

From: VTA Board Secretary
Sent: Monday, January 14, 2019 1:46 PM
To: VTA Board of Directors
Subject: From VTA: January 14, 2019 Media Clips



VTA Daily News Coverage for Monday, January 14, 2019

1. [VTA Bolsters Commitment To Sustainability \(The Silicon Valley Voice\)](#)
2. [Google Effect: Search giant spurs downtown San Jose boom \(Mercury News\)](#)
3. [Caltrain looking at discounts \(The Daily Journal\)](#)
4. [New effort to require Caltrans to consider bikes, buses and pedestrians in plans \(San Francisco Chronicle\)](#)

VTA Bolsters Commitment To Sustainability (The Silicon Valley Voice)

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The Green Building Policy is the VTA’s way of formalizing green building principles into all aspects of its infrastructure to achieve environmental, social and economic responsibility. In addition to conserving natural resources, reducing waste, supporting the local economy and providing healthy indoor environments, one of the VTA’s stated goals of these measures is cost savings. Green buildings are an estimated 30 percent more energy efficient than conventional construction.

“For any project with an overall budget of \$100 million or greater, the Policy also requires the development and implementation of a Sustainability Plan,” Perez added. “The plan would designate a Sustainability Coordinator and include a description of green building features to be incorporated into the project, along with anticipated environmental and cost savings, including a calculated return on investment.”

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Housing, retail development flourishes in wake of tech giant’s purchases for transit village

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Younger tech employees' shifting attitudes about where they want to work and live appears to be adding some momentum to downtown's development.

"Maybe the tide is finally changing," said Jerry Strangis, principal executive with Strangis Properties. "Maybe that kind of workforce that has been missing downtown is finally here. The millennial generation of 20-somethings wants to experience and enjoy a downtown scene and an urban setting."

Developers often refer to the real estate impact from Google's plan as "the Google effect." But while the technology giant is a key factor behind the surge in activity, there are other ingredients fueling the boom, including plans for more transit links, pro-development policies, rising property values and Bay Area job growth.

"Google is very helpful, but they are only part of the story," San Jose Mayor Sam Liccardo said. "We have had decades of policies designed to build more transit, develop more high-density residential, more office buildings, more restaurants, more amenities in downtown San Jose."

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Perhaps the most iconic property acquired in the current buying binge is the Fairmont San Jose hotel, an 805-room double tower that an East Bay investment group bought for \$223.5 million in January. Sobrato Organization, a developer, has begun constructing offices for Santa Clara County agencies; Boston Properties has inquired about building three office towers; TMG Partners and Valley Oak Partners are contemplating 1 million square feet of offices near transit.

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Museum Place — a mixed-use project of offices, hotel rooms, housing and an expansion of the Tech Museum of Innovation — has been revived with a fresh investment led by Gary Dillabough, who has also made a splash with plans for a high-profile renovation of the landmark Bank of Italy building and upgrades of other older buildings downtown.

“We have the Google effect on the west side of the downtown and the Dillabough effect on the east side,” said Mark Ritchie, president of the San Jose-based Ritchie Commercial realty firm.

The changes can unleash far-reaching transformations in an office market like downtown San Jose because it is so compact, Ritchie said. Brokerage companies estimate that downtown San Jose's office market totals 10 million square feet compared to Oakland, which has about 14 million square feet of office space, or downtown San Francisco with 72 million square feet.

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Some small-business executives downtown welcome the changes, such as Joe Horrigan, general manager of San Pedro Square Market.

"I think the Google project is great for downtown," Horrigan said. "I go to Mountain View for the movies, and Google has created a lot of walkable places around its headquarters. The same thing can happen here with the train station. San Pedro Square continues to grow. You have all of these residential projects like Silvery Towers right behind us. You have Google, Amazon, Adobe all expanding here."

Dillabough, however, has some reservations.

"It's almost as if the hype over Google is driving too much speculation in the marketplace," Dillabough said. "We are actually starting to back away from some properties. Owners have gotten too enthusiastic about what they can sell their buildings for."

To be sure, the success — or even construction — of these downtown projects is far from certain. A job slump or a cooling commercial real estate market could hobble new development activity.

Already, the boom in property values has alarmed Silicon Valley Rising, a coalition of community groups. The organization is pressuring Google and San Jose city leaders to ensure that Google's planned expansion will benefit middle- and low-income workers, not displace them.

"The Google project would affect the entire city of San Jose," said Ben Field, executive officer of the South Bay Labor Council, which is part of Silicon Valley Rising. "The community wants Google to come to downtown San Jose, but only if they provide the community benefits to prevent people from being evicted and becoming homeless."

[Caltrain looking at discounts](#) (The Daily Journal)

Board set to vote on proposal to assist low-income riders

Caltrain officials are interested in participating in a regional pilot program that would offer fare discounts to low-income riders for at least a year, but they're also concerned about the financial impacts of the program.

That concern left some board members in need of more information before officially signing off on the pilot so the final vote will occur at a meeting in February.

“For my part I would be in on this pilot proposal,” said Board Member Monique Zmuda at a meeting Jan 10. “It’s a value that we expressly put into our fare policy and it could give us additional riders. I think Caltrain is seen by the public as a high-end and expensive service and we’ve heard from a lot of testimony that people don’t ride it because they can’t afford it. This is an opportunity to make the service more inclusive and get people out of their cars and use public transit.

“I for one am very concerned about the financial issues but I don’t think that should prevent us from moving forward,” she continued. “I understand a need to get more information and/or think about it some more but I think it’s a value we’ve expressed as a group and I’d be ready to support it.”

The regional means-based fare pilot program would offer at least a 20 percent discount on single-ride adult Clipper Card fares for riders earning less than 200 percent of the federal poverty level annually. One person earning 200 percent of the federal poverty level makes \$24,280, for example.

The pilot program would be implemented through the existing Clipper Card system and it would run for 12 to 18 months.

The Metropolitan Transportation Commission would manage the program and, for the first year or so, it would reimburse Caltrain for up to 50 percent of revenue losses. MTC estimates Caltrain would lose between \$400,000 and \$1.8 million a year if it implemented the program, depending on participation, but MTC would cover half of those losses for the first year. In other words, Caltrain is estimated to lose between \$200,000 and \$900,000 for the first year.

What happens after that first year is a concern for many board members.

“The problem with a pilot of this nature is if we’re wildly successful and you put no caps on who can jump into this — if it’s 100 percent of people who meet this qualification and we have no clue whether that’s all existing riders or new riders who come in, but it’s open to everyone who qualifies — that’s OK except at the end of this pilot when there’s no more money then that doubles our cost,” said Board Member Jeannie Bruins. “You cannot and we will not — I don’t think there’s any board member up here who’ll feel good about saying ‘that was only a pilot, sorry guys now you’ll be paying full fare again.’”

Board member Dev Davis expressed similar concerns.

“Knowing MTC, the pilot won’t be expanded, this is a one-time thing and they will just pull the rug out and we will be caught with \$1.8 million,” she said. “I agree once we put it in place without any caps the first year, it doesn’t look like a pilot to the public. It looks like this is something that you’ve done and you’ve made a commitment. It’s not something we can take away. The budget forecast for the next few years doesn’t look good the way it is and it doesn’t

include these potential costs. That's just putting us further in the red. We've agonized over fare increases in the past and we'd have to cover this with fare increases because I know my member agency can't come up with any additional dollars."

MTC has allocated \$11 million for the program. Implementation and administration costs are estimated at \$3 million, which leaves \$8 million to refund operators' revenue losses.

Beyond Caltrain, other potential participants in the pilot include the Bay Area Rapid Transit District, the Golden Gate Bridge, Highway and Transportation District for both its bus and ferry services; and San Francisco Municipal Transportation Agency.

"We talked so much about how to make our fares equitable because we all recognize our fares are not equitable," Board Member Cheryl Brinkman said. "My hope is this pilot program will give us a better chance toward making those fares equitable. Maybe by the time this pilot program ends we'll be ready to address our own fare and equities — that's my hope with this."

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[New effort to require Caltrans to consider bikes, buses and pedestrians in plans](#) (San Francisco Chronicle)

The streets are not just for cars anymore.

That's the credo behind a bill that state Sen. Scott Wiener will announce Monday, requiring the state Department of Transportation — Caltrans — to consider bike lanes, buses and pedestrian walkways whenever it starts a major road project.

It would mainly apply to state highways that function as city streets — "the 19th Avenues and Van Nesses of the world," said Wiener, D-San Francisco, referring to a bustling artery in the Sunset District, and a thoroughfare that stretches north from Civic Center.

He first pitched the bill in 2017, but it died in committee. Wiener pulled it back the next year to avoid getting caught up in the [state gas tax debate](#).

Now the political will exists to broaden and "electrify" the state's transportation system, Wiener said. He hastened to add that the bill isn't trying to wipe out cars — it's just "recognizing that a lot of people would love to get around without having to drive everywhere."

"Complete streets," which accommodate all forms of transportation, would help Caltrans meet a goal it set in 2015 to triple the number of bicycle trips and double the number of people walking throughout the state. Those targets are critical to combat traffic congestion and climate change "that's strangling the planet," Wiener said. A recent California Air Resources Board report

showed that carbon emissions have increased as more people drive longer distances between home and work.

Streets designed solely for vehicles also create danger for cyclists and pedestrians. In Wiener's home turf of San Francisco, officials, cyclists and [safety advocates are trying to eliminate traffic deaths by 2024](#).

Wiener's vision of the future in many ways is grounded in the past. A century ago, California's streets were rife with trolleys, people strolling and even the occasional horse and buggy — car culture didn't boom until the 1950s, with the rise of a vast, interstate highway network that allowed middle-class families to flee to the suburbs.

“And then we built everything around the needs of sprawl: enormous parking structures, wider streets, streetcar lines ripped up everywhere,” Wiener said.

In recent years, some Bay Area cities began reversing that urban design. San Francisco and San Jose are shaving off lanes on major roadways to make room for [wider sidewalks, bikeways and bulging curbs](#). Transit officials are pursuing a [long-awaited \\$300 million bike path on the western span of the Bay Bridge](#), and in Oakland, some starry-eyed urbanists have [dreamed of razing the Interstate 980 freeway](#).

Even so, the bill has critics, some of whom call it a heavy-handed attempt from Sacramento to reshape cities.

“This is more state interference and an attempt to control local transportation,” said Quentin Kopp, a former chairman of the state Senate Transportation Committee. “Legally, it's justifiable,” Kopp added. “But I believe strongly in local control.”

Yet many others see the bill as a way of [correcting land use patterns that no longer work for California](#).

While the Bay Area Metropolitan Transportation Commission has not taken a stand, its members like the “back to the future” idea of welcoming everyone on the street, said legislative director Randy Rentschler.

“That's why we put so much money into bicycles and pedestrians,” he said of the MTC, which plans and funds transportation projects throughout the nine-county region.

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From: VTA Board Secretary
Sent: Tuesday, January 15, 2019 12:29 PM
To: VTA Board of Directors; VTA Advisory Committee Members
Subject: VTA Connections Newsletter - January 2019

VTA Board of Directors and VTA Advisory Committee Members:

Below is VTA's newsletter for January 2019. It can also be accessed using this link:

<https://content.govdelivery.com/accounts/CAVTA/bulletins/2285c3d>

Please share with your constituents.

Thank you.

Office of the Board Secretary
Santa Clara Valley Transportation Authority
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San Jose, CA 95134
408.321.5680
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January 2019

VTA Connections

Stay in the know about
transportation in Silicon Valley



Young riders on VTA light rail

Community Engagement to Begin on 2019 New Transit Service Plan

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- **Women's March San Jose – January 19**



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- [VTA Land Use Policy Strives for Cooperation](#)
- [General Engineering Contract Awarded for BART Phase II Project](#)

On January 10, VTA's Board of Directors approved staff to begin community engagement on the [2019 New Transit Service Plan](#), which is a revision of the previously adopted 2017 Next Network Plan.

The draft 2019 New Transit Service Plan is [VTA staff's proposal](#) for how to implement the [Board's recent direction](#) to keep bus and light rail service levels comparable to present levels (a 4 percent cost decrease from the 2017 Next Network Plan), place greater emphasis on ridership and spare South County from service reductions. By keeping bus and light rail at current service levels, VTA projects it can save approximately \$15 million annually when compared to the cost to implement the 2017 Next Network Plan.

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Women's March San Jose – January 19

UPCOMING EVENTS

1/16/19

1:30 PM

[TAC Meeting](#)

4:00 PM

[CAC Meeting](#)

CANCELLED

[BPAC Meeting](#)

1/17/19

10 AM

[CTMA Meeting](#)

CANCELLED

[PAC Regular Meeting](#)

BOARD UPDATE



Tens of thousands of marchers are expected to attend the Women's March in downtown San Jose on Saturday, January 19.

For those planning to go, taking VTA to the March is the best option, since driving into downtown will be challenging on that day. Many downtown San Jose streets will be closed to cars between 11 a.m. to 2 p.m., so VTA will make the journey to the starting point much easier.

[Read more.](#)

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2019 Perspectives and Priorities: VTA Board Chair Teresa O'Neill

- Approved community engagement for 2019 new Transit Service Plan
- Approved a new Land Use and Development Review Policy
- Awarded General Engineering Contract for BART Phase II

For questions or more information about VTA please contact Customer Service 408.321.2300 or Community Outreach 408.321.7575

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2019 VTA Board Chair [Teresa O'Neill](#) shared her perspectives and priorities for the agency at the January 10 VTA Board of Directors meeting.

Here is a slightly edited version of her remarks for our blog. To hear the full remarks, watch the [recorded meeting](#).

I want to thank the board and the community for the opportunity to serve the people of the Santa Clara Valley as chair of the VTA. These are extremely interesting times for this organization as well as our entire region.

[Read more.](#)

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VTA Land Use Policy Strives for Cooperation



The VTA Board of Directors approved a new Land Use and Development Review Policy at its January 10 meeting which sets the stage to enhance the vibrancy and sustainability of communities near transit.

Through this new policy, VTA aims to increase the convenience and comfort of those taking transit, walking and bicycling, and safeguard and enhance the transportation infrastructure investments that have been made throughout Santa Clara County.

[Read more.](#)

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General Engineering Contract Awarded for BART Phase II Project



In another important milestone for VTA's BART Silicon Valley Phase II Extension, the VTA Board of Directors awarded a contract to Mott McDonald/PGH Wong Engineering Joint Venture (MMW) at their January meeting. The contract, in the amount of up to \$125 million, provides General Engineering services for the Phase II Project.

[Read more.](#)

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January 15

1. [VTA New Service Plan \(KTVU, Ch. 2\)](#)
2. [Why VTA is planning its second major service change in 2 years and how you can comment \(Silicon Valley Business Journal\)](#)
3. [BART awards Phase II extension contract to Mott MacDonald/PGH Wong Engineering \(Railway Track & Structures\)](#)

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Dillabough, however, has some reservations.

“It’s almost as if the hype over Google is driving too much speculation in the marketplace,” Dillabough said. “We are actually starting to back away from some properties. Owners have gotten too enthusiastic about what they can sell their buildings for.”

To be sure, the success — or even construction — of these downtown projects is far from certain. A job slump or a cooling commercial real estate market could hobble new development activity.

Already, the boom in property values has alarmed Silicon Valley Rising, a coalition of community groups. The organization is pressuring Google and San Jose city leaders to ensure that Google’s planned expansion will benefit middle- and low-income workers, not displace them.

“The Google project would affect the entire city of San Jose,” said Ben Field, executive officer of the South Bay Labor Council, which is part of Silicon Valley Rising. “The community wants Google to come to downtown San Jose, but only if they provide the community benefits to prevent people from being evicted and becoming homeless.”

[Caltrain looking at discounts](#) (The Daily Journal)

Board set to vote on proposal to assist low-income riders

Caltrain officials are interested in participating in a regional pilot program that would offer fare discounts to low-income riders for at least a year, but they’re also concerned about the financial impacts of the program.

That concern left some board members in need of more information before officially signing off on the pilot so the final vote will occur at a meeting in February.

“For my part I would be in on this pilot proposal,” said Board Member Monique Zmuda at a meeting Jan 10. “It’s a value that we expressly put into our fare policy and it could give us additional riders. I think Caltrain is seen by the public as a high-end and expensive service and we’ve heard from a lot of testimony that people don’t ride it because they can’t afford it. This is an opportunity to make the service more inclusive and get people out of their cars and use public transit.

“I for one am very concerned about the financial issues but I don’t think that should prevent us from moving forward,” she continued. “I understand a need to get more information and/or think about it some more but I think it’s a value we’ve expressed as a group and I’d be ready to support it.”

The regional means-based fare pilot program would offer at least a 20 percent discount on single-ride adult Clipper Card fares for riders earning less than 200 percent of the federal poverty level annually. One person earning 200 percent of the federal poverty level makes \$24,280, for example.

The pilot program would be implemented through the existing Clipper Card system and it would run for 12 to 18 months.

The Metropolitan Transportation Commission would manage the program and, for the first year or so, it would reimburse Caltrain for up to 50 percent of revenue losses. MTC estimates Caltrain would lose between \$400,000 and \$1.8 million a year if it implemented the program, depending on participation, but MTC would cover half of those losses for the first year. In other words, Caltrain is estimated to lose between \$200,000 and \$900,000 for the first year.

What happens after that first year is a concern for many board members.

“The problem with a pilot of this nature is if we’re wildly successful and you put no caps on who can jump into this — if it’s 100 percent of people who meet this qualification and we have no clue whether that’s all existing riders or new riders who come in, but it’s open to everyone who qualifies — that’s OK except at the end of this pilot when there’s no more money then that doubles our cost,” said Board Member Jeannie Bruins. “You cannot and we will not — I don’t think there’s any board member up here who’ll feel good about saying ‘that was only a pilot, sorry guys now you’ll be paying full fare again.’”

Board member Dev Davis expressed similar concerns.

“Knowing MTC, the pilot won’t be expanded, this is a one-time thing and they will just pull the rug out and we will be caught with \$1.8 million,” she said. “I agree once we put it in place without any caps the first year, it doesn’t look like a pilot to the public. It looks like this is something that you’ve done and you’ve made a commitment. It’s not something we can take away. The budget forecast for the next few years doesn’t look good the way it is and it doesn’t

include these potential costs. That's just putting us further in the red. We've agonized over fare increases in the past and we'd have to cover this with fare increases because I know my member agency can't come up with any additional dollars."

MTC has allocated \$11 million for the program. Implementation and administration costs are estimated at \$3 million, which leaves \$8 million to refund operators' revenue losses.

Beyond Caltrain, other potential participants in the pilot include the Bay Area Rapid Transit District, the Golden Gate Bridge, Highway and Transportation District for both its bus and ferry services; and San Francisco Municipal Transportation Agency.

"We talked so much about how to make our fares equitable because we all recognize our fares are not equitable," Board Member Cheryl Brinkman said. "My hope is this pilot program will give us a better chance toward making those fares equitable. Maybe by the time this pilot program ends we'll be ready to address our own fare and equities — that's my hope with this."

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[New effort to require Caltrans to consider bikes, buses and pedestrians in plans](#) (San Francisco Chronicle)

The streets are not just for cars anymore.

That's the credo behind a bill that state Sen. Scott Wiener will announce Monday, requiring the state Department of Transportation — Caltrans — to consider bike lanes, buses and pedestrian walkways whenever it starts a major road project.

It would mainly apply to state highways that function as city streets — "the 19th Avenues and Van Nesses of the world," said Wiener, D-San Francisco, referring to a bustling artery in the Sunset District, and a thoroughfare that stretches north from Civic Center.

He first pitched the bill in 2017, but it died in committee. Wiener pulled it back the next year to avoid getting caught up in the [state gas tax debate](#).

Now the political will exists to broaden and "electrify" the state's transportation system, Wiener said. He hastened to add that the bill isn't trying to wipe out cars — it's just "recognizing that a lot of people would love to get around without having to drive everywhere."

"Complete streets," which accommodate all forms of transportation, would help Caltrans meet a goal it set in 2015 to triple the number of bicycle trips and double the number of people walking throughout the state. Those targets are critical to combat traffic congestion and climate change "that's strangling the planet," Wiener said. A recent California Air Resources Board report showed that carbon emissions have increased as more people drive longer distances between home and work.

Streets designed solely for vehicles also create danger for cyclists and pedestrians. In Wiener's home turf of San Francisco, officials, cyclists and [safety advocates are trying to eliminate traffic deaths by 2024](#).

Wiener's vision of the future in many ways is grounded in the past. A century ago, California's streets were rife with trolleys, people strolling and even the occasional horse and buggy — car culture didn't boom until the 1950s, with the rise of a vast, interstate highway network that allowed middle-class families to flee to the suburbs.

"And then we built everything around the needs of sprawl: enormous parking structures, wider streets, streetcar lines ripped up everywhere," Wiener said.

In recent years, some Bay Area cities began reversing that urban design. San Francisco and San Jose are shaving off lanes on major roadways to make room for [wider sidewalks, bikeways and bulging curbs](#). Transit officials are pursuing a [long-awaited \\$300 million bike path on the western span of the Bay Bridge](#), and in Oakland, some starry-eyed urbanists have [dreamed of razing the Interstate 980 freeway](#).

Even so, the bill has critics, some of whom call it a heavy-handed attempt from Sacramento to reshape cities.

"This is more state interference and an attempt to control local transportation," said Quentin Kopp, a former chairman of the state Senate Transportation Committee. "Legally, it's justifiable," Kopp added. "But I believe strongly in local control."

Yet many others see the bill as a way of [correcting land use patterns that no longer work for California](#).

While the Bay Area Metropolitan Transportation Commission has not taken a stand, its members like the "back to the future" idea of welcoming everyone on the street, said legislative director Randy Rentschler.

"That's why we put so much money into bicycles and pedestrians," he said of the MTC, which plans and funds transportation projects throughout the nine-county region.

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[VTA New Service Plan \(KTVU, Ch. 2\)](#)

[\(click link above to play video\)](#)

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[Why VTA is planning its second major service change in 2 years and how you can comment](#) (Silicon Valley Business Journal)

Faced with a growing deficit, the Santa Clara Valley Transportation Authority is preparing for its second major service revision in two years.

"VTA must find an appropriate and difficult balance between spending its fixed budget on ridership and coverage goals," said spokeswoman [Holly Perez](#). "These service modifications have the potential to save VTA approximately \$15 million annually, while investing service in high-frequency routes and seamless connections to BART service when it opens."

The bus and light-rail service faces a \$20 million deficit in this fiscal year and a \$26 million deficit in FY 2019, despite a 2017 plan to reduce the shortfall.

The "Next Network Plan," adopted in 2017, would have shifted a greater share of VTA resources to areas with high ridership at the expense of providing basic services in areas with few transit options.

But the draft of the "New Transit Service Plan" would accelerate that shift in resources to high-ridership routes more strongly. It would go from the 70 percent high-ridership focus that existed before 2017 and 83 percent in the Next Network to 90 percent later this year.

Routes in low-demand areas or early and late in the day would be cut back or eliminated.

The major reductions include:

- Reducing light rail frequencies between Baypointe and Alum Rock stations by truncating the Santa Teresa-Alum Rock line at Baypointe and continuing existing Mountain View-Alum Rock trains.
- Ending light rail trains on the two-stop Chynoweth-Almaden spur and using a bus to cover the route every 30 minutes,
- Doing away with or reducing frequency on eight express bus lines including from South County to San Jose (Route 168) and express routes to Palo Alto (101, 102 and 103), Moffett Park (121 and 122), Mountain View (185) and IBM Bailey Avenue (182).

Improved service would include more bus frequencies from Gilroy to San Jose (Route 68), Westgate and Curtner light rail (Route 26), on Stevens Creek Boulevard (23) and El Camino (522).

VTA has planned six public meetings through February to get feedback before its board considers a final plan in May. The meetings will be:

- 6 p.m. Wednesday, Jan. 30 at the Santa Clara Mission Branch Library, 1098 Lexington St., Santa Clara,
- 6 p.m. Thursday, Jan. 30 at the Alum Rock Library, 3090 Alum Rock Ave., San Jose,
- 6 p.m. Tuesday, Feb. 5 at the Campbell Community Center, 1 W. Campbell Ave., Campbell.
- 6 p.m. Wednesday, Feb. 6 at the Mountain View Senior Center, 266 Escuela Ave., Mountain View.
- 7 p.m. Monday, Feb. 11 at the South Hills Campus of the West Gate Church, 6601 Camden Ave., San Jose.
- 11 a.m. Wednesday, Feb. 19 at the MLK Library, 150 E. San Fernando St., San Jose.

The service changes would be implemented to coincide with the start of BART service to Milpitas and Berryessa later this year.

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[BART awards Phase II extension contract to Mott MacDonald/PGH Wong Engineering \(Railway Track & Structures\)](#)

A joint venture of Mott MacDonald and PGH Wong Engineering has won the contract to provide general engineering services for Phase II of the 16-mile, six-station Bay Area Rapid Transit (BART) Silicon Valley Extension, which when completed will connect Fremont (Warm Springs) with San José and Santa Clara.

The Santa Clara Valley Transportation Authority (SCVTA) announced the contract winner on Jan. 14. Details of the bid are available on the IRJ Pro website.

The \$125 million Phase II contract incorporates six miles of track to expand BART operations from Berryessa/North San José through downtown San Jose to Santa Clara. It includes design and engineering work on a five-mile tunnel (using single-bore tunneling methodology) under San José, two ventilation structures, four stations (three underground and one above), and related work.

Construction is planned to begin by 2021, with passenger service set to launch by 2026. SCVTA expects the service to reach a projected 52,000 weekday riders by 2035. After it is built, the entire extension will be operated by BART and function as part of its regional rapid transit system.

The Phase II project attracted considerable interest in the civil engineering industry. A forum in May 2018 outlining the bidding process for the general engineering contract had 350 interested parties attend.

In 2011, SCVTA awarded a \$770 million contract to a consortium of Skanska, Shimmick and Herzon to build Phase I of the Silicon Valley Extension. Phase I is 10-mile, two-station extension from Fremont (Warm Springs) to Milpitas and Berryessa/North San José. It is expected to open in 2019, following delays related to communications networking equipment.

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Holly Perez

Public Information Officer

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From: VTA Board Secretary
Sent: Wednesday, January 16, 2019 12:42 PM
To: VTA Board of Directors
Subject: From VTA: January 16, 2019 Media Clips



VTA Daily News Coverage for Wednesday, January 16, 2019

1. [VTA awards BART Silicon Valley Phase II Extension contract \(Railway Technology\)](#)
2. [Mott MacDonald/PGH Wong Engineering lands BART Silicon Valley Phase II contract \(Railway Age\)](#)
3. [VTA seeks public feedback on 2019 draft service plan \(Passenger Railroading\)](#)
4. [Mott MacDonald team wins Californian rail contract \(The Construction Index\)](#)

VTA awards BART Silicon Valley Phase II Extension contract (Railway Technology)

Santa Clara Valley Transportation Authority (VTA) in the US state of California has awarded a Bay Area Rapid Transit (BART) Silicon Valley Phase II Extension Project contract to the joint venture (JV) of Mott McDonald and PGH Wong Engineering (MMW).

The \$125m contract encompasses general engineering services for the Phase II extension project.

MMW won the contract through a competitive bidding process, which began in May.

Under the contract, MMW will carry out design and engineering work on the five-mile tunnel, four station areas, two ventilation structures and associated system-wide work.

Overall, the JV will take the BART Phase II Project to a 30% engineering level, helping to determine costs and schedule estimates, as well as support VTA's management, financial and implementation plans.

“The \$125m contract encompasses general engineering services for the Phase II extension project.”

The project work will enable VTA to participate in the Federal Transit Administration (FTA) Expedited Project Delivery (EPD) Pilot Program.

VTA is seeking federal funding to implement the project, which is estimated to cost nearly \$4.7bn. It submitted the application to enter the EPD Pilot Program for Phase II in November.

Implemented with a phased construction approach, the planned 16-mile long BART Silicon Valley Extension will bolster the existing rapid transit system in Silicon Valley.

Phase I of the extension includes a ten-mile stretch with two stations. Currently under construction, the section is expected to open this year.

Phase II of the extension involves the remaining six-mile four-station section, which extends south into the cities of San José and Santa Clara.

Once completed, BART will operate and maintain the extension.

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[Mott MacDonald/PGH Wong Engineering lands BART Silicon Valley Phase II contract \(Railway Age\)](#)

A joint venture of of Mott McDonald and PGH Wong Engineering has won the contract to provide general engineering services for Phase II of the 16-mile, six-station Bay Area Rapid Transit (BART) Silicon Valley Extension, which when completed will connect Fremont (Warm Springs) with San José and Santa Clara.

The [Santa Clara Valley Transportation Authority \(SCVTA\)](#) announced the contract winner on Jan. 14. Details of the bid are available on the [IRJ Pro website \(subscription required.\)](#)

The \$125 million Phase II contract incorporates six miles of track to expand BART operations from Berryessa/North San José through downtown San Jose to Santa Clara. It includes design and engineering work on a five-mile tunnel (using single-bore tunneling methodology) under San José, two ventilation structures, four stations (three underground and one above), and related work.

[Construction is planned to begin by 2021](#), with passenger service set to launch by 2026. SCVTA expects the service to reach a projected 52,000 weekday riders by 2035. After it is built, the entire extension will be operated by BART and function as part of its regional rapid transit system.

The Phase II project attracted considerable interest in the civil engineering industry. A forum in May 2018 outlining the bidding process for the general engineering contract had 350 interested parties attend.

In 2011, SCVTA awarded a \$770 million contract to a consortium of Skanska, Shimmick and Herzon to build Phase I of the Silicon Valley Extension. Phase I is 10-mile, two-station extension from Fremont (Warm Springs) to Milpitas and Berryessa/North San José. [It is expected to open in 2019, following delays related to communications networking equipment.](#)

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[VTA seeks public feedback on 2019 draft service plan \(Passenger Railroading\)](#)

The [Santa Clara Valley Transportation Authority](#) (VTA) recently directed staff to begin community engagement on the proposed 2019 transit service plan, which is a revision to a network plan adopted in 2017.

The 2019 draft plan proposes to maintain light-rail and bus services close to current levels; place a greater emphasis on serving passengers and increasing ridership; and minimize service reductions.

By maintaining service levels, the authority expects to save about \$15 million annually compared with the cost to implement the 2017 network plan, VTA officials said in a press release.

The authority plans to hold six community meetings late this month and in early February to gather input on the draft plan. Staff members also will reach out to the community for feedback.

The VTA is facing a \$26 million deficit in fiscal-year 2019. The agency operates about 156,000 hours of light-rail service and 1.52 million hours of bus service annually. The 2017 plan maintained most bus hours, but increased light-rail hours by 36,000 to accommodate the new Orange Line.

"To focus on ridership, staff has proposed trimming some low-performing bus routes and investing those savings to operate a light-rail network leaner than proposed in the 2017 plan," VTA officials said. "This proposal would keep the new Orange Line, but it would discontinue the Purple Line and end the Blue Line at Baypointe Station."

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[Mott MacDonald team wins Californian rail contract \(The Construction Index\)](#)

Mott MacDonald/PGH Wong Engineering Joint Venture has won a contract worth up to US\$125m (£97m) for engineering work on a rail project in California, USA.

Santa Clara Valley Transportation Authority (VTA) has appointed the team to provide general engineering services for the Bay Area Rapid Transit (BART) Silicon Valley Phase II Extension.

The effort to find a general engineering contractor began in May 2018 with an industry forum attended by over 350 interested parties. A competitive bid process followed, resulting in the final contract award to the team, which will perform design and engineering work on the five-mile tunnel, four station areas and two ventilation structures as well as system-wide work.

The work will be used initially in preparation for a federal funding request in spring 2020. The team will be tasked with getting the BART Phase II project to a 30% engineering level to inform costs and schedule estimates needed to demonstrate the adequacy of VTA's plans to participate in a Federal Transit Administration pilot programme.

VTA's Phase II Project is a six-mile extension of BART into downtown San Jose and Santa Clara, using single-bore tunnelling methodology to minimise construction disruption. The project will include four stations - with three underground and one above along the five-mile subway tunnel.

From: VTA Board Secretary
Sent: Thursday, January 17, 2019 4:29 PM
To: VTA Board of Directors
Subject: VTA Information: January 2019 Standing Committee Agenda Packets

VTA Board of Directors:

You may now access your VTA CMPP and A&F agenda packets, and **SSTPO cancellation notice** via the links below:

- **Congestion Management Program and Planning (CMPP) Committee** – Thursday, January 24, 2019, at 10:00 a.m. – [CMPP Agenda Packet](#)
- **Administration and Finance (A&F) Committee** – Thursday, January 24, 2019 at 12:00 p.m. – [A&F Agenda Packet](#)
- **Safety, Security, and Transit Planning & Operations (SSTPO) Committee** – Thursday, January 24, 2019, at 3:00 p.m. – [SSTPO Notice of Cancellation](#)

Thank you.

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Conserve paper. Think before you print.

From: VTA Board Secretary
Sent: Thursday, January 17, 2019 4:52 PM
To: VTA Board of Directors
Subject: From VTA: January 17, 2019 Media Clips



VTA Daily News Coverage for Thursday, January 17, 2019

1. [BART construction beginning in downtown San Jose \(Mercury News\)](#)
2. [SCVTA awards general engineering contract for BART Phase II project \(Mass Transit Magazine\)](#)
3. [VTA Service Changes in Milpitas Planned for 1/18-1/22 \(Milpitas Beat\)](#)
4. [Caltrain's electrifying journey: Rail service prepares to meet the demands of the future \(Business Journal\)](#)

[BART construction beginning in downtown San Jose \(Mercury News\)](#)

Major construction won't start until 2020, but initial work is beginning the week of Jan. 21

Let the construction noise and traffic jams begin.

Early next week, initial construction will begin on bringing BART to downtown San Jose.

According to a construction notice, the work will begin along Santa Clara Street between S. Market Street and N. 3rd Street the week of Jan. 21 and last up to seven weeks.

Plans aren't even complete yet and the actual stations aren't expected to open until 2026 or so, but the Valley Transportation Authority, which is overseeing the project, needs geotechnical and utility data to flesh out its final design.

According to the notice, crews will be boring into the ground in parking spaces, the sidewalks and on the road. While at least one lane of traffic will be open during the work, residents and workers in the area can expect some delays. The drilling is expected to be about the same noise level as a lawn mower.

Major construction isn't expected downtown until 2020.

In the future, four new stations will extend BART into north San Jose, through downtown and into Santa Clara.

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[SCVTA awards general engineering contract for BART Phase II project \(Mass Transit Magazine\)](#)

Mott McDonald/PGH Wong Engineering Joint Venture will advance the design of the project in preparation for the federal funding request

A \$125-million general engineering contract has been awarded to Mott McDonald/PGH Wong Engineering Joint Venture (MMW) by the Santa Clara Valley Transportation Authority (SCVTA) for the BART Silicon Valley Phase II Extension.

MMW, which was awarded the contract following a competitive bid process, will perform design and engineering work on the five-mile tunnel, four station areas, two ventilation structures and system-wide work – advancing the design in preparation for the federal funding request in spring 2020. MMW will be tasked with getting the BART Phase II Project to a 30 percent engineering level to inform costs and schedule estimates needed to demonstrate the adequacy of SCVTA's management, financial and implementation plans to participate in the Federal Transit Administration (FTA) Expedited Project Delivery (EPD) Pilot Program.

SCVTA says the submittal, done in November 2018, demonstrates the authority's qualifications to participate in the pilot program; and showcases, through innovation, planned transit-oriented joint development, public-private partnerships, value capture and local funding commitments, why the Phase II Extension is such a good fit for EPD. The authority notes that the approved contract for general engineering services supports its efforts to fulfill these requirements as well as ready the project for construction and provide technical support during construction.

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[VTA Service Changes in Milpitas Planned for 1/18-1/22 \(Milpitas Beat\)](#)

Between 1/18 and 1/22, VTA's regular service will be changed up.

Starting on 1/18, elevated light rail tracks are scheduled to be repaired in Milpitas. So from the 18th (starting at 5am) to the 22nd (ending at 1:15am) of this month, Milpitas light rail stations will be closed at Great Mall/Main, Montague, and Cropley, going in both directions. You'll be able to use a bus bridge during that time frame, between the I-880/Milpitas and Hostetter light rail stations.

Meanwhile, on 1/19, the Women's March will be held in San Jose. VTA will have a regular schedule for the day, along with extra trains standing by in light of the expected crowds. However, from 9am to noon, buses will be rerouted as some streets in downtown San Jose will be closed.

Go to www.vta.org to learn more.

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[Caltrain's electrifying journey: Rail service prepares to meet the demands of the future \(Business Journal\)](#)

The commuter service linking San Jose with San Francisco has a big task: Get ready for 2040, when 1.2 million more people will live or work within two miles of a Peninsula station.

Caltrain runs through the center of every Peninsula city it helped build. But as it becomes ever more vital to those clusters of wealth and tech lined up between San Jose and San Francisco, the railroad's challenge is to avoid being strangled by the growth it planted and nurtured.

"Increasing Caltrain capacity and service in a way that maximizes benefits to the communities we serve is Caltrain's top priority," said [Jim Hartnett](#), the railroad's general manager and CEO. "Caltrain has helped fuel our region's economic development by making it easier for people to get to their jobs. That growth has continued and now Caltrain service needs to grow to address growing traffic congestion and accommodate increased demand."

Caltrain is the most successful chapter of an uneven story of passenger rail revival in the South Bay that other rail systems are beginning to copy, driven by a hot, passenger-generating economy and roads stressed by more cars than they can handle with little room for expansion.

The commuter line, which has been operating under various ownerships and names since [Abraham Lincoln](#) signed the Emancipation Proclamation, has almost tripled its passenger load over the last 14 years to 19 million passengers up and down the Peninsula in 2017.

How the Bay Area's train systems compare

Four passenger railroads serve San Jose's Diridon Station and a fifth is building its way toward the downtown transit hub. Here's what they look like today with a peek at what they hope to be within the next decade.

About 70 percent of its trips either start or end outside the two biggest cities, areas surrounded by a mix of million-dollar homes and billion-dollar tech campuses.

Paradoxically, the growth and wealth this combination of transit corridor and tightly packed cities the line created is also the worst enemy of both.

Take Caltrain's efforts to electrify its lines as an example.

By shifting from diesel-electric locomotive power to an all-electric approach, Caltrain will be able to run additional trains that carry more people on faster schedules with no pollution.

Construction workers are stringing electric catenary wires above the tracks and installing positive train control (PTC) hardware in locomotives and signal systems. That means a wider railroad in some places along a tightly constricted corridor.

Residents are worried about whether they can conveniently cross town for a latte or if firefighters will have to pause more frequently between the firehouse and a house on fire.

Keeping the railroad and its cities out of each other's way is a \$4.2 billion problem — what it would cost to fix the 42 places between San Jose and San Francisco where a street crosses the tracks at grade with a bridge either for car or train.

"Separating the rail corridor from local streets and roads has always been a long-term goal," Hartnett said.

If it can be achieved, the grade separations will benefit everyone because, in the words of [Sebastian Petty](#), the railroad's senior policy adviser, "Customers won't have to memorize the schedule — they'll just know that a train will be there, and if they missed that one, there'll be another one after."

Petty said Caltrain's staff is beginning to look at baseline, moderate and high-growth service levels for what the railroad might be in 2040, with as many as 16 Caltrains and high-speed trains per peak hour in each direction at the extreme high-growth end of the scale.

Central to the railroad's success was figuring out how to reverse its losing battle with automobiles and freeways. By adding passing tracks and Baby Bullet trains in 2004, Caltrain figured out how to move people from home to work and back again as fast on the rails as by road — a rare achievement in American public transportation.

The proportion of its operating costs covered by fares rose from 30 percent to 63 percent over the same period, according to Caltrain financial reports, which is more than the percentage of California highway costs covered by state and federal gasoline taxes.

Caltrain's immediate capital concerns are focused on two projects. Electrification is the better known, in part because California's Republican delegation in Congress mounted a last-ditch attempt two years ago to block the \$647 million federal share of the nearly \$2 billion cost. The feds eventually came through and Caltrain riders can see the work being done alongside the tracks.

It overlaps the installation of positive train control, a technology that Congress mandated following a 2008 head-on collision between a freight train and a Metrolink commuter train that killed 25 people near Los Angeles.

PTC precisely tracks every train on Caltrain's system — whether the train belongs to Caltrain, Union Pacific or any other railroad — and keeps engineers running those trains updated with speed and location information in real time. If necessary, PTC can stop a train by itself.

But it's been a difficult technology for railroads to implement. According to the U.S. Department of Transportation, 33 of 41 railroads, including Caltrain, filed various waiver and delay paperwork.

Caltrain expects to be fully operational in 2020. Caltrain lost 13 months of work when it abandoned one vendor's proprietary PTC hardware for another. Simultaneously working on electrification further complicated the \$280 million project.

But at the end, officials said, the projects will increase passenger capacity by 30 percent in faster, more frequent new trains that emit 97 percent less greenhouse gas.

"We're looking to be the kind of railroad you might see in every European city's station," Petty said.

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From: VTA Board Secretary
Sent: Friday, January 18, 2019 4:53 PM
To: VTA Board of Directors
Subject: VTA Information: Ridership Memo for November 2018

VTA Board of Directors:

Attached is a memorandum from Chief Operating Officer Inez Evans regarding VTA ridership for November 2018.

Thank you.

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Conserve paper. Think before you print.

TO: VTA Board of Directors

THROUGH: Nuria I. Fernandez
General Manager/CEO

FROM: Inez Evans
Chief Operating Officer

DATE: January 16, 2019

SUBJECT: VTA Ridership for November 2018

November 2018 total monthly system ridership for bus and light rail was 2,858,061, a decrease of 8.1% over November 2017.

There were two 49ers football matches and one PAC-12 College Championship at the Levi's® Stadium in November 2018 that recorded an average 8,912 riders per event. In November 2017, there were two 49ers games that averaged 8,012 riders per event.

November 2018 total monthly ridership recorded a 16.5% decrease compared to October 2018. Ridership change from November to October typically averages -10.0%. Ridership in November was affected by closures of many schools and community colleges in Santa Clara County due to poor air quality resulting from the wildfires in surrounding areas. Additionally, some major service changes instituted in October affected express routes 180 and 181 that no longer operate at the BART station in Fremont. Ridership for both the routes recorded significant decreases. While Light Rail recorded an overall decrease in ridership, the Mountain View-Winchester line recorded a 3.8% increase, the fourth consecutive month of increased ridership.

Ridership	Nov-2018	Nov-2017	Percent Change	Oct- 2018	Percent Change
Bus	2,181,045	2,393,290	-8.9%	2,614,193	-16.5%
Light Rail	677,016	717,370	-5.6%	811,064	-16.5%
System	2,858,061	3,110,660	-8.1%	3,425,257	-16.5%

Two key core routes recorded an overall average weekday ridership improvement of 7.1% over November 2017 as shown in the table below:

Route	Nov-18	Nov-17	Difference	Percent Change
73	2,681	2,481	200	8.10%
72	2,625	2,474	151	6.10%
Totals	5,306	4,955	351	7.10%

48 of the 69 bus routes, or 70%, did not meet the weekday standards as defined in the Service Design Guidelines. The top five core routes and light rail stations that had the most average weekday ridership declines are shown in the table below:

Route	Nov-2018	Nov-2017	Difference	Percent Change
22	9,178	10,426	(1,248)	-12.0%
23	6,170	7,280	(1,110)	-15.2%
25	5,755	6,473	(718)	-11.1%
66	4,978	5,635	(657)	-11.7%
522	6,661	6,939	(278)	-4.0%
Totals	32,742	36,753	(4,011)	-10.9%

Station	Nov-2018	Nov-2017	Difference	Percent Change
San Antonio Station	1,904	2,089	(185)	-8.9%
Ohlone-Chynoweth Station	1,219	1,357	(138)	-10.2%
Santa Clara Station	1,597	1,698	(101)	-5.9%
Cottle Station	384	446	(62)	-13.9%
Snell Station	280	342	(62)	-18.1%
Totals	5,384	5,932	(548)	-9.2%

The fiscal year-to-date total system ridership for bus and light rail recorded a 3.2% decrease. Light Rail recorded an increase of 0.4% this Fiscal Year.

Ridership	(Current) Jul' 18-Nov' 18	(Prior) Jul' 17-Nov' 17	Percent Change
Bus	11,596,490	12,118,205	-4.3%
Light Rail	3,690,375	3,676,485	0.4%
System	15,286,865	15,794,690	-3.2%