



STATE ROUTE 85 CORRIDOR POLICY ADVISORY BOARD

Monday, September 26, 2016

10:00 AM

PLEASE NOTE CHANGE IN MEETING LOCATION

Cupertino Community Hall
10350 Torre Avenue
Cupertino, CA 95014

AGENDA

CALL TO ORDER

- 1. ROLL CALL**
- 2. 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.

- 3. ORDERS OF THE DAY**
4. Receive Committee Staff Report. (Verbal Report) (Gonot)

CONSENT AGENDA

5. ACTION ITEM - Approve the Regular Meeting Minutes of June 20, 2016.

REGULAR AGENDA

6. INFORMATION ITEM - Receive a report on the scope of work for the State Route (SR) 85 Transit Guideway Study.
7. INFORMATION ITEM - Receive a report on SR 85 projects and considerations for delivery of SR 85 transit lanes.
- 8. ANNOUNCEMENTS**
- 9. ADJOURN**

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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, at least 72 hours prior to the meeting. This information is available on VTA's website at <http://www.vta.org> and also at the meeting.



STATE ROUTE 85 CORRIDOR POLICY ADVISORY BOARD

Monday, June 20, 2016

MINUTES

CALL TO ORDER

The Regular Meeting of the State Route 85 Corridor Policy Advisory Board (SR 85) was called to order at 10:00 a.m. by Chairperson Sinks in Mountain View City Hall, Council Chambers, 500 Castro Street, 2nd Floor, Mountain View, CA 94041.

1. ROLL CALL

Attendee Name	Title	Status
Megan Satterlee	Member	Present
Barry Chang	Alternate Member	Absent
Howard Miller	Member	Absent
Burton Craig	Alternate Member	Absent
Rod Sinks	Chairperson	Present
Jeannie Bruins	Alternate Member	Present
John McAlister	Vice Chairperson	Present
Marcia Jensen	Member	Absent
Paul Resnikoff	Member	Present
Rob Rennie	Alternate Member	Present
Chappie Jones	Member	Present
Mary-Lynne Bernald	Alternate Member	Present
Walter Huff	Member	Absent
Elizabeth Gibbons	Alternate Member	Absent
Glenn Hendricks	Member	Absent
Tara Martin-Milius	Alternate Member	Present
Pat Showalter	Alternate Member	Absent
Bijan Sartipi	Ex-Officio Member	Absent
Dan McElhinney	Ex-Officio Alt. Member	Absent

A quorum was present.

2. PUBLIC PRESENTATIONS:

Carl Guardino, President and CEO, Silicon Valley Leadership Group (SVLG), expressed gratitude to the Committee, the VTA Board of Directors (Board), and VTA staff for their support and efforts through the process of getting the tax measure on the November ballot.

Meir Levi, Interested Citizen, made the following comments: 1) expressed concern about the noise on State Route 85 (SR 85); 2) the quality of life for residents living near SR 85; and 3) requested more detailed information on noise abatement plans.

3. ORDERS OF THE DAY

There were no Orders of the Day.

CONSENT AGENDA

Public Comment

Roland Lebrun, Interested Citizen, requested the following clarifying changes be made to his comments on the May 23, 2016 minutes, Regular Meeting Minutes: 1) referenced **Agenda Item #3**: Public Presentations, and requested the addition of “analyze traffic patterns to gather information on where passengers are getting on and off transit” to his comments; and 2) referenced **Agenda Item #6**: Recommendation by the SR 85 Corridor PAB to the VTA Board of Directors on Transportation Improvements in the SR 85 Corridor for Inclusion in Envision Silicon Valley, and requested the inclusion of “using double decker buses instead of articulated buses to accommodate more riders” to his comments.

4. Regular Meeting Minutes of May 23, 2016

M/S/C (Jones/McAlister) to approve the Regular Meeting Minutes of May 23, 2016, as amended.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Chappie Jones, Member
SECONDER:	John McAlister, Vice Chairperson
AYES:	Bernald, Jones, Martin-Milius, McAlister, Rennie, Resnikoff, Satterlee, Sinks
NAYES:	None
ABSENT:	Huff

REGULAR AGENDA

5. VTA Board Inclusion of the PAB’s Recommendations in the November 2016 Sales Tax Measure

Steven Fisher, Senior Transportation Planner, provided an overview of the staff report.

On order of Chairperson Sinks, and there being no objection, the Committee received a report on the VTA Board of Directors inclusion of the PAB’s recommendations in the November 2016 Sales Tax Measure.

6. Information on the Recommended SR 85 Corridor Projects

Mr. Fisher reviewed the staff report.

Members of the Committee and Staff discussed the following: 1) proposed schedule; 2) beginning the comprehensive study before the November election; 3) noise abatement; 4) project funding; 5) the VTA Board will decide the priority of projects; and 6) the role of the Committee.

Public Comment

Mr. Levi requested additional information on the pilot programs.

Mr. Lebrun suggested VTA analyze where Google and other companies are picking up passengers.

Members of the Committee requested that staff provide information on the identified areas for pilot projects.

On order of Chairperson Sinks, and there being no objection, the Committee received information on the recommended SR 85 Corridor Projects.

7. Recommend Language Regarding SR 85 for Proposed Ballot Measure

John Ristow, Director of Planning & Program Development and Staff Liaison, reviewed the changes made to the ballot language recommendation to better express the intent of the Committee.

M/S/C (McAlister/Satterlee) to recommend to the Santa Clara Valley Transportation Authority (VTA) Board of Directors that the following language be used in the proposed Ballot Resolution describing the intent of the State Route 85 Corridor Policy Advisory Board:

“To fund new transit and congestion relief projects on SR 85, including a new transit lane from SR 87 in San Jose to U.S. 101 in Mountain View. Additionally this category will fund noise abatement along SR 85 and will provide funding to study transportation alternatives that include, but are not limited to, Bus Rapid Transit with infrastructure such as stations and access ramps, Light Rail Transit, and future transportation technologies that may be applicable.”

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	John McAlister, Vice Chairperson
SECONDER:	Megan Satterlee, Member
AYES:	Bernald, Jones, Martin-Milius, McAlister, Rennie, Resnikoff, Satterlee, Sinks
NAYES:	None
ABSENT:	Huff

8. ANNOUNCEMENTS

After a brief discussion, the Committee decided to cancel the August 22, 2016 meeting and will meet on September 26, 2016.

Upon inquiry of Vice Chairperson McAlister, Jim Lawson, Government Affairs Director & Executive Policy Advisor, noted the next Board meeting is Friday, June 24, 2016 at 9:00 a.m. at the County Board of Supervisors Chambers.

9. ADJOURNMENT

On order of Chairperson Sinks and there being no objection, the meeting was adjourned at 10:44 a.m.

Respectfully submitted,

Thalia Young, Board Assistant
VTA Office of the Board Secretary



Date: September 13, 2016
 Current Meeting: September 26, 2016
 Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 State Route 85 Corridor Policy Advisory Board

THROUGH: General Manager, Nuria I. Fernandez

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

SUBJECT: Scope of Work - State Route 85 Transit Guideway Study

FOR INFORMATION ONLY

BACKGROUND:

On June 24, 2016, VTA adopted a revised Resolution to guide transportation funding generated from a new sales tax measure scheduled for a November, 2016 vote. The Resolution contained the following language specific to State Route 85:

State Route 85 Corridor - Estimated at \$350 Million of Program Tax Revenues in 2017 dollars.

To fund new transit and congestion relief projects on SR 85, including a new transit lane from SR 87 in San Jose to U.S. 101 in Mountain View. Additionally this category will fund noise abatement along SR 85 and will provide funding to study transportation alternatives that include, but are not limited to, Bus Rapid Transit with infrastructure such as stations and access ramps, Light Rail Transit, and future transportation technologies that may be applicable.

VTA previously discussed with the SR 85 Policy Advisory Board (PAB) ways to jumpstart the SR 85 Transit Guideway Study in advance of the sales tax vote. VTA will also conduct a separate study of potential “Rapid Transit Corridors” throughout the County that have not been fully considered in previous Valley Transportation Plans, the long-range transportation plan for Santa Clara County.

VTA has identified available existing Measure A funds previously budgeted in project accounts that do not immediately need those funds, therefore making them available to fund both studies. Use of these existing funds will allow us to start both studies in the near future rather than waiting for the availability of new funds. The remainder of this memo describes the scope of work for the SR 85 Transit Guideway Study, which comprises a major part of the PAB’s future work plan.

DISCUSSION:

Study Design and Purpose

The State Route 85 (SR 85) Transit Guideway Study will evaluate two transit guideway technologies, Light Rail Transit (LRT) and freeway Bus Rapid Transit (BRT) on SR 85 from San Jose to Mountain View. The Study will also evaluate other emerging transit technologies for possible implementation in this Corridor, as either the major component of the transit guideway or to serve the purpose of providing first/last mile connections. These technologies have several public or proprietary names, such as Automated Guideway (AGT), Advanced Rapid Transit (ART), Personal Rapid Transit (PRT), Podcars, etc. The Study will survey these technologies and present information as to the applicability of those technologies to serve the travel demand in this Corridor.

The Study will serve to define a Project which:

1. Will become part of VTA's Long-range Transportation Plan (Valley Transportation Plan), and the Metropolitan Transportation Commission's (MTC) Regional Transportation Plan.
2. Can enter into the Federal Transit Administration's (FTA) Project Development Process as a candidate for federal discretionary transit funding.
3. Provide the basis for starting the Caltrans capital project review process with a Project Study Report (PSR).
4. Highlight environmental issues for in-depth examination through a combined federal and state environmental document.
5. Will provide public information through an outreach process and variety of forums.
6. Will include an Operational Analysis component to provide VTA and the PAB with analysis of operational scenarios options for the eventual transit guideway, and options for how best to operate buses in the transit lane that will serve as a precursor to the transit guideway.
7. Will develop capital and operating cost estimates for each alternative and project phase.

Corridor Layout

The consulting team will develop an overall corridor layout drawing of SR 85 based on aerial photography which can be used as a base map for examining design standards and other aspects of the engineering and architectural design. The layout will depict the segments of the busway and LRT.

The consulting team will prepare sections of the SR 85 corridor to depict busway/LRT and roadway configurations and relationships to Right-of-Way and existing features. Configurations will depict lane widths and median widths.

The consulting team will conduct utility investigations on major systems that should be

avoided, such as electric transmission towers, large-diameter water and gas lines, as well as facilities potentially affected by widening at stations. The consultant will gather existing utility information throughout the corridor to identify major constraints.

Station Layouts

The consulting team will develop the appropriate prototypical BRT and LRT station designs to fit anticipated operations, typical geometry, and typical available Right of Way. The team will also develop context-sensitive design for prototypical station locations to address the surrounding neighborhoods and adjacent land uses.

Park-and-Ride Demand and Layout

The consulting team will assess the need at each station for automobile access and develop context-sensitive park-and-ride layouts at individual stations.

Operational Analysis

The operational analysis will be developed for different project phases:

1. Near-term future - operating in a median transit lane - the team working with VTA staff will develop an operating plan for express buses using a median transit lane in SR 85. Service frequency to meet expected demand and protocols to enter and exit the lane will be analyzed. Part of this phase will be to reach out to non-VTA bus operators on how they may use the transit lane.
2. Bus Rapid Transit with Stations - develop an operating plan to serve a busway in SR 85 with stations.
3. Light Rail Transit - develop an operating plan for LRT and integrating the new SR 85 LRT with the existing VTA LRT system.

Traffic Analysis

The consulting team will work with Caltrans and cities affected by the project to develop a scope to conduct a traffic analysis for this Conceptual Engineering phase. This work will allow preparation of a report summarizing the results of the traffic analysis.

Capital and Operational Cost Analysis

The team will establish a Capital Cost Methodology Report that details the specific approach to estimating capital costs for all elements of the project phases. The report will outline the tools, work processes, and procedures to be used to develop and track costs at the various stages of the project, and will describe those items to be quantified, and those for which an allowance will be made, at each successive project development phase. Initially, existing available cost sources will provide a high-level estimate of total project cost, including hard capital costs such as construction, ROW, environmental and construction mitigation measures, and vehicles; operating and maintenance costs; and project implementation, or “soft” costs such as design, construction management, and agency costs for management, oversight, and procurement of

materials and equipment. This high-level estimate will serve as a tool to guide the project development process and focus the funding outlook efforts. On the basis of the team's technical judgment, appropriate allowances and contingency levels will be developed for each major cost component commensurate with the confidence and risk levels associated with that component. The costs will include allowances for the upgrade of various VTA facilities to accommodate different project phase.

Using the basic building blocks of transit operations as input - headways, vehicle miles, vehicle hours, peak vehicle requirement, and service span the team will project total operating costs for alternatives developed. The number of new buses required and the costs of purchasing the buses will also be determined.

Survey of Environmental Issues

The team will survey the Corridor and alternatives proposed, and highlight environmental issues that will be encountered during project development and operation. The list of environmental categories that both state and federal environmental documents evaluate will be the basis for this analysis. This will serve as a preview of the major issues that will eventually be analyzed in formal environmental documents.

Survey of Other Guideway Technologies

In the course of development of other project in Santa Clara County, it has been suggested that other guideway technologies either in development or operating in other areas throughout the world may be suited to address local transportation issues. The SR 85 Transit Guideway Study presents an opportunity to examine those technologies and determine whether they are suited to provide service in the guideway itself, or as first-last mile applications. If promising technologies are found we may have to pause other elements of the Study and further develop a new alternative(s).

Support for Community Outreach

The team will have the capability to supplement VTA outreach staff and provide materials for public meetings and a project website.

Entry to Caltrans and FTA Capital Project Development

All analysis and project deliverables will be done with the intent that the next phase of SR 85 transit guideway project development will involve entering the FTA project development process to compete for FTA discretionary grants and to take the first step in the Caltrans project review process. The team will provide reports on the implications of various project alternatives for both these issues.

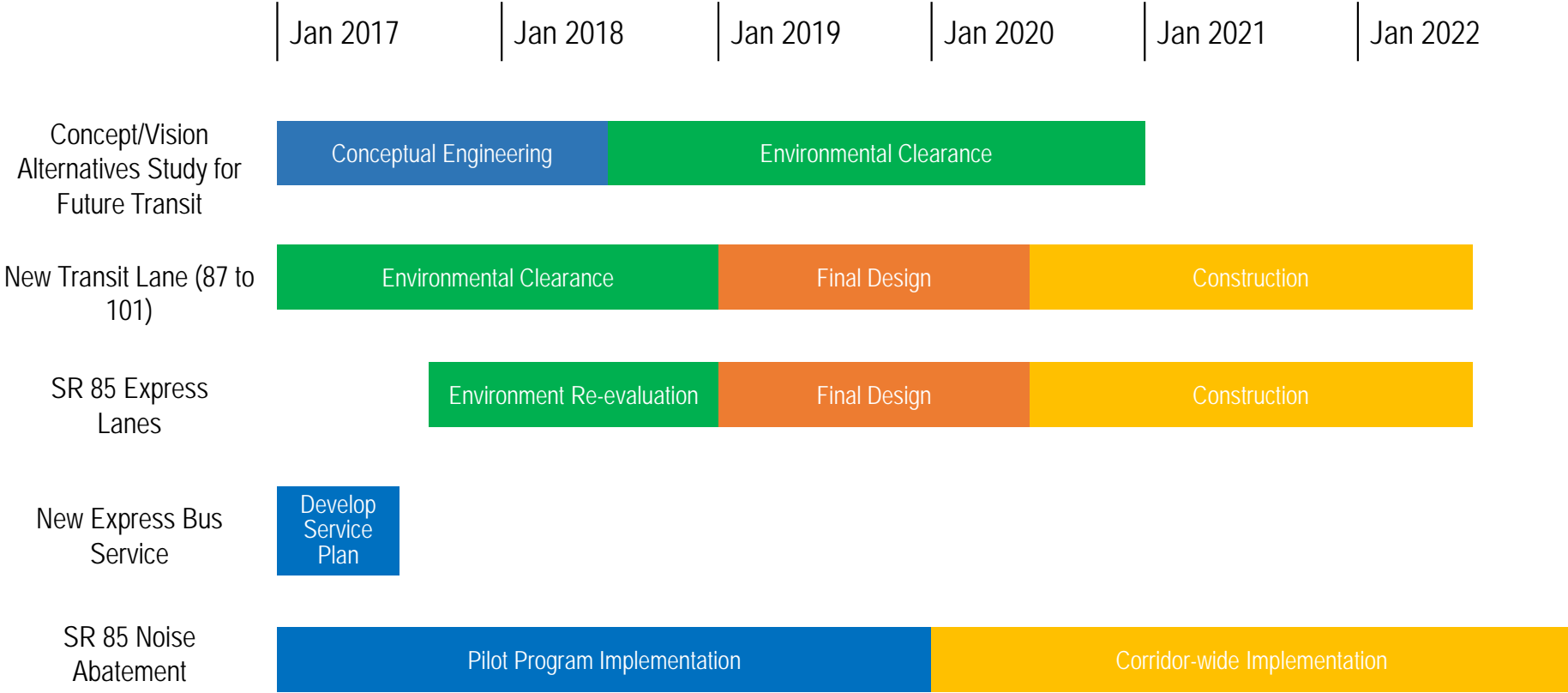
Study Schedule and Cost

A graphic showing the Study Schedule along with development of the other SR 85 projects is attached. The SR 85 Guideway Study will begin in January 2017 and take eighteen months. Activities from now until January will involve advertising and hiring a consulting team.

The estimated cost for the initial study is \$3 million including consultant and staff time. The next phase, environmental clearance would cost substantially more depending on the number of alternatives carried forward into environmental analysis.

Prepared By: Steven Fisher
Memo No. 5672

Project Development Schedule





Date: September 20, 2016
 Current Meeting: September 26, 2016
 Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 State Route 85 Corridor Policy Advisory Board

THROUGH: General Manager, Nuria I. Fernandez

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

SUBJECT: Update on SR 85 Projects and Considerations for Delivery of SR 85 Transit Lanes

FOR INFORMATION ONLY

BACKGROUND:

On June 2, 2016, VTA adopted a Resolution for the purpose of submitting to the voters of Santa Clara County a measure seeking authorization for VTA to enact a 30-year ½-cent retail transactions and use tax for transportation purposes. The proposed measure has a category for funding highway projects throughout the county:

Highway Interchanges - Estimated at \$750 Million of Program Tax Revenues in 2017 dollars.

This category includes projects within the vicinity of SR 85 beyond the improvements that would be funded by the SR 85 Corridor specific category as described below.

On June 24, 2016, VTA adopted a revised Resolution to guide transportation funding generated from a new sales tax measure scheduled for a November, 2016 vote. The Resolution contained the following language specific to State Route 85:

State Route 85 Corridor - Estimated at \$350 Million of Program Tax Revenues in 2017 dollars.

To fund new transit and congestion relief projects on SR 85, including a new transit lane from SR 87 in San Jose to U.S. 101 in Mountain View. Additionally this category will fund noise abatement along SR 85 and will provide funding to study transportation alternatives that include, but are not limited to, Bus Rapid Transit with infrastructure such as stations and access ramps, Light Rail Transit, and future transportation technologies that may be applicable.

DISCUSSION:

Highway Interchanges Category in Proposed Measure B

This category includes funding of highway projects throughout the county through a competitive process with the projects meeting Complete Streets requirements to maximize opportunities for bicycle and pedestrian access. The category includes highway related projects to provide congestion relief, improve highway operations, provide noise abatement, provide roadway connection overcrossings, and deploy advanced transportation technologies through Intelligent Transportation Systems (ITS). Specifically along SR 85, Attachment B (Envision Highway Program Candidate List) to the Board adopted resolution calls out the following projects:

- SR 85/SR 237 Area Improvements in Mountain View to address mainline congestion and regional connectivity through the SR 85/SR 237 connector, SR 85/El Camino Real interchange, and the SR 237/El Camino Real/Grant Road interchange.
- SR 85/I-280 Area Improvements in Cupertino, Los Altos, and Sunnyvale to address regional connectivity through a northbound I-280 braided ramp between SR 85 and Foothill Boulevard and improvements at the northbound I-280 off-ramp to Foothill Boulevard.

The above two area improvements along SR 85 potentially include multiple projects. The first area listed above is intended to help address the recurring congestion along the stretch of SR 85 between SR 237 and El Camino Real. The second area listed above is intended to help address the recurring congestion at the SR 85/I-280 interchange.

Nearly all of the possible improvements in the Highway Interchanges category are in a very early project development phase.

Ongoing Projects along SR 85

Two efforts to advance highway project development are underway in the SR 85 corridor: SR 85 Noise Abatement and US 101/SR 85 Express Lanes Phase 3/Phase 4.

SR 85 Noise Abatement

Phase 1 of a three phase effort to study, test and implement noise abatement along SR 85 is just wrapping with the completion of the Phase 1 study report. Phase 1 identified five locations along SR 85 for noise abatement treatment testing. Phase 2 would be implementation of the treatments with funding from the proposed Measure B. Depending on the success of the Phase 2 tests, additional proposed Measure B funds could be used for further implementation of noise abatement over more of SR 85. Attachment 1 shows the Phase 2 test locations.

US 101/SR 85 Express Lanes Phase 3/Phase 4

Work commenced in 2015 on design activities for conversion of existing carpools on segments of US 101 and SR 85 focused around the US 101/SR 85 interchange in Mountain

View (Phase 3) and focused around the US 101/SR 85 interchange in south San Jose (Phase 4). Attachment 2 shows the proposed limits of this work.

The main focus of the ongoing work is Phase 3. Due to the direction to implement transit lanes on SR 85, VTA staff is intending on focusing Phase 3 work on US 101 and not advance SR 85 carpool lane conversion.

Considerations for Delivery of Transit Lanes on SR 85

Several items exist for the SR 85 Corridor PAB to consider and provide direction on pertaining to the delivery of transit lanes on SR 85 assuming that the proposed Measure B is approved by Santa Clara County voters:

- What is the target timeframe for implementation of transit lanes on SR 85?
- What are the possible next steps to advance project development work for implementing transit lanes on SR 85?
- How are the efforts to implement transit lanes, express lanes and other highway projects on SR 85 linked?

The development of transit lanes would take place within Caltrans right-of-way and as such, the project development work would need to follow the Caltrans project development process that starts with the development of a project initiation document (PID), followed by the development of the project approval and environmental documents in tandem, with the design efforts next and finally leading to construction of the transit lanes.

What is the target timeframe for implementation of transit lanes on SR 85?

The SR 85 Corridor PAB has previously indicated that the desire is to start development work as soon as possible. However, the timing for the work may likely need to be coordinated with other work also envisioned for the corridor. The three other types of projects in the corridor noted earlier in this memorandum are other highway improvements, express lanes projects and noise abatement projects.

What are the possible next steps to advance project development work for implementing transit lanes on SR 85?

As noted earlier, the development of a PID is usually the first step in the project development process. However, one option subject to Caltrans approval could be to skip the PID phase and go straight into the project approval and environmental document phase. This could save nine to 15 months' time. A discussion on such an approach not linked to a specific project was initiated recently with Caltrans by VTA staff.

In terms of efforts to gain Caltrans' approval of the project and environmental clearance for transit lanes, there may be options relative to the work on the adjacent conversion of existing carpool lanes to express lanes operations that may exist. Some of the information in the existing SR 85 express lanes environmental documentation could be of value for

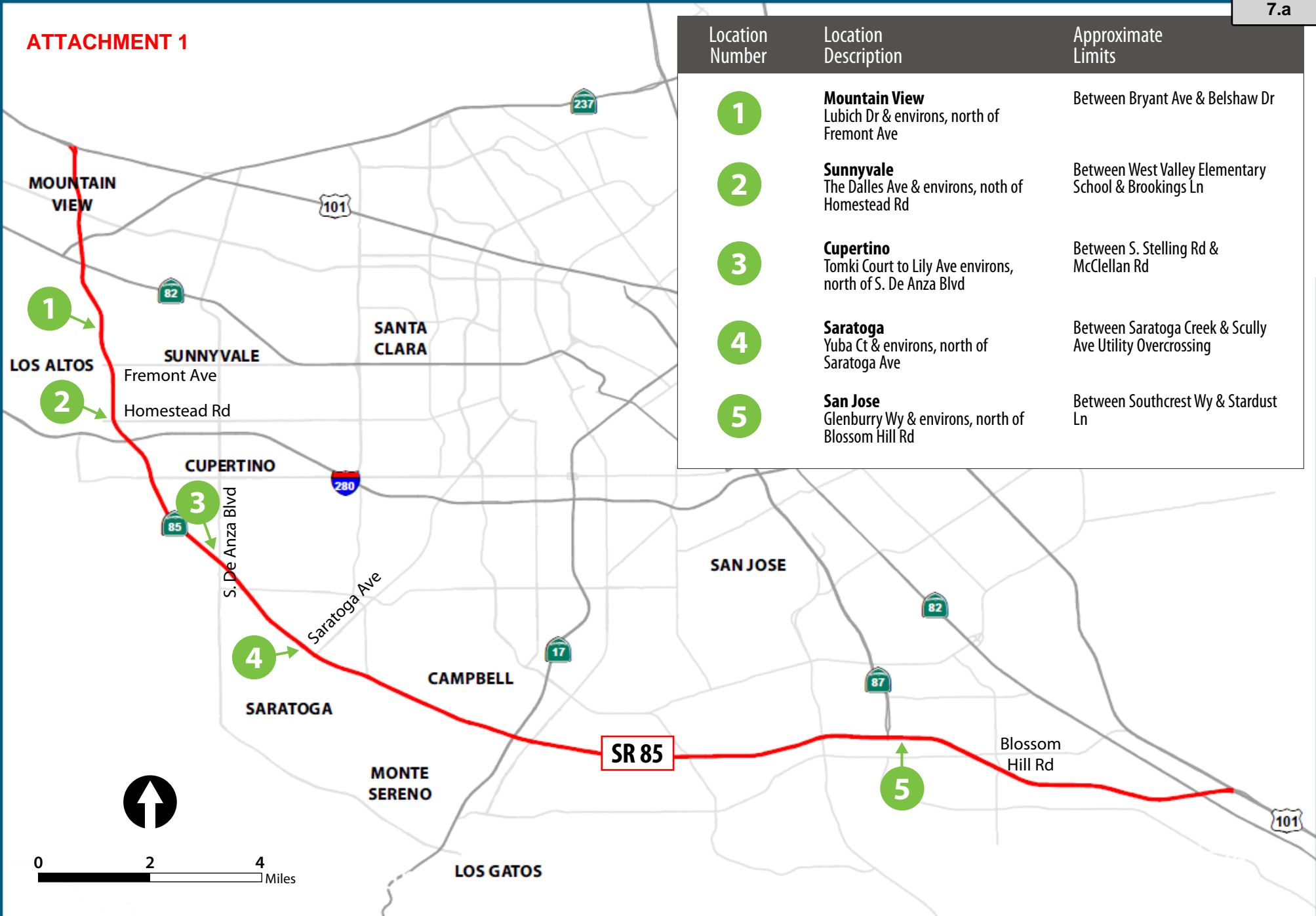
development of the transit lanes. VTA could produce a more detailed summary analysis of the options for moving forward.

How are the efforts to implement transit lanes, express lanes and other highway projects on SR 85 linked?

Given the proximity of the proposed projects, considerable coordination is needed. Each of the projects provides value to improving operations along SR 85. One way to proceed would be to manage the projects as being part of one program of projects, including setting priorities and timelines for all possible projects over the next X number of years.

Prepared By: Casey Emoto
Memo No. 5673

ATTACHMENT 1

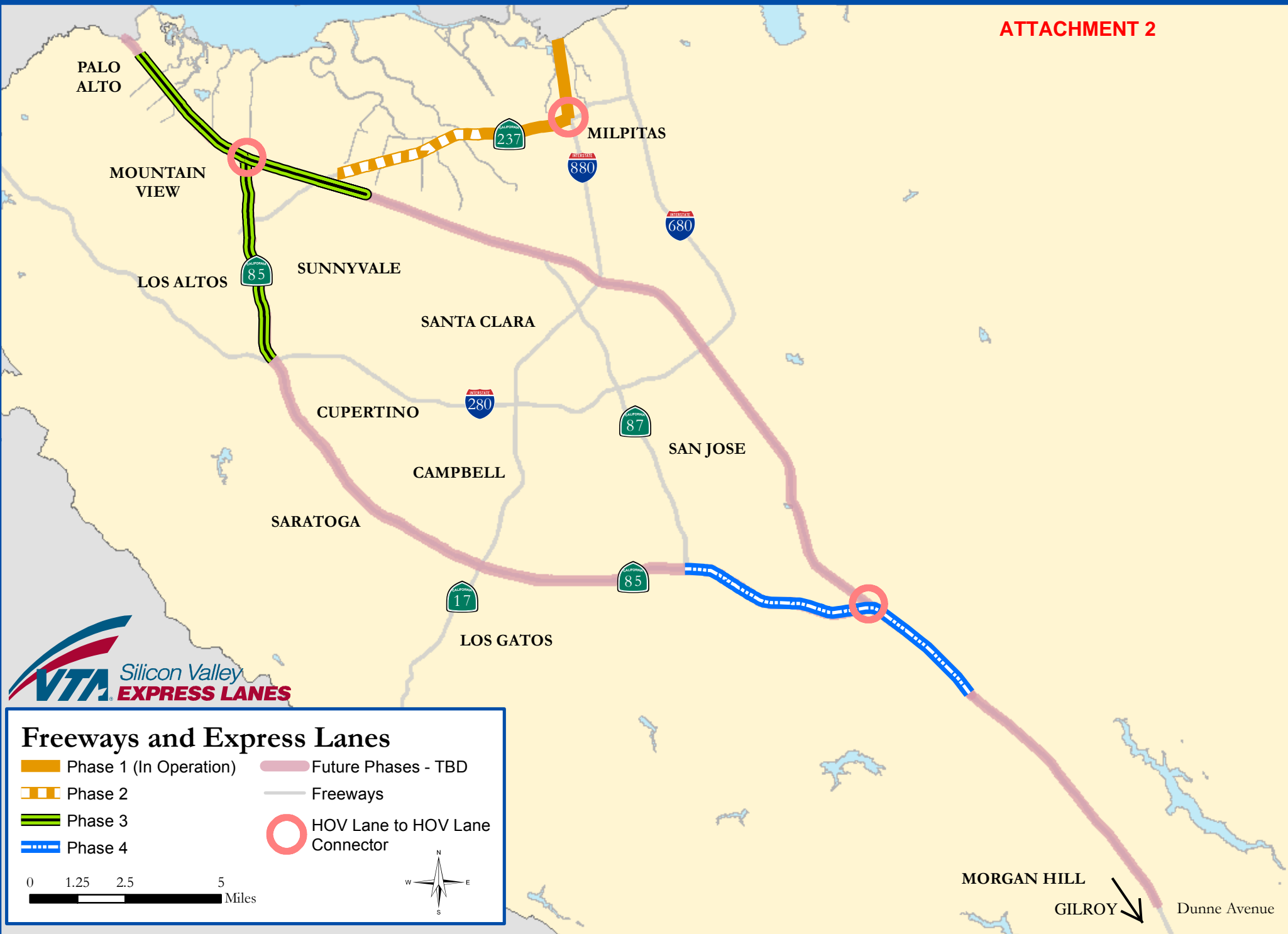


Location Number	Location Description	Approximate Limits
1	Mountain View Lubich Dr & environs, north of Fremont Ave	Between Bryant Ave & Belshaw Dr
2	Sunnyvale The Dalles Ave & environs, north of Homestead Rd	Between West Valley Elementary School & Brookings Ln
3	Cupertino Tomki Court to Lily Ave environs, north of S. De Anza Blvd	Between S. Stelling Rd & McClellan Rd
4	Saratoga Yuba Ct & environs, north of Saratoga Ave	Between Saratoga Creek & Scully Ave Utility Overcrossing
5	San Jose Glenburry Wy & environs, north of Blossom Hill Rd	Between Southcrest Wy & Stardust Ln

Noise Reduction Pilot Testing Locations

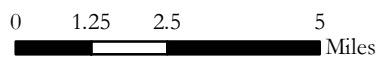
SILICON VALLEY EXPRESS LANES

ATTACHMENT 2



Freeways and Express Lanes

- Phase 1 (In Operation)
- Phase 2
- Phase 3
- Phase 4
- Future Phases - TBD
- Freeways
- HOV Lane to HOV Lane Connector



MORGAN HILL
GILROY
Dunne Avenue