

From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Monday, March 25, 2019 10:21 AM
To: VTA Board of Directors <VTABoardofDirectors@vta.org>
Subject: From VTA: March 25, 2019 Media Clips

VTA Daily News Coverage for Monday, March 25, 2019

1. [Work To Widen ‘Mathilda Monster’ Begins Near 101/237 Interchange In Sunnyvale \(KPIX Ch. 5\)](#)
2. [‘We must save this interchange — it’s classic California!’ Roadshow \(Mercury News\)](#)
3. [Flying taxi startup Blade is helping Silicon Valley CEOs bypass traffic \(TechCrunch.com\)](#)

[Work To Widen ‘Mathilda Monster’ Begins Near 101/237 Interchange In Sunnyvale \(KPIX Ch. 5\)](#)

Work has officially begun to improve a notorious stretch of roadway dubbed the “Mathilda Monster” by commuters who get stuck in the swirling knot of cars near the intersection of state Highway 237 and U.S. 101.

The Santa Clara Valley Transportation Authority and Caltrans held a groundbreaking ceremony on a \$42 million project they hope will ease congestion at the infamous intersection.

“What we’re trying to do here is eliminate all of the traffic congestion that exists on this pretty complicated interchange where we have two freeways and two major roads coming together at the same place,” said state Sen. Jim Beall, who helped secure funding for the project.

The project will widen Mathilda Ave. to three lanes of traffic in each direction. It will also add an on-ramp to southbound Highway 101 in addition to bike lanes.

Transportation officials say traffic in the area has grown progressively worse over time, mirroring the rise of several tech campuses nearby.

The project does leave one glaring need unaddressed: a direct interchange between Highway 237 and southbound 101.

“We are working with VTA and Sunnyvale to find that long-term solution,” said Caltrans spokesman Doahn Nguyen. VTA estimates construction will wrap up by mid-2020.

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[‘We must save this interchange — it’s classic California!’ Roadshow \(Mercury News\)](#)

To those [grousing about the Highway 101-Interstate 880 interchange](#), hold your horses. This is a classic California cloverleaf interchange which is iconic of the Golden State. It should be declared a historic monument and marked with brass plaques at the entrances to the interchange. Would San Francisco scrap cable cars because that form of transportation is outdated, dangerous, high maintenance and creeps along at walking speed? Sheesh.

John Kelly

A: We do love our cable cars, but not the cloverleaf interchange which is being phased out in favor of diamond interchanges like at Stevens Creek Boulevard and I-880 near Valley Fair. Much safer and able to handle more traffic.

Q: Here's how to fix the traffic problems at places like Mathilda Avenue and Shoreline Boulevard: Build a second Bayshore Freeway. It would run around the bay about 1-2 miles parallel to Highway 101, then 237, then Interstate 880 on the bay side of each of those.

Jeff M., San Jose

A: That's not on anyone's list. But extending the express lanes on 237 and 101 is coming,

Q: I daily see many new cars without license plates or without the new paper license plates. Shouldn't there be none by now?

Robert Mandler, Campbell

A: The paper plates are good for 90 days on new purchases. Give it some time, as the new law only went in effect Jan. 1.

Q: Is there is anything that can be done at the intersection of Williams Road and San Tomas Expressway? There are many mornings where traffic turning left to westbound Williams can't clear the intersection and blocks traffic heading south on San Tomas mainly due to a light at Boynton Avenue. Some kind of synchronization with the light at Williams and Boynton would probably be the real fix.

Justin Liu, Santa Clara

A: In another week or so, the county will add another phase to the northbound left turn during school drop-off hours to give the intersection a chance to clear out of the way of southbound traffic. The city and county will also consider longer-term solutions to address the lack of coordination between this intersection and nearby signals.

Q: Englewood Avenue running between Shannon and Kennedy roads is used by Los Gatos residents on a daily basis and by hoards of others during the summer beach drama. Currently, there are a few humps to slow speeders. I think these should be eliminated as the acute number of redundant spine jarring potholes will do the trick.

Shirley Cantu, Los Gatos

A: The speed humps will remain and the town expects to pave Englewood in the next year or two. With new pavement, the speed humps will be essential to keep speeds down.

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[Flying taxi startup Blade is helping Silicon Valley CEOs bypass traffic](#)

(TechCrunch.com)

One year after a \$38 million Series B valued on-demand aviation startup Blade at \$140 million, the company has begun taxiing the Bay Area's elite.

As part of a new pilot program, Blade has given 200 people in San Francisco and Silicon Valley exclusive access to its mobile app, allowing them to book helicopters, private jets and even seaplanes at a moments notice for \$200 per seat, at least.

Blade, backed by Lerer Hippeau, [Airbus](#), former Google CEO Eric Schmidt and others, currently flies passengers around the New York City area, where it's headquartered, offering the region's wealthy \$800 flights to the Hamptons, among other flights at various price points. According to [Business Insider](#), it has worked with Uber in the past to help deep-pocketed Coachella attendees fly to and from the Van Nuys Airport to Palm Springs, renting out six-seat helicopters for more than \$4,000 a pop.

Its latest pilot seems to target business travelers, connecting riders to the San Francisco International Airport and Oakland International Airport to Palo Alto, San Jose, Monterey and Napa Valley. The goal is to shorten trips made excruciatingly long due to bad traffic in major cities like New York, Los Angeles and San Francisco. Recently, the startup [partnered](#) with American Airlines to better establish its network of helicopters, a big step for the company as it works to integrate with existing transportation infrastructure.

Blade, led by founder and chief executive officer Rob Wiesenthal, a former Warner Music Group executive, has raised about \$50 million in venture capital funding to date. To launch at scale and, ultimately, to compete with the likes of soon-to-be-public transportation behemoth [Uber](#), it will have to land a lot more investment support.

Uber too has [lofty plans to develop a consumer aerial ridesharing business](#), as do several other privately-funded startups. Called UberAIR, Uber will offer short-term shareable flights to commuters as soon as 2023. The company has raised billions of dollars to turn this sci-fi concept into reality.

Then there's Kitty Hawk, a company launched by former Google vice president and [Udacity](#) co-founder [Sebastian Thrun](#), which is [developing an aircraft that can take off like a helicopter](#) but fly like a plane for short-term urban transportation purposes. [Others in the air taxi or vertical take-off and landing aircraft space](#), including Volocopter, Lillium and Joby Aviation, have raised tens of millions to eliminate traffic congestion or, rather, to chauffeur the rich.

Blade's next stop is India, the Financial Times [reports](#), where it will conduct a pilot connecting travelers in downtown Mumbai and Pune. The company tells TechCrunch they are currently exploring one additional domestic pilot and one additional international pilot.

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From: VTA Board Secretary
Sent: Thursday, March 28, 2019 4:42 PM
To: VTA Board Secretary <Board.Secretary@vta.org>
Subject: VTA Information: April 4, 2019, Board of Directors Regular Meeting Agenda Packet
Importance: High

VTA Board of Directors:

You may now access the VTA Board of Directors Agenda Packet for the **April 4, 2019**, Regular Meeting on our [website here](#).

Please note the meeting will begin promptly at 5:30 p.m., and will be held in the County Government Center, [Board of Supervisors' Chambers, 70 W. Hedding St., San Jose, CA](#).

VTA has released a beta version of our redesigned website for testing at <http://beta.vta.org>.

Starting in June, all meeting information will be in the VTA Board and Committees Portal at <http://santaclaravta.igm2.com/Citizens/default.aspx>. By July, we will switch over to the new redesigned site.

Please use the red Feedback buttons on the side of each page on the beta site to tell us what you think of the new site and how we could improve.

Thank you,

Office of the Board Secretary
Santa Clara Valley Transportation Authority
3331 North First Street, Building B
San Jose, CA 95134-1927
Phone [408-321-5680](tel:408-321-5680)



From: VTA Board Secretary
Sent: Thursday, March 28, 2019 5:35 PM
To: VTA Board of Directors
Subject: From VTA: March 28, 2019 Media Clips

VTA Daily News Coverage for Thursday, March 28, 2019

[Google in San Jose: Two more public agencies signed NDAs \(San Jose Spotlight\)](#)

More non-disclosure agreements signed with Google are surfacing as the tech giant pushes forward with its downtown San Jose campus.

Google came under fire earlier this year after [San José Spotlight revealed](#) 18 San Jose city officials signed NDAs with the corporation. Advocates and government watchdogs have called the number of NDAs demanded by the tech giant unprecedented. But records requested by this news organization show that San Jose City Hall isn't alone – 27 Valley Transportation Authority officials and their contractors also signed NDAs for “conversations regarding Diridon Station and Station Area planning.”

Google purchased land from the city in December for its proposed mega campus near the Diridon Station area which is expected to bring 20,000 new jobs to San Jose.

“Given that VTA is building a BART station at Diridon, we were interested in learning more about Google’s plans in the area,” said VTA spokesperson Holly Perez.

Here’s the list of VTA officials and its contractors that signed NDAs with Google:

- **MC Versteegden**, the commercial director at Arcadis who partnered with VTA for the Diridon Integrated Station Concept Plan (8/6/2017)
- **Nuria Fernandez**, CEO of VTA (8/7/2017)
- **Erica Roecks**, engineer with Kimely-Horn for VTA’s BART extension project (8/8/2017)
- **Leyla Hedayat**, senior vice president with Kimely-Horn and program manager for VTA’s BART extension project (8/8/2017)
- **Jill Gibson**, transportation planner with Kimely-Horn for VTA’s BART extension project (8/8/2017)
- **Tyla Treasure**, analyst with Kimely-Horn (8/9/2017)
- **Erin Sheelen**, transportation planner with Kimely-Horn (8/10/2017)
- **Adriano Rothschild**, transportation analyst with Kimely-Horn for VTA’s BART extension project (8/14/2017)
- **Ronak Naik**, transportation engineer at VTA (8/18/2017)
- **Chris Augenstein**, director of planning and programming at VTA (8/23/2017)
- **George Naylor**, transportation planning manager at VTA (8/25/2017)
- **Inez Evans**, the chief operating officer of VTA (8/25/2017)

- **Raj Srinath**, chief financial officer at VTA (8/25/2017)
- **Ron Golem**, the deputy director of real estate at VTA (8/25/2017)
- **Scott Haywood**, policy and communications relations manager at VTA (8/25/2017)
- **James Unites**, deputy director of transit planning and capital development at VTA (8/28/2017)
- **Ton Deuling** with Benthem Crouwel Architects (9/6/2017)
- **Steve Truman**, contract manager with Arcadis that partnered with VTA for the Diridon Integrated Station Concept Plan (9/6/2017)
- **Brandi Childress**, media and public affairs manager at VTA (9/8/2017)
- **Daniel Jongtien**, a partner at Benthem Crouwel Architects that partnered with VTA for the Diridon Integrated Station Concept Plan (9/8/2017)
- **Dennis Ratcliffe**, deputy director of the SVRT/BART Capital Program at VTA (10/20/2017)
- **Kevin Kurimoto**, transportation planner at VTA (10/20/2017)
- **Rosemarrie Gonzalez**, the executive secretary for development and congestion management at VTA (10/20/2017)
- **Krishna Davey**, BART Silicon Valley project controls manager at VTA (10/23/2017)
- **Jim Lawson**, director of government affairs at VTA (10/30/2017)
- **Dennis Kearney**, senior planner with Kimley-Horn for VTA's BART extension project (11/27/2017)
- **Gretchen Baisa**, community outreach supervisor at VTA (11/27/2017)

Interestingly, one of the VTA officials to sign the NDA is a media spokeswoman for the agency, Brandi Childress.

The language of NDAs signed by VTA officials is identical to those signed by San Jose officials, and require officials to “protect confidential information.” It expires five years from disclosure — unless the parties agree otherwise in writing — and information will remain confidential even after the NDA's termination.

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

AGREEMENT TO KEEP INFORMATION CONFIDENTIAL
PURSUANT TO NON-DISCLOSURE AGREEMENT

Whereas, in order to facilitate conversations regarding Diridon Station and Station Area planning and coordination in order to evaluate entering into a potential business transaction (the "Purpose"), Google Inc., for itself and its subsidiaries and affiliates ("Google"), and the Santa Clara Valley Transportation Authority ("VTA") have entered into a Non-Disclosure Agreement ("NDA") dated August 7, 2017, attached hereto as Exhibit A;

Language in

the NDAs signed by VTA officials note that it's specific to Diridon Station. [Read copies of the VTA NDAs here.](#)

[According to city documents](#), San Jose, VTA, Caltrain and the California High Speed Rail Authority entered into an agreement last year to develop a vision for the expanded Diridon Station. But of those four agencies, only one declined to sign NDAs with Google: Caltrain. A [records request at the California High Speed Rail Authority](#) showed that then-interim CEO Thomas Fellenz signed an NDA with Google on Aug. 22, 2017. A records request with Caltrain, however, turned up no NDAs.

"Under the circumstances, Caltrain saw no need for an NDA," said Caltrain spokesperson Tasha Bartholomew.

Google could not be reached for comment.

Vas Kumar, a member of Serve The People San José, criticized Google for requiring public agencies to remain mum on the massive land deal. The grassroots organization has often scrutinized what it perceives to be backdoor deals between Google and public officials.

"Google is normalizing corporate exclusionary practices and privatizing our public service agencies, which it has no business doing," she said. "It started doing it with City Council and now it has branched out to other agencies that are supposed to represent the people and be accountable to the people."

From: VTA Board Secretary
Sent: Friday, March 29, 2019 5:23 PM
To: VTA Board of Directors
Subject: VTA Correspondence: Support Letter for VTA's Application for Funding Under Automated Driving System Demonstration Grants Program

VTA Board of Directors:

We are forwarding you the following:

From	Topic
Anna Eshoo, Member of Congress	Letter of support for VTA's application for funding under the Automated Driving System Demonstration Grants Program

Thank you.

Office of the Board Secretary
Santa Clara Valley Transportation Authority
3331 N. First Street
San Jose, CA 95134
408.321.5680
board.secretary@vta.org





*Congress of the United States
House of Representatives
Washington, D.C. 20515*

*Anna G. Eshoo
Eighteenth District
California*

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BOARD SECRETARY

March 19, 2019

The Honorable Teresa O'Neill, Chairperson
Santa Clara Valley Transportation Authority
3331 North First Street
San Jose, California 95134

Dear Chairperson O'Neill,

I've written to the Acting Administrator of the Federal Highway Administration, Brandy Hendrickson, in support of VTA's application for funding under the Automated Driving System Demonstration Grants program, and a copy of my letter is enclosed for you.

I hope this will be helpful to VTA, and should you have any questions or comments, you can contact Eric Henshall in my Washington, D.C. office at (202) 225-8104.

All my best,

Anna G. Eshoo
Member of Congress

Enclosure

cc: Members, VTA Board of Directors



*Congress of the United States
House of Representatives
Washington, D.C. 20515*

*Anna G. Eshoo
Eighteenth District
California*

March 19, 2019

The Honorable Brandye Hendrickson, Acting Administrator
Federal Highway Administration
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Acting Administrator Hendrickson,

I write in support of the Santa Clara Valley Transportation Authority's (VTA) application for funding under the Automated Driving System (ADS) Demonstration Grants program which will support VTA's efforts to provide accessible transportation for veterans in my Congressional District.

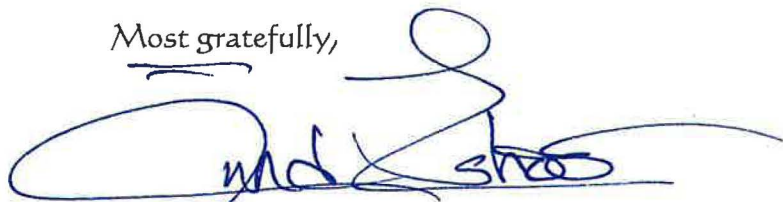
VTA is seeking a grant to support two demonstration projects to improve accessibility and vehicle safety for my constituents in Santa Clara County. The first demonstration will provide accessible transportation for veterans between the Veterans Administration Palo Alto Health Care System (VAPAHCS), Stanford Medical Center, and transit centers in Palo Alto and Mountain View. These vehicles will ultimately demonstrate level four autonomy, meaning they will operate entirely without the need for human operators on their fixed route between transit centers and veterans' healthcare facilities. This grant will help VTA address a critical need for last-mile options for veterans, their families, and VA staff who do not live near Palo Alto, especially those in underserved communities.

The second proposal is focused on improving our understanding of autonomous vehicle safety. The demonstration will use level three autonomous vehicles ("conditional automation," i.e. monitored by a human driver) operated by the VTA's private sector partners primarily in San Jose and Santa Clara. The University of California, Berkeley's California Partners for Advanced Transit and Highways (PATH) program will be responsible for data collection and analysis. This project will provide valuable research not only for VTA, but also for autonomous vehicle applications across the country.

VTA's partnerships with other public agencies, nonprofits, industry, and UC Berkeley make it well positioned to effectively leverage the funds available from an

ADS Demonstrations grant to improve autonomous vehicle safety and provide critical services for veterans in the Bay Area. I respectfully ask for your highest consideration and thank you in advanced for your cooperation.

Most gratefully,

A handwritten signature in blue ink, appearing to read 'Anna G. Eshoo', with a large, sweeping flourish extending to the right.

Anna G. Eshoo
Member of Congress