Chairperson Caidoy and there being no objection, the Committee meeting was adjourned at 8:51 p.m.

Respectfully submitted,

Thalia Young, Board Assistant
VTA Office of the Board Secretary



Date: October 28, 2016
 Current Meeting: November 9, 2016
 Board Meeting: December 8, 2016

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Bicycle & Pedestrian Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Interim Director - Planning & Program Development, Carolyn M. Gonot

SUBJECT: Development Review Quarterly Report for Jul-Sep 2016

FOR INFORMATION ONLY

BACKGROUND:

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 Congestion Management Program (CMP) TIA Guidelines requirements. 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.

To share information and foster an open dialogue on land use and development matters with Member Agencies, VTA produces quarterly reports highlighting two sets of projects and types of information:

- **Projects Reviewed by VTA:** Relevant VTA comments are summarized for projects or environmental documents reviewed by VTA staff under the Congestion Management Program and Development Review Program in the past quarter.
- **Projects Approved by Local Agencies:** Relevant VTA comments and agency responses or conditions of approval are summarized for projects or environmental documents approved by local agencies in the past quarter.

DISCUSSION:

The following discussion provides a summary of the July through September 2016 Development Review Quarterly Report. The summary highlights key projects and topics contained in the report, which is provided as Attachment A. The report includes a table summarizing all of the

reviewed and approved projects, and a reference map showing the locations of these projects.

- VTA commented on 26 projects between July and September 2016. The cities that received the most comment letters from VTA were San José with seven projects, followed by Santa Clara and Sunnyvale with five projects each.
- Eighteen (18) of the 26 projects that VTA commented on involved environmental documents such as an Environmental Impact Report (EIR), Notice of Preparation (NOP), or Mitigated Negative Declaration. Four of the projects involved stand-alone TIA documents and the remainder consisted of three site plan reviews, and a Traffic Operations Analysis.
- Nineteen (19) of the 26 items that VTA commented on were private development projects. The remainder consisted of three city-led planning efforts, two public school renovation projects, a regional clean air and climate protection plan, and a swimming center facilities project.
- Twelve (12) projects which VTA previously commented on were approved by local agencies during this quarter.

Key plans and documents that VTA reviewed and commented on during the past quarter included the following:

- **Pruneyard Redevelopment, City of Campbell:** The City of Campbell circulated an Initial Study for the expansion of the Pruneyard Shopping Center, which would add 18,600 square feet of retail, 100,000 square feet of office and either 12,000 square feet of additional retail/office or a 30,000 square foot fitness center. VTA submitted a comment letter:
 - Commending the project applicant for including numerous pedestrian and bicycle improvements, such as new crosswalks, pedestrian safety features, additional street trees along sidewalks, and improved bicycle connections to the Los Gatos Creek Trail; and
 - Recommending monitoring and enforcement procedures to enhance the effectiveness of the Transportation Demand Management (TDM) program.

The City incorporated part of the TDM recommendation by requiring that monitoring measures be performed by a traffic engineering firm employed by the City and funded by the property owner.

- **Lawrence Station Area Plan, City of Santa Clara:** The City of Santa Clara circulated a Draft Environmental Impact Report (DEIR) for the 65-acre Lawrence Station Area Plan, which would add 3,500 residential units, 104,000 square feet of retail, and 6.3 acres of public open space neighboring the Lawrence Caltrain Station. VTA submitted a comment letter:
 - Supporting the plan's connected network of sidewalks, streets, pedestrian paseos, crosswalks and bike lanes, but recommending additional crossings of Kifer Road to reduce long distances between crossings;
 - Recommending consideration of the feasibility and safety of potential at-grade

- crossings of Ryder; commending the TDM Plan, but recommending monitoring and enforcement measures to improve effectiveness; and
- Commending the City for creating voluntary contributions opportunities from development within the plan area to VTA toward regional transportation improvements.

VTA also commented on the adjacent **Lawrence Station Area Plan, City of Sunnyvale** DEIR, which was recently circulated. VTA submitted a comment letter:

- Supporting the proposed land use intensification at the Lawrence Caltrain Station;
- Supporting the plan's future voluntary contribution opportunities; and
- Supporting the mandatory trip reduction targets, while recommending clearer TDM monitoring measures.

As noted above, twelve items that VTA previously provided comments on were approved during this past quarter. The following is a brief summary of key VTA comments and the local agency responses or conditions of approval on three of these items.

- **400 San Antonio Road, City of Mountain View:** The City of Mountain View circulated a Site-Specific Traffic Analysis (SSTA) and Initial Study for 583 residential units and 11,171 square feet of retail development bounded by San Antonio Road, Fayette Drive, and Miller Avenue. VTA submitted a comment letter:
 - Supporting the proposed land use intensification near the San Antonio Caltrain Station;
 - Supporting the inclusion of widened sidewalks with a buffer strip and street trees between pedestrians and automobiles along San Antonio Road and Miller Avenue;
 - Recommending an off-site improvement to reduce the corner turning radius and shorten the pedestrian crossing distance across San Antonio Road; and
 - Recommending a condition of approval to ensure enforceability of the TDM measures.

The project was approved by the City Council on September 27, 2016, with conditions for the project to require the TDM measures.

- **Morgan Hill 2035, City of Morgan Hill:** The City of Morgan Hill circulated a DEIR and FEIR for a comprehensive update to its General Plan. VTA submitted a comment letter:
 - Supporting the Preferred Alternative growth scenario in the 2035 General Plan;
 - Supporting the "Compact Development" Alternative in the DEIR, and consideration to increase development densities near existing transit services along Monterey Road and near the Caltrain station;
 - Requesting to pursue opportunities for voluntary contributions toward regional transportation improvements prior to developing a formally adopted funding strategy;
 - Recommending improvements to the TDM program, including trip reduction goals/targets, monitoring/enforcement, requiring participation in a TMA, and financial incentives for non-auto travel.

The City incorporated part of the TDM recommendation by requiring annual monitoring and submittal of reports to the City's Community Development Director. The project was

approved by the City Council on July 27, 2016.

- **Peery Park Specific Plan, City of Sunnyvale:** The City of Sunnyvale circulated a DEIR, TIA Report, and Draft Plan to guide future development for a net increase of 2 million square feet of office, 200,000 square feet of retail and 215 residential units in a 446-acre area roughly bounded by SR 237, Mathilda Avenue, and the Southern Pacific Rail Line. VTA submitted a comment letter:
 - Supporting new and/or improved sidewalks, and recommending new crosswalks;
 - Supporting the mitigation measures for transit impacts to form a Transportation Management Association (TMA), and require TMA membership and/or assess an impact fee to fund transit improvements,
 - Commending the TDM Program with trip reduction targets of 20% to 35%, monitoring of trips, and penalties if the TDM goals are not met; and
 - Commending the City for including a mitigation measure for fair share contributions towards regional improvements including Express Lanes on US 101 and SR 85.

The project was approved by the City Council on September 20, 2016, which includes an appropriation of \$100,000 toward the Peery Park Rides shuttle program, a grant-funded shuttle system program in partnership with VTA.

- **Santana West Development Project and I-280 Winchester Boulevard Transportation Development Policy, City of San Jose:** The City of San Jose circulated a DEIR, TIA Report, and First Amendment to the DEIR to allow for 970,000 square feet of office, 29,000 square feet of retail space, and other actions on a 12.99-acre site, and a study of the potential implementation of a Transportation Development Policy (TDP) for the I-280-Winchester/Moorpark interchange. VTA submitted a comment letter:
 - Supporting the proposed land use intensification at Winchester Boulevard and Stevens Creek Boulevard, which is served by core bus routes, and will benefit from planned enhancements related to VTA's transit network redesign;
 - Supporting the TDP and the City's intent to develop a potential broader transportation policy for the Santana Row/Valley Fair/nearby Urban Village areas;
 - Recommending a voluntary contribution toward future project development phases of the regional transportation improvement initiatives, such as I-280 Corridor Study and I-280 Wolfe Interchange Improvement Study; and
 - Recommending that the TDM Program specify the required TDM measures, include a trip reduction target, and third-party monitoring.

The project was approved by the City Council on September 20, 2016, which includes accepting a \$1 million voluntary contribution to VTA toward regional transportation improvements, constructing \$1.7 million in off-setting improvements pursuant to the City's Protected Intersections policy, and requiring a TDM program that encourages a trip reduction target and third-party monitoring.

Lastly, VTA previously provided comments on an application in connection with the **North 40 Phase I, Town of Los Gatos**, a proposal for 318 residential units and 58,000 square feet of commercial use generally bounded by Highway 17, Los Gatos Boulevard and Lark Avenue. VTA submitted comment letters providing guidance on the location of a Route 49 southbound

bus stop. On September 1, 2016, the Town Council denied the application, and on September 6, 2016 determined that the application was inconsistent with adopted General Plan and North 40 Specific Plan policies. The Town is engaging in a planning process to consider potential amendments to the existing North 40 Specific Plan policies. Additionally, the project applicants filed a lawsuit on October 6, 2016 against the Town of Los Gatos challenging the Town Council's denial of its application.

Prepared By: Melissa Cerezo
Memo No. 5761



VTA Development Review Program

Quarterly Report July, August, and September of 2016

Development Review Projects Summary

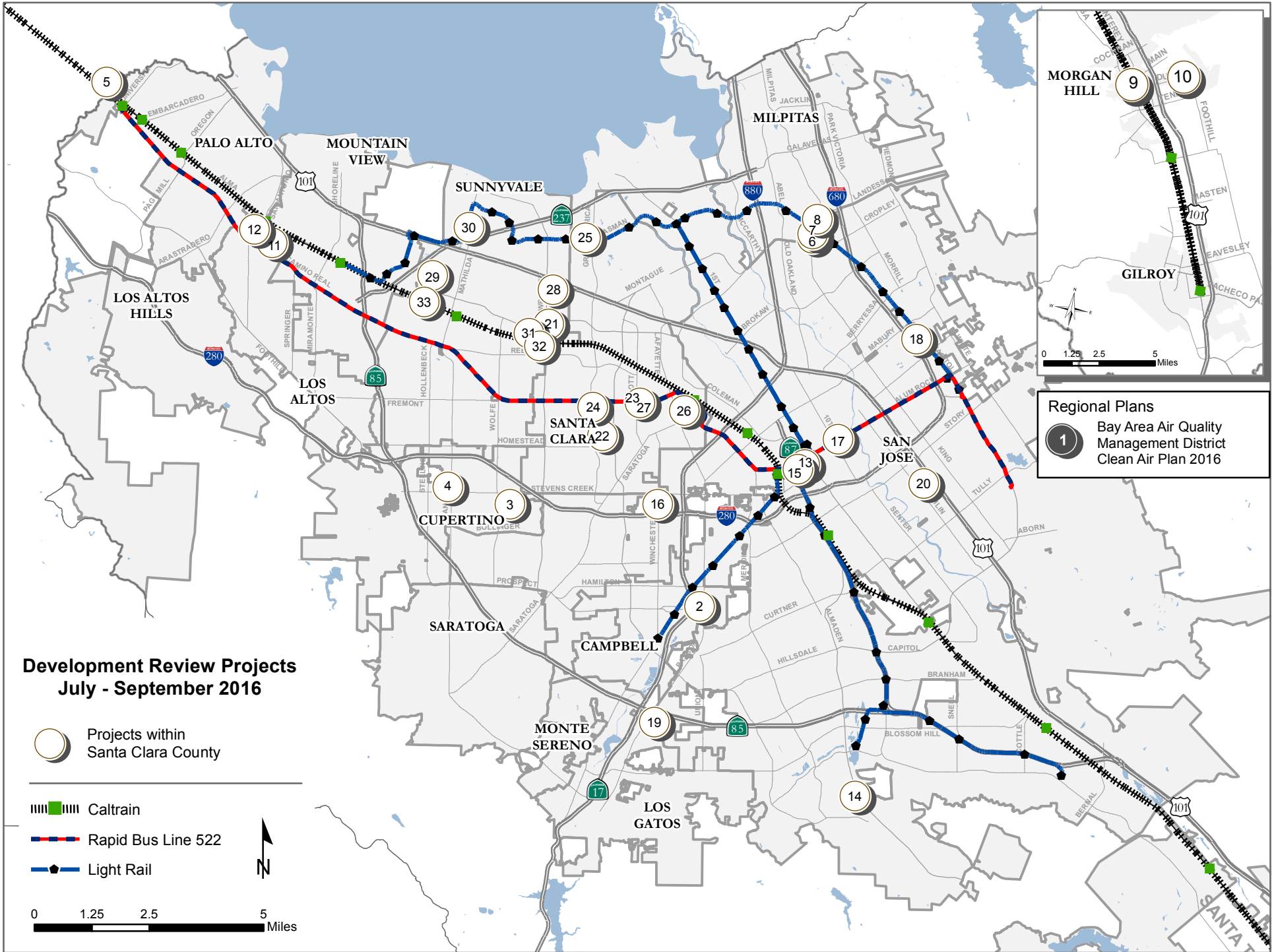
July - September 2016

Lead Agency	Map No.	CMP ID	Project Name/Location	Project Description	Document Type	Comments this quarter?	Approved this quarter?	VTA Comment Topics
Bay Area Quality Management District	1	BAAQMD1601	Clean Air Plan 2016	2016 Clean Air Plan/Regional Climate Protection Strategy	NOP	Y		Transportation Control Measures
City of Campbell	2	CM1501	Pruneyard Redevelopment - Northwest corner of Bascom Avenue and Campbell Avenue	Addition of 18,600 s.f. retail, 100,000 s.f. office, and 12,000 s.f. retail/office OR 30,000 s.f. fitness center	Initial Study	Y		Pedestrian and Bicycle Accommodations, Parking Management, Transportation Demand Management (TDM) and Trip Reduction
Fremont Union High School District	3	CU1601	Cupertino High School Campus Master Plan Update	Master plan update for high school, including net increase of 17 new classrooms	Initial Study, TIA	Y		Transportation Impact Analysis (TIA) Report - Completeness; Pedestrian Accommodations
City of Cupertino	4	CU1504	Marina Plaza - 10122 Bandlely Dr and 10145 De Anza Blvd	A 122-room hotel and two mixed use buildings with 21,041 s.f. commercial space and 205 apartments, replacing 44,000 s.f. commercial on a 5.1-acre site	Site Plans		Y	Land Use; TIA Report; Pedestrian Accommodations and Access to Transit; Transit Incentives
City of Menlo Park	5	MP1501	General Plan Update - Citywide	Updates to Land Use and Circulation Elements and Zoning Update	DEIR	Y		Transportation Analysis – Relationship to Santa Clara County Congestion Management Program; General Plan Update – Regional Transportation Improvement Policies
City of Milpitas	6	ML1606	1992 Tarob and 551 Lundy Place	54 residential units (Tarob) and 86 residential units (Lundy)	Site Plans	Y		Land Use; Pedestrian and Bicycle Accommodations; Transportation Demand Management (TDM) and Trip Reduction
	7	ML1603	1980 Tarob Court Residential - East side of Tarob Court, near intersection of Lundy Place and E Capitol Ave	61 residential units on a 2.6-acre site	Site Plans		Y	Land Use; Pedestrian and Bicycle Accommodations; Transportation Demand Management (TDM) and Trip Reduction
	8	ML1503	720 Montague Expressway Mixed Use	Five-story mixed use building with 216 residential units and 5,690 s.f. groundfloor retail	Site Plans		Y	Land Use; Transit Incentives; Parking Management; Pedestrian and Bicycle Accommodations; Coordination with BART Silicon Valley Extension
City of Morgan Hill	9	MH1608	2nd & Monterey Mixed Use	9,995 s.f mixed use including lounge, wine bar, office, and art gallery	Site Plans	Y	Y	Land Use; Pedestrian Accommodations; Transportation Demand Management (TDM) and Trip Reduction

Lead Agency	Map No.	CMP ID	Project Name/Location	Project Description	Document Type	Comments this quarter?	Approved this quarter?	VTA Comment Topics
City of Morgan Hill	10	MH1501	Morgan Hill 2035 General Plan Update	Morgan Hill's comprehensive update to the General Plan	Draft EIR		Y	Land Use and Alternatives Analysis; VMT Analysis; Freeway Analysis; TIA Report; Transportation Demand Management; Roadway Connectivity
City of Mountain View	11	MV1604	394 Ortega Residential Project	144-unit apartment development	Initial Study, Site Specific Traffic Analysis	Y	Y	Land Use; Pedestrian and Bicycle Accommodations; Transportation Demand Management
	12	MV1603	400 San Antonio Road	582 residential units and 11,162 square feet of retail development	Site-Specific Traffic Analysis	Y	Y	Land Use; Pedestrian and Bicycle Accommodations; Transit Delay Analysis; Transportation Demand Management - Transit Incentives
City of San Jose	13	SJ1618	Greyhound Residential - South side of Post Street between South Almaden Avenue and South San Pedro Street	781 residential units and 20,000 s.f. retail on a 1.74-acre site	NOP	Y		Land Use; Transportation Impact Analysis (TIA) Report; Pedestrian Accommodations; Bicycle Accommodations; Transportation Demand Management - Transit Incentives
	14	SJ1513	Kiddie Academy Preschool - 16601 Almaden Expressway	10,625 s.f. day care facility for 168 students	Initial Study, TIA	Y		Pedestrian Accommodations and Access to Transit; Intersection Analysis & Mitigation Measures
	15	SJ1610	333 W San Fernando Street	725,000 s.f. office and retail use	Updated Site Plans	Y		Land Use; Pedestrian Accommodations - Project Frontage and Access to Transit; Site Design; Bicycle Accommodations; Transportation Demand Management (TDM) & Trip Reduction
	16	SJ1421	Santana West Office Project - NW corner of Olsen Dr and Winchester Blvd	970,000 s.f. office and 29,000 s.f. retail replacing two existing movie theater buildings on a 12.99-acre site	DEIR, TIA	Y	Y	Land Use; I-280/ Winchester/ Moorpark Transportation Development Policy; Congestion Impacts on Transit Travel Times; CMP Intersection Impacts and Multimodal Improvement Plan; Freeway Impacts and Voluntary Contributions to Regional Improvements; Pedestrian and Bicycle Accommodations; Transportation Demand Management/ Trip Reduction; Roadway Connectivity
	17	SJ1615	N. 11th Street & E. Santa Clara Street Student Housing	86 multi-family residential units and 11,530 square feet of commercial uses on 0.63 acres	Initial Study	Y	Y	Land Use; Pedestrian and Bicycle Accommodations; Transportation Demand Management and Trip Reduction
	18	SJ1507	641 N. Capitol Ave Mixed Use (Live/Work)	190 multifamily residential units	TIA NF	Y		Transportation Impact Analysis (TIA) Report; Land Use; Transit Analysis; Pedestrian and Bicycle Accommodations; Transportation Demand Management - Transit Incentives

Lead Agency	Map No.	CMP ID	Project Name/Location	Project Description	Document Type	Comments this quarter?	Approved this quarter?	VTa Comment Topics
City of San Jose	19	SJ1407	Samaritan Medical Offices - Both sides of Samaritan Drive at Samaritan Court	365,000 s.f. net increase medical office use on 10.96 acres	DEIR, TIA, Traffic Study	Y		Freeway Impacts and Mitigation Measures; Secondary Effects of Intersection Mitigation Measures; Pedestrian Accommodations; Transportation Demand Management/Trip Reduction; Auto Trip Reduction Statement (ATRS); Transit Analysis; Long Range Transportation Analysis
Franklin McKinley School District	20	SJ1617	ACE Charter Middle School - 1665 Santee Drive	Addition of 12,960 s.f. consisting of 11 new classrooms and an administration building to existing school campus	Initial Study, TIA	Y		Pedestrian Accommodations
City of Santa Clara	21	SC1501	Lawrence Station Plan Area (Santa Clara)	Comprehensive area plan for 3,000 housing units and 45,000 s.f. retail on 70 acres; revised NOP adds 59,000 s.f. retail and 500 housing units to proposal	DEIR, TIA	Y		Land Use; Pedestrian & Bicycle Accommodations and Site Design; Trip Generation and Trip Reductions; Transportation Demand Management; Freeway Impacts and Mitigation Measures; Intersection Impacts and Mitigation Measures; Congestion Impacts on Transit Travel Times
	22	SC1609	Swim & Recreation Center - 2625 El Camino Real	171,650 s.f combined swim center and recreation center	Initial Study, TIA	Y		Transportation Impact Analysis (TIA) Report; Pedestrian Accommodations; Bicycle Accommodations; Potential Congestion Impacts on Transit Travel Times; Transportation Demand Management/Trip Reduction
	23	SC1608	1890 El Camino Real Mixed Use	58 residential units and 6,595 square feet of retail on a 1.51-acre site	Initial Study	Y		Land Use; Pedestrian and Bicycle Accommodations; Transit Incentives
	24	SC1606	Moonlite Lanes Redevelopment - 2780 El Camino Real	158 residential units on a 2.88-acre site	Initial Study	Y		Land Use; Pedestrian and Bicycle Accommodations; Transportation Demand Management - Transit Incentives
	25	SC1605	Lake Park Office - North side of Tasman Drive between Patrick Henry Drive and Old Ironsides Drive	Net increase of 150,000 square feet of office on a 19.26-acre site	NOP	Y		Land Use; Transportation Impact Analysis (TIA) Report; Pedestrian and Bicycle Accommodations; Transportation Demand Management (TDM) / Trip Reduction
	26	SC1505	Santa Clara University 5-Year Development Plan	Up to 523,000 s.f. of net new classroom, office, and activity space plus 600 new housing units for campus	NOP		Y	Land Use; TIA Report; Trip Generation Assumptions; Transportation Analysis; Transportation Demand Management
	27	SC1608	1890 El Camino Real Mixed Use	58 residential units and 6,595 square feet of retail on a 1.51-acre site	Initial Study		Y	Land Use; Pedestrian and Bicycle Accommodations; Transit Incentives

Lead Agency	Map No.	CMP ID	Project Name/Location	Project Description	Document Type	Comments this quarter?	Approved this quarter?	VTA Comment Topics
City of Sunnyvale	28	SU1516	1250 Lakeside Drive	250-unit apartment and 263-room hotel	DSEIR	Y		Pedestrian and Bicycle Accommodations; TIA Report - Completeness
	29	SU1607	445-455 N Mary Avenue Office	171,734 s.f. office	TIA NF	Y		Pedestrian and Bicycle Analysis; Pedestrian Accommodations and Project Design; Transportation Demand Management/ Trip Reduction; Intersection and Freeway Analysis & Mitigation Measures
	30	SU1606	Innovation Hotel	217-room hotel	TIA NF	Y		Land Use; Potential Impacts to Transit - Vehicular Access; VTA and California Public Utilities Commission (CPUC) Permits; Pedestrian and Bicycle Accommodations; Freeway and CMP Intersection Analysis; Transportation Demand Management (TDM) / Trip Reduction
	31	SU1605	1050-1090 Kifer Road Office/R&D Project	602,000 net new s.f. office/R&D	TIA NF	Y		Land Use; Pedestrian and Bicycle Accommodations; Freeway and CMP Intersection Analysis; Transportation Demand Management (TDM) / Trip Reduction
	32	SU1309	Lawrence Station Area Plan - 319 acres in the east-central part of Sunnyvale, generally within a 1/2-mile radius of the Lawrence Caltrain Station	Framework for future development of the area of approximately 2,300 residential units and 1.2 million s.f. office, based on flexible mixed use designations	DEIR	Y		Land Use; DEIR: Multimodal Analysis; DEIR: CMP Facility Impacts and Mitigation Measures; DEIR and Draft Plan: Transportation Demand Management; Draft Plan: Additional Comments
	33	SU1508	Peery Park Specific Plan - 446 net acres roughly bounded by SR 237 to the north and west, Mathilda Avenue to the east and the Southern Pacific rail line to the south.	Plan to guide future development of area for net increase of 2 million s.f. office, 200,000 s.f. retail, and 215 residential units	DEIR/TIA and Draft Plan		Y	Land Use Mix; Pedestrian Accommodations and Access to Transit; Transportation Demand Management; CMP Facility Impacts and Mitigation Measures; Transit Impacts and Mitigation Measures



DEVELOPMENT REVIEW QUARTERLY REPORT

GLOSSARY

ABAG	Association of Bay Area Governments	MTC	Metropolitan Transportation Commission
ABC	Across Barrier Connections	ND	Negative Declaration
AC	Acre(s)	NOI	Notice of Intent
ACE	Altamont Corridor Express	NOP	Notice of Preparation
ATRS	Auto Trip Reduction Statement	PCC	Portland Concrete Cement
BART	Bay Area Rapid Transit	PDA	Priority Development Area
BMPs	Best Management Practices	PDP	Planned Development Permit
BRT	Bus Rapid Transit	PDR	Planned Development Rezoning
BTG	Bicycle Technical Guidelines	PE	Preliminary Engineering
CDT	Community Design & Transportation	PTG	Pedestrian Technical Guidelines
CMP	Congestion Management Program	PUD	Planned Urban Development
CSA	Construction Staging Area	QOS	Quality of Service
CUP	Conditional Use Permit	R&D	Research & Development
CWC	Citizen Watchdog Committee	RES	Residential
DASH	Downtown Area Shuttle	ROW	Right-Of-Way
DEIR	Draft Environmental Impact Report	SAR	Site and Architectural Review
DU/AC	Dwelling Units Per Acre	SCVWD	Santa Clara Valley Water District
EIR	Environmental Impact Report	SDP	Site Development Permit
ER	Environmental Review	SF	Square Foot
FAR	Floor Area Ratio	SF RES	Single-Family Residential
FEIR	Final Environmental Impact Report	SOV	Single-Occupant Vehicle
GHG	Greenhouse Gas	SPA	Specific Plan Amendment
GPA	General Plan Amendment	SPRR	Southern Pacific Railroad
HCM	Highway Capacity Manual	SWPPP	Storm Water Pollution Prevention Program
HOV	High-Occupancy Vehicle	TCE	Temporary Construction Easement
HSR	High-Speed Rail	TDM	Transportation Demand Management
IS	Initial Study	TIA	Transportation Impact Analysis
ITS	Intelligent Transportation System	TIA NF	Transportation Impact Analysis Notification Form
LOS	Level of Service	TM	Tentative Map
LRT	Light Rail Transit	TMA	Transportation Management Association
LU/TD	Land Use/Transportation Diagram	TOD	Transit-Oriented Development
MF RES	Multi-Family Residential	TPA	Transit Priority Area
MM	Mitigation Measure	UPRR	Union Pacific Railroad
MMRP	Mitigation Monitoring & Reporting Program	VMT	Vehicle Miles Traveled
MND	Mitigated Negative Declaration	VTP	Valley Transportation Plan



Date: November 2, 2016
 Current Meeting: November 9, 2016
 Board Meeting: December 8, 2016

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Bicycle & Pedestrian Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Interim Director - Planning & Program Development, Carolyn M. Gonot

SUBJECT: Strategic Plan Final Draft

Policy-Related Action: No

Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Recommend that the VTA Board of Directors adopt the updated Strategic Plan.

BACKGROUND:

Updating the VTA's Strategic Plan is one of the five priorities identified by Chairperson Chavez for 2016. VTA last updated the plan in 2009. The plan includes a review of VTA's mission and vision statements, as well as its core values, opportunities, and business lines. The new Strategic Plan is designed to establish a strong foundation for VTA to help lead Silicon Valley into a more successful and sustainable future, provide the framework for its two-year budgets, and provide overarching guidance for all aspects of the agency's operations and management.

Over the last 18 months, staff has met with employees to gather their input through the following efforts:

- Analysis of the agency's strengths, weaknesses, opportunities, and threats (SWOT)
- Establishing an internal working group represented by a broad cross-section of employees
- Meeting with union leaders
- Meetings and employee forums at all operating divisions
- Meeting with the Employee Advisory Committee
- Meetings with individual VTA staff members
- Creating an on-line survey & anonymous suggestion cards for employees

- Holding an all-day executive staff retreat
- Regular updates to the Board's Governance & Audit Committee for their input and guidance.

DISCUSSION:

In October, VTA presented a draft outline of the Strategic Plan to the VTA Board of Directors, the VTA's advisory committees and the public through a community meeting held on October 12, 2016. At these meetings, there was general support for the draft outline. After receiving feedback through these meetings, VTA generated a draft of the updated Strategic Plan.

The draft Strategic Plan is comprised of the following sections:

- A. Introduction
- B. How to Use this Plan
- C. Mission
- D. Vision
- E. Core Values
- F. Action Values
- G. Great People
- H. Business Lines
- I. Outcome Statement

Once the plan is adopted by the Board of Directors, it will set the framework for the development of the two-year business plan which VTA will develop in coordination with the FY 2018 & FY 2019 Biennial Budget.

ALTERNATIVES:

The Board could modify the contents of the draft update to the Strategic Plan or elect not to update the current Strategic Plan.

FISCAL IMPACT:

There is no financial impact for updating the Strategic Plan.

Prepared by: Scott Haywood
Memo No. 5741

ATTACHMENTS:

- Strat plan attachment (PDF)

2017 - 2022

Strategic Plan

Valley Transportation Authority

Administrative Draft

Introduction

The Valley Transportation Authority (VTA) Strategic Plan is designed to take VTA to the next level – and beyond. It is the result of an analysis of the agency's Strengths, Weaknesses, Opportunities, and Threats, and input, observations, and ideas from VTA employees, customers, and members of VTA's advisory committees and Board of Directors. It addresses our current situation and provides a framework to build an exciting future.

It asks everyone involved with VTA, beginning with the Board of Directors, and including all employees, to embrace this approach and work to implement its philosophy.

A clear and visionary plan will help guide us along a path to further establishing VTA as an industry leader, innovator, and a transportation organization worthy of moving Silicon Valley. The plan establishes our Mission, Vision and Values -- as well as provides the framework to tie your everyday work into the overall direction and priorities for the agency. This tie will get strengthened with the development of Business Plans. The Business Plans, which are closely linked with VTA's biennial Budget, will serve as the primary implementing document of the Strategic Plan.

This is a high-level plan meant to provide direction, and *actively* foster creativity, collaboration and leadership. The Strategic Plan guides the development and implementation of VTA's Business Plans, and the Business Plans in turn outline the strategies to reach our goals. It will also serve to guide our budgeting process and our expenditure of resources.

Ultimately, this plan is designed to be **Transformative**; that is, to create a dynamic work environment that carries us boldly and confidently into the future; an environment that simplifies and stabilizes decision making, where VTA employees are encouraged to take strategic risks, and where excuses for inaction are discouraged and proactive action is encouraged.

I. Who we are and what we do.

Ask anyone what VTA is, and you're likely to hear a response involving the phrase "buses and trains." While operating Santa Clara County's bus and light rail system is an important part of what we do, it's certainly not the only thing – and that's a good thing.

VTA is a unique organization, so our approach to work must be unique as well. We have wide-ranging authorities including transit development and operations, Congestion Management, funding, highway design and construction, real estate and transit-oriented development, and bicycle and pedestrian planning. We are truly a multimodal transportation solutions agency, and that gives us many great opportunities that other agencies don't have. Our structure is unique in the Bay Area, and to better support our local interests and needs, as well as enhance regional partnerships, we will continue strive for greater regional independence.

[Insert agency responsibilities/authorities graphic]

VTA is a collection of more than 2,000 dedicated employees working together to move Silicon Valley. The solutions we provide to move people to jobs, recreation, doctor appointments, home and more vary, allowing us to meet the diverse needs of a diverse population. From highways to bikeways to safer routes to walk to school, the people of VTA work together to make sure Silicon Valley residents and workers get where they need to go.

But we can't do it alone. Partnerships with cities and the county as well as nonprofit organizations, businesses, regional agencies and community stakeholders are imperative for us being successful. For instance, jurisdictions that have land use plans that take into account the way people move can help us provide the appropriate transportation options and serve the public better while making prudent use of our resources. This team of VTA employees and our partners in the community ensures that we are all invested in Santa Clara County's transportation network and in providing the solutions that move Silicon Valley.

II. How to use this plan

[Pyramid graphic with description]

This Strategic Plan is intended to be a valuable document for everyone involved in VTA – from the Board of Directors to all operating divisions. With this document, you should be able to understand the overall Mission, Vision and Values that VTA holds, and determine how your work aligns with them.

VTA has added a new section to the Strategic Plan - *Business Lines*. This addition is designed to help employees understand better how VTA comes together to provide service to people with varying needs across a diverse county. It also helps to avoid silos in the workplace by providing a broader overview of what VTA does and how each decision in each area affects the overall work we do. We'll get more into Business Lines in Chapter 4.

Practically, this plan is designed to give you a pathway to set goals for yourself and if you're a manager, to help your employees set goals for themselves.

It all starts with the *Mission, Vision and Values*, which we'll cover in more detail later. In accordance with the Mission, Vision and Values, a division will set its goals and determine its initiatives. Those in turn will inform employees' goals and determine key indicators of success for the employee, manager, division and ultimately, VTA itself.

While specific goals and initiatives can change — for instance, with the results of new studies or through revised policies — the Mission, Vision and Values will guide all that we do. So no matter your position, you should be able to relate what you do to the mission, vision and values of the organization. For instance, if you're an operator, you are providing the basic service that VTA does: move people throughout Silicon Valley. In that position, you are uniquely situated to contribute ideas on improving service for customers and helping VTA meet its transit goals. In our discussion of Mission, Vision and Values, and later of the Business Lines, keep in mind some questions that will help you to determine how your work fits in and supports VTA's plan for moving the people of Silicon Valley.

- Think about the key tasks of your position. How do those tasks relate to the Mission, Vision and Values?
- What Business Lines do you see your position affecting and how?
- How do you incorporate VTA's priorities into your daily work?
- How can you demonstrate VTA's Values in your daily work and in your personal employee goals?
-

Each one of us plays a part in the ultimate success of VTA. Knowing how your role contributes to that will help VTA function more cohesively and give your work even more meaning. Perhaps more importantly, if you don't know how your role contributes – ask. Ask yourself how can/do I contribute; ask your supervisor to help you think through the question; ask your friends and neighbors how VTA can improve.

III. Mission, Vision and Core Values: Guiding principles for every day.

An organization's Mission, Vision and core Values are the beacons that serve to guide its way. Through these statements of principle, customers, employees and the community know what the organization is all about, what it does and importantly, what it will not do.

MISSION

The **Mission** offers the reason for being. It answers the questions: "Why does this organization exist, what do we do?" To offer services that will add value to the community, this question must be answered clearly and memorably.

For VTA, the answer is to provide ***"solutions that move you."*** Our role is to get you moving and keep you moving.

This answer is broad enough to encompass all the work that VTA does, from transit service, to congestion management, to highway construction, to bicycle and pedestrian facilities - but narrow enough to leave no doubt or confusion about who we are.

VISION

The **Vision** is where we see ourselves tomorrow. This answers the question "What are you aiming to achieve?" To help the community understand what they can expect from the organization now and down the line, this question also must be answered clearly.

For VTA, the answer is ***"To innovate the way Silicon Valley moves."*** This means we plan to position ourselves now and in the future as leaders of the effort to help move the residents of Silicon Valley, an area known for innovation where people expect the newest cutting edge options to be readily available. Rather than wait for others to develop those options, we will do the innovating: we will create, collaborate and lead, in order to offer options to meet the evolving needs of people around the county.

VALUES

The **Values** of an organization determine how we will meet the demands of today and prepare for tomorrow. As in life, *values* guide what we will and won't do. Our Values are where we live our Mission and achieve our Vision, and are the principles we put into practice every day. Our Values are the thread that runs through of our priorities, tying them together into a cohesive whole. These Values guide our day-to-day work, and should be a part of all that we do. In essence, our Values are the "soul or spirit" of the agency, and answer the question "How will we achieve our Mission and Vision?"

To better connect our business practices with our Mission and Vision, VTA's Strategic Plan establishes a unique set of interrelated and mutually reinforcing values: *Core Values* and *Action Values*. These are described below.

Core Values

Core Values reflect what we believe in and how we will behave. They represent our ethics and code of conduct, guide the agency's decision-making, and apply to everything VTA does. VTA's Core Values are:

Safety

We plan and deliver services in a way that promotes the health and safety of our employees and the public.

Integrity

We conduct our business in an ethical, honest, and transparent manner.

Quality

We ensure that the services we deliver, and projects that we build, are well designed and maintained to preserve the investment that has been made.

Sustainability

We design our services and projects to minimize the negative impacts on our environment, and in a way that can be financially sustained over time. Additionally we operate as a sustainable organization by reducing our carbon footprint.

Diversity

We value, respect and serve the unique needs of our community.

Accountability

We are stewards of the natural resources and transportation tax revenues of the county, and take responsibility for our actions and honestly report our successes and challenges to stakeholders and the public.

Action Values

Action Values are designed to operationalize the core values and all aspects of this plan. They are intended to be *transformative*, they envelop the core values, help them transcend their written definition, and help them evolve and improve in application over time. They are intended to help us to continually grow and improve – to never be satisfied with the way things are, and always be asking “how can I make things better?”

VTA's Action Values are: ***Creativity, Collaboration and Leadership***; and in practice – ***Create, Collaborate and Lead***. These three Action Values form the core of VTA's business.

Creativity ensures we don't get stuck in our old ways doing something just because that's the way we've always done it. Here in Silicon Valley, where creativity is expected and rewarded, a

creative approach to services and projects will allow us to make the best use of our resources while meeting the needs of our customers. Seeking, and being open to, creative solutions allows us to consider new ways of dealing with old – and new – challenges, and helps us direct the narrative for the future. Through creativity, we can achieve the priorities of **sustainability**, by using our imaginations to find new ways to meet the changing needs of our customers now and in the future, and **quality**, by delivering original services and projects that take transportation in our valley to the next level.

How might you use creativity each day in your job?

Collaboration allows us to make the best use of our resources and make certain that we can get the work done that we need to. Working internally, collaboration means forgoing formal division and group structures and [more] freely sharing ideas and information. It means looking for ways to cross-train staff, share and more efficiently use resources, and find partnerships for projects and programs. Every division is invested in every other division, and the work that each does. The Strategic Plan redefines this work ethic.

Learning from and working with new and “disruptive” technologies through lens of mutual benefit, we can take advantage of new opportunities and form new alliances with the private sector. Public / Private partnerships offer tremendous upside potential to provide solutions and options for travel in and throughout Santa Clara County.

Working together with our partners — cities, counties, nonprofit organizations, businesses, regional agencies and the community — collaboration helps us tailor our services and projects to what the community needs and to deliver not just the sum of what each of our partners contributes, but exponentially more. Because alone we can achieve only a certain amount, but when we work together, through support and collaboration, we can achieve greater heights. This is key to accomplishing our priorities of **diversity** and **inclusivity**, by listening to and considering a range of voices and needs and working cooperatively to address them.

Collaborating on projects, whether ours or a city’s or another organizations’, or the private sector, allows us to have a voice in the development of Silicon Valley, thus ensuring that we have the ability to serve all of our valley reliably and safely. Through collaboration, we also work toward **reliability**, as providing reliable service depends not just on us or on an operator, for instance, but on the whole system working together seamlessly.

How do you collaborate in your work?

Do you see areas for new partnerships or alliances?

Leadership is the next action value of VTA’s business, and one that helps us, as the Valley Transportation *Authority*, to guide the development of transportation in our county. VTA will lead not just in projects and services, but also in the creative development of transportation solutions, in the collaboration with our partners, and in the treatment of our employees and customers.

This core value depends on the other two. Think about the qualities of a good leader: they tackle problems creatively, coming up with their own good ideas and recognizing good ideas in others. They also collaborate to bring about viable, sustainable solutions and to make sure that everyone on the team is invested in bringing those solutions to fruition.

Leadership means having a forward thinking agency - from the Board of Directors to every division - that is invested in VTA's success and strategic goals, and prepared to advocate for our customers. Leadership means consistently implementing VTA's adopted policies and programs even when it may be difficult or controversial.

How do you exhibit the quality of leadership every day?

How can VTA lead Silicon Valley and the region into a new era?

For our organization to be successful, we need to reach our Mission and Vision, and implementing these Values will help us do just that. Because this is so important to our organization, we invite you to **create, collaborate and lead** every day. Find a way to exhibit these Values in your day-to-day work, and not only will you be contributing to VTA and the customers we serve, but you'll also be helping your own career.

Remember: **create, collaborate and lead!**

IV. Business Themes: A holistic look at our people, our products, and our services

Great people: VTA does a lot of different types of work. From delivering transit service, to delivering bicycle projects, to congestion management - and everything in between - the work we produce is dependent on the people who show up every day and care enough to give their best to their jobs. Great people do great work, and great work is required to make great products.

VTA wants to attract, develop and retain the great employees that will keep this organization vibrant. This is a main driver in our hiring practices and in our Mission, Vision and Values. We understand the value that hardworking, dedicated employees bring to the organization, and want to recognize and nurture their efforts and contributions. Additionally, by implementing effective channels of communication, we can create a culture of trust between employees and management where employees and the agency thrive. We need to stimulate the environment where people can create great products and services.

To foster an agency that leads to greatness, VTA not only needs a great work environment, we must also be properly staffed with the necessary amount of *resources* and *human capital* to create great products.

Great products: VTA has chosen to break our work out into three core *Business Lines*. This approach serves a few functions. First, it helps employees and the public to better understand exactly what work VTA does. Second, it allows us to avoid silos, as it demonstrates how each function of the organization affects the others. Third, it helps to relate our work back to our Mission, Vision and Values, which makes it easier for employees and others to understand if our actions are really in line with our guiding principles and goals. Last, these business lines will help us to determine if we're structured correctly and spending resources in the right areas and on the right projects.

So what are these **Business Lines**? They are three areas of focus for VTA:

1. Fast, Frequent, Reliable Transit
2. Delivering Projects and Programs
3. Transportation System Management

We'll explore each of these briefly.

BUSINESS LINE #1 - Fast, Frequent, Reliable Transit:

This Business Line involves the development and maintenance of a highly integrated transportation network with a focus on transit.

Overarching Strategy

For transit to be a **great product**, it must first be fast, frequent, and reliable.

Strategic Goals

- Fast – Transit travel times will be optimized, preserved and continually improved. This means working constantly with our partner agencies to secure transit preferential roadway treatments such as transit signal priority and dedicated operating lanes/tracks throughout the core/frequent network, and ensure that new development does not slow transit operations.
- Frequent – Transit service, especially in core areas¹, will be frequent (15-minutes or better).
- Reliable – Provide customer-focused information systems and preserve and enhance reliable operations through transit-preferential treatments. Provide our operations and maintenance divisions with the vehicles and parts needed to deliver and maintain our services.

Implementation goals for each of these will be contained in the VTA business plan.

¹ Core Area are defined as Cores, Corridors and Station Areas, and areas of sufficient density of jobs, housing and uses to make transit service work.

Through partnerships with the private sector and other transit agencies, we aim to improve the complete customer experience, from just before they board their bus or train, through their trip, and after as well. We intend to use the Transit Ridership Improvement Program (TRIP) and the Next Network to redefine the transit system and better serve the community. We'll incorporate technology both in the operation of the network and in the customer experience, deliver innovative and relevant products and maintain our infrastructure and facilities in a state of good repair.

This Business Line is essential to our Mission to provide solutions that move people. Through our established policies, such as our fare and transit sustainability policies, we'll look at opportunities to innovate our transit services the way Silicon Valley moves. And each of our core Values plays a role in furthering this Business Line. We encourage employees to take a **creative** approach to delivering fast, frequent and reliable transit — no idea is too big or small to consider. We ask employees to **collaborate** across teams and departments to grow and develop their ideas, and show **leadership** in vetting ideas and working with our customers and management to put into practice those that offer a bigger payoff than risk. Leadership also includes recognizing when an idea won't work — or isn't working — learning a lesson from that and moving on to the next idea to make VTA a leader in transit service.

BUSINESS LINE #2 - Delivering Projects and Programs:

This Business Line involves our work to discover, create, and develop transportation.

Overarching Strategy

Creatively and pragmatically provide a full suite of projects and programs – including land use / transportation integration, bike and pedestrian projects, and project management services that address the current and evolving multimodal needs of Silicon Valley.

Strategic Goals

- Develop - Concepts, plans, designs, programs, and policies to optimize current conditions and identify and seize new opportunities.
- Build / Implement – Deliver projects and programs on-time and within budget, and creatively pursue new construction, operational, and business practices that make us more efficient and successful.
- Provide – Provide a comprehensive line of services, technical support, funding programs, and mobility solutions to the public and Member Agencies.

Implementation goals for each of these will be contained in the VTA business plan.

Our infrastructure serves various modes of transportation, including transit, bicycles, pedestrians and cars. We will capitalize on our highly successful past performances to become the go-to agency for delivering transportation projects. Through a coherent set of standards

and expanded partnerships with cities and the county, we will establish a more integrated countywide transportation system that includes state-of-the-art, cutting edge infrastructure design and organization. This fits with our Vision to improve the valley's infrastructure and innovate transportation services throughout Santa Clara County.

Each day, our core Values will help us achieve this. Employees' **creativity** in approaching not just design but maximizing the use of our resources will help us be more efficient and develop new ways of designing and building relevant projects that look to the future of the valley's changing needs. **Collaboration** will ensure we integrate our projects and programs with our local agency partners, an important step in achieving a cohesive and not scattershot transportation network. By working together we can streamline processes and projects. As with providing fast, frequent and reliable transit, **leadership** is evidenced in the development, vetting and success or lessons learned from ideas.

BUSINESS LINE #3 - Transportation System Management:

This Business Line involves our role as the comprehensive unifier and transportation advocate for Santa Clara County. This is where the other two business lines are blended and enhanced with a focus on the future and the goals of increased efficiency and value. It centers on our role as the Congestion Management Agency, funding agency/sales tax authority, and innovator in transportation systems integration and business practices. It helps us achieve our Mission through helping our partners create the land-use patterns, policies, and infrastructure that allow for transportation solutions that work.

Overarching Strategy

Lead the region in transportation systems management, funding, integration, and innovation.

Strategic Goals

- ***Manage*** – Address roadway congestion through the collection and analysis of data, the development and application of technology, the refinement of current practices, and the implementation of new planning and management tools.
- ***Maximize*** – Retain and increase the value of existing infrastructure and optimize the utility of new investments and services.
- ***Innovate*** – Improve and expand mobility options through the “applied innovation” of technology, planning, design, construction, operations, and business techniques.

Implementation goals for each of these will be contained in the VTA business plan.

The work involved in this Business Line includes the Managed Lane Program, long and short-term planning for transit, highways, bicycles and pedestrians, expanding funding opportunities, continued efforts toward congestion management and fostering relationships with our regional and local partners. This effort will help us work with cities, the county and our customers to

develop smart land-use patterns, policies and infrastructure that will let us innovate the way Silicon Valley moves.

Our core Values figure prominently into this because it is through **creativity** that we'll continue to manage the existing transportation system while preparing for tomorrow. Data and research will combine with big, creative ideas to develop a transportation system capable of addressing of the future needs of the valley. **Collaboration** will be key, since we can't do this on our own. We need our customers and local jurisdictions on board to help us develop a cohesive, sensible transportation network. That will take strong **leadership**, as change doesn't come easy, and new ideas could be unpopular. For that reason, data and research need to be completed and airtight, while relationships with our partners need to be developed and nurtured.

V. The importance of partners

VTA can't do this alone. We need to work with other local, regional, state and federal agencies to see these ideas come to fruition. Local jurisdictions hold land use authority. Our transportation partner agencies help us make the connection between diverse transit systems. State and federal agencies set regulations and standards we must meet while also providing funding.

We also need to work with community stakeholders and customers to understand the best solutions for a given community. And we need to work with our employees to understand and implement exciting new ideas that will help further establish VTA as an authority in the transportation industry.

VI. Outcome Statement

So how will we know that we've achieved all that we're seeking to do in this Strategic Plan? At the end of the fifth year this is what the face of success looks like - a united, thriving workforce, providing better transportation choices that link to smart growth, a better environment, and contributing to a better place to live for everyone. Success will also include maximizing our financial picture, being accountable financially and to the community, and being able to measure our achievements through both numbers and testimonials.

This plan, and its companion Business Plans, will use both quantitative and qualitative measures to track our success (impact). Goals for these measures may include a cleaner environment, greater financial stability, more transportation options for more people, more cohesive and vibrant communities, and a more united and thriving work force.

The ultimate test of our success? When you ask someone what VTA is and their response begins, "Well, VTA does so much ..."



Date: October 24, 2016
 Current Meeting: November 9, 2016
 Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Bicycle & Pedestrian Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Board Secretary, Elaine Baltao

SUBJECT: Election Process for 2017 Bicycle & Pedestrian Advisory Committee
 Leadership: Nomination Subcommittee Report

FOR INFORMATION ONLY

BACKGROUND:

The Bicycle & Pedestrian Advisory Committee (BPAC) bylaws require that the committee elect from its membership a chairperson and a vice chairperson each year to serve as the committee leadership for the upcoming calendar year. The bylaws also provide that the chairperson and vice chairperson positions serve a one-year term and are eligible for election to successive terms. The elections for the BPAC chairperson and vice chairperson positions are conducted during the committee's last meeting of the calendar year (usually December), if practical.

The duties of the chairperson are to preside at all meetings of the committee and represent the committee before the Board of Directors. The duty of the vice chairperson is to perform the duties of the chairperson when the chairperson is absent. It is the responsibility of all advisory committee chairpersons and vice chairpersons to participate in periodic coordination meetings between themselves and the VTA Board chairperson. In addition, both positions are normally requested to attend a brief training and orientation session on advisory committee meeting management prior to the commencement of their terms.

DISCUSSION:

The election process for chairperson and vice chairperson is comprised of three distinct steps. The first step is appointing the nomination subcommittee. The second is presentation of the nomination subcommittee's report. The final step is conducting elections to select the chairperson and vice chairperson. Each of these components is conducted during the committee meeting.

Appointing the Nomination Subcommittee

The chairperson requests volunteers to serve on the nomination subcommittee, which is typically comprised of two or three members. If there are no volunteers or an insufficient number, it is the chairperson's prerogative to appoint committee members to serve on it. It is required that the committee vote to approve the appointment of members to the nomination subcommittee. This step normally takes place two meetings prior to conducting the elections.

The nomination subcommittee identifies members interested in serving as the chairperson or vice chairperson. This is done by soliciting nominations from members, either for themselves or other members, and is done at a time other than during the committee meeting. Additionally, it is the nomination subcommittee's responsibility to determine that members who have been nominated are willing to serve. The nomination subcommittee may also make a recommendation as to its recommended candidate for each position.

At its October 2016 meeting, the BPAC approved the appointment of members David Simons and Paul Goldstein to serve on the nomination subcommittee.

Report from the Nomination Subcommittee

At the meeting immediately preceding the elections, the nomination subcommittee provides a verbal report to the advisory committee identifying committee members who have confirmed their willingness to serve. This establishes the initial list of candidates for the elections to be held at the next meeting. The nomination subcommittee is automatically discharged when its report is formally presented to the committee. No action is required of the committee other than to receive the report.

Election of Chairperson and Vice Chairperson

These elections, which are held at the bylaw-specified meeting whenever possible, are conducted for the chairperson and vice chairperson positions individually and in sequence. Immediately preceding the vote, the chairperson will ask whether there are any nominations from the floor, then close the nominating process to establish the final list of candidates for each position.

For BPAC, the affirmative vote of a majority of the total authorized membership is required to elect the chairperson and vice chairperson and the term of office for both positions begins January 1 of the calendar year following the scheduled vote.

Prepared By: Stephen Flynn, Advisory Committee Coordinator
Memo No. 5801



Date: November 1, 2016
 Current Meeting: November 9, 2016
 Board Meeting: December 8, 2016

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Bicycle & Pedestrian Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Interim Director - Planning & Program Development, Carolyn M. Gonot

SUBJECT: Bicycle Expenditure Program Annual Report

FOR INFORMATION ONLY

BACKGROUND:

In August 2000, the VTA Board of Directors created the Bicycle Expenditure Program (BEP) for the purpose of identifying and dedicating a funding stream to help implement the Countywide Bicycle Plan. The BEP Project List is updated approximately every four years, in conjunction with the update of Valley Transportation Plan (VTP), VTA's long-range transportation plan for Santa Clara County. The BEP becomes the Bicycle Element of the VTP. This memorandum provides a status report on the progress of projects in the BEP Project List. The last status report was provided to the VTA Board of Directors in December 2015.

In May 2013, the VTA Board of Directors adopted the current BEP Project List. A total of 121 bicycle projects are on the list. A map of BEP projects included in VTP 2040 can be viewed at www.vta.org/bep. These projects are broken into 70 Category 1 projects and 51 Category 2 projects, and are selected and ranked based on the Board-approved BEP Policies and Criteria. Category 1 projects are considered near-term implementation projects, and will receive priority funding consideration in the BEP and other VTA funding programs. Category 2 projects are eligible to compete for BEP and other funds, but will not receive priority funding consideration.

The BEP consists of \$300 million in future revenues identified for implementing bicycle projects over the 28-year timeframe of VTP 2040. Funds programmed toward BEP projects come from a combination of programs, including, but not limited to: Transportation Fund for Clean Air 40% Program (TFCA 40%); Transportation Development Act (TDA) Article 3 Pedestrian Bicycle Program; and the One Bay Area Grant (OBAG), which is a combination of the Federal Congestion Mitigation & Air Quality Improvement Program (CMAQ), Transportation Alternatives (TA), and the Surface Transportation Program (STP) funding programs. BEP projects would also be eligible for Measure B sales tax funding, should voters pass it in November 2016.

DISCUSSION:

Funding Status

The funding status of the Category 1 projects as of October 2016 is summarized in Table 1 below. The projects are listed as completed, fully funded, partially funded or unfunded. Attachment A provides details on the funding status of Category 1 BEP projects.

Table 1. Summary of Funding Status for Category 1 Bicycle Expenditure Program Projects

Funding Status	Number of Projects
	October 2016
Completed	5
Fully funded	10
Partially funded	18
Unfunded	38
TOTAL	71*
*In 2015, one project (40-B24) was split into two phases, which are being tracked as separate projects. One phase has been completed, the other is waiting for construction.	

Fully funded and completed Category 1 projects represent over \$60 million in total project costs, and partially funded projects represent nearly \$145 million in total project costs. As of October 2016, five projects have been completed. In all, 33 of the Category 1 projects are partially or fully funded.

Funding Sources

Since 2013, several VTA funding programs, including OBAG, TDA and TFCA, have provided significant funds for BEP projects. In 2016, two BEP projects were awarded funding for the TFCA FY 2016-17 Cycle: Sunnyvale's Mary Avenue Bike Lane (40-B62) and Santa Clara County's Page Mill/I-280 Interim Bicycle Improvements (40-B48). One BEP project was awarded TDA3 funding: Santa Clara County's Expressway and Santa Teresa Corridor Bike Detection/ Montague Expressway (40-B122). Also, three BEP projects were awarded funding through TDA3 Guarantee portion: Palo Alto's Bicycle Boulevard Network (40-B10), San Jose's Citywide Bikeway Implementation (40-B99, Category 2), and Sunnyvale's Mary Avenue Bike Lanes (40-B62).

Member Agencies have also been successful in securing funding outside of BEP sources to advance their projects. New outside funding since October 2015 includes: City of Palo Alto used funding from the Palo Alto's Capital Improvement Program and fully funded the Bicycle Boulevard Network project. The project is in the design phase. The estimated completion date is fall 2018.

Project Delivery

Member Agencies have made notable progress on several Category 1 projects:

- City of Campbell held a ribbon cutting event in August 2016, marking the completion of the Portals project, which provides bicycle and pedestrian access along Campbell Avenue under State Route 17 (40-B02).

- VTA, in partnership with the cities of Santa Clara and San Jose, finalized the design for the Santa Clara Caltrain Station Undercrossing (40-B69). Construction will begin November 2016.
- City of Gilroy completed design drawings and the environmental phase for Western Ronan Channel Trail (40-B07). The estimated completion date is summer 2017.
- City of Santa Clara completed bicycle lanes on Scott Boulevard between Central Expressway and Monroe Street (40-B44).
- Santa Clara County Roads and Airports' project, San Tomas Aquino Creek Spur Trail Phase 2: El Camino Real to Homestead Road (40-B41) is under construction.
- Santa Clara County Roads and Airports finalized design drawings for an interim improvement at the Page Mill/I-280 (40-B48) interchange. The interim improvement will be completed by December 2016.
- Santa Clara County Roads and Airports completed design drawings for Uvas Road and Stevens Canyon Road, two Popular Bicycle Rural Roads (40-B49).
- City of San Jose is finalizing design drawings for Three Creeks Trail (40-B33). Construction of this project is estimated to start in February 2017.
- City of Sunnyvale is developing design drawings and environmental review for Fair Oaks Avenue Bike Lanes: Old San Francisco Road to Ahwanee Avenue (40-B57).

Attachment B provides details on the progress of Category 1 BEP projects in each jurisdiction.

Member Agencies have also made notable progress on several Category 2 projects:

- City of Campbell completed the Hacienda Avenue Bike Lanes (40-B70) project in September 2016.
- City of Cupertino completed a feasibility study for Stevens Creek Trail Crossing at Stevens Creek Boulevard in early 2016 (40-B75).
- City of Los Altos is developing design drawings for Miramonte Avenue Bikeway Improvement project (40-B79).
- City of Mountain View is constructing the Permanente Creek Trail Modification to Undercrossing at Amphitheater Road (40-B89). Project completion is estimated for spring 2017.
- City of Mountain View is developing design drawings for Permanente Creek Trail: Rock Street to West Middlefield Road (40-B91). Project completion is estimated by the end of 2017.
- City of Palo Alto completed conceptual design for Adobe Creek Reach Trail: West Bayshore Road to Luis Road (40-B95).
- City of San Jose is developing design drawings for Coyote Creek Trail, William Street at Selma Olinder Park to Story Road (40-B103). Project is under construction with completion estimated by the end of 2017.

NEXT STEPS:

VTA continues to work with Member Agencies to fund and deliver BEP projects. Potential funding opportunities include:

- In Spring 2016, VTA called for projects for One Bay Area Grant (OBAG) Cycle II. This OBAG cycle will be available for FY 2017-18 to FY 2021-22. Some BEP projects may be funded through this OBAG cycle.
- Vehicle Emissions Reductions Based at Schools (VERBS), Transportation Fund for Clean Air, and TDA3 call for projects will be issued in early 2017.
- The Bicycle and Pedestrian funding category proposed for the 2016 Measure B Sales Tax will be developed in 2017, pending the outcome of the November 2016 election.

Prepared By: Malahat Owrang
Memo No. 5783



BEP Semi Annual Update- October 2016

Completed and Fully Funded Category 1 BEP Projects

<i>VTP 2040 ID</i>	<i>Sponsor</i>	<i>Project Title</i>	<i>Total Programmed Amount</i>	<i>Unsecured Funds</i>	<i>Project cost</i>	<i>Status</i>	<i>Completion Date</i>
40-B10	Palo Alto	Bicycle Boulevards Network Project	\$6,600,000	\$0.00	\$6,600,000	Design	November 2018
40-B22	San Jose	Guadalupe River Trail (I-880 to the Bay Trail) and Tasman Undercrossing	\$11,868,000.00	\$0.00	\$11,870,000.00	Completed	June 2014
40-B24	San Jose	Hedding St. Bikeway: Ruff Dr to 17th Street	\$619,950.00	\$0.00	\$270,000.00	Completed	July 2014
40-B24	San Jose	Hedding St. Bikeway: Winchester Blvd. to Ruff Dr (Hwy 87)		\$0.00	\$270,000.00	Construction pending	N/A
40-B58	Sunnyvale	Hendy Ave Bike Lanes: Sunnyvale Avenue to Fair Oaks Avenue	\$2,750,000.00	\$0.00	\$2,750,000.00	Completed	April 2015
40-B02	Campbell	Portals Project: Bike Lanes on Campbell Avenue at SR 17	\$4,730,000.00	\$0.00	\$4,730,000.00	Completed	August 2016
40-B07	Gilroy	Western Ronan Channel SCWVD Service Road Trail	\$1,929,000.00	\$0.00	\$1,929,000.00	Design/ENV/ROW completed/Waiting for construction	September 2017
40-B11	Palo Alto	US 101/Adobe Creek Bicycle-Pedestrian Bridge	\$9,500,000.00	\$0.00	\$9,500,000.00	Environmental/PE	June 2020
40-B32	San Jose	Park Avenue/San Fernando Street/San Antonio Bikeway	\$1,913,000.00	\$0.00	\$1,913,000.00	Phased construction	Phased
40-B44	Santa Clara	Scott Boulevard Bike Lanes: Central Expwy to Monroe Street	\$196,000.00	\$0.00	\$196,000.00	Completed	October 2016

Notes: Table reflects VTA's best knowledge, based on information provided by member agencies.

Total Programmed Amount is all known sources of funding, including BEP and other sources.

N/A: Information not available.

Inactive: Member agency is not actively pursuing project at this time. Project remains on BEP list.



BEP Semi Annual Update- October 2016

Completed and Fully Funded Category 1 BEP Projects

<i>VTP 2040 ID</i>	<i>Sponsor</i>	<i>Project Title</i>	<i>Total Programmed Amount</i>	<i>Unsecured Funds</i>	<i>Project cost</i>	<i>Status</i>	<i>Completion Date</i>
40-B64	Sunnyvale	Maude Avenue Bike Lanes: Mathilda to Fair Oaks	\$830,000.00	\$0.00	\$830,000.00	Preliminary Engineering	September 2017
40-B57	Sunnyvale	Fair Oaks Ave Bike Lanes, Medians, and Detection: Old San Francisco Road to Ahwanee Avenue	\$1,210,000.00	\$0.00	\$1,210,000.00	Design/Environmental	June 2018
40-B65	Sunnyvale	Moffett Park Area East Channel Trail and West Channel Trail	\$4,745,000.00	\$0.00	\$4,750,000.00	Design	December 2018
40-B69	VTA/SC/SJ	Santa Clara Caltrain Station Undercrossing Extension	\$13,725,000.00	\$0.00	\$13,725,000.00	Construction	June 2017
40-B68	VTA/SJ	Capitol Expressway Pedestrian/Bicycle Crossing at Eastridge Transit Center	\$1,547,200.00	\$0.00	\$1,547,200.00	Design	August 2017

Partially Funded Category 1 BEP Projects

<i>VTP 2040 ID</i>	<i>Sponsor</i>	<i>Project Title</i>	<i>Total Programmed Amount</i>	<i>Unsecured Funds</i>	<i>Project Cost</i>	<i>Status</i>	<i>Estimated Completion Date of Construction</i>
40-B04	Gilroy	Lions Creek SCVWD Service Road Trail: West of Kern Avenue between Kern and Day	\$277,515.00	\$1,677,485.00	\$1,955,000.00	Design	N/A

Notes: Table reflects VTA's best knowledge, based on information provided by member agencies.

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N/A: Information not available.

Inactive: Member agency is not actively pursuing project at this time. Project remains on BEP list.



BEP Semi Annual Update- October 2016

Partially Funded Category 1 BEP Projects

VTP 2040 ID	Sponsor	Project Title	Total Programmed Amount	Unsecured Funds	Project Cost	Status	Estimated Completion Date of Construction
40-B05	Gilroy	Lions Creek SCVWD Service Road Trail: West of Santa Teresa Boulevard/Day Road East (Between Tapestry and Day Rd East)	\$87,600.00	\$534,400.00	\$622,000.00	Design	N/A
40-B28	San Jose	Los Gatos Creek Trail Reach 5b and 5c: Auzerais Avenue south of W. San Carlos Avenue to Park Avenue/Montgomery Avenue (Trail and Undercrossing)	\$1,100,000.00	\$8,460,000.00	\$9,560,000.00	Design	N/A
40-B27	San Jose	Los Gatos Creek Trail Reach 5d: Park Avenue/Montgomery Avenue to Santa Clara Avenue (Diridon Station Segment)	N/A	\$5,842,700.00	\$8,462,700.00	Environmental Completed	N/A
40-B20	San Jose	Charcot Bikeway: Orchard Pkwy to Hwy 880	N/A	N/A	\$463,700.00	Preliminary Engineering/ Design	N/A
40-B29	San Jose	Monroe Bikeway: Newhall Street to Hwy 17 Pedestrian Over Crossing at Monroe/Moorpark/Tisch	N/A	N/A	\$300,000.00	Preliminary Engineering/ Design	September 2017
40-B13	San Jose	Auzerais Avenue Bicycle and Pedestrian Improvements: Los Gatos Creek Trail to Race Street	\$675,000.00	\$1,527,600.00	\$2,202,600.00	PE/Conceptual Design completed	N/A
40-B25	San Jose	Highway 87 Trail Connection Multi-Use Path: Unified Way through Curtner Light Rail Station Park and Ride to Carol Drive at Hwy 87	N/A	N/A	\$1,900,000.00	ENV Completed	N/A

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N/A: Information not available.

Inactive: Member agency is not actively pursuing project at this time. Project remains on BEP list.



BEP Semi Annual Update- October 2016

Partially Funded Category 1 BEP Projects

<i>VTP 2040 ID</i>	<i>Sponsor</i>	<i>Project Title</i>	<i>Total Programmed Amount</i>	<i>Unsecured Funds</i>	<i>Project Cost</i>	<i>Status</i>	<i>Estimated Completion Date of Construction</i>
40-B31	San Jose	North San Jose Bike/Ped Improvements: Connections to Guadalupe River Trail/Coyote Creek Trail/Alviso Neighborhood	N/A	N/A	\$35,000,000.00	Conceptual Design Completed	N/A
40-B33	San Jose	Three Creeks Trail: West from Los Gatos Creek Trail/Lonus Street to Guadalupe River	\$5,250,000.00	\$4,750,000.00	\$10,000,000.00	Design	March 2018
		Three Creek Trail: East from Guadalupe River to Coyote Creek Trail	N/A	N/A	N/A	City has completed the SKY Lane Vision Study.	N/A
40-B122	SC County	Expressway and Santa Teresa Corridor Bike Detection (Foothill/Montague/Capitol)	N/A	N/A	\$2,000,000.00	Phased construction-Foothill Expressway completed	Phased construction
40-B46	SC County	Los Gatos Creek Trail: Lark Avenue to Blossom Hill Drive	\$1,760,000.00	\$1,800,000.00	\$3,560,000.00	Design	December 2016
40-B41	SC County	San Tomas Aquino Creek Spur Trail Phase 2: El Camino Real to Homestead Road ^a	\$4,994,000.00	\$400,000.00	\$5,394,000.00	Construction	Early 2017
40-B48	SC County	Oregon Expwy/Page Mill Road: I-280 Interchange Modification from Old Page Mill Road to Arastradero Road	\$480,000.00 Interim project is fully funded	\$14,915,000.00	\$15,000,000.00	Conceptual Design Completed/Interim project is designed	Interim project will be constructed by December 2016
40-B49	SC County	Popular Bicycle Rural Roads Improvements	\$2,024,500.00	\$47,975,500.00	\$50,000,000.00	Design completed for two rural roads	N/A

^a The Project cost increased to \$5.39 M. The project is not fully funded.

Notes: Table reflects VTA's best knowledge, based on information provided by member agencies.

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N/A: Information not available.

Inactive: Member agency is not actively pursuing project at this time. Project remains on BEP list.



BEP Semi Annual Update- October 2016

Partially Funded Category 1 BEP Projects

<i>VTP 2040 ID</i>	<i>Sponsor</i>	<i>Project Title</i>	<i>Total Programmed Amount</i>	<i>Unsecured Funds</i>	<i>Project Cost</i>	<i>Status</i>	<i>Estimated Completion Date of Construction</i>
40-B63	Sunnyvale	Mathilda Avenue Bike Lanes: US 101 to El Camino Real ^b	\$80,000.00	\$4,020,000.00	\$4,100,000.00	Partially Completed	N/A
40-B56	Sunnyvale	El Camino Real Bike Lanes: West City Limits to East City Limits (plus bike detection at 13 intersections) ^c	\$15,000.00	\$335,000.00	\$350,000.00	Partially Completed	April 2015
40-B62	Sunnyvale	Mary Avenue Bike Lanes: Fremont to Maude	\$346,790.00	\$1,433,210.00	\$1,780,000.00	Design	N/A

Unfunded Funded Category 1 BEP Projects

<i>VTP 2040 ID</i>	<i>Sponsor</i>	<i>Project Title</i>	<i>Total Programmed Amount</i>	<i>Unsecured Funds</i>	<i>Project Cost</i>	<i>Status</i>	<i>Estimated Completion Date of Construction</i>
40-B01	Campbell	Hamilton Avenue Median Bicycle and Pedestrian Enhancements: Bascom to Leigh	\$0.00	\$1,800,000.00	\$1,800,000.00	Not Started	N/A
40-B03	Cupertino	Miller Avenue Bike Lanes: Steven Creek Boulevard to Calle de Barcelona	\$0.00	\$100,000.00	\$100,000.00	Inactive	Inactive

^b Phase I of the project (Mathilda Ave. from Maude to California Ave.) is completed.

^c Phase I of the project (El Camino Real from Remington/Fair Oaks to Sunnyvale-Saratoga Rd.) is completed.

Notes: Table reflects VTA's best knowledge, based on information provided by member agencies.

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N/A: Information not available.

Inactive: Member agency is not actively pursuing project at this time. Project remains on BEP list.



BEP Semi Annual Update- October 2016

Unfunded Funded Category 1 BEP Projects

<i>VTP 2040 ID</i>	<i>Sponsor</i>	<i>Project Title</i>	<i>Total Programmed Amount</i>	<i>Unsecured Funds</i>	<i>Project Cost</i>	<i>Status</i>	<i>Estimated Completion Date of Construction</i>
40-B06	Gilroy	Northern Uvas Creek SCVWD Service Road Trail (Gilroy Gardens Extension Trail)	\$0.00	\$2,202,600.00	\$2,202,600.00	Design	N/A
40-B08	Los Altos Hills	El Monte Road: Stonebrook to Voorhees (Segment 4)	\$0.00	\$564,900.00	\$564,900.00	Not Started	N/A
40-B09	Los Altos Hills	Fremont Road Pathway Phase 2: Concepcion Road to Arastradero Road	\$0.00	\$900,000.00	\$900,000.00	Not Started	N/A
40-B16	San Jose	Blossom Hill Road: Calero Bikeways from Coleman Road at Santa Teresa Blvd to Palmia Drive at Cottle Road	\$0.00	\$437,000.00	\$437,000.00	Not Started	N/A
40-B18	San Jose	Coleman- Airport Bikeway	\$0.00	\$1,159,200.00	\$1,159,200.00	Inactive	N/A
40-B19	San Jose	Capitol Avenue/Capitol Expressway Bikeway: Penitencia Creek Road/Trail to Quimby Road/Thompson Creek	\$0.00	\$347,700.00	\$347,700.00	Not Started	N/A
40-B26	San Jose	Hwy 237 Bikeway Trail: North First to Zanker Class I trail	\$0.00	\$463,700.00	\$463,700.00	Not Started	N/A
40-B30	San Jose	Newhall Street Bike/Ped Overcrossing over Caltrain Tracks	\$0.00	\$8,114,900.00	\$8,114,900.00	Not Started	N/A
40-B12	San Jose	Airport Boulevard: Guadalupe River Trail Bike & Ped connection	\$0.00	\$2,800,000.00	\$2,800,000.00	City is coordinating with FAA on this project.	N/A

Notes: Table reflects VTA's best knowledge, based on information provided by member agencies.

Total Programmed Amount is all known sources of funding, including BEP and other sources.

N/A: Information not available.

Inactive: Member agency is not actively pursuing project at this time. Project remains on BEP list.



BEP Semi Annual Update- October 2016

Unfunded Funded Category 1 BEP Projects

<i>VTP 2040 ID</i>	<i>Sponsor</i>	<i>Project Title</i>	<i>Total Programmed Amount</i>	<i>Unsecured Funds</i>	<i>Project Cost</i>	<i>Status</i>	<i>Estimated Completion Date of Construction</i>
40-B15	San Jose	Blossom Hill Road/Silver Creek Valley Road Multiuse Path	\$0.00	\$6,100,000.00	\$6,100,000.00	Not Started	N/A
40-B17	San Jose	Branham Lane Bikeway: Camden Avenue to Monterey Road	\$0.00	\$2,400,000.00	\$2,400,000.00	Not Started	N/A
40-B21	San Jose	Cottle Road Multi-Use Path: Hospital Parkway to Poughkeepsie Road	\$0.00	\$2,700,000.00	\$2,700,000.00	Not Started	N/A
40-B23	San Jose	Havana Dr/ Holly Hill Drive Bike/Ped Bridge at US 101	\$0.00	\$8,500,000.00	\$8,500,000.00	Not Started	N/A
40-B14	San Jose	Bird Avenue Bicycle and Pedestrian Corridor: Autumn Street at Santa Clara to Bird Avenue at West Virginia	\$0.00	\$3,500,000.00	\$3,500,000.00	Not Started	N/A
40-B38	Santa Clara	Lick Mill Blvd. Bike Lanes from Tasman Dr to Hope Dr	\$0.00	\$200,000.00	\$200,000.00	Not Started	N/A
40-B39	Santa Clara	Mission College Blvd Bike Lanes from Mission College Boulevard to Wildwood Ave (city limits)	\$0.00	\$220,000.00	\$220,000.00	Not Started	N/A
40-B42	Santa Clara	Saratoga Avenue Bike Lanes: Los Padres Boulevard to San Tomas Expressway	\$0.00	\$200,000.00	\$200,000.00	Not Started	N/A
40-B43	Santa Clara	Saratoga Creek Trail: Cabrillo Avenue to Forbes Avenue and Undercrossings at Kiely and Homestead	\$0.00	\$2,650,000.00	\$2,650,000.00	City plans to issue RFP for Trails Master Plan by 2017	N/A
40-B34	Santa Clara	Benton Street Bike Lanes: Lawrence Expwy to San Tomas Expwy	\$0.00	\$450,000.00	\$450,000.00	Not Started	N/A

Notes: Table reflects VTA's best knowledge, based on information provided by member agencies.

Total Programmed Amount is all known sources of funding, including BEP and other sources.

N/A: Information not available.

Inactive: Member agency is not actively pursuing project at this time. Project remains on BEP list.

BEP Semi Annual Update- October 2016



Unfunded Funded Category 1 BEP Projects

<i>VTP 2040 ID</i>	<i>Sponsor</i>	<i>Project Title</i>	<i>Total Programmed Amount</i>	<i>Unsecured Funds</i>	<i>Project Cost</i>	<i>Status</i>	<i>Estimated Completion Date of Construction</i>
40-B35	Santa Clara	Bowers Avenue/Kiely Boulevard Bike Lanes: Cabrillo Avenue to Stevens Creek Boulevard	\$0.00	\$961,500.00	\$961,500.00	Not Started	N/A
40-B36	Santa Clara	Calabazas Creek Trail: From SR 237 to Calabazas Boulevard	\$0.00	\$14,205,400.00	\$14,205,400.00	City plans to issue RFP for Trails Master Plan by 2017	N/A
40-B37	Santa Clara	Lafayette St. Bike Lanes: Agnew Rd. to Reed St.	\$0.00	\$983,400.00	\$983,400.00	Not Started	N/A
40-B40	Santa Clara	Pruneridge Ave. Bike Lanes: Pomeroy Ave. to Winchester Boulevard	\$0.00	\$786,700.00	\$786,700.00	Not Started	N/A
40-B47	SC County	McKean Road Shoulder Improvements: Harry Road to Bailey Avenue	\$0.00	\$7,400,000.00	\$7,400,000.00	Not Started	N/A
40-B50	SC County	Santa Teresa Boulevard Bicycle Delineation and Shoulder Widening	\$0.00	\$600,000.00	\$600,000.00	Not Started	N/A
40-B45	SC County	Doyle Rd Bicycle and Pedestrian Trail Connection to Saratoga Creek Trail	\$0.00	\$500,000.00	\$500,000.00	Not Started	N/A
40-B67	Sunnyvale	Tasman Drive Bike Lanes and Bike Detection: Via Road Diet from Fair Oaks Avenue to Reamwood Drive	\$0.00	\$300,000.00	\$300,000.00	Inactive	N/A
40-B54	Sunnyvale	Bernardo Avenue Caltrain Undercrossing: Evelyn Avenue to Central Expressway	\$0.00	\$9,853,800.00	\$9,853,800.00	Not Started	N/A
40-B51	Sunnyvale	Belleville Way Bike Lanes and Bike Detection: Fremont to Homestead	\$0.00	\$120,000.00	\$120,000.00	Not Started	N/A

Notes: Table reflects VTA's best knowledge, based on information provided by member agencies.

Total Programmed Amount is all known sources of funding, including BEP and other sources.

N/A: Information not available.

Inactive: Member agency is not actively pursuing project at this time. Project remains on BEP list.



BEP Semi Annual Update- October 2016

Unfunded Funded Category 1 BEP Projects

<i>VTP 2040 ID</i>	<i>Sponsor</i>	<i>Project Title</i>	<i>Total Programmed Amount</i>	<i>Unsecured Funds</i>	<i>Project Cost</i>	<i>Status</i>	<i>Estimated Completion Date of Construction</i>
40-B52	Sunnyvale	Bernardo Avenue Bike Lanes and Bike Detection: El Camino Real to Evelyn	\$0.00	\$160,000.00	\$160,000.00	Not Started	N/A
40-B53	Sunnyvale	Bernardo Ave Bike Lanes and Bike Detection: Remington to Homestead	\$0.00	\$160,000.00	\$160,000.00	Not Started	N/A
40-B55	Sunnyvale	California Ave Bike Lanes and Bike Detection: Mary to Fair Oaks	\$0.00	\$230,000.00	\$230,000.00	Not Started	N/A
40-B59	Sunnyvale	Hollenbeck Avenue Bike Lanes and Bike Detection: Danforth Drive to Alberta Avenue	\$0.00	\$200,000.00	\$200,000.00	Not Started	N/A
40-B60	Sunnyvale	Java Drive Bike Lanes and Bike Detection: Via Road Diet from Mathilda to Crossman Avenue	\$0.00	\$75,000.00	\$75,000.00	Not Started	N/A
40-B61	Sunnyvale	Lakewood/Sandia Drive Bike Lanes	\$0.00	\$20,000.00	\$20,000.00	Not Started	N/A
40-B66	Sunnyvale	Sunnyvale Stevens Creek Trail and Structures: Dale/Heatherstone to Homestead Road (2.5 mi bike path, 4 structures and 1.2 mi bike lane)	\$0.00	\$20,000,000.00	\$20,000,000.00	Conceptual Design	N/A

Notes: Table reflects VTA's best knowledge, based on information provided by member agencies.

Total Programmed Amount is all known sources of funding, including BEP and other sources.

N/A: Information not available.

Inactive: Member agency is not actively pursuing project at this time. Project remains on BEP list.

Progress of Category 1 BEP Projects by Jurisdiction					
<i>Sponsor</i>	<i>Total Number of Projects</i>	<i>Number of Completed Projects</i>	<i>Number of Fully Funded Projects</i>	<i>Number of Partially Funded projects</i>	<i>Number of Unfunded Projects</i>
Campbell	2	1			1
Gilroy	4		1	2	1
Los Altos Hills	2				2
Palo Alto	2		2		
San Jose*	23	2	2	8	11
Santa Clara	10	1			9
SC County	8			5	3
Cupertino**	1				1
Sunnyvale	17	1	3	3	10
VTA	2		2		
Total	71*	5	10	18	38
<p>*One project (40-B24/BEP 33: Hedding Street Bikeway Project) has been split into two phases. One phase has been completed, the other is waiting for construction.</p> <p>**Project 40-B03 (Miller Avenue Bike Lane, City of Cupertino) is inactive.</p>					

CAC Item # 13
BPAC Item # 8
TAC Item # 14
PAC Item # 12

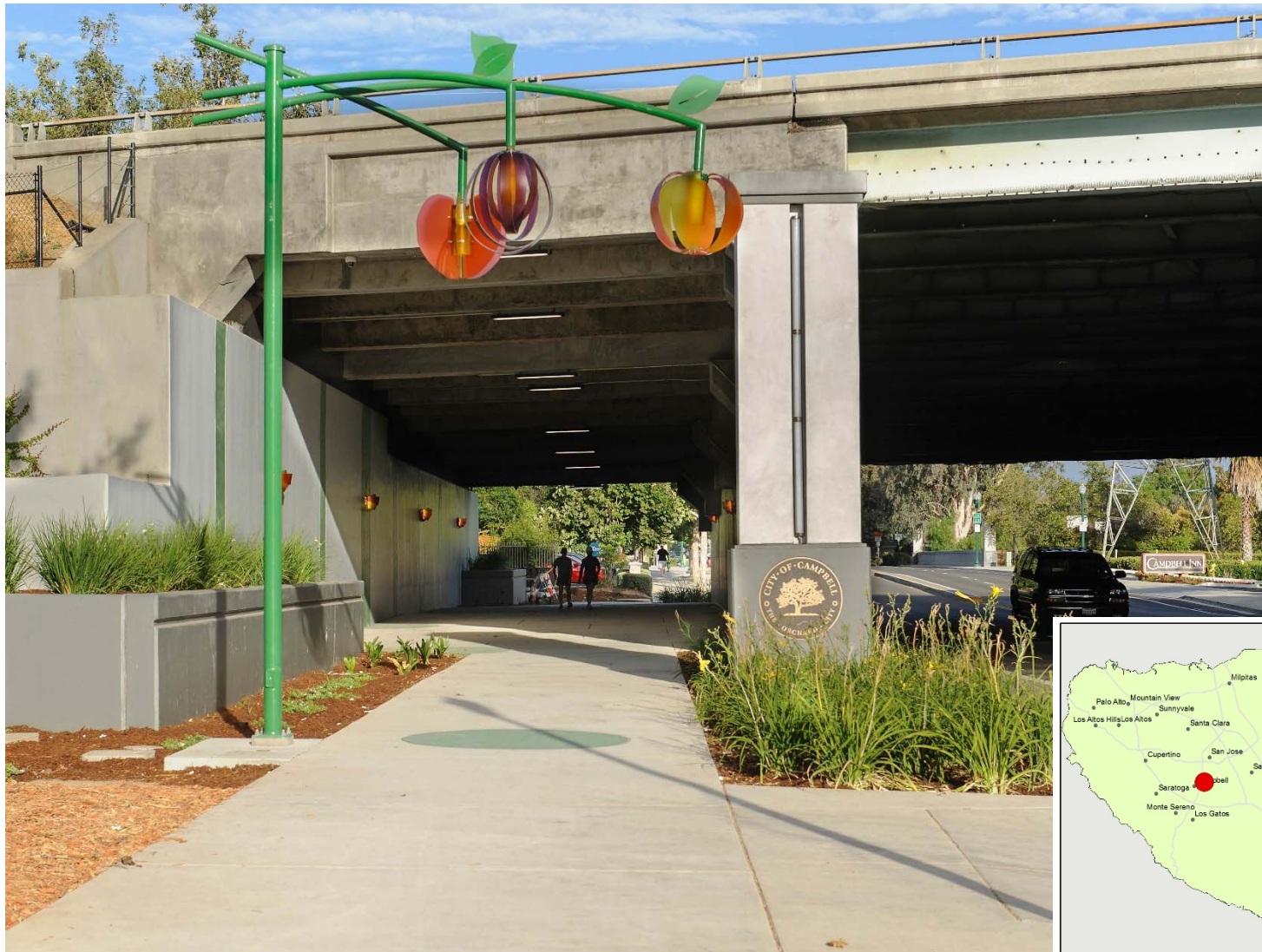
Bicycle Expenditure Program (BEP) Annual Report

November 2016

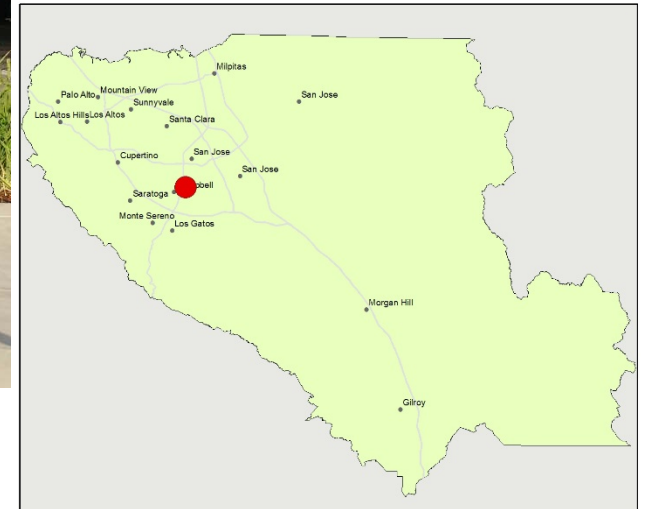


Portals Project: Bike Lanes on Campbell Avenue Under SR 17

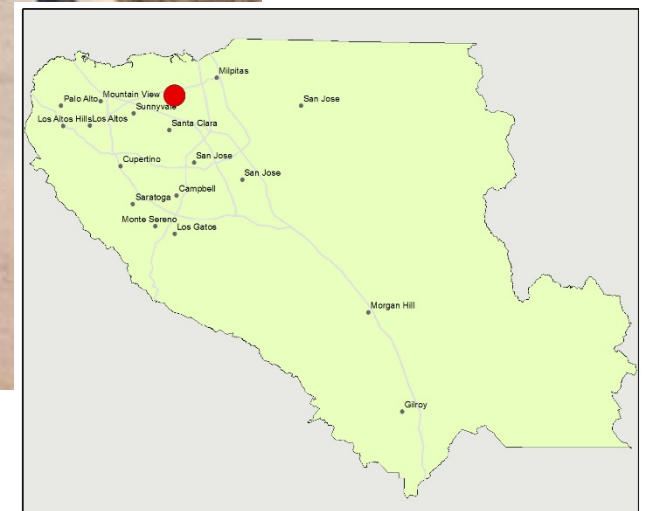
City of Campbell



Project # VTP 40-B02



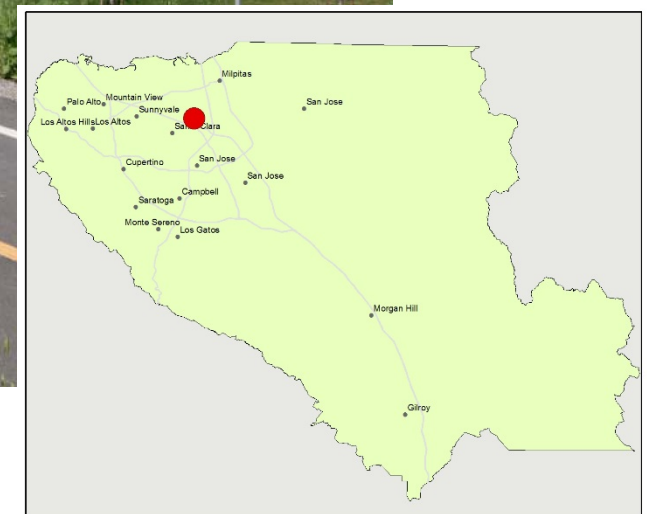
Guadalupe River Trail, Tasman Undercrossing City of San Jose



Project # VTP 40-B22

Guadalupe River Trail, I-880 to Bay Trail

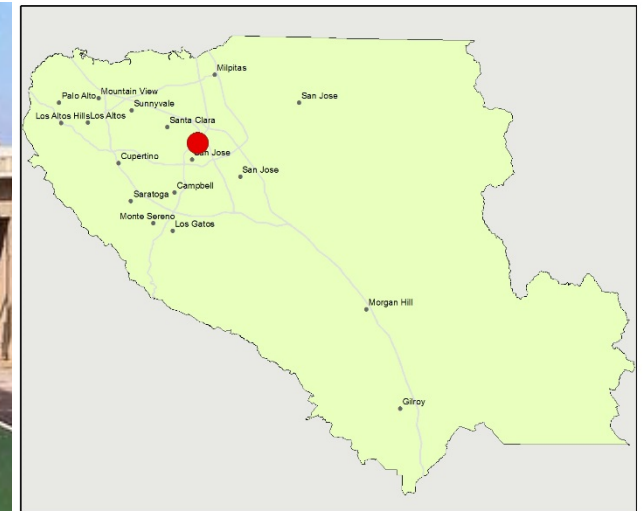
City of San Jose



Project # VTP 40-B22

Hedding Street Bike Lanes

City of San Jose



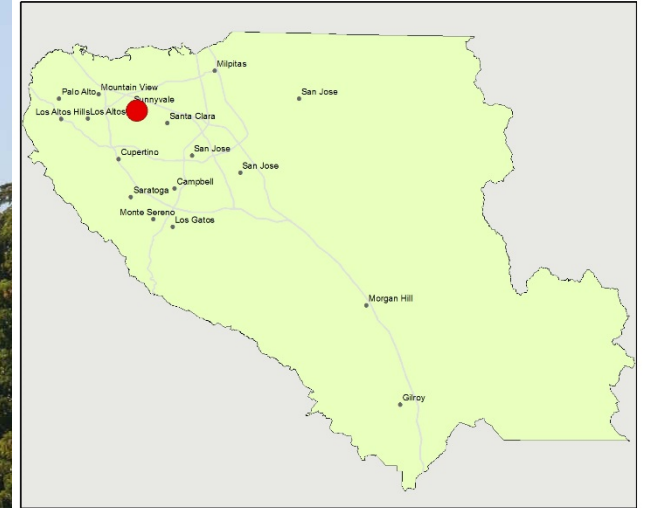
Project # VTP 40-B24

Hendy Avenue Bike Lanes

City of Sunnyvale



BEFORE



Project # VTP 40-B58

Hendy Avenue Bike Lanes

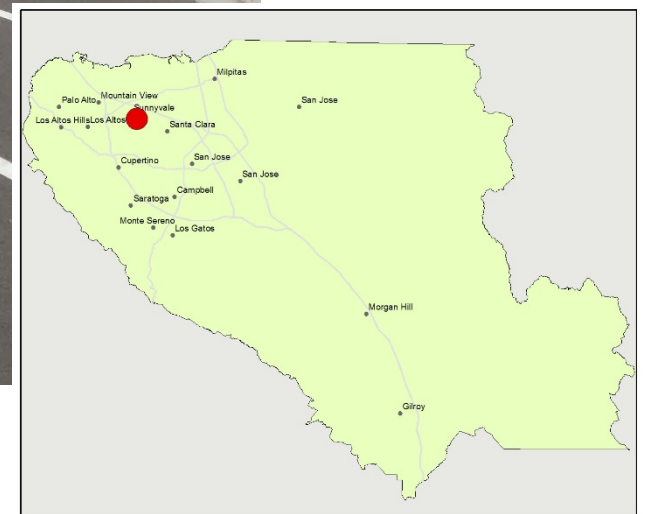
City of Sunnyvale



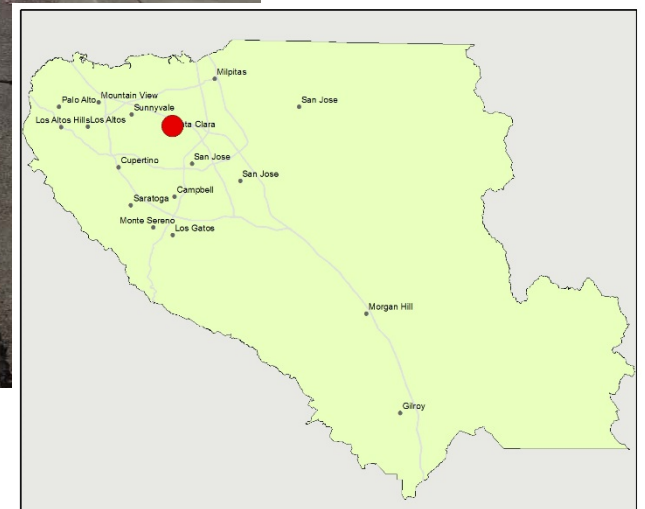
AFTER



Project # VTP 40-B58



Scott Boulevard Bike Lanes, Central Expressway to Monroe City of Santa Clara



Project # VTP 40-B44

Hacienda Avenue Bike Lanes: Winchester to San Tomas Aquino Road

City of Campbell



BEFORE



Project # VTP 40-B70

Hacienda Avenue Bike Lanes: Winchester to San Tomas Aquino Road

City of Campbell

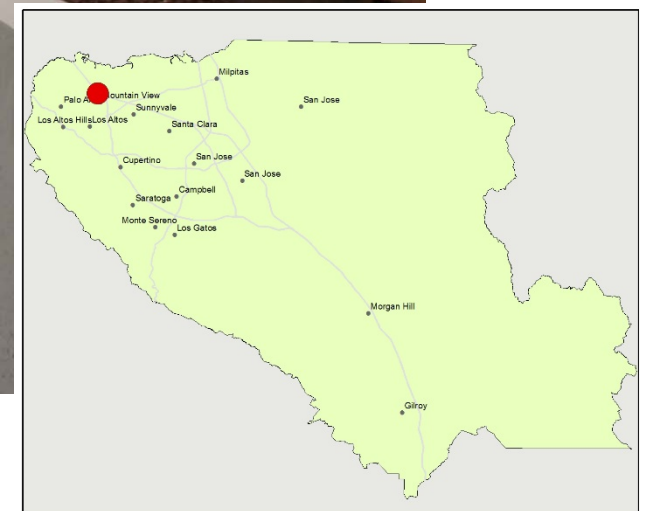
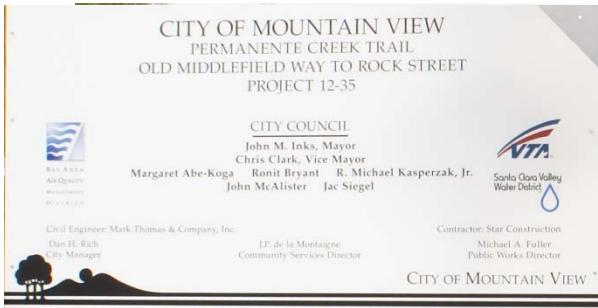


AFTER



Project # VTP 40-B70

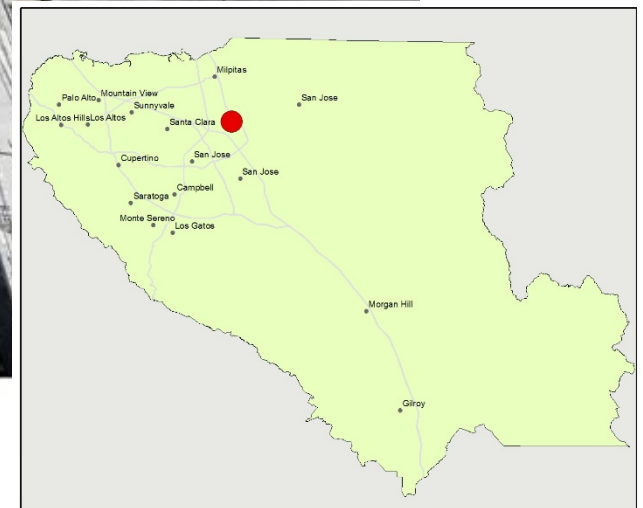
Permanente Creek Trail: Old Middlefield Way to Rock Street City of Mountain View



Project # VTP 40-B90

Upper Penitencia Creek Trail Connector Phase 1: Berryessa BART Station

VTA- Project # VTP 40-B120 (Under Construction)



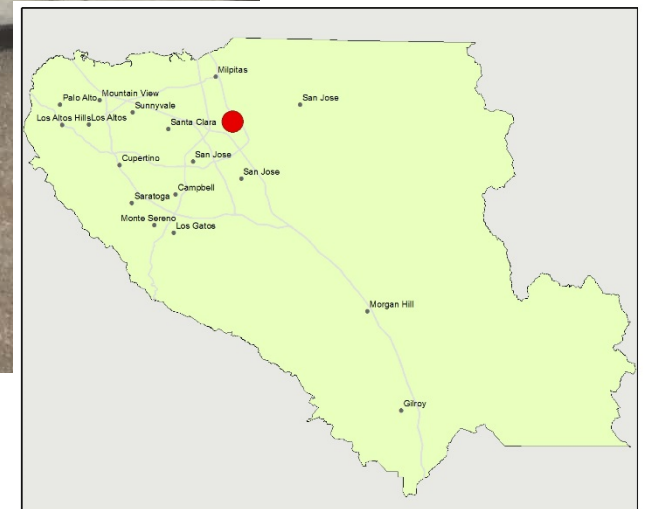
Silicon Valley Rapid Transit Program
Silicon Valley Berryessa Extension

Upper Penitencia Creek Trail Connector Phase 1: Berryessa BART Station

VTA



Project # VTP 40-B120 (Under Construction)



Santa Clara Caltrain Station, Bicycle & Pedestrian Undercrossing VTA, City of San Jose, City of Santa Clara



Project # VTP 40-B69 (Under Construction)



Date: November 2, 2016
 Current Meeting: November 9, 2016
 Board Meeting: December 8, 2016

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Bicycle & Pedestrian Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Interim Director - Planning & Program Development, Carolyn M. Gonot

SUBJECT: Transportation Fund for Clean Air (TFCA) Project Status Report

FOR INFORMATION ONLY

BACKGROUND:

The Transportation Fund for Clean Air (TFCA) is generated by a \$4.00 surcharge on vehicle registrations. The Bay Area Air Quality Management District (BAAQMD) administers these funds in the nine-county Bay Area. Funds are available for allocation to alternative fuels, arterial management, bicycle, and trip-reduction projects that reduce vehicle emissions.

BAAQMD returns 40% of these funds to the county in which they are collected for allocation by a "program manager." This fund is called the TFCA Program Manager Fund (TFCA 40%). VTA is the program manager for Santa Clara County. Project sponsors apply directly to VTA for funding and the VTA Board of Directors allocates these funds to projects in Santa Clara County, subject to approval by BAAQMD.

State law requires VTA to conduct a periodic review of TFCA project status. The law states that VTA shall hold one or more public meetings per year to review the expenditure of revenues received. (Cal. Health and Safety Code 44241(f))

DISCUSSION:

In accordance with the requirement that the Board should review the expenditure of revenues received, Attachment A details the current status of Santa Clara County's TFCA 40%-funded projects and Attachment B provides a brief description of each project. Most projects are progressing smoothly, but staff notes that Sunnyvale's Comprehensive Pedestrian Infrastructure Improvements project was cancelled. The funds were moved to the Pedestrian Infrastructure Improvements project, which the Board approved earlier this year. Staff notes that the projects were essentially the same and consolidating them reduces administrative requirements.

Prepared By: Bill Hough

Memo No. 5753

Attachment A
Santa Clara County TFCA Funding Status Report

TFCA Project #	Project Title	Project Sponsor	Current TFCA Funds Awarded	TFCA \$ Paid Out	% Comp	Project Completion Date	Comments
11SC01	Santa Clara Signal Timing & Interconnect Project	City of Santa Clara	\$1,168,128.00	\$1,168,128.00	100%	complete	Project complete.
14SC02	Mission College Signal Timing & Interconnect Project	City of Santa Clara	\$220,500.00	\$0.00	95%	6/30/2017	In Progress.
14SC03	Stevens Creek Signal Timing & Interconnect Project	City of Santa Clara	\$360,000.00	\$0.00	80%	6/30/2017	In Progress.
14SC06	Scott Boulevard Bike Lane Project	City of Santa Clara	\$102,650.00	\$0.00	80%	6/30/2017	In Progress.
15SC02	City of Milpitas Electric Vehicle Level 2 Charging Stations	City of Milpitas	\$20,200.00	\$0.00	60%	6/30/2017	In Progress.
15SC04	Llagas Creek Trail, between Watsonville and Silveira park	City of Morgan Hill	\$135,975.00	\$0.00	CP	Cancelled Project	Construction delayed due to external factors. Will reapply in future.
15SC07	Saratoga Signal Timing & Interconnect Project	City of Santa Clara	\$498,000.00	\$44,709.00	25%	6/30/2017	In Progress.
15SC09	DASH Shuttle	VTA	\$360,000.00	\$360,000.00	100%	complete	Project complete.
15SC11	Blue Hills School Railroad Safety Crossing Project	City of Saratoga	\$300,000.00	\$0.00	10%	6/30/2017	In Progress.
15SC12	Capitol Expressway Pedestrian Improvements	VTA	\$198,000.00	\$178,045.00	85%	6/30/2017	In Progress.
15SC13	Santa Clara Caltrain Station Bike/Ped Tunnel	VTA	\$116,816.00	\$0.00	30%	6/30/2017	In Progress.
16SC00	Program Administration	VTA	\$122,159.00	\$122,159.00	100%	complete	Project complete.
16SC01	Three-Position Exterior Bike Racks for Buses	VTA	\$820,000.00	\$0.00	15%	6/30/2017	In Progress.
16SC02	DASH Shuttle	VTA	\$408,000.00	\$408,000.00	100%	complete	Project complete.
16SC03	Corridor Signal Timing Improvements	City of Sunnyvale	\$163,035.00	\$0.00	20%	6/30/2017	In Progress.
16SC04	Comprehensive Pedestrian Infrastructure Improvements	City of Sunnyvale	\$0.00	\$0.00	CP	CP-Cancelled Project	Funds moved to project 17SC13.
16SC05	Charcot Avenue Separated Bikeway	City of San Jose	\$49,768.00	\$0.00	30%	6/30/2017	In Progress.

Attachment A
Santa Clara County TFCA Funding Status Report

16SC06	Monroe Street Bikeway	City of San Jose	\$58,600.00	\$0.00	30%	6/30/2017	In Progress.
16SC07	De Anza Blvd Traffic Signal Synchronization	City of Cupertino	\$55,000.00	\$0.00	25%	6/30/2017	In Progress.
16SC08	Tasman Drive Bicycle Lanes	City of Santa Clara	\$95,000.00	\$0.00	20%	6/30/2017	In Progress.
16SC09	County Expressway Signal Timing Coordination	County of Santa Clara	\$245,000.00	\$151,810.22	62%	6/30/2017	In Progress.
16SC10	Wolfe Road Corridor Signal Timing Improvements	City of Sunnyvale	\$100,000.00	\$0.00	20%	6/30/2017	In Progress.
16SC11	Homestead Road Corridor Signal Timing Improvements	City of Sunnyvale	\$106,013.00	\$0.00	20%	6/30/2017	In Progress.

Attachment B
Santa Clara County TFCA 40% Program
Descriptions of Current Projects-Fall 2016

11SC01- Signal Timing & Interconnect Project

Santa Clara installed communications infrastructure for traffic signals on El Camino Real, Scott Boulevard and De La Cruz Boulevards to improve signal timing to reduce vehicle stop/start times and delays.

14SC02-Mission College Signal Timing

Santa Clara is installing communications infrastructure for traffic signals and server to server communications, allowing for interconnection, coordination, management of traffic signal timing on Mission College Boulevard from Montague Expressway to Mission College.

14SC03-Stevens Creek Signal Timing

Santa Clara is installing communications infrastructure for traffic signals and server to server communications, allowing for interconnection, coordination, and management of traffic signal timing on Stevens Creek Boulevard from Woodhams Road to Tantau Avenue.

14SC06-Scott Boulevard Bike Lanes

Santa Clara is adding bicycle lanes to .9 miles of Scott Boulevard between Central Expressway and Monroe Street.

15SC02-Electric Vehicle Level 2 Charging Stations

Milpitas is purchasing and installing of four (4) Electrical Vehicle (EV) Level 2 charging stations to be located at the City of Milpitas City Hall and Santa Clara County Library District, Milpitas Library.

15SC04- Llagas Creek Trail – Watsonville to Silveira Park

Morgan Hill will construct a Class I paved pedestrian and bicycle pathway as an extension of an existing trail system which currently extends from Spring Avenue to Watsonville Road. This project has been identified as a key element in the City of Morgan Hill's Bikeways Master Plan and Trails Master Plan.

15SC07- Saratoga Signal Timing & Interconnect Project

Santa Clara is installing communications infrastructure for traffic signals and server to server communications, allowing for interconnection, coordination, management, proactive and reactive adjustment of traffic signal timing and install new state of the art traffic signal controllers that will communicate with the City's Naztec ATMS system at City Hall.

15SC09-DASH Shuttle

VTA used TFCA funds to help support operations of the Downtown Area Shuttle (DASH) in downtown San Jose.

15SC11- Blue Hills School Railroad Safety Crossing Project

Saratoga will construct a pedestrian railroad crossing allowing a pass through Joe's Trail at De Anza from Guava Court to Fredericksburg Drive.

15SC12- Capitol Expressway Pedestrian Improvements

VTA is upgrading the signal at the intersection of Capitol/Loop to include a pedestrian phase and install pedestrian sensors and implementing pedestrian adaptive signal timing to automatically extend the pedestrian crossing green time when pedestrians are in the crosswalk; will install a pedestrian crosswalk at the intersection of and Capitol Expressway/Eastridge Loop; will install a sidewalk approximately 1,200 feet in length on the east side of Capitol Expressway between the Eastridge Loop and the shopping plaza driveway; and will install a median fence on Capitol between Tully Road and the Eastridge Loop.

15SC13- Santa Clara Caltrain Station Bike/Ped Tunnel

VTA will construct an extension of the recently opened pedestrian/bicycle tunnel under the Caltrain tracks at the Santa Clara Caltrain/Altamont Commuter Express (ACE) station to the east of the Union Pacific Railroad (UPRR) tracks. In addition, it will construct a ramp and pathway to connect the tunnel to Brokaw Road.

16SC00- Program Administration

Funds were used to reimburse VTA for program administration.

16SC01- 3-Position Bus Bike Racks

VTA will procure and install three-position bike racks on its entire fleet of 460 active buses.

16SC02- DASH Shuttle

VTA uses TFCA funds to help support operations of the Downtown Area Shuttle (DASH) in downtown San Jose.

16SC03- Mathilda-Sunnyvale Saratoga Signal Timing

Sunnyvale is implementing weekday and weekend signal timing plans for the Mathilda Avenue and Sunnyvale Saratoga Road intersection.

16SC04-Comprehensive Pedestrian Infrastructure Improvements

Sunnyvale will improve safety for students walking and biking to school in Sunnyvale. Improvements include in-pavement lighted crosswalks, raised crosswalks and traffic calming. Funds moved to similarly-scoped project 17SC13.

16SC05- Charcot Avenue Bikeway

San Jose is installing Class II bike lane striping, bicycle signal detection, and physical separation on Charcot Avenue.

16SC06- Monroe Street Bikeway

San Jose is installing Class II bike lane striping, signage, and bicycle signal detection on Monroe Street

16SC07- DeAnza Blvd Traffic Signal Synchronization

Cupertino is conducting signal timing analysis and will implement signal coordination during the AM, midday, and PM peak periods for 15 signals.

16SC08- Tasman Drive Bicycle Lanes

Santa Clara is adding a 1.5 mile Class II bicycle facility on Tasman Drive from Calabazas Creek to Guadalupe River.

16SC09- Expressway Weekday Predictive Signal Timing

Santa Clara County is developing multiple “offsets” to represent different traffic speeds. The traffic responsive system will dynamically select the correct offset for the traffic condition based on the speed data obtained from traffic sensors. A total of 90 signalized intersections will be included, for a total of forty miles.

16SC10- Wolfe Road Signal Timing Improvements

Sunnyvale is implementing signal timing along Wolfe Road from Inverness Way to Iris Avenue.

16SC11- Homestead Road Signal Timing Improvements

Sunnyvale is implementing signal timing along Homestead Road from Belleville Way-Barranca Drive to Hollenbeck Avenue-Stelling Road.



It Takes All of Us: Vision Zero San Jose Year in Review

VTA BPAC
November 9, 2016

Jaime Fearer, AICP
Planning & Policy Manager, California Walks

Colin Heyne
Deputy Director, Silicon Valley Bicycle Coalition

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Vision Zero San Jose



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Advocating for Vision Zero



We are the statewide voice for pedestrian safety and healthy, walkable communities for people of all ages and abilities.



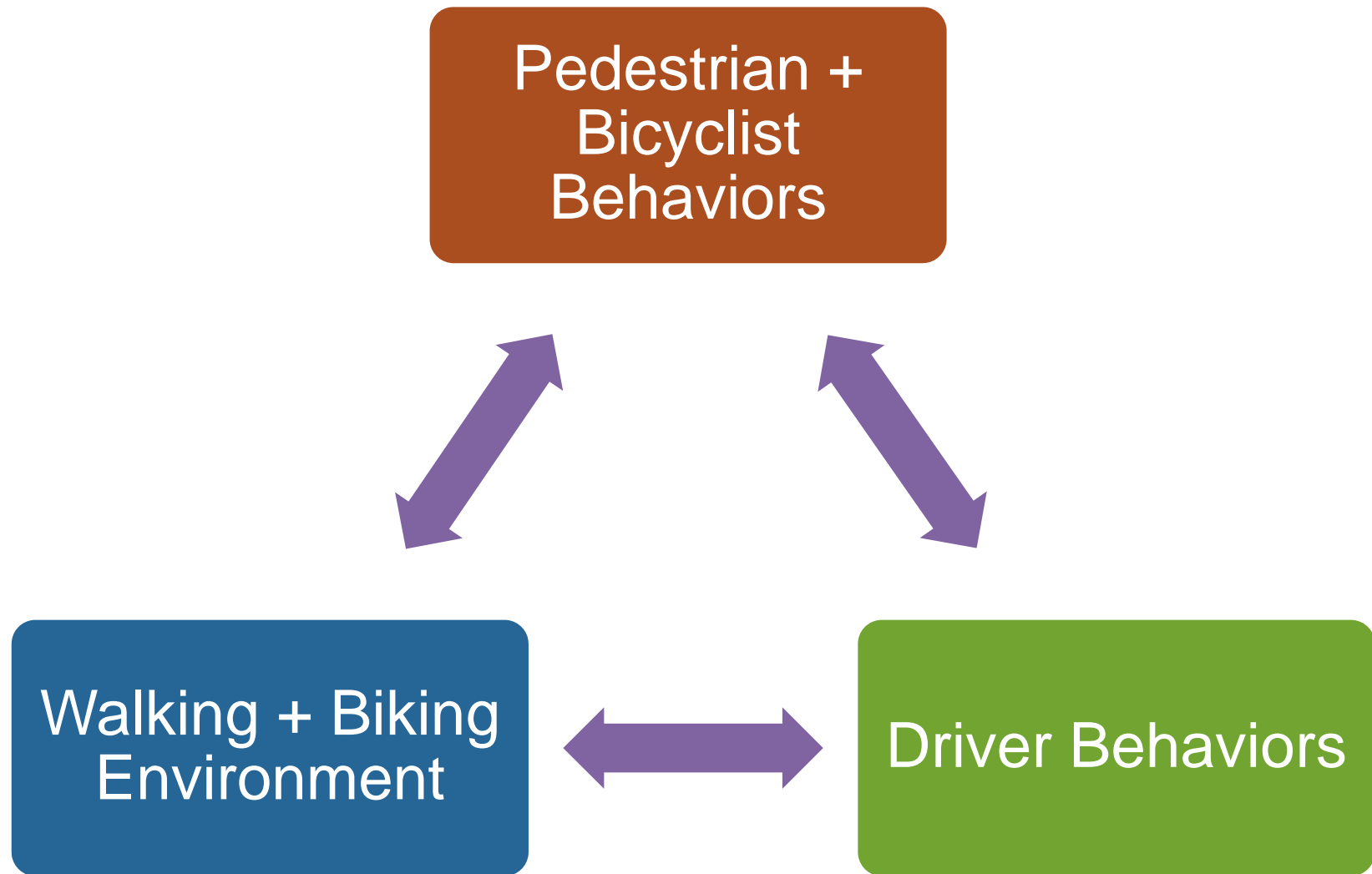
Creating a healthy community, environment, and economy through bicycling for people who live, work, or play in San Mateo and Santa Clara Counties.



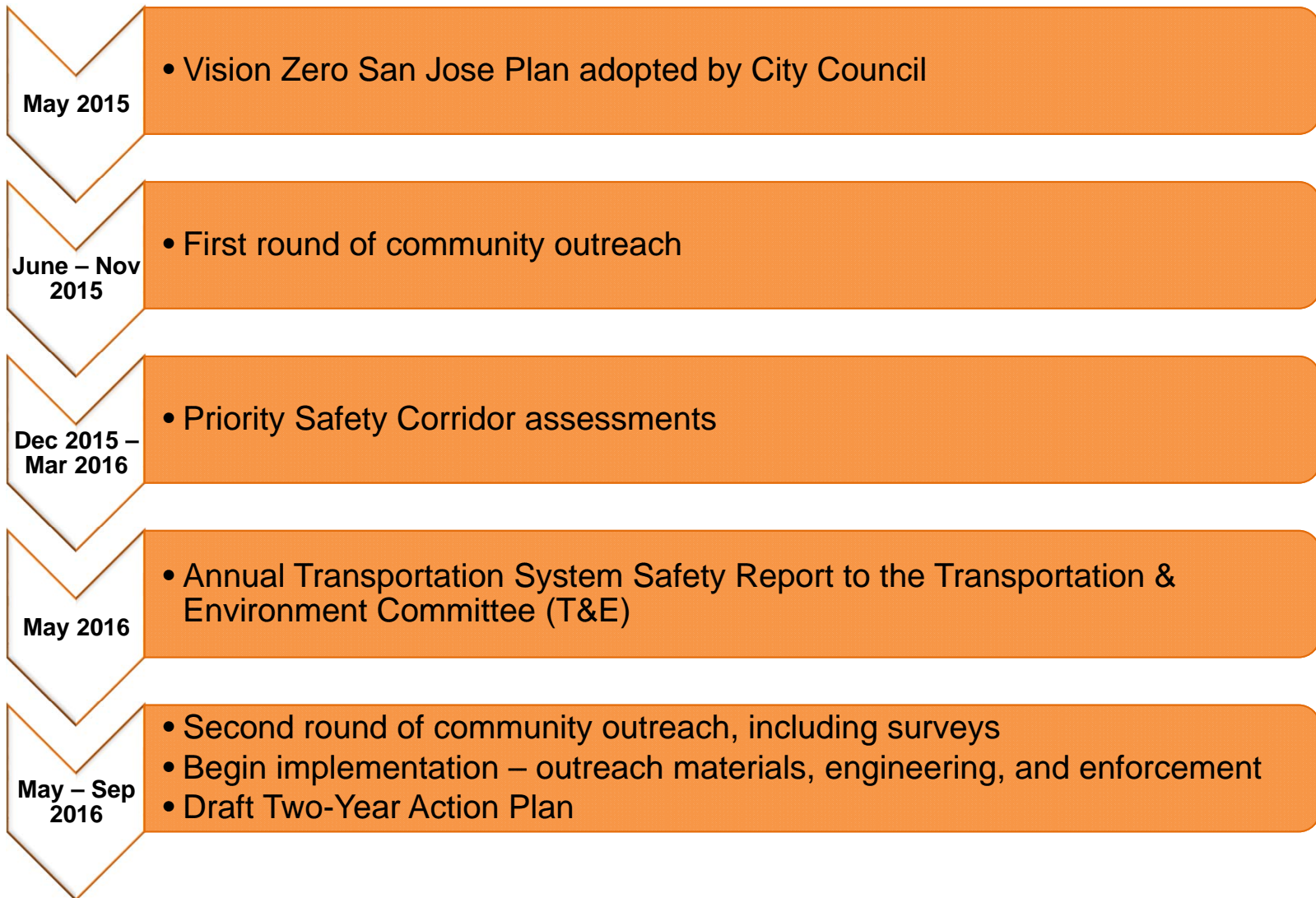
@CaliforniaWalks + @bikesv | #VisionZero



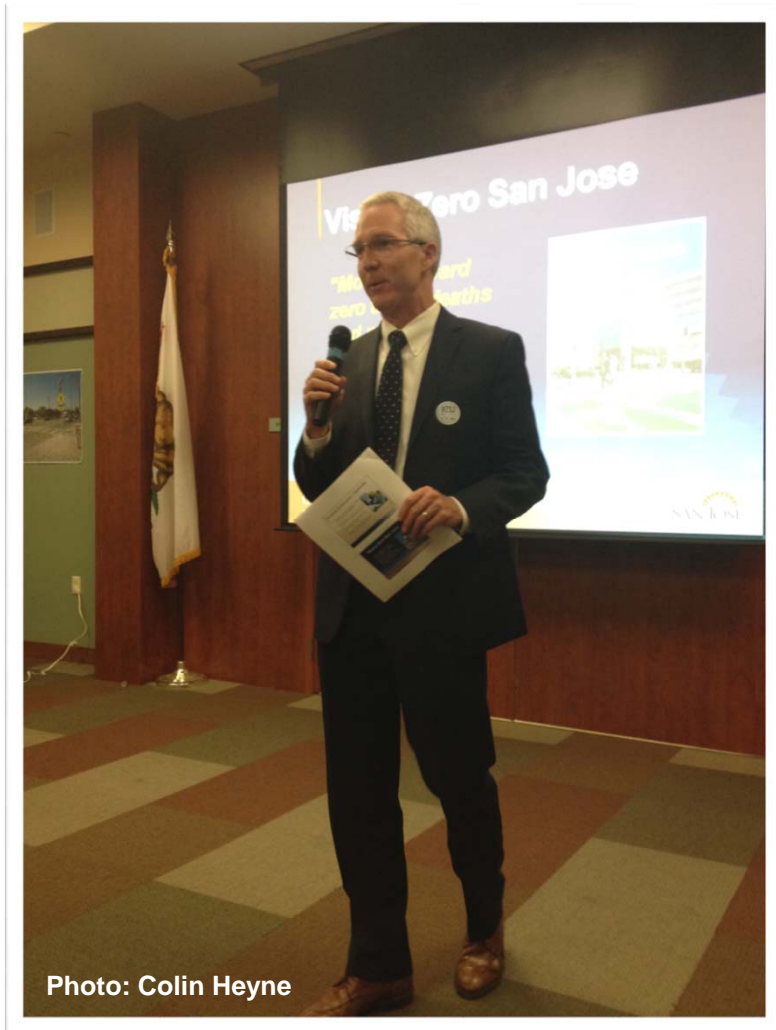
Advocating – Safety Factors



Vision Zero San Jose



Our Early Involvement

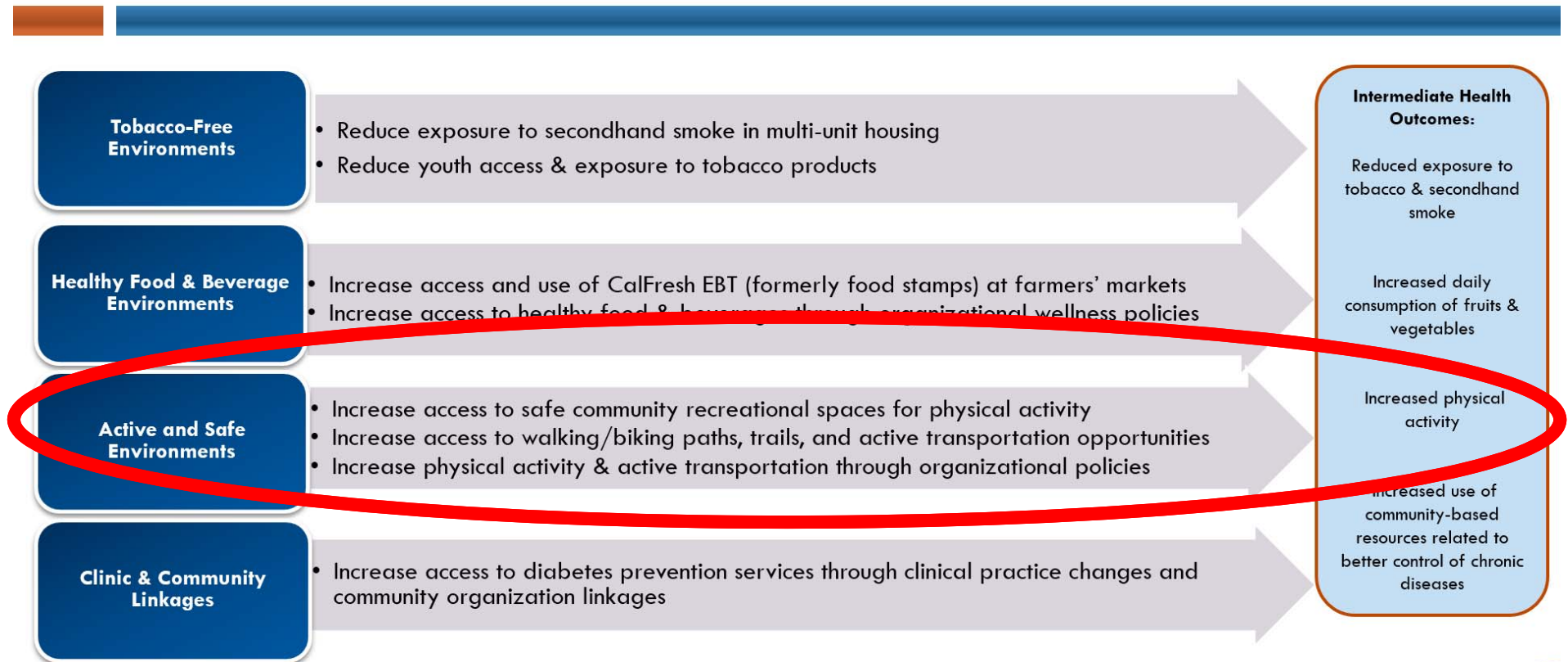


- Three community outreach meetings led by Vice Mayor Herrera in late summer/fall 2015
- Introduced concept of Vision Zero and current efforts to communities near 14 Priority Safety Corridors
- Focus on engineering, enforcement, and education
- Advocacy partners discussed good future outreach venues and gathered contact info

Partnerships to Improve Community Health - PICH

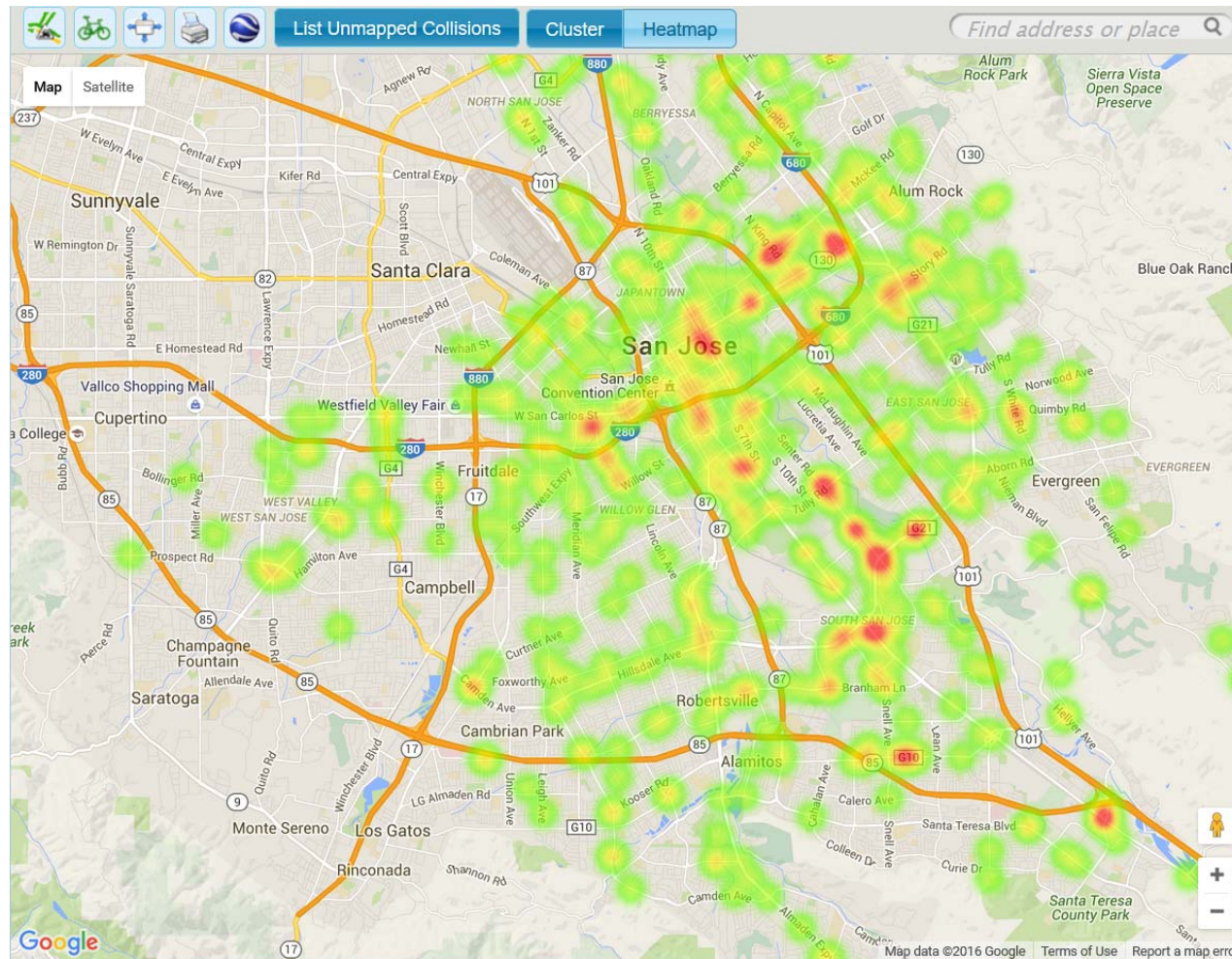
Santa Clara County – United for Health Project Goals and Objectives

October 2014 – October 2017



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Priority Safety Corridor Assessments



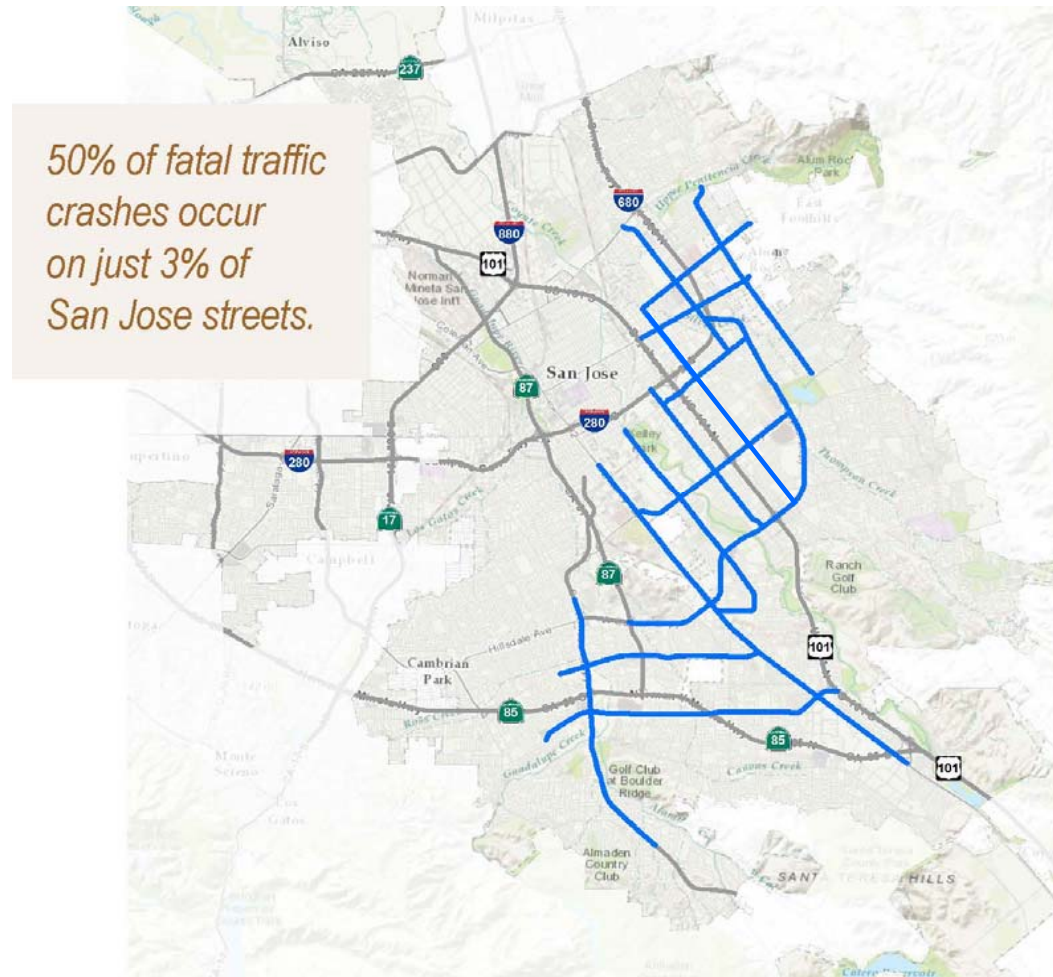
City of San Jose, Collisions 2010-14

Source: Transportation Injury Mapping System (TIMS); <http://tims.berkeley.edu/>

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Priority Safety Corridor Assessments



City of San Jose, Collisions 2010-14

Source: City of San Jose; <http://www.visionzerosj.org/>

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Priority Safety Corridor Assessments

WALK/BIKE AUDIT CHECKLIST

Walk and bike audits study the conditions of a community to identify challenges and opportunities to improve pedestrian and bicyclist safety and comfort. Below are characteristics to consider when walking and riding through the community. Consider others in your community including the elderly, children, and people with limited mobility.

RATE: ① Bad ② Acceptable ③ Good

COMMENTS: Please be specific

SIDEWALK

Is the sidewalk wide enough to comfortably walk with others?

① ② ③ **COMMENTS:**

What is the sidewalk condition [broken, trip hazards, etc.]?

① ② ③ **COMMENTS:**

Is the sidewalk often interrupted for cars [driveways, loading, etc.]?

① ② ③ **COMMENTS:**

Do intersections have ramps for wheelchairs, strollers, and carts?

① ② ③ **COMMENTS:**

BIKE FACILITIES

Does the street have bike facilities? If so, circle which type and rate below. If no, continue to the STREET section.

Bike Lane ① ② ③ **Enhanced Bike Lane** ① ② ③ **Sharrows** ① ② ③

Do the bike facilities feel comfortable given the street width, speed, and traffic volume?

① ② ③ **COMMENTS:**

What condition are the bike facilities in [consider paint relectiveness/visibility and legibility]?

① ② ③ **COMMENTS:**

Are there bike-actuated traffic signal detectors at signalized intersections?

① ② ③ **COMMENTS:**

STREET

Are there safe places to cross the street [how far between them]?

① ② ③ **COMMENTS:**

Does traffic move at a speed that feels safe walking by, crossing, or biking alongside? How is the volume of road noise?

① ② ③ **COMMENTS:**

Are sidewalks separated from traffic [parkways, parking, trees, etc.]?

① ② ③ **COMMENTS:**

Do drivers yield to people crossing the street at crosswalks?

① ② ③ **COMMENTS:**

Does the street feel safe and comfortable to ride a bike [consider street width, speed, and traffic volume]?

① ② ③ **COMMENTS:**

Is there room for a bike and car to travel side-by-side with 3' between them?

① ② ③ **COMMENTS:**

What is the street condition and cleanliness of the bike lane, shoulder, and/or gutter [potholes, debris, etc.]?

① ② ③ **COMMENTS:**

Would you feel comfortable making a left turn at an intersection on your bike?

① ② ③ **COMMENTS:**

EXPERIENCE

Is there shade provided by trees, canopies, or building awnings?

① ② ③ **COMMENTS:**

Do buildings face the sidewalk [doors/windows or blank walls, etc.]?

① ② ③ **COMMENTS:**

Is there adequate lighting at night and an overall feeling of safety?

① ② ③ **COMMENTS:**

What is the condition of the area [trash, graffiti, blight, etc.]?

① ② ③ **COMMENTS:**

Use one sheet (front and back) for each block of each street.

STREET
BLOCK

Funding made possible by the Centers for Disease Control and Prevention

WALK/BIKE AUDIT KEY MAP



NORTH ARROW
WHICH DIRECTION
IS NORTH?



EXISTING TREE



TREE OPPORTUNITY



DRIVEWAY



NO CORNER RAMPS



**TRAVEL PATH
OBSTRUCTION**



CRACKED PAVEMENT
AESTHETIC ISSUE



BROKEN PAVEMENT
SAFETY ISSUE



UNEVEN PAVEMENT
SAFETY ISSUE



CROSSWALK / BIKE LANE



STOP SIGN



TRAFFIC SIGNAL



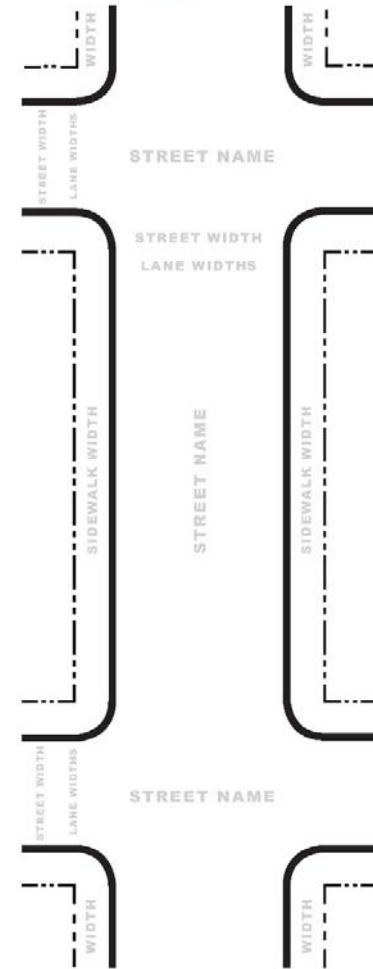
UNSAFE CONDITION



**UNMARKED STREET
CROSSING**



TRANSIT STOP

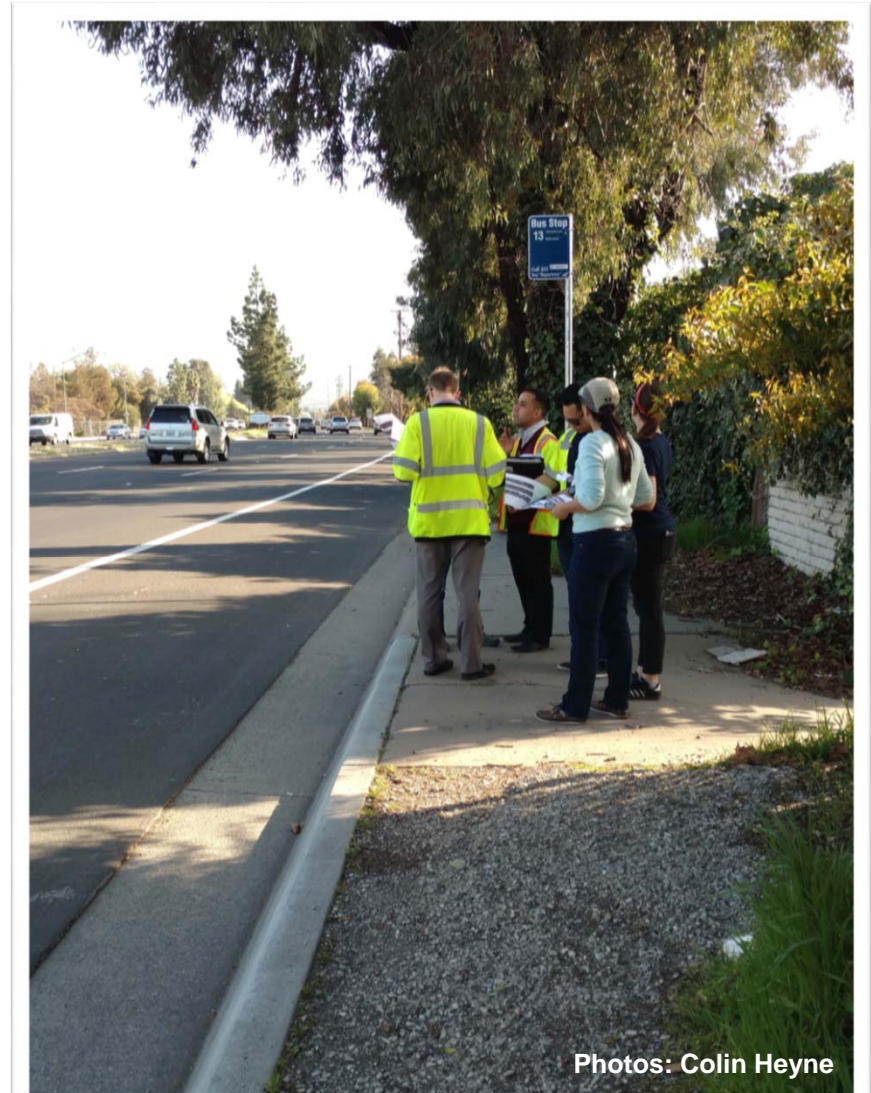


CALIFORNIAWALKS.ORG + BIKESILICONVALLEY.ORG

@CaliforniaWalks + @bikesv | #VisionZero



Priority Safety Corridor Assessments



@CaliforniaWalks + @bikesv | #VisionZero



Priority Safety Corridor Assessments



Photo: Colin Heyne

@CaliforniaWalks + @bikesv | #VisionZero



Priority Safety Corridor Assessments



@CaliforniaWalks + @bikesv | #VisionZero



Engineering – Speed

HIT BY A VEHICLE
TRAVELING AT:

**20
MPH**

10%
DEATH RISK



HIT BY A VEHICLE
TRAVELING AT:

**30
MPH**

40%
DEATH RISK



HIT BY A VEHICLE
TRAVELING AT:

**40
MPH**

80%
DEATH RISK



Engineering – Speed



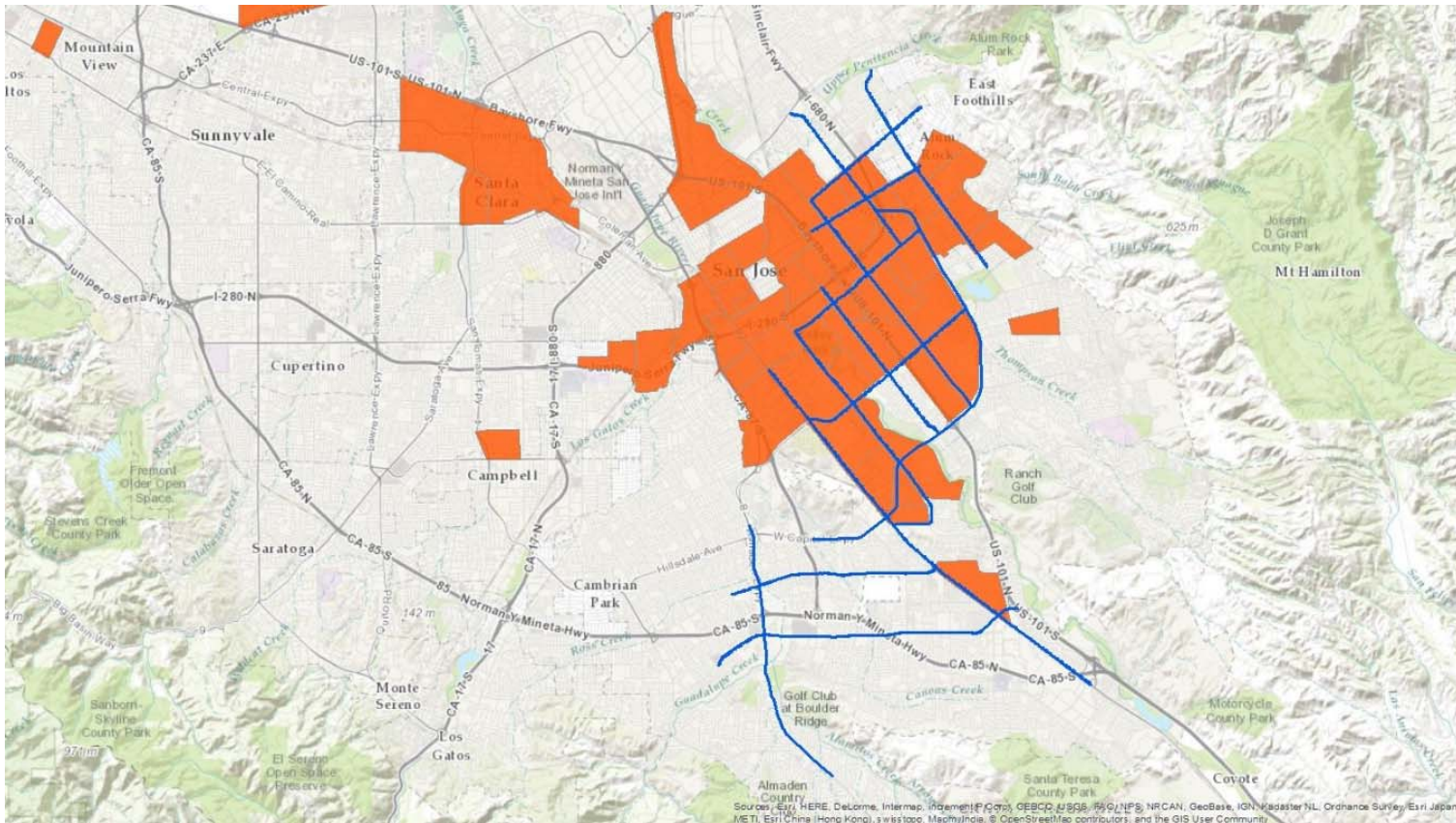
@CaliforniaWalks + @bikesv | #VisionZero



Equity & Engagement

Communities of Concern

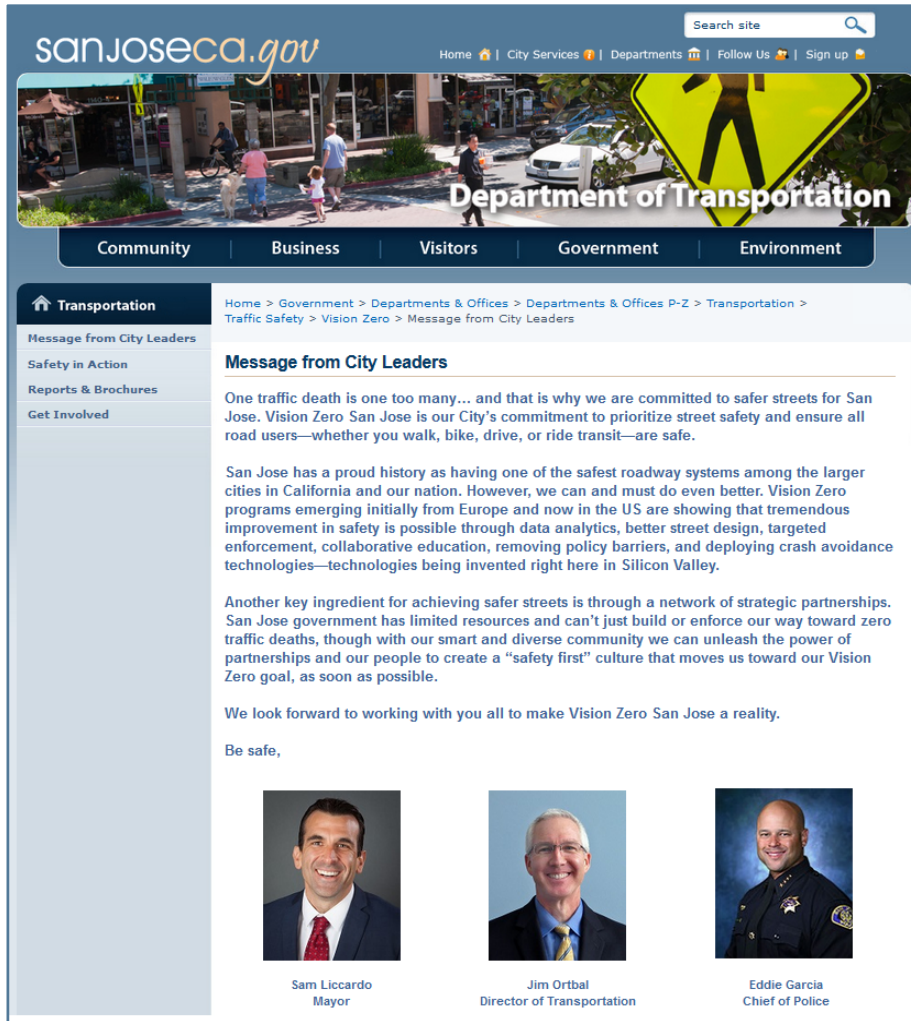
Metropolitan Transportation Commission (MTC)



Sources: Plan Bay Area Equity Analysis; MTC Communities of Concern; San Jose Dept. of Transportation

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Community Education & Outreach



The screenshot shows the San Jose Department of Transportation website. The header includes the logo 'sanjoseca.gov' and navigation links: Home, City Services, Departments, Follow Us, and Sign up. A search bar is also present. Below the header is a banner image of a street scene with a yellow pedestrian crossing sign. The main navigation bar includes links for Community, Business, Visitors, Government, and Environment. The left sidebar lists: Transportation, Message from City Leaders, Safety in Action, Reports & Brochures, and Get Involved. The main content area is titled 'Message from City Leaders' and contains the following text:

Home > Government > Departments & Offices > Departments & Offices P-Z > Transportation > Traffic Safety > Vision Zero > Message from City Leaders

Message from City Leaders


One traffic death is one too many... and that is why we are committed to safer streets for San Jose. Vision Zero San Jose is our City's commitment to prioritize street safety and ensure all road users—whether you walk, bike, drive, or ride transit—are safe.

San Jose has a proud history as having one of the safest roadway systems among the larger cities in California and our nation. However, we can and must do even better. Vision Zero programs emerging initially from Europe and now in the US are showing that tremendous improvement in safety is possible through data analytics, better street design, targeted enforcement, collaborative education, removing policy barriers, and deploying crash avoidance technologies—technologies being invented right here in Silicon Valley.


Another key ingredient for achieving safer streets is through a network of strategic partnerships. San Jose government has limited resources and can't just build or enforce our way toward zero traffic deaths, though with our smart and diverse community we can unleash the power of partnerships and our people to create a "safety first" culture that moves us toward our Vision Zero goal, as soon as possible.

We look forward to working with you all to make Vision Zero San Jose a reality.


Be safe,



Sam Liccardo
Mayor



Jim Ortbal
Director of Transportation



Eddie Garcia
Chief of Police



IT TAKES
ALL OF US!



Vision Zero San Jose

What is Vision Zero?

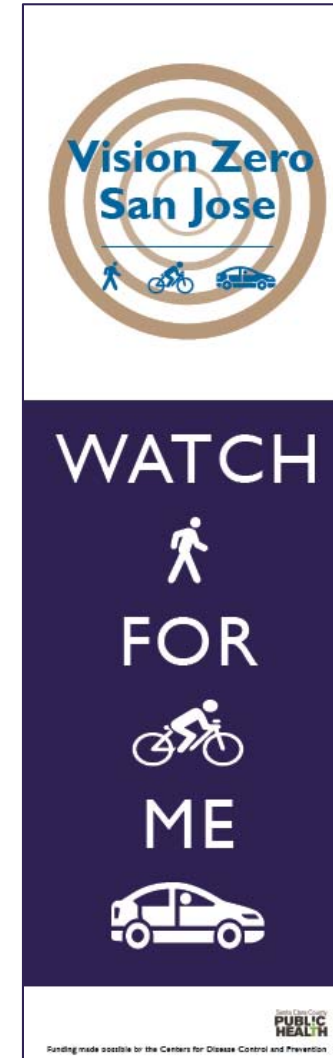
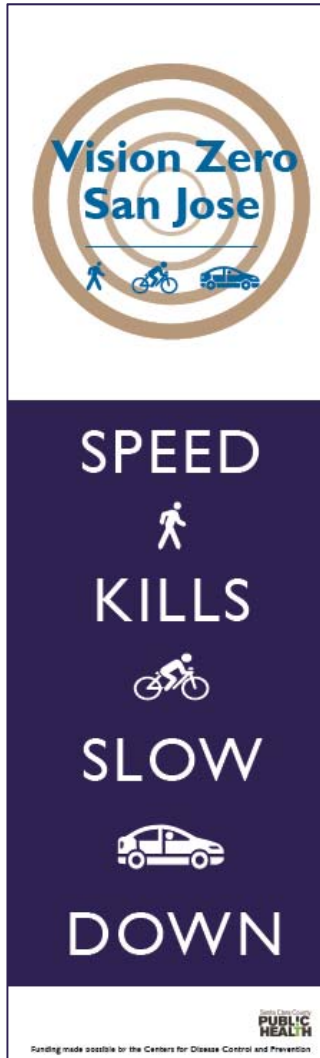
A traffic safety initiative to
eliminate deaths and severe
injuries on our roadways.

www.visionzerosj.org

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Photo: Colin Heyne

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Photos: Jaime Fearer



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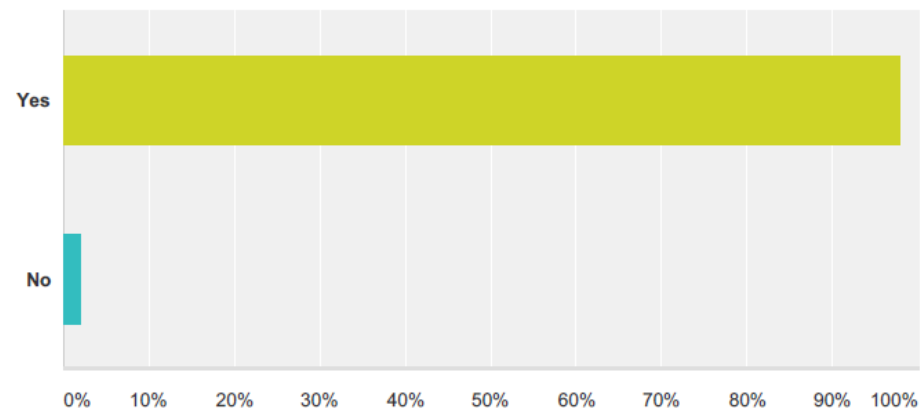
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Q1 Do you agree with this core principle of Vision Zero San José?: “Traffic deaths are preventable and unacceptable. One traffic death is one too many. The street system should be safe for all users, for all modes of transportation, in all communities, and for people of all ages and abilities.”

Answered: 498 Skipped: 0

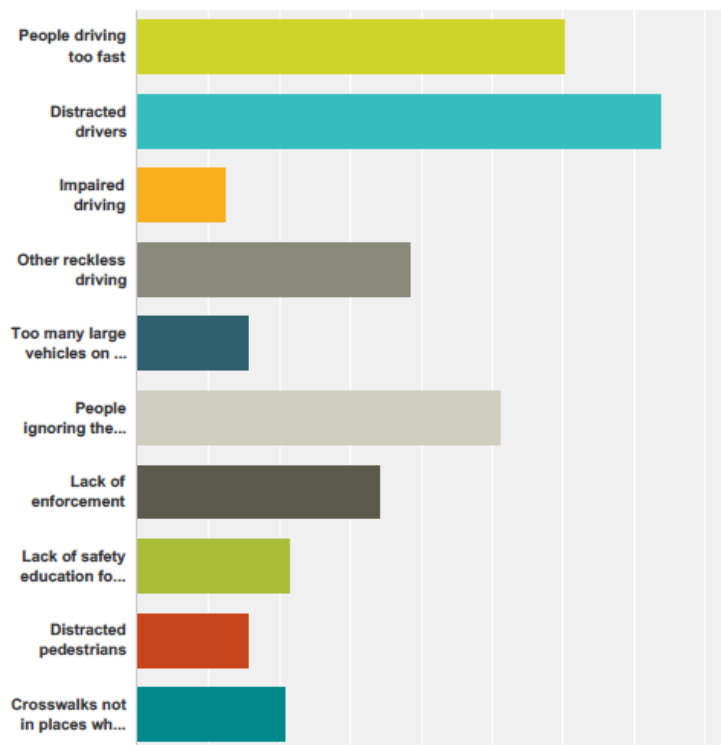


Answer Choices	Responses	
Yes	97.99%	488
No	2.01%	10
Total		498

Community Education & Outreach

Q5 What do you think are the top 5 challenges to moving safely around San José? (Please provide exactly 5 answers - no more, no fewer)

Answered: 498 Skipped: 0

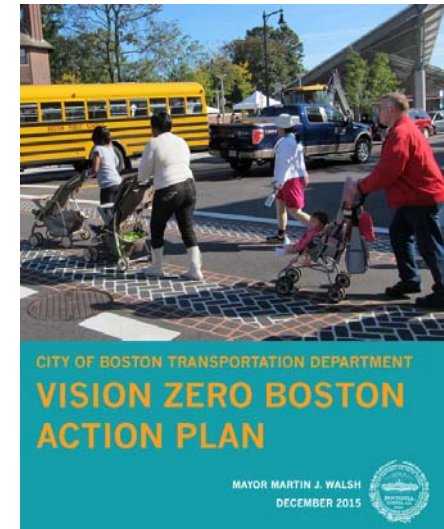
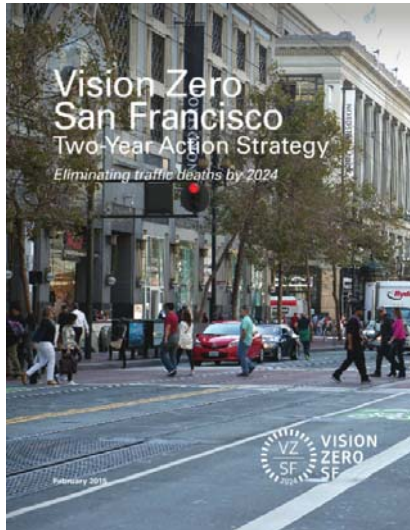


Answer Choices	Responses
People driving too fast	60.24% 300
Distracted drivers	73.90% 368
Impaired driving	12.45% 62
Other reckless driving	38.55% 192
Too many large vehicles on the streets	15.66% 78
People ignoring the laws and traffic signals	51.20% 255
Lack of enforcement	34.14% 170
Lack of safety education for motorists, bicyclists, and pedestrians	21.49% 107
Distracted pedestrians	15.66% 78
Crosswalks not in places where people want to cross	20.88% 104
People crossing when they do not have the walk signal	11.85% 59
People crossing midblock where there is not marked crosswalk	11.65% 58
Distracted bicyclists	6.63% 33
Riding a bicycle in the wrong direction	10.44% 52
Riding a bicycle without lights in the dark	9.84% 49
Not enough bike facilities (bike lanes, cycletracks, etc.)	31.93% 159
Roadway conditions	28.51% 142
Sidewalk conditions	14.46% 72
Confusing or lack of signs to help you find your way	7.23% 36
Faded, obscured, or unreadable signs	7.03% 35
Other (please explain)	14.86% 74
Total Respondents: 498	

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Next Steps: Two-Year Action Plan



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Photo: Jaime Fearer

Questions?

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