

BOARD OF DIRECTORS MEETING

Thursday, April 5, 2018

5:30 PM

Board of Supervisors' Chambers

County Government Center
70 West Hedding Street
San Jose, CA 95110

AGENDA

To help you better understand, follow, and participate in the meeting, the following information is provided:


- Persons wishing to address the Board of Directors on any item on the agenda or not on the agenda are requested to complete a blue card located at the public information table and hand it to the Board Secretary staff prior to the meeting or **before the item is heard**.
- Speakers will be called to address the Board when their agenda item(s) arise during the meeting and are asked to limit their comments to 2 minutes. The amount of time allocated to speakers may vary at the Chairperson's discretion depending on the number of speakers and length of the agenda. **If presenting handout materials, please provide 25 copies to the Board Secretary for distribution to the Board of Directors.**
- The Consent Agenda items may be voted on in one motion at the beginning of the meeting. The Board may also move regular agenda items on the consent agenda during Orders of the Day. If you wish to discuss any of these items, please request the item be removed from the Consent Agenda by notifying the Board Secretary staff or completing a blue card at the public information table prior to the meeting or prior to the Consent Agenda being heard.

- Disclosure of Campaign Contributions to Board Members (Government Code Section 84308)

In accordance with Government Code Section 84308, no VTA Board Member shall accept, solicit, or direct a contribution of more than \$250 from any party, or his or her agent, or from any participant, or his or her agent, while a proceeding involving a license, permit, or other entitlement for use is pending before the agency. Any Board Member who has received a contribution within the preceding 12 months in an amount of more than \$250 from a party or from any agent or participant shall disclose that fact on the record of the proceeding and shall not make, participate in making, or in any way attempt to use his or her official position to influence the decision.

A party to a proceeding before VTA shall disclose on the record of the proceeding any contribution in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any Board Member. No party, or his or her agent, shall make a contribution of more than \$250 to any Board Member during the proceeding and for three months following the date a final decision is rendered by the agency in the proceeding. The foregoing statements are limited in their entirety by the provisions of Section 84308 and parties are urged to consult with their own legal counsel regarding the requirements of the law.

- All reports for items on the open meeting agenda are available for review in the Board Secretary's Office, 3331 North First Street, San Jose, California, (408) 321-5680, the Monday, Tuesday, and Wednesday prior to the meeting. This information is available on our website, www.vta.org, and also at the meeting. Any document distributed less than 72-hours prior to the meeting will also be made available to the public at the time of distribution. Copies of items provided by members of the public at the meeting will be made available following the meeting upon request.

In accordance with the Americans with Disabilities Act (ADA) and Title VI of the Civil Rights Act of 1964, VTA will make reasonable arrangements to ensure meaningful access to its meetings for persons who have disabilities and for persons with limited English proficiency who need translation and interpretation services. Individuals requiring ADA accommodations should notify the Board Secretary's Office at least 48-hours prior to the meeting. Individuals requiring language assistance should notify the Board Secretary's Office at least 72-hours prior to the meeting. The Board Secretary may be contacted at (408) 321-5680 or *e-mail: board.secretary@vta.org or (408) 321-2330 (TTY only). VTA's home page is on the web at: www.vta.org or visit us on  Facebook at: www.facebook.com/scvta. (408) 321-2300: 中文 / Español / 日本語 / 한국어 / tiếng Việt / Tagalog.

**NOTE: THE BOARD OF DIRECTORS MAY ACCEPT, REJECT OR MODIFY
ANY ACTION RECOMMENDED ON THIS AGENDA.**

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

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

1. CALL TO ORDER AND ROLL CALL

- 1.1. ROLL CALL**
- 1.2. Pledge of Allegiance**
- 1.3. Orders of the Day**

2. REGULAR AGENDA

Board of Directors

- 2.1. ACTION ITEM - Approve VTA's BART Silicon Valley Phase II Extension Project (Phase II Project), formerly called the Silicon Valley Rapid Transit Corridor Bay Area Rapid Transit (BART) Extension Project to Milpitas, San Jose and Santa Clara, through the following actions:**

- 1. Certify that the Subsequent Environmental Impact Report (SEIR):
 - a. Meets the requirements of California Environmental Quality Act (CEQA);
 - b. Represents the independent judgment of the Lead Agency; and
 - c. Was presented to, and reviewed and considered by, the VTA Board of Directors prior to making its decision on the Phase II Project.
- 2. Adopt:
 - a. Findings;
 - b. Facts in Support of Findings; and
 - c. Statement of Overriding Considerations.
- 3. Adopt a Mitigation Monitoring and Reporting Program.
- 4. Adopt the Recommended Project Description and approve the Phase II Project that consists of the BART Extension with Transit-Oriented Joint Development

3. AWARDS AND COMMENDATION

There are no awards and commendation.

4. PUBLIC COMMENT

This portion of the meeting is reserved for persons desiring to address the Board of Directors on any item within the Board's jurisdiction. Speakers are **limited to 2 minutes**. The law does not permit Board action or extended discussion of any item not on the agenda except under special circumstances. If Board action is requested, the matter can be placed on a subsequent agenda. All statements that require a response will be referred to staff for reply in writing.

5. PUBLIC HEARINGS

5.1 HEARING - NOTICE OF INTENTION TO ADOPT RESOLUTIONS OF NECESSITY

ACTION ITEM - Close Hearing and adopt Resolutions of Necessity determining that the public interest and necessity requires the acquisition of property interests from two properties owned by: (1) CC Ventures Kifer, LLC; Simkifer, LLC; A. Anthony Campodonico and Anne-Marie Campodonico; John R. Campodonico, Trustee of the John R. Campodonico Trust, dated October 30, 2002; and Campodonico Brothers Partnership (property located at 960 Kifer Road, Sunnyvale, California, 94086); and (2) J.J.& W. Co., a partnership; and J.J. & W. Company, Inc. (property located at 1175 Aster Ave., Sunnyvale, California, 94086) for the Caltrain Peninsula Corridor Electrification Project.

Property ID/Assessor's Parcel Number/Owner

JPB-SC3-0206 (APN# 205-49-008) owned by CC Ventures Kifer, LLC; Simkifer, LLC; A. Anthony Campodonico and Anne-Marie Campodonico; John R. Campodonico, Trustee of the John R. Campodonico Trust, dated October 30, 2002; and Campodonico Brothers Partnership

Property ID/Assessor's Parcel Number/Owner

JPB-SC3-0208 (APN# 213-01-032, -033 & -034) owned by J.J.& W. Co., a partnership; and J.J. & W. Company, Inc.

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

6. COMMITTEE REPORTS

- 6.1. Citizens Advisory Committee (CAC) Chairperson's Report. (Verbal Report) (Fredlund)
- 6.2. Policy Advisory Committee (PAC) Chairperson's Report. (Verbal Report) (Miller)
- 6.3. Policy Advisory Board Chairpersons' Report. (Verbal Report)
- 6.4. Ad Hoc Financial Stability Committee Chairperson's Report. (Verbal Report) (Bruins)

7. CONSENT AGENDA

- 7.1. ACTION ITEM - Approve the Board of Directors Regular Meeting Minutes of March 1, 2018.
- 7.2. ACTION ITEM - Appoint Deputy General Counsel Evelynn Tran as Acting General Counsel for the Santa Clara Valley Transportation Authority (VTA) and establish a salary differential consistent with VTA policy.
- 7.3. ACTION ITEM – 1) Decommission the Santa Clara Valley Transportation Authority's (VTA's) Bay Area Rapid Transit (BART) Silicon Valley Ad Hoc Governance Negotiation Committee (formerly called VTA/BART District Temporary Governance Negotiation Committee) and rescind the 2018 appointments to that committee; 2) Authorize the Board Chairperson to establish Special and/or Ad Hoc committees addressing the relations between VTA and BART and make the appointments to the committee; and 3) Formally decommission the El Camino Real Rapid Transit Policy Advisory Board.
- 7.4. ACTION ITEM - Adopt a resolution authorizing the General Manager or her designee to file and execute grant applications, agreements, designation of alternate authorized agents, certifications and assurances and allocation requests for VTA's 2017/18 Low Carbon Transportation and Operations Program (LCTOP) for the 2019 Zero Emission Bus Purchase and the North First Street Light Rail Improvements with the Metropolitan Transportation Commission (MTC) and the California Department of Transportation (Caltrans).
- 7.5. ACTION ITEM - Adopt a new *Transit Service Guidelines* policy that establishes a revised framework to objectively monitor and evaluate VTA's transit services, develop service change recommendations, and develop annual service plans that move VTA toward achieving the Strategic Plan's goal of providing fast, frequent, and reliable Transit.
- 7.6. ACTION ITEM - Authorize the General Manager to execute a contract with SP Plus in the amount of up to \$1,989,000 for a five year period ending in December 2023 for operation of the Parking Access and Revenue Control System (PARCS) and related parking services at the VTA-owned parking garage and surface lots located at the new Milpitas and Berryessa/North San Jose Intermodal Transportation Centers (Centers).
- 7.7. ACTION ITEM - Review and receive the Auditor General's report on the FY 2018 VTA Risk Assessment Refresh.
- 7.8. ACTION ITEM - Approve amending the FY 2018 and FY 2019 Internal Audit Work Plans to: (A) add two new high value, high priority projects for FY 2018; (B) accelerate one current FY 2019 project to FY 2018; (C) modify one existing FY 2018 project to add additional scope; and (D) defer two lower priority FY 2018 projects, one to FY 2019 and the other to a future Work Plan.
- 7.9. ACTION ITEM - Review and receive the Auditor General's report on the Special Events & Stadiums Service Assessment.

- 7.10. INFORMATION ITEM - Receive a report on the April 9, 2018 transit service changes.
- 7.11. INFORMATION ITEM - Receive the Public Review Draft of the Updated Santa Clara Countywide Bicycle Plan.
- 7.12. INFORMATION ITEM - Receive the Programmed Projects Quarterly Monitoring Report for October - December 2017.
- 7.13. INFORMATION ITEM - Receive the Valley Transportation Plan (VTP) Highway Program Semi-Annual Report Ending October 31, 2017.

8. OTHER ITEMS

- 8.1. General Manager Report. (Verbal Report)
 - 8.1.A. Receive Government Affairs Update.
 - 8.1.B. INFORMATION ITEM - Receive Silicon Valley Rapid Transit (SVRT) Program Update.
- 8.2. Chairperson's Report. (Verbal Report)
- 8.3. ITEMS OF CONCERN AND REFERRAL TO ADMINISTRATION
- 8.4. INFORMATION ITEM - Unapproved Minutes/Summary Reports from VTA Committees, Joint Powers Boards (JPB), and Regional Commissions
 - 8.4.A. VTA Standing Committees
 - 8.4.B. VTA Advisory Committees
 - 8.4.C. VTA Policy Advisory Boards (PAB)
 - 8.4.D. Joint Powers Boards and Regional Commissions
- 8.5. Announcements

9. CLOSED SESSION

There are no closed session items.

10. ADJOURN



Date: April 2, 2018
 Current Meeting: April 5, 2018
 Board Meeting: April 5, 2018

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Engineering & Program Delivery Officer, Carolyn M. Gonot

SUBJECT: Final Subsequent Environmental Impact Report Certification and VTA's BART Silicon Valley Phase II Extension Project Approval

Policy-Related Action: No

Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Approve VTA's BART Silicon Valley Phase II Extension Project (Phase II Project), formerly called the Silicon Valley Rapid Transit Corridor Bay Area Rapid Transit (BART) Extension Project to Milpitas, San Jose and Santa Clara, through the following actions:

1. Certify that the Subsequent Environmental Impact Report (SEIR):
 - a. Meets the requirements of California Environmental Quality Act (CEQA);
 - b. Represents the independent judgment of the Lead Agency; and
 - c. Was presented to, and reviewed and considered by, the VTA Board of Directors prior to making its decision on the Phase II Project.
2. Adopt:
 - a. Findings;
 - b. Facts in Support of Findings; and
 - c. Statement of Overriding Considerations.
3. Adopt a Mitigation Monitoring and Reporting Program.
4. Adopt the Recommended Project Description and approve the Phase II Project that consists of the BART Extension with Transit-Oriented Joint Development

BACKGROUND:

VTA's BART Silicon Valley Program consists of a 16-mile extension of the BART system from BART's Warm Springs/South Fremont Station in southern Fremont in Alameda County into Santa Clara County through the Cities of Milpitas, San Jose, and Santa Clara. VTA's BART Silicon Valley Program is being implemented in two phases: the Phase I Berryessa Extension Project (Phase I) and the Phase II Project. Phase I is a 10-mile extension currently under construction and scheduled to be open in late 2018. The remaining approximately 6-mile extension of VTA's BART Silicon Valley Program, called Phase II, was the subject of the combined Final Supplemental Environmental Impact Statement and Subsequent Environmental Impact Report (SEIS/SEIR), which includes both a National Environmental Policy Act (NEPA) and a California Environmental Quality Act (CEQA) analysis.

A CEQA SEIR was prepared to address substantial changes in the previously-approved project, including new alternatives considerably different from previous EIRs, and to consider new circumstances and information, such as new existing conditions, regulatory requirements, potential impacts, and mitigation measures. VTA's Board of Directors certified the first Final Environmental Impact Report (FEIR) and approved the 16-mile project on December 9, 2004. As preliminary engineering progressed, a number of design changes were identified, and a supplemental document was prepared to evaluate the environmental impacts. VTA's Board of Directors considered these changes and certified the first Final Supplemental Environmental Impact Report (FSEIR1) and approved the revised project on June 7, 2007. VTA's Board of Directors then certified a Final Second Supplemental Environmental Impact Report (FSEIR2) and approved the 10-mile Phase I extension on March 3, 2011.

On December 28, 2016, a combined Draft CEQA/NEPA SEIS/SEIR for the Phase II Project was released for public review. The Notice of Availability was published in local newspapers, distributed through a mass mailing, and posted on VTA's web site (<http://www.vta.org/bart/draft2016seis-seir>). Copies were also provided to eight local libraries. A Notice of Availability of the Draft SEIS/SEIR was published in the Federal Register on January 7, 2017. There were several requests to extend the public comment period. As a result, the close of the public comment period was extended from February 20, 2017, to March 6, 2017. Three public hearings were held during the public comment period at the following locations: East San Jose, at the Mexican Heritage Plaza on Wednesday, January 25, 2017, at 6:00 p.m.; City of Santa Clara, at the Santa Clara Senior Center on Thursday, January 26, 2017 at 6:00 p.m.; and City of San Jose, at the San Jose City Hall on Monday, January 30, 2017 at 6:00 pm.

DISCUSSION:

The Final SEIS/SEIR was released to the public on February 21, 2018 and consists of three volumes. Volume I includes edits/changes to the Draft SEIS/SEIR as a result of public comments and changes resulting from refinements of the designs of the build alternatives. Volume II includes all of the comments received on the Draft SEIS/SEIR and responses to those comments. Volume III contains the Appendices.

Three alternatives were evaluated in the Final SEIS/SEIR in accordance with CEQA: the No Build Alternative, the BART Extension Alternative, and the BART Extension with Transit-Oriented Joint Development (TOJD) Alternative. The No Build Alternative consisted of planned

and programmed transit improvements but did not include the 6-mile BART Extension to Santa Clara. The BART Extension Alternative consisted of the 6-mile extension of the BART system from the Berryessa/North San Jose BART Station, currently under construction, through downtown San Jose to the vicinity of the Santa Clara Caltrain Station. The BART Extension with TOJD Alternative is the staff-recommended project and consists of the 6-mile BART Extension as described previously as well as TOJD at the BART Extension's four stations and two mid-tunnel ventilation structure sites. The TOJD may be constructed at the same time as the BART Extension or later in time dependent on the availability of funding and subject to market forces. VTA's TOJD is intended to be consistent with the general plans and approved area plans of the Cities of San Jose and Santa Clara, as applicable.

Staff Recommendations:

After evaluation of each alternative and each option based on the environmental analysis and other factors, staff is making the following recommendations as described in the Recommended Project Description (Attachment A) and the Tunneling Methodology Background (Attachment B):

CEQA Alternatives

- BART Extension Alternative
- BART Extension with TOJD Alternative - Staff recommendation

Downtown San Jose Station Location Options

- Downtown San Jose Station East Option
- Downtown San Jose Station West Option - Staff recommendation

Diridon Station Location Options

- Diridon Station North Option - Staff recommendation
- Diridon Station South Option

Tunneling Methodology Options

- Single-Bore Option - Staff recommendation
- Twin-Bore Option

CEQA Project Alternative - Staff Recommendation: BART Extension with TOJD Alternative

Staff recommends the BART Extension with TOJD Alternative because it would achieve the primary objective of encouraging transit ridership and supporting land use development patterns that make the most efficient and feasible use of the existing infrastructure and public services while promoting a sense of community as envisioned by the San Jose and Santa Clara General Plans and relevant adopted specific plans. The benefits of this alternative include: providing mobility choices, increasing public safety, increasing transit ridership, reducing rates of vehicle miles traveled, increasing household disposable income, reducing air pollution and energy consumption rates, conserving resource lands and open space, playing a role in economic development, contributing to more affordable housing, and decreasing local infrastructure costs.

Downtown San Jose Station Location Options - Staff Recommendation: Downtown San Jose

Station West Option

Staff recommends the Downtown San Jose Station West Option because it would provide the following benefits as compared to the East Option:

1. More opportunities for long-term revitalization of the downtown core;
2. Greater transit connectivity with a direct connection to VTA's light rail and key VTA bus transfer points in the downtown core;
3. More opportunity for maximizing high-density developable square footage and transit-oriented development; and
4. More convenient access to the downtown's western employment center.

In addition, the West Option would avoid the conflicts with the existing San Jose City Hall's underground parking garage that are associated with the East Option. The East Option's secondary entrance would be constructed on the plaza of San Jose City Hall, which would result in the removal of a large portion of the building's underground parking.

Although the East Option provides an adequate connection to key VTA bus and light rail transfer points, it is on the eastern edge of the downtown core and located farther from the downtown's western employment center and would not provide the benefits to the extent as associated with the West Option. The East Option would provide direct access to San Jose City Hall and to San Jose State University east of the downtown core.

Construction of the West Option would result in significant temporary impacts on vehicular traffic, bicyclists, pedestrians, and access to nearby businesses similarly to the East Option. However, VTA will implement a Construction Transportation Management Plan and an extensive outreach program to minimize disruption to businesses and inconvenience to customers.

The West Option is also supported by the City of San Jose because of its proximity to the higher-density areas of downtown, long-term economic development potential, and transit connectivity.

Diridon Station Location Options - Staff Recommendation: Diridon Station North Option

The North Option would maximize the potential and flexibility for development by consolidating transit infrastructure close to Santa Clara Street, whereas the South Option would bisect the station area and would restrict future underground parking garages and development densities. Near-term, the North Option would provide opportunities to reduce construction impacts to transit rider and business patron parking through construction sequencing and coordination efforts.

The North Option would avoid conflict with the planned Delmas development project located east of Los Gatos Creek by crossing under Santa Clara Street rather than bisecting the future development site, as the South Option would, and thereby potentially reducing future underground parking garages and development densities.

The Diridon Station North Option is also supported by the City of San Jose with the recommendation that the station configuration and facility location be confirmed through the San

Jose Diridon Integrated Station Concept Plan process being led by VTA in partnership with the City, Caltrain, BART, and High Speed Rail.

Tunneling Methodology Options - Staff recommendation: Single-Bore Option

Selection of the Single-Bore tunneling methodology option is the recommendation of staff based on evaluation of recent tunneling industry advancements, review of feasible alternative tunneling methodologies to reduce cut-and-cover construction and minimize impacts to street level activities in downtown San Jose, a peer agency review, and the following key benefits listed below. For decision-making purposes, the cost estimates for both tunneling options are comparable within a rough order of magnitude, and both tunneling methodology options meet all applicable operations maintenance and safety requirements.

The Single-Bore tunneling methodology would:

1. Provide for greater operational flexibility as compared to the Twin-Bore Option, allowing for the ability to provide multiple crossover tracks and areas to store train cars within the tunnel for emergencies, special events, or regular maintenance activities;
2. Provide for reduced tunnel maintenance resulting from minimal groundwater intrusion because egress passageways would be built inside the tunnel and the only key interfaces connecting to the tunnel structure would be the station entrances and ventilation structures;
3. Reduce impacts to vehicular traffic, bicyclists, and pedestrians as compared to the Twin-Bore Option because it would not require the closure of Santa Clara Street and adjacent roadways during construction;
4. Eliminate impacts to VTA's light rail service as compared to the Twin-Bore Option because the north/south light rail trackways that cross Santa Clara Street at 1st and 2nd Streets would not have to be temporarily closed for months with service maintained by bus bridges.
5. Reduce impacts to bus service as compared to the Twin-Bore Option because key bus transfer stations on Santa Clara Street would not have to be relocated;
6. Result in limited excavation within the street right-of-way, with most construction activities limited to off-street station entrance areas, which would result in less construction impacts to businesses and the community during construction way as compared to the Twin-Bore Option; and
7. Result in a greatly reduced area of cut-and-cover construction near historic buildings fronting Santa Clara Street as compared to the Twin-Bore Option and therefore would require a much lower level of effort for the mitigation measures to protect historic buildings.

Environmental Findings and VTA's Board of Directors' Actions:

The actions required to complete the environmental review process and approve the Phase II Project are listed below with supporting information provided as attachments.

- 1) Certification of the Final SEIR as adequately addressing the environmental impacts resulting from the Recommended Project Description (Attachment A).
- 2) Adoption of Findings, Facts in Support of Findings, and Statement of Overriding Considerations (Attachment C). This acknowledges that the following impacts remain significant and unavoidable, but the Project's benefits outweigh the impacts. The significant unavoidable impacts identified in the Final SEIS/SEIR are as follows:
 - a) Significant unavoidable construction-related impacts (Project and Cumulative) on vehicular traffic, bicyclists, and pedestrians at all four stations, the West Tunnel Portal, and the Newhall Maintenance Facility
 - b) Significant unavoidable construction-related impacts (Project and Cumulative) on bus transit at the Downtown San Jose and Diridon Stations
 - c) Significant unavoidable construction-related impacts (Project and Cumulative) on air quality due to total nitrogen oxides and reactive organic gases emissions from all facilities.
 - d) Significant unavoidable construction-related noise impacts (Project and Cumulative) at the Downtown San Jose and Diridon Stations.
 - e) Significant unavoidable operational impacts to vehicular traffic at the De La Cruz Boulevard and Central Expressway intersection resulting from TOJD at Santa Clara Station.
 - f) Significant unavoidable operational air quality impacts due to total reactive organic gases resulting from all TOJD locations.
 - g) Significant unavoidable operational greenhouse gas impacts due to total emissions resulting from all TOJD locations.
- 3) Adoption of the Mitigation Monitoring and Reporting Program to ensure that the mitigation measures in the Final SEIS/SEIR are implemented (Attachment D).
- 4) Approval of the Recommended Project Description for the BART Silicon Valley Phase II Project (Attachment A).

ALTERNATIVES:

VTA's Board of Directors could adopt the BART Extension Alternative or No Build Alternative, some or all of the options in staff's Recommended Project Description, or other options where there is no staff recommendation but are addressed in the Final SEIS/SEIR. However, if VTA's Board of Directors selects the BART Extension Alternative, then this item would need to be

brought back to VTA's Board of Directors at a later date with revised supporting Findings, Facts in Support of Findings, and Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program for review and consideration prior to certification of the Final SEIS/SEIR.

FISCAL IMPACT:

The current estimated capital cost of the Phase II Project is \$4.78 billion in year of expenditure excluding unallocated BART Extension contingencies and potential borrowing costs. VTA has developed a funding strategy for the Phase II Project that relies on three key funding categories: 1) local sales tax, 2) state funds, and 3) federal funds. Local sales taxes supporting capital costs include the 2000 Measure A and 2016 Measure B. Operating and maintenance cost are supported by 2008 Measure B. State funds would be derived from the State Traffic Congestion Relief Program and the Transit and Intercity Rail Capital Program. VTA is also exploring other sources to augment the existing local and state commitments. Federal dollars would come from the Section 5309 New Start Program.

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION:

Not applicable.

SMALL BUSINESS ENTERPRISE (SBE) PARTICIPATION:

Not applicable.

Prepared by: Tom Fitzwater
Memo No. 6509

ATTACHMENTS:

- 6509 Attachment A - RPD (PDF)
- 6509 Attachment B - Tunneling Methodology Background (PDF)
- 6509 Attachment C - Findings and SOC (PDF)
- 6509 Attachment D - MMRPTable (PDF)

Recommended Project Description

Introduction

Santa Clara Valley Transportation Authority's (VTA's) Bay Area Rapid Transit (BART) Silicon Valley Program consists of the extension of the BART system from its terminus at Warm Springs Station in southern Fremont in Alameda County, which opened in March 2017, into Santa Clara County through the Cities of Milpitas, San Jose, and Santa Clara. The BART Silicon Valley Program is being implemented in two phases: the Phase I Berryessa Extension Project (Phase I) and the Phase II Extension Project (Phase II) as shown on Figure 1. The Phase I Project is currently under construction and scheduled to be operational in 2018. The remaining approximately 6 miles of the BART Silicon Valley Program is called VTA's BART Silicon Valley Phase II Extension Project (Phase II Project) as described in detail below.

The Phase II Project's Transit-Oriented Joint Development (TOJD) would consist of retail, office, and residential uses. The TOJD would be consistent with the Public Utilities Code 100130.5 (b) (1) definition of TOJD, which includes commercial, residential or mixed-use development.

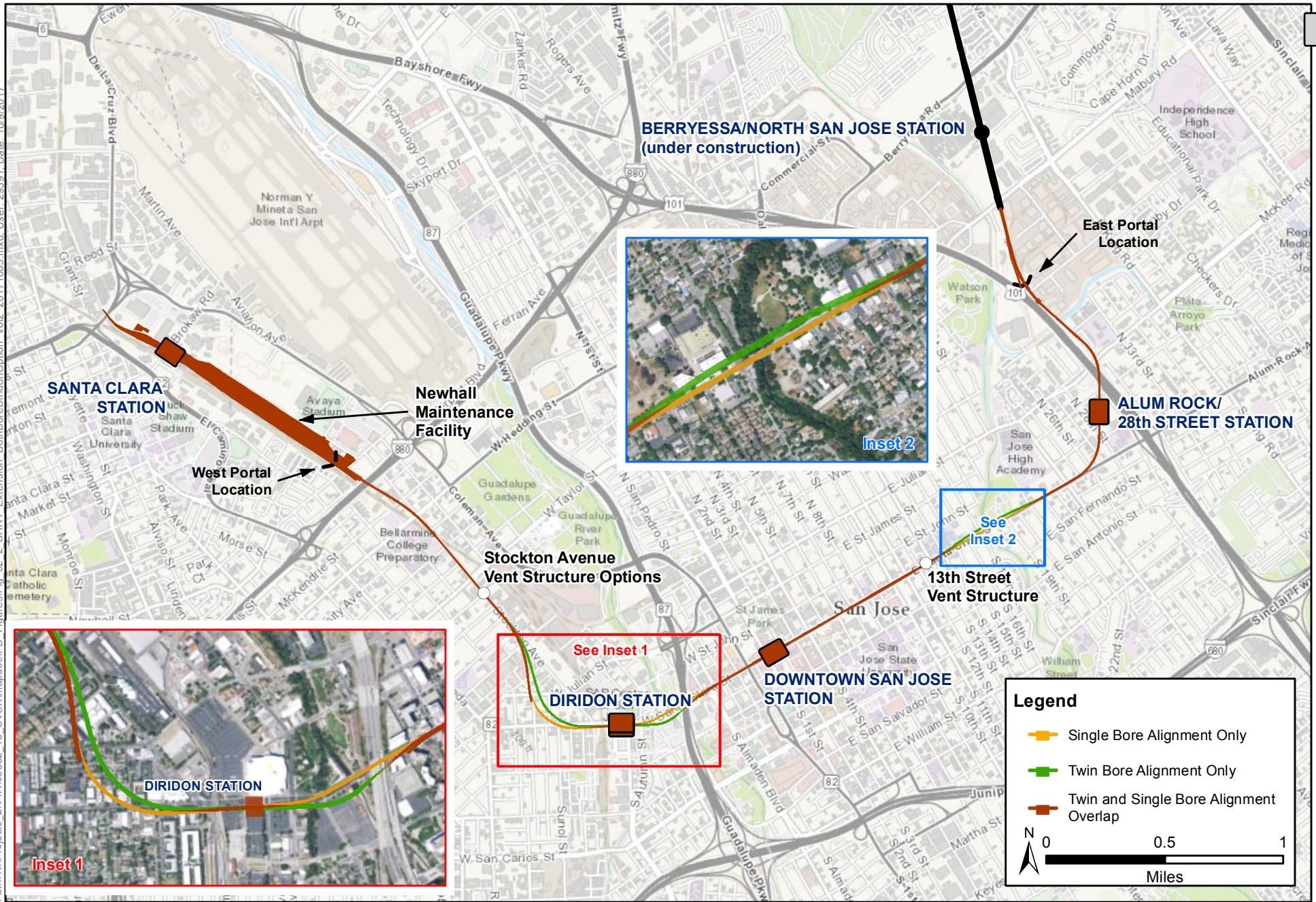
The Alum Rock/28th Street and Santa Clara Stations would include retail, office, and residential uses. The Downtown San Jose and Diridon Stations would incorporate retail and office uses. Two ventilation structures would have retail uses on the street frontage.

BART Extension

The Phase II Project would consist of the approximately 6-mile extension of the BART system from the Berryessa/North San Jose Station through downtown San Jose in an approximately 5-mile-long tunnel terminating in Santa Clara near the Santa Clara Caltrain Station, as shown in Figure 1.

Two BART lines are planned to serve the Phase II Project: Santa Clara–Richmond and Santa Clara–Daly City. The following service level description represents the combined service of these two lines in one direction. BART would operate every weekday from 4 a.m. to 1 a.m., with 6- to 12-minute average headways from 4 a.m. to 6 a.m., 6-minute peak to 7.5-minute average headways from 6 a.m. to 7 p.m., and 15- to 20-minute average headways after 7 p.m. Saturday BART service would be from 6 a.m. to 1 a.m., with 7.5- to 10-minute average headways from about 9 a.m. to 6:30 p.m., and 15- to 20-minute average headways before 9 a.m. and after 6:30 p.m. Sunday BART service would be from 8 a.m. to 1 a.m., with 15- to 20-minute headways all day. However, BART service levels are subject to refinement based on BART's updates to their systemwide operating plan. Approximately 48 new BART vehicles would be needed to accommodate these service levels and the 2035 Forecast Year ridership demand.

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Source: Station and Track, VTA 2014; Basemap, ESRI 2015

Figure 1
BART Extension Alternative
VTA's BART Silicon Valley – Phase II Extension Project

A summary of parking by station location is provided in Table 1 and is described in detail in the individual City discussions below.

Table 1: Parking to be Provided as Part of the BART Extension

BART Station	Parking Spaces
Alum Rock/28 th Street	1,200
Downtown San Jose	No park-and-ride facilities
Diridon	No park-and-ride facilities
Santa Clara	500

Alignment and Station Features by City

City of San Jose

Connection to Phase I Berryessa Extension

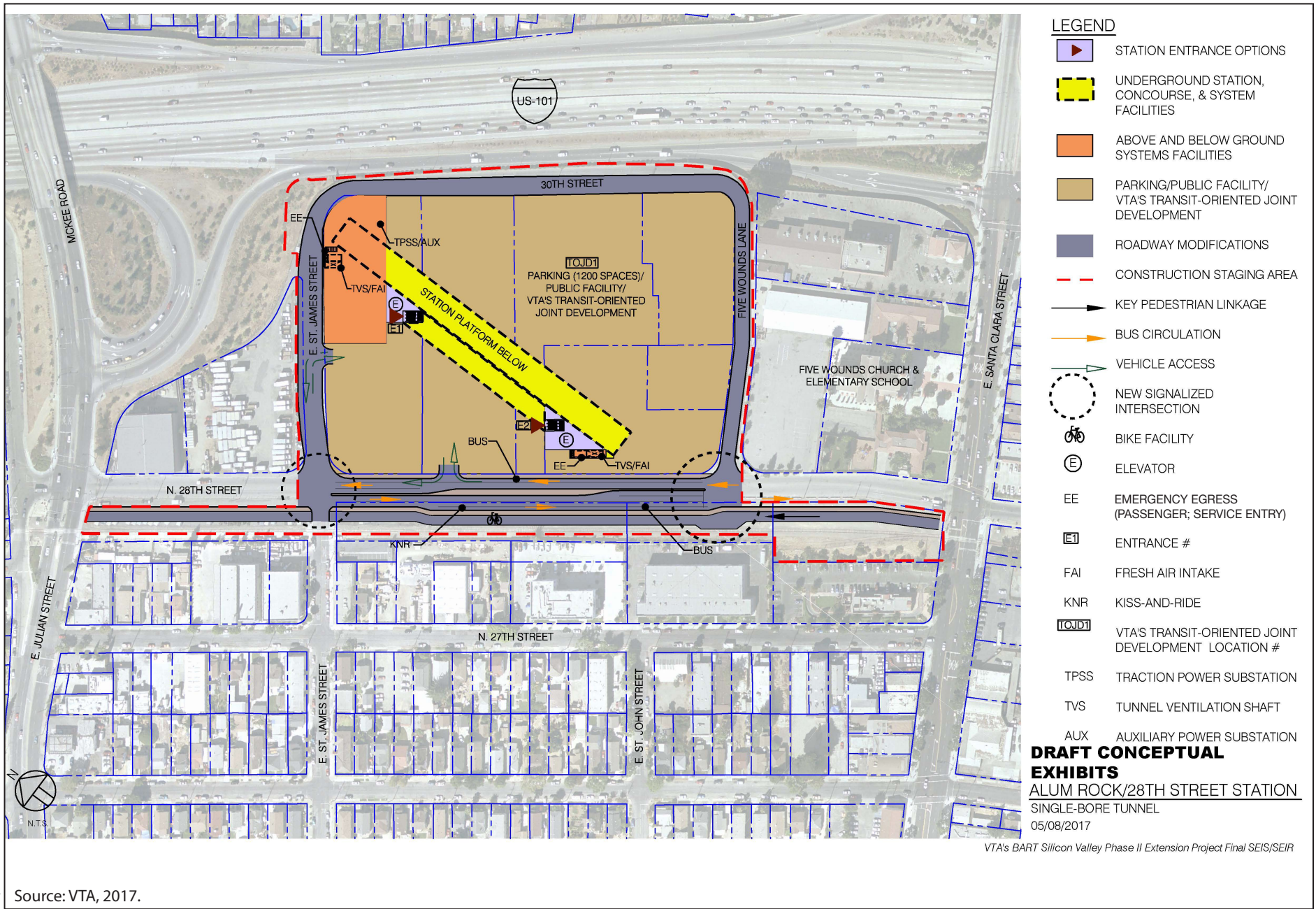
The BART Extension would begin in the City of San Jose where the Phase I tail tracks end. The at-grade Phase I tail tracks would be partially removed to allow for construction of the bored tunnel, East Tunnel Portal, and supporting facilities. The new tracks would be connected to the Phase I tracks to allow for future BART operation along the entire BART Silicon Valley corridor from southern Fremont to Santa Clara.

The alignment would transition from a retained-fill configuration east of U.S. 101 and south of Mabury Road near the end of the Phase I alignment into a retained-cut configuration and enter the East Tunnel Portal near Las Plumas Avenue (approximately STA 573+00).

South of the portal, the alignment would pass beneath North Marburg Way, then approximately 30 feet below the creek bed of Lower Silver Creek (STA 581+00), just to the east of U.S. 101 (STA 581+00), then curve under U.S. 101 south of the McKee Road overpass, and enter Alum Rock/28th Street Station.

Alum Rock/28th Street Station

Alum Rock/28th Street Station would be located between U.S. 101 and North 28th Street (starting at approximately STA 600+00) and between McKee Road and Santa Clara Street. The approximately 11-acre station campus would include facilities such as a parking structure, systems facilities, and roadway improvements to North 28th Street, as shown on Figure 2. The station would be underground with street-level entrance portals with elevators, escalators, and stairs covered by canopy structures. The station would have a minimum of two entrances. An underground concourse level would span between the two entrances adjacent to the tunnel. The location and configuration of the station entrances would be finalized during final design based on applicable BART Facilities Standards and ridership projections. Signage for all stations would comply with Metropolitan Transportation Commission's Regional Transit Wayfinding Guidelines and Standards.



Graphics ... 0033213 (1-23-2018)

Source: VTA, 2017.

Figure 2
Alum Rock/28th Street Station Plan
 VTA's BART Silicon Valley-Phase II Extension Project

A parking structure of up to seven levels would accommodate BART park-and-ride demand with 1,200 parking spaces. Areas for automobiles, shuttles, and buses to drop off passengers would be provided on North 28th Street and/or within the station campus.

Access to Alum Rock/28th Street Station would be primarily from McKee Road and North 28th Street at the north end of the station site, and from Santa Clara and North 28th Streets at the south end of the site. New or modified traffic signals would be provided at the intersections of North 28th Street and McKee Road, and North 28th and Santa Clara Streets. New traffic signals would also be provided in the station area on North 28th Street at St. James Street and at Five Wounds Lane for access to the parking structure and passenger loading areas. A pedestrian connection along the south side of the station campus at North 28th Street from Santa Clara Street would be designed as a pedestrian/bicycle/transit gateway into the station campus with amenities such as street trees, wide sidewalks, bicycle facilities, and pedestrian-scaled lighting. This gateway would link the station with buses and Bus Rapid Transit (BRT) operating on Santa Clara Street and Alum Rock Avenue. Accommodations for the future Five Wounds Trail would be provided along North 28th Street as part of station access improvements.

The station would include systems facilities such as electrical, ventilation, and communication equipment. Systems facilities include a Traction Power Substation (TPSS), Train Control Communications Room (TCCR), an auxiliary power substation, and an emergency generator. Systems facility sites within public view would be surrounded by an approximately 9-foot-high concrete masonry unit (CMU) wall, and sites outside of public view would be surrounded by a 9-foot-high fence. Most of these system facilities would be located underground; however, some systems facilities may also be located aboveground. If aboveground, access to the aboveground systems facilities and parking areas for service vehicles would be restricted by access gates. The station would include emergency exhaust ventilation facilities and ventilation shafts as shown on Figure 2. Fresh air intake/exhaust hatches at grade would be near the emergency ventilation facilities.

From Alum Rock/28th Street Station, the alignment would curve under North 28th Street, North 27th Street, and North 26th Street before aligning under Santa Clara Street (STA 620+00). The alignment would continue under the Santa Clara Street right-of-way (ROW) until the alignment approaches Coyote Creek (STA 644+00).

TOJD would be located within the station campus and would consist of a maximum of 500,000 square feet of office space with approximately 1,650 parking spaces, 20,000 square feet of retail with 100 parking spaces, and up to 275 dwelling units with approximately 400 parking spaces. The TOJD would range from 4 to 9 stories within the station area. Design of the TOJD plans would be coordinated with parking provided for BART.

Tunnel Alignment near Coyote Creek

The alignment would continue directly under Santa Clara Street and pass approximately 55 feet beneath the creekbed of Coyote Creek and approximately 20 feet below the existing bridge foundations.

13th Street Ventilation Structure

A systems facility site would be located at the northwest corner of Santa Clara and 13th Streets. This site would include a tunnel ventilation structure, which would be an aboveground structure with an associated ventilation shaft.

TOJD would be co-located with the ventilation structure at the northwest corner of Santa Clara and 13th Streets. The development would consist of a maximum of 13,000 square feet of ground-level retail along the street frontage facing Santa Clara Street.

Downtown San Jose Station

The alignment would continue beneath Santa Clara Street to the Downtown San Jose Station. Crossover tracks would be located east of the station within the limits of 8th and 13th Streets. The station would not have dedicated park-and-ride facilities.

The Downtown San Jose Station would be located between Market and 3rd Streets. The station would consist of boarding platform levels and some systems facilities within the tunnel beneath Santa Clara Street, and entrances at street level, as shown on Figure 3. Vertical circulation elements, including elevators, escalators, and stairs, would be at station portal entrances, providing pedestrian access to the boarding platforms. Escalators and stairs would have canopy structures. The station would have a minimum of two entrances. One station entrance would be located north of Santa Clara Street between 2nd and 1st Streets, and a second entrance would be located north of Santa Clara Street between 1st and Market Streets on the VTA-owned property, the VTA Block. Stairs and escalators would be provided at each of the entrances.

Elevators would be provided near each end of the station. The configuration of the station entrances would be finalized during final design and would be based on applicable BART Facilities Standards and ridership projections.

Systems facilities would be located aboveground and underground, and would include a TPSS, an auxiliary power substation, ventilation facilities, and a TCCR. Most of these system facilities would be located underground; however, some may be aboveground. The station would also include emergency exhaust ventilation facilities with ventilation shafts and fresh air intake/exhaust hatches.

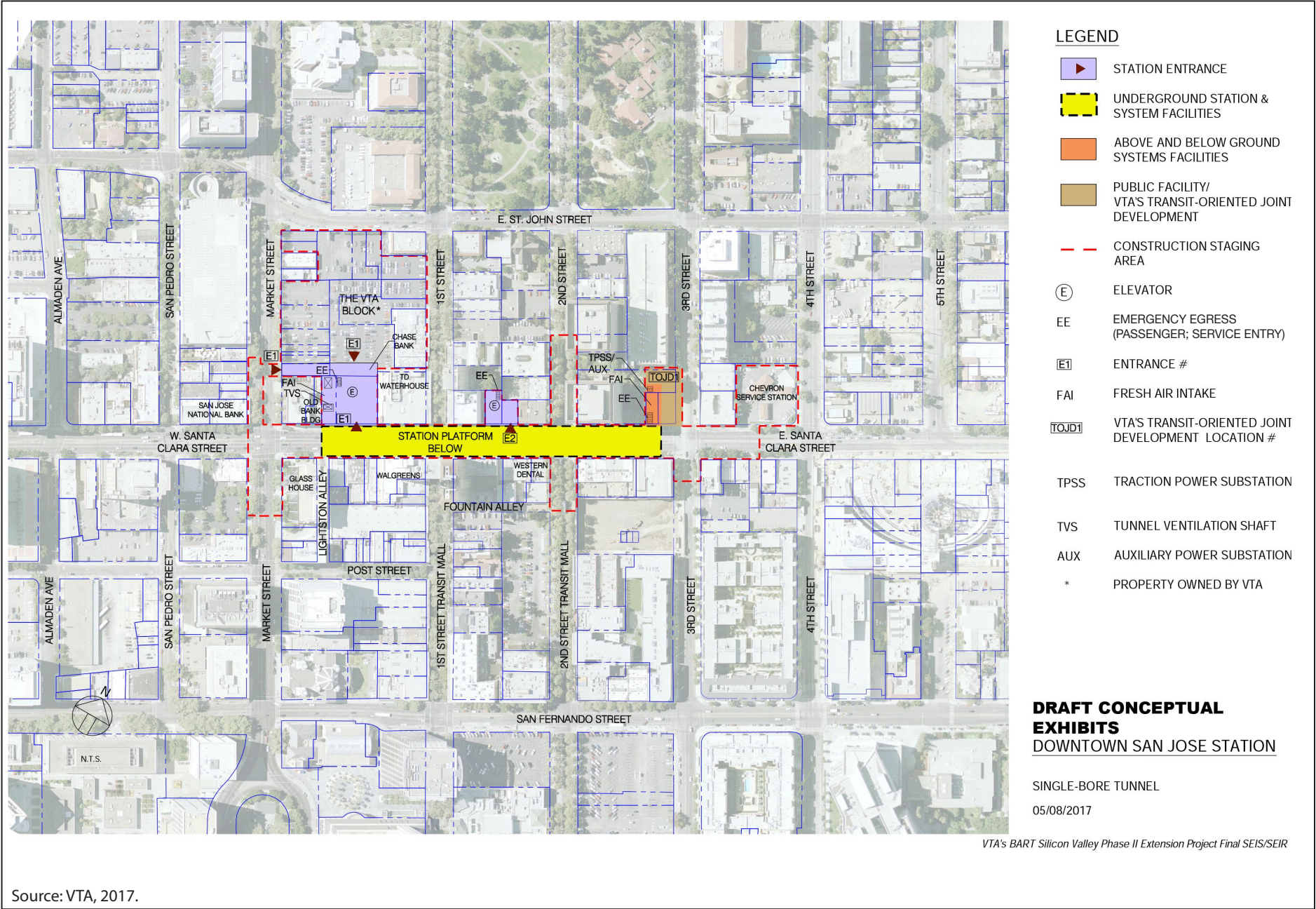


Figure 3
Downtown San Jose Station Plan
 VTA's BART Silicon Valley-Phase II Extension Project

Streetscape improvements would be provided along Santa Clara Street from Market and 4th Streets to San Jose City Hall and San Jose State University in order to create a pedestrian corridor connecting San Jose City Hall and San Jose State University with the Downtown Commercial District. Streetscape improvements would be guided by San Jose’s Master Streetscape Plan.

The TOJD site for the Downtown Station is 0.35 acre and located north of Santa Clara Street and west of 3rd Street. System facilities—including a TPSS, elevator, tunnel ventilation shaft, fresh air intake, exhaust, emergency egress, and an equipment access shaft—would also be located at this site. Because of the high groundwater table, underground parking would be limited to three levels. The TOJD would consist of one level of retail (approximately 10,000 square feet) and two and one-half levels of office (approximately 35,000 square feet). Three levels of underground parking would accommodate approximately 128 spaces (40 spaces for retail uses and 88 spaces for office uses).

Tunnel Alignment into Diridon Station

The alignment would remain beneath Santa Clara Street and continue 45 feet below the riverbed of the Guadalupe River and 40 feet below the creekbed of Los Gatos Creek. The boarding platforms within tunnel would be located between Montgomery and White Streets.

Diridon Station

Diridon Station would be located between Autumn Street to the east, White Street to the west, Santa Clara Street to the north, and West San Fernando Street to the south, as shown on Figure 4. The underground station platforms would be located directly under Santa Clara Street.

The station would consist of a boarding platform level, a concourse level, and entrances at street-level portals. Street-level station entrance portals would provide pedestrian linkages to the Diridon Caltrain Station and SAP Center. Entrances would have elevators, escalators, and stairs covered by canopy structures. The station would have a minimum of two entrances. An underground concourse level would span the two entrances adjacent to the tunnel. Stairs and escalators would be provided at each of the entrances, and elevators would be provided at each station near each end. The location and configuration of station entrances would be finalized during final design based on applicable BART Facilities Standards and ridership projections.

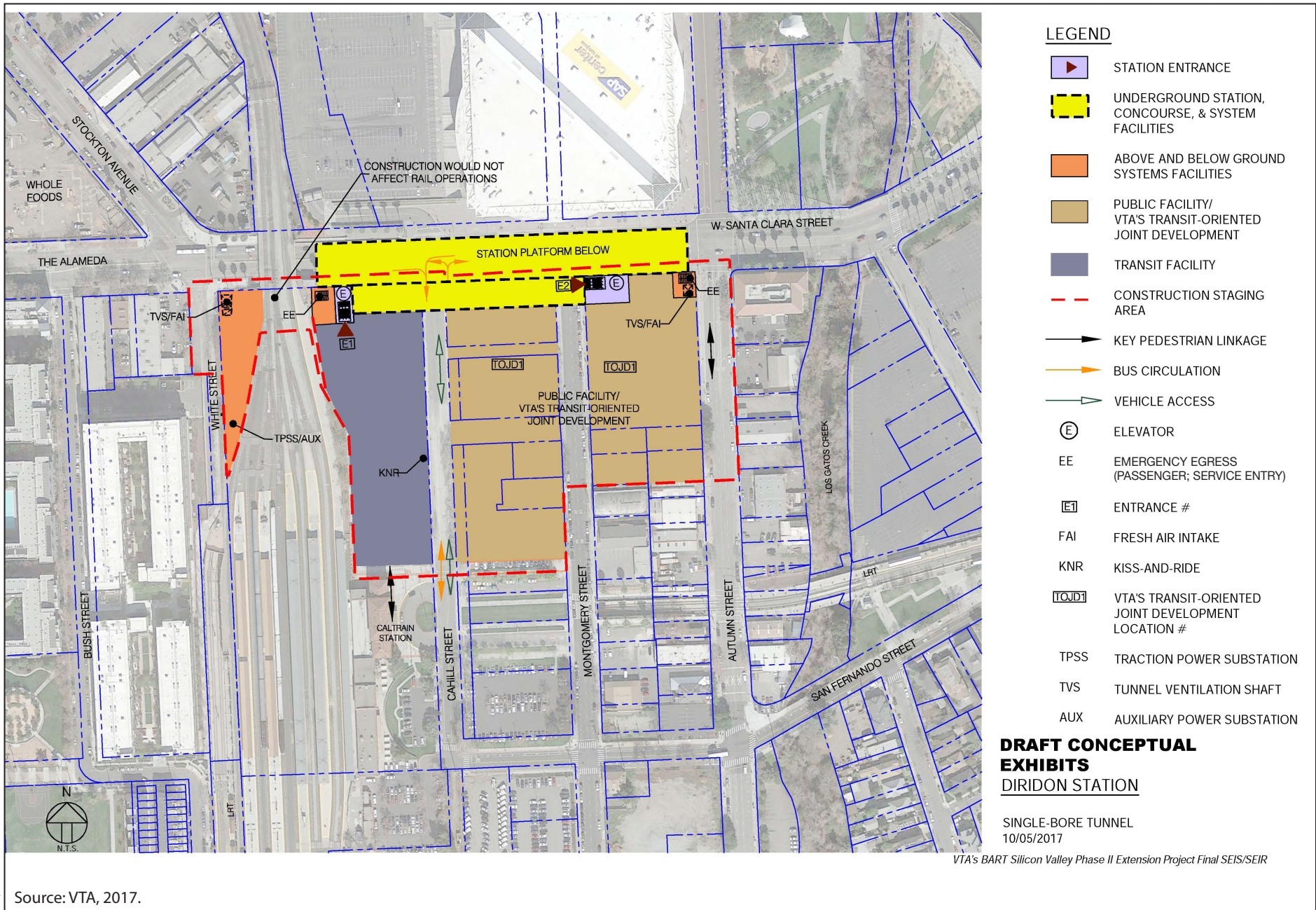


Figure 4
Diridon Station Plan
 VTA's BART Silicon Valley–Phase II Extension Project

The existing VTA bus transit center would be reconfigured for better access and circulation to accommodate projected bus and shuttle transfers to and from the BART station. The reconfiguration would be compatible/consistent with the Diridon Transportation Facilities Master Plan's design of the area. Kiss-and-ride facilities would be located along Cahill Street. No park-and-ride parking would be provided.

Systems facilities would be located aboveground and underground, and would include a TPSS, an auxiliary power substation, ventilation facilities, associated ventilation shafts, and a TCCR. Most of these system facilities would be located underground; however, some may be located aboveground. The station would also include emergency exhaust ventilation facilities with ventilation shafts and fresh air intake/exhaust hatches. System facility sites within public view would be surrounded by an approximately 9-foot-high CMU wall, and sites outside of public view would be surrounded by a 9-foot-high fence. Access to the aboveground systems facilities and parking areas for service vehicles would be restricted by access gates.

West of the station, the alignment would continue under Santa Clara Street/The Alameda. The alignment would then turn towards the north at Wilson Avenue, crossing under Rhodes Court and under West Julian Street before aligning under Stockton Avenue (STA 775 + 00).

TOJD would be located adjacent to Diridon Station and would consist of a maximum of 640,000 square feet of office space and 72,000 square feet of retail. The TOJD would be approximately eight levels high and would have three levels of underground parking with approximately 400 parking spaces.

Tunnel Alignment along Stockton Avenue

Around Pershing Avenue, the alignment lines up directly under Stockton Avenue. On the east side of Stockton Avenue between Schiele Avenue and West Taylor Street, there are four alternate locations for a systems facility site that would house a tunnel ventilation structure, an auxiliary power substation, and a gap breaker station. Sites within public view would be surrounded by an approximately 9-foot-high CMU wall, and sites outside of public view would be surrounded by a 9-foot-high fence. Access to the aboveground systems facilities and parking areas for service vehicles would be restricted by access gates.

The alignment would continue north and cross under the Caltrain tracks then under Hedding Street (STA 802+00 and STA 808+00). The alignment would continue on the east side of the Caltrain tracks and cross under Interstate (I-) 880 before ascending and exiting the West Tunnel Portal near Newhall Street (between STA 829+00 and STA 838+00).

A high-voltage substation, TPSS, and TCCR would be located at a systems facility site above the West Tunnel Portal and near Pacific Gas & Electric Company's (PG&E's) FMC Substation. A 115-kilovolt (kV) line from PG&E's existing FMC substation would serve the high-voltage substation. There are two alternate routes for this 115-kV line connection. The first would begin at the high-voltage substation, run north to Newhall Street, east on upgraded poles along Newhall Street, then south on an existing line along Stockton Avenue.

The second route would also run north to Newhall Street and then east on upgraded poles along Newhall Street, but a new line would be constructed to traverse the PG&E substation site. The 115-kV line would require approximately 80- to 115-foot-high galvanized tapered tubular steel poles or wood poles spaced approximately every 150 to 300 feet.

Crossover tracks would be located in the retained-cut trench just outside the West Tunnel Portal (between approximately STA 830+00 and STA 840+00). The alignment would then transition to an at-grade configuration (between STA 839+00 and STA 851+00) as it enters the Newhall Maintenance Facility and Santa Clara Station to the north.

TOJD would be located on the east side of Stockton Avenue, south of Taylor Street, with the ventilation structure at the rear of the site. The development would consist of a maximum of 15,000 square feet of ground level retail along the street frontage facing Stockton Avenue.

City of Santa Clara

The BART Extension in Santa Clara would consist of the project Maintenance Facility and the Santa Clara Station. The San Jose/Santa Clara boundary is located approximately midway through the Newhall Maintenance Facility.

Newhall Maintenance Facility

The Newhall Maintenance Facility is approximately 40 acres and would begin north of the West Tunnel Portal at Newhall Street in San Jose and extend to De La Cruz Boulevard near the Santa Clara Station in Santa Clara, as shown in Figure 5.

A single tail track would extend north from the Santa Clara Station and cross under the De La Cruz Boulevard overpass and terminate on the north side of the overpass. A systems facility that includes a radio tower, traction power substation, and auxiliary power substation is located north of Brokaw Road.

The maintenance facility would be constructed on the former Union Pacific Railroad (UPRR) Newhall Yard that was purchased by VTA in 2004 and has been cleared of all structures. The main entrance to the facility would be from Newhall Drive. Other secured entrances would be provided at various locations for employees and emergency personnel. The site would include service roads to all buildings and approximately 225 onsite parking spaces for employees, authorized visitors, and delivery and service vehicles.

The maintenance facility would serve two purposes: (1) general maintenance, running repairs, and storage of up to 200 BART revenue vehicles and (2) general maintenance of non-revenue vehicles. The facility would also include maintenance and engineering offices and a yard control tower. To provide for these functions, several buildings and numerous transfer and storage tracks would be constructed.

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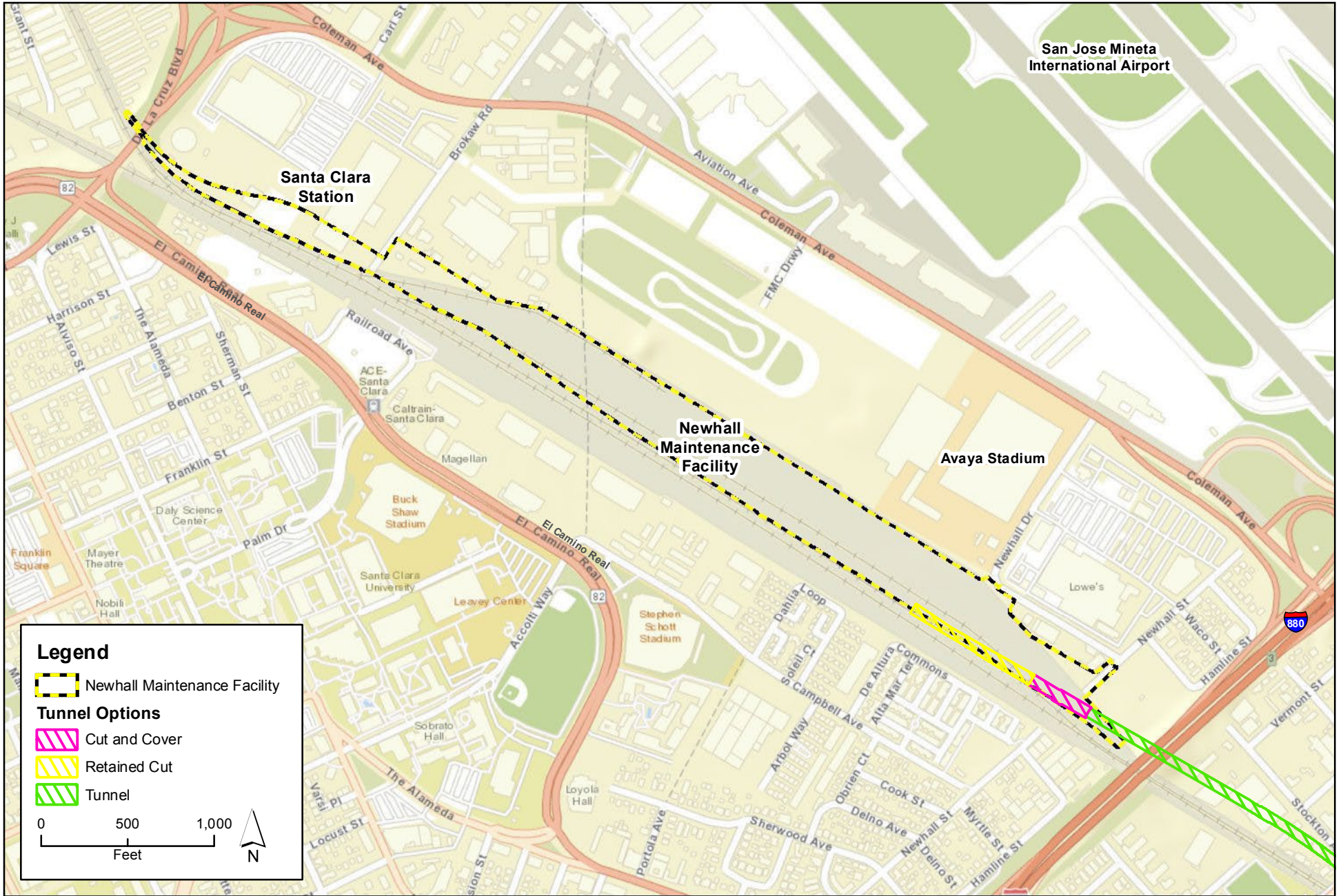


Figure 5
Newhall Maintenance Facility
 VTA's BART Silicon Valley – Phase II Extension Project

The following systems facilities would be located in the maintenance facility: a TPSS (11,000 square feet and 12 feet high), an auxiliary power substation (3,000 square feet and 12 feet high), two gap breaker stations (one 3,800 square feet and 12 feet high, and the other 3,200 square feet and 12 feet high), and a TCCR (3,300 square feet and 35 feet high).

System facility sites within public view would be surrounded by an approximately 9-foot-high CMU wall, and sites outside of public view would be surrounded by a 9-foot-high fence. The systems site would require two access points with gates and internal parking areas for service vehicles. An approximately 150-foot-high radio tower and an associated equipment shelter would be located within the systems site north of Brokaw Road.

Provisions would be made in the maintenance facility area for storage of maintenance equipment and supplies. Two detention basins, one in each city, would be constructed to retain and provide controlled release of stormwater into the respective city's storm drain systems.

Specific features of the Newhall Maintenance Facility are described below.

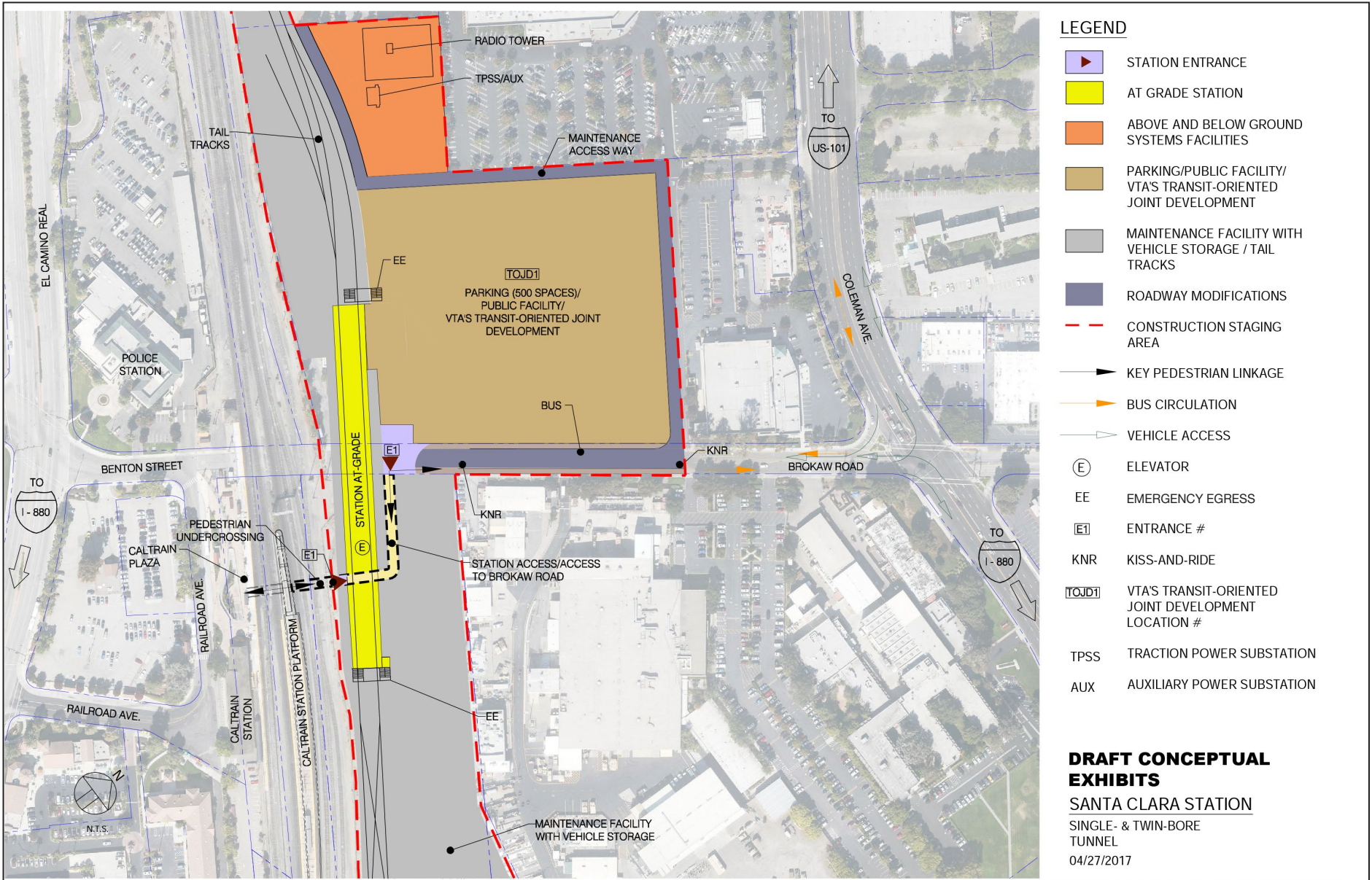
- **Train Car Washer.** The train car washer would be an open-ended building with an automated vehicle washing machine. As each train returns to the yard for storage, it would be driven through the car washer, where the exterior would be cleaned.
- **Yard Control Tower.** The yard control tower would be approximately three stories in height. The tower would be situated to have a view of train operations in the maintenance yard area. Employees staffing the tower would control the majority of train movements within the yard area, while shop area movements would be made under local control.
- **Inspection Pit.** The inspection pit would be enclosed in a shed and open at each end to allow trains to travel over a depressed pit so that the underside of trains could be inspected.
- **Blowdown Facility.** The blowdown facility would be used primarily for cleaning the underside of trains in a combined wet and dry process in preparation for scheduled inspections. The cleaning operation would be performed within a service pit.
- **Wheel Truing Facility.** The wheel truing facility would be located next to the revenue vehicle maintenance shop. The primary function of this facility would be to enclose the wheel truing pit and equipment to facilitate the maintenance and repair of BART vehicle wheel sets.
- **Revenue Vehicle Maintenance Shop.** The revenue vehicle maintenance shop would be approximately 70,000 square feet. Tracks would lead to and through the building. Vehicle car lifts, bridge cranes, and jib cranes would be located within the first floor of the shop. The second floor would be primarily for administration offices. The major functions carried out in the shop would include car inspections and repairs, parts storage, heavy component repairs, electro-mechanical repairs, and electronic repairs.

- **Vehicle Turntable.** The approximately 85-foot-diameter vehicle turntable would be located on a spur track close to the storage tracks. The vehicle turntable would be used for turning cars that must be oriented in the correct direction before they are added to a consist (a group of rail vehicles that make up a train).
- **Non-revenue Vehicle Maintenance Shop and Maintenance and Engineering Offices.** The non-revenue vehicle maintenance facility would be for maintenance of non-revenue service vehicles, such as rubber-tired vehicles, and cars for the maintenance of track and equipment. The facility would contain maintenance bays for rubber-tired vehicles, a service bay with a depressed pit for train maintenance, and a storage area for replacement parts. It would also contain an overhead crane, vehicle hoists, and diagnostic repair equipment.
- **Material Storage Area.** The material storage area would be utilized to store maintenance equipment and stockpile supplies.
- **Train Control House.** The train control house would be a one-story building located within the maintenance facility.
- **Gap Breaker Station.** The maintenance facility gap breaker station would be located adjacent to the train control house.
- **Radio Tower.** An approximately 150-foot-high radio tower and associated equipment shelter would be located near the traction power substation.
- **High-Voltage Substation.** A high-voltage substation and switching station would be located in the northeast corner of the maintenance facility.

Santa Clara Station

The closest streets to the Santa Clara Station would be De La Cruz Boulevard to the northwest, Coleman Avenue to the northeast, and Brokaw Road to the east. The station would be at grade, centered at the west end of Brokaw Road, and would contain an at-grade boarding platform with a concourse one level below (Figure 6). Access to the boarding platform would be provided via elevators, escalators, and stairs covered by canopy structures. A pedestrian underpass would connect from the concourse level of the BART station to the Santa Clara Caltrain station. The pedestrian underpass would continue from the station concourse level to a new BART plaza near Brokaw Road. Kiss-and-ride, bus, and shuttle loading areas would be provided on Brokaw Road.

A parking structure of up to five levels would be located north of Brokaw Road and east of the Caltrain tracks within the approximately 10-acre station campus area and would accommodate 500 BART park-and-ride parking spaces in addition to public facilities on the site. Vehicular access to the parking structure would be provided from Brokaw Road. Pedestrian access from the parking structure to the Santa Clara BART Station would be provided from Brokaw Road to the below-grade BART concourse level.



Graphics ... 00332.13 (1-23-2018)

Source: VTA, 2017.

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Figure 6
Santa Clara Station Plan
 VTA's BART Silicon Valley-Phase II Extension Project

TOJD would be located within the station. The TOJD would consist of a maximum of 500,000 square feet of office space with approximately 1,650 parking spaces, 30,000 square feet of retail with approximately 150 parking spaces, and up to 220 dwelling units with approximately 400 parking spaces. The TOJD would range from 4 to 11 stories and have one level of underground parking. The 500 spaces of parking to accommodate BART park-and-ride demand would be coordinated with the TOJD around the station campus.

Description of BART Extension Auxiliary Features

This section describes various features of the Phase II Project to assist the reader's understanding of the electrical, communication, cross passages, ventilation, and pump facilities required to operate the transit system.

Electrical Facilities

Several types of electrical facilities are required to provide power to BART trains, stations, and associated facilities. High-voltage substations transform 115-kV AC power distributed from PG&E to 34.5-kV AC power that is then distributed to the dual 34.5-kV subtransmission cable system (two sets of cables on the guideway that deliver this intermediate voltage to various locations throughout the system such as the traction power substations). Traction power substations convert the 34.5-kV power to 1,000-volt (V) DC power that is then distributed to the BART third rail (also called the contact rail). Switching and sectionalizing stations control power on the 34.5-kV subtransmission system. The switching stations are co-located with the high-voltage substations, and the sectionalizing stations are between these locations and co-located with traction power substations.

High-Voltage Substations and Switching Stations

High-voltage substations transform 115-kV AC power distributed from PG&E to 34.5-kV AC power that is then distributed to the dual 34.5-kV subtransmission cable system. High-voltage substations include outdoor type equipment consisting of power utility interface equipment, such as a disconnect switch; metering potential and current transformers; a revenue metering facility; a 115-kV, outdoor-type power circuit breaker; a power transformer; a 34.5-kV indoor-type power circuit breaker; and electrical auxiliary equipment, protection relays, meters, telemetering devices, and supervisory control and data acquisition system (SCADA).

Switching stations consist of 34.5-kV metal-clad, walk-in type switchgear circuit breakers, protection relays and meters, and SCADA, all of which are used for switching, distribution, and protection of the dual 34.5-kV subtransmission cable system.

High-voltage substations would require installation of high-voltage (115-kV) power feed lines connecting to nearby existing PG&E towers and lines or to PG&E substations. Permanent overhead or underground easements would be required for the 115-kV lines. Site dimensional requirements would vary based on site-specific requirements and where sites would be combined with other facilities such as traction power substations and train control

buildings. However, approximate dimensional requirements are 75 by 190 feet and 20 feet in height for high-voltage substations and 30 by 60 feet and 20 feet in height for switching stations. Some sites would require construction of an access road.

Traction Power Substations and Sectionalizing Stations

Traction power substations provide the power required to run BART trains on the mainlines, storage tracks, and maintenance facility tracks. These substations transform 34.5-kV AC to 1,000-V DC for distribution through BART's electrified third rail (also called the contact rail). Traction power substations include both outdoor and indoor equipment. The equipment consists of 34.5-kV AC metal clad walk-in type switchgear, transformer-rectifier assemblies, 1,000-V DC switchgear circuit breakers, control equipment, electrical auxiliary equipment, protection relays, meters and telemetering devices, SCADA, and connecting AC and DC power and control cables.

Sectionalizing stations consist of metal-clad, walk-in-type 34.5-kV switchgear circuit breakers, protection relays and meters, and SCADA, all of which are used to tie-in existing BART 34.5-kV cable distribution circuits or new 34.5-kV cable distribution circuits to obtain a flexible and reliable power supply system during contingency operations.

Site dimensional requirements would vary based on site-specific requirements and where sites would be combined with other facilities, such as train control buildings. Some sites would require an access easement or construction of an access road. Minimum approximate dimensional requirements for traction power substations are 60 by 200 feet and 15 feet in height. Approximate dimensional requirements of sectionalizing stations are 30 by 20 feet, and the equipment would be combined with the traction power substation's 34.5-kV AC switchgear assembly.

Auxiliary Power Substations

Auxiliary power substations provide the power required to run the stations and Newhall Maintenance Facility. Electric power to the substations would be supplied by nearby overhead and underground medium voltage 480-V, 12.47-kV, and 21-kV distribution lines. Short (typically less than 1,000 feet) sections of overhead and underground power lines would be constructed from existing distribution facilities to the new facilities. Transformers and switching equipment would be located within ancillary areas at stations. In addition, each station and the Newhall Maintenance Facility would have a standby diesel-electric generator located aboveground. Additional standby diesel-electric generators would be located at pump stations and possibly at train control buildings.

Gap Breaker Stations

Gap breaker stations isolate appropriate electrified third rail sections for maintenance and repair purposes or de-energize third rail sections during an emergency. Gap breaker stations include indoor equipment in prefabricated enclosures or custom-built buildings. The equipment consists of 1,000-V DC switchgear circuit breakers and associated ancillary

equipment such as relays and meters. DC power cables run in ductbanks from the gap breaker circuit breakers to BART's electrified third rail. Approximate dimensional requirements for gap breaker stations are 30 by 40 feet and 15 feet in height.

Train Control and Communication Equipment

Train control equipment would be installed to provide automatic train control functions (e.g., accelerating, maintaining speed, braking, switching tracks, maintaining separation between different trains on the same track) and to integrate operations with the existing BART system. Some of the equipment required to monitor and control trains would be mounted along the trackways and on the trains. This equipment would include radios and antennae. Much of the wayside equipment would be contained in stand-alone train control buildings along the alignment or in train control rooms within the station areas. Train control buildings would be custom-built structures that range from 50 by 60 feet to 35 by 90 feet and 15 feet in height.

Communications equipment for transmission of voice, video, and data would be installed as a means to: (1) provide information to passengers; (2) facilitate communication between passengers, BART staff, and BART Central; (3) provide transmission of closed circuit television camera data to a BART security center; and (4) enable subsystems to be monitored and remotely controlled where necessary.

Emergency Egress

Both tracks guideways would be located within one large diameter tunnel either in a stacked, side-by-side, or transitional configuration (i.e., transitioning between the stacked configuration and the side-by-side configuration). Emergency egress provided would depend on the track configuration at that particular location. In the side-by-side configuration, a fire-rated door between the two guideways would be used. For the stacked configuration, an enclosed stairwell with fire-rated doors would be used to get patrons from one guideway to another (top to bottom or bottom to top). For the transitional areas where the track is transitioning from a side-by-side configuration to a stacked configuration, a combination of fire-rated door and emergency egress enclosure/corridor would be utilized.

Tunnel and Underground Station Ventilation Facilities

Tunnel and underground station ventilation facilities consist of emergency ventilation, fresh air intake, and exhaust facilities.

Emergency Ventilation Facilities

Emergency ventilation facilities would be located along the tunnel alignment between the underground stations (called mid-tunnel ventilation structures) and within the underground stations. The facilities include fans, dampers, ventilation shafts, and associated facilities and they operate primarily to remove smoke in cases of emergency in either the tunnels or the stations. In addition, the facilities limit air velocities as trains pass through the tunnel and

push the air forward and ventilate the tunnel when diesel-propelled vehicles are being used during tunnel maintenance. Periodic testing of the facilities is required to ensure their proper operation.

There would be two mid-tunnel ventilation structures: one located at the northwest corner of Santa Clara and 13th Streets and another located east of Stockton Avenue south of Taylor Street. There are four optional locations for the Stockton Avenue ventilation structures. The final decision of a location would be based on the environmental impacts, property negotiations, and acquisition costs. The mid-tunnel ventilation structures would include an aboveground structure, or building, that houses the equipment required to ventilate the tunnel. The area required to accommodate each facility would be approximately 110 by 200 feet (including a small paved area used for maintenance activities or parking for maintenance personnel and an area for electrical transformers) with most of the equipment housed in a structure approximately 90 by 140 feet and 25 feet in height. A ventilation shaft would connect the structure to the tunnel below. The shaft opening would be located on the roof of the structure, with the smoke and air exhaust discharging vertically out of, or fresh air being drawn into, a protective grate.

There would be several underground ventilation facilities at the Alum Rock/28th Street, Downtown San Jose, and Diridon Stations, with all of the equipment located in the ancillary areas at both ends of the station boxes. The surface feature would be one or more ventilation shafts at each end of the station. Each shaft would be approximately 15 by 20 feet and 10 to 15 feet in height above ground level. An opening would be located at the top of each ventilation shaft with the smoke and air exhaust discharging vertically out of a protective grate.

Fresh Air Intake and Exhaust Facilities

Fresh air intake and exhaust facilities would be located within the underground stations. Dedicated fresh air intake and exhaust facilities supply fresh air exchange to the non-public ancillary areas. Similar to the tunnel and underground emergency ventilation facilities, these facilities would include shafts leading to the surface. Each shaft would be approximately 10 by 10 feet and approximately 18 feet in height above ground level. As trains pass through the tunnel and push air forward, fresh air exchanges into the station public area through the station entrances.

Pump Stations

All the equipment for pump stations along the tunnel alignment or in underground stations would be located underground. Access to these facilities for maintenance purposes would be from the nearest underground station or another facility. Access to pump stations located elsewhere along the alignment would be from within the retained cuts or from an at-grade location.

Pump stations would be located in the East and West Tunnel Portals, in the tunnel south of Lower Silver Creek, in the tunnel at Santa Clara and 13th Streets, in the tunnel west of State Route 87, and in the tunnel between Schiele and Villa Avenues (location would vary depending on location of the ventilation structure near Stockton Avenue).

Sustainability Strategies

To the maximum extent practicable and in consultation with BART as required, the design and operation of the BART Extension would incorporate VTA's Sustainability Program green strategies through features that reduce energy, water, and solid resource consumption and improve indoor environmental quality. Some features that VTA will consider are listed below.

- **Daylighting and lighting controls.** Daylight combined with controls for artificial lighting can reduce electric power consumption. Photosensor-driven lighting control and dimming control is a well-established technology that could be applied to station platforms and interiors, and also on train cars. Controls should also offer low-power settings for after-hours periods at stations.
- **Escalators.** Because many passengers arrive at BART stations during peak hours, running escalators at full speed during non-peak hours uses energy needlessly. To reduce energy consumption, variable speed escalators that can stop and re-start or that operate at a low-speed mode (which may result in fewer maintenance problems than the start/stop escalators) could be installed.
- **Renewable power.** Photovoltaic solar panels are typically used to generate onsite power for transportation facilities. The top of roofs provide an opportunity for installing solar panels.
- **Water.** There are numerous well-established ways to save water, reduce stormwater flooding, and improve water quality in landscape design that are directly applicable to station areas and potentially to BART trackways. These methods include planting native, drought-resistant plants; using low-flow fixtures; increasing pervious surface with porous paving and unit pavers; capturing surface flow with bioswales and raingardens; and using soil-water separators and other filters. At the Newhall Maintenance Facility, the train car washing process could use recycled grey water and save up to 90 percent of the water used. If access to the San Jose and Santa Clara recycled water networks is available, then recycled water could be used where possible for both indoor and outdoor uses.
- **Replacement and New Landscaping.** Replacement and new landscaping on VTA ROW will comply with VTA's Sustainable Landscaping Policy, which emphasizes native and drought-tolerant plantings.
- **Plant-based lubricants and coolants.** Soy-based oil is being considered in the design for use with large transformers and potentially other system machinery.

- **Materials and resources.** Green strategies in this category include the management of construction and demolition waste through recycling and reuse to keep waste out of landfills to the maximum extent practicable; the use of recycled and regionally or locally available materials; and the reuse of soils on site or elsewhere in the vicinity. Excavated soils could also be made available for use at other sites.
- **Indoor environmental quality.** Given that there would be indoor space involved, measures are being considered to address indoor environmental quality. These include the use of paints, coatings, carpet, and other materials containing reduced volatile organic compounds and green cleaning products.

Transit-Oriented Joint Development

The TOJD would involve VTA staff working with a private developer to develop mixed-use developments consistent with California Public Utilities Code Section 100130-100133. The code defines TOJD as a commercial, residential, or mixed-use development that is undertaken in connection with existing, planned, or proposed transit facilities and is located ¼ mile or less from the external boundaries of that facility. However, the design of the stations and structures would not preclude TOJD.

The TOJD may be constructed at the same time as the Project or later in time, dependent on the availability of funding and subject to market forces. However, the design of the BART stations and structures would not preclude TOJD. No private developer has been identified at this time, and the TOJD may be subject to refinement once a private developer is identified. The TOJD is intended to be consistent with the City of San Jose and City of Santa Clara general plans and approved area plans, as applicable.

Planned Development

TOJD (office, retail, and residential land uses) would be constructed at the four BART stations (Alum Rock/28th Street, Downtown San Jose, Diridon, and Santa Clara), which offers the benefit of encouraging transit ridership. TOJD would also be constructed at two mid-tunnel ventilation structure locations (the northwest corner of Santa Clara and 13th Streets and east of Stockton Avenue south of Taylor Street). The primary objective for the TOJD is to encourage transit ridership and support land use development patterns that make the most efficient and feasible use of existing infrastructure and public services while promoting a sense of community as envisioned by the San Jose and Santa Clara General Plans and relevant adopted specific plans. The TOJD planned densities at the station sites and at the mid-tunnel ventilation structure locations are provided below and are based on current San Jose and Santa Clara General Plans, approved area plans, the existing groundwater table constraints, and market conditions.

Table 2 summarizes the land uses at each TOJD location. The number of parking spaces is based on meeting the Cities of San Jose and Santa Clara parking requirements for residential

and commercial land uses. Parking for BART riders is not included in the table nor is it shared parking with BART riders.

Table 2: TOJD Densities and Parking

Location	Residential (dwelling units)	Retail (square feet)	Office (square feet)	Parking (spaces)	Acres
Alum Rock/28 th Street Station	275	20,000	500,000	2,150 ^a	11
Santa Clara and 13 th Streets Ventilation Structure	N/A	13,000	N/A	N/A	1.18
Downtown San Jose Station	N/A	10,000	35,000	128	0.35
Diridon Station	N/A	72,000	640,000	400	8
Stockton Avenue Ventilation Structure	N/A	15,000	N/A	N/A	1.18–1.7
Santa Clara Station	220	30,000	500,000	2,200 ^b	10

^a Total Parking (BART Extension + TOJD) at Alum Rock/28th Street Station will be 3,350 spaces.
^b Total Parking (BART Extension + TOJD) at Santa Clara Station will be 2,700 spaces.

Timeline for Future Option Decisions

This section describes future refinements to the design options and construction methodology during the engineering phase. All the environmental impacts of these options have been fully addressed and disclosed in the Final SEIS/SEIR.

1. Refine Location for Stockton Avenue Ventilation Structure

The decision regarding location of the Stockton Avenue Ventilation Structure will be made during the engineering phase prior to right-of-way acquisition. This decision will be made by VTA after the Record of Decision. All of the environmental impacts associated with the location options have been fully disclosed in the Final SEIS/SEIR.

2. Refine Underground Entrances Locations

The decision regarding design and configuration of underground entrances at the Alum Rock/28th Street and Downtown San Jose Stations will be made by VTA after FTA issues the Record of Decision during the engineering phase prior to right-of-way acquisition. The decisions will be made in coordination with the City of San Jose and in consideration of input from public workshops and public involvement. This decision will be made by VTA after the Record of Decision. All of the environmental impacts associated with the entrance location options have been fully disclosed in the Final SEIS/SEIR.

3. Refine Tunnel-Boring Machine Option (Earth-Pressure-Balanced, Slurry, or Hybrid of the two)

After the Record of Decision, the decision regarding the type of tunnel-boring machine will be made by VTA with input from, and the recommendations of, the Contractor selected to perform the tunnel excavation work based on their experience and expertise.

All of the environmental impacts associated with the tunnel-boring machine options have been fully disclosed in the Final SEIS/SEIR.

Tunneling Methodology Background

In previous engineering phases (2004-2009), the planned methodology for constructing VTA's BART Silicon Valley Phase II Extension Project's underground stations and tunnel system included a twin-bore tunnel design with cut-and-cover station construction. The twin-bore design option includes two approximately 20-foot diameter tunnels that would be constructed with one or two tunnel-boring machines (TBMs), and would each house tracks for a single direction of travel. Underground stations would be constructed with cut-and-cover or open-cut construction, which would excavate ground material from the surface down to the depth of a station or facility within the public right-of-way or on off-street parcels. Cut-and-cover construction in areas of public right-of-way (such as downtown San Jose) would require relocation of underground utilities, and have significant impacts to existing infrastructure and street level activities.

In 2014, as Phase II planning efforts were renewed, staff began studying advances made in the tunneling industry since completing engineering on the twin-bore tunnel design in 2008, identifying lessons learned from other tunneling projects, and reviewing the feasibility of alternate tunneling methodologies. VTA's other objectives in reviewing the project plans were to ensure the best project was being built for Santa Clara County and to look for opportunities to minimize impacts to streets, VTA's light rail system, bus operations, and underground utilities that would be caused by cut-and-cover construction.

In 2015, after reviewing the project plans and receiving comments from stakeholders and the public at environmental scoping meetings, along with interactions with tunneling subject matter experts, staff identified a single-bore tunneling methodology as a possible option to further study.

The design concept for the single-bore tunneling methodology option included a tunnel constructed with a tunnel boring machine and compartmentalized into two trackways separated by fire-rated center walls or fire-rated concrete slabs. A benefit of this concept is that it would allow station boarding platforms to be entirely accommodated within the tunnel rather than constructed by a cut-and-cover construction technique. All other station facilities, including vertical circulation elements (elevators, escalators and stairs), station agent booths, ticket vending machines, fare gates, etc. necessary to access the platforms would be constructed via open-cut construction on off-street parcels and connect to the single-bore tunnel via mined passageways below ground. Because most open-cut construction would be located off-street outside the public right-of-way (similar to a high-rise development with underground parking), impacts to street level activities and underground utilities would be significantly reduced. A single-bore tunneling methodology option and related station construction approach would offer operational flexibility and enables station construction with reduced impacts to street level activities and underground utilities. Preliminary analysis of the single-bore tunneling methodology option indicated it would be feasible to construct and operate.

In early 2016, VTA reviewed the preliminary analysis for the single-bore tunneling methodology with BART and FTA, and elected to analyze the environmental impacts of both tunnel

construction approaches in the project's *Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR)*. Later in 2016, VTA initiated additional technical studies to further analyze and to develop concepts for key areas of the tunnel and station system configurations.

In October 2016, VTA initiated *VTA's BART Silicon Valley Phase II Single-Bore Tunnel Technical Studies*. This report, based on the criteria established in consultation with BART, provided verifications of the preliminary findings and conceptual designs for a single-bore tunnel alignment, profile, station configuration, station and tunnel ventilation, and emergency egress and response based on current national codes and standards, including the National Fire Protection Association (NFPA 130), California Building Code (CBC), and applicable BART Facility Standards (BFS). The findings of the report confirmed that the single-bore tunneling methodology would meet applicable industry and applicable BART facility standards.

To aid in selecting the tunneling methodology, VTA initiated an independent risk assessment in March 2017 to comprehensively evaluate risks associated with overall project cost, schedule, constructability and operability of both the twin-bore and single-bore tunneling options. The objective of the analysis was to compare common subsurface elements of each tunneling option, and determine risk impacts to project cost, schedule, and performance. Due to differing levels of design for each option, uncertainties related to the single-bore option are greater until additional design is completed. However, the majority of uncertainties are expected to be eliminated through the technical work in the next phase of engineering.

The study concluded that baseline capital costs and operations and maintenance costs were relatively close on a rough order of magnitude, while single-bore tunnel subsurface elements could be completed in a shorter time duration than twin-bore tunnel subsurface elements.

To further assist in the selection of a tunneling approach, representatives from VTA, BART and the City of San Jose traveled to Barcelona, Spain, in July 2017 to meet with officials of the Line 9 metro system and experience the system's operations. Line 9 includes a single-bore tunnel containing two independent stacked trackways. The platforms are within the tunnel with entrances connecting to the side of the tunnel. Discussions with the Line 9 system officials included system operations and maintenance, systems safety, and features such as platform edge doors and high speed elevators.

At the September 22, 2017 VTA Board of Directors Workshop, VTA staff presented tunneling methodologies and station location options for the project description that were included in the Draft SEIS/SEIR. Criteria used to evaluate the options included constructability, safety and security, operations and maintenance, passenger experience, cost and schedule, and economic impacts. Exhibit 1 provides descriptions of constructability, system operations, economic development, and passenger experience related to the twin-bore and single-bore options. After comparing the single-bore option against the twin-bore option in the listed areas, staff found that the single-bore option was equal to or superior to the twin-bore in all of the areas. Therefore, staff made a preliminary recommendation for the single-bore tunneling methodology.

At the September 28, 2017 joint VTA and BART Board of Directors meeting, VTA and BART agreed to engage a panel of peers from public transit agencies currently operating heavy rail subway systems with deep stations to review the single-bore tunneling methodology concept with a focus on operations and safety. The peer review panel met the week of November 13, 2017, and included current and retired managers from Los Angeles Metropolitan Transportation Authority (LAMTA), Washington Metropolitan Area Transit Authority (WMATA), Metropolitan Atlanta Rapid Transit Authority (MARTA), New York City Transit (NYCT), New York Metropolitan Transportation Authority (NYMTA), and San Francisco Municipal Transportation Agency (SFMTA). Key considerations for the panel were the risks and/or challenges associated with the single-bore option; and, whether the option could be operated and maintained safely as an extension of the BART system.

As part of the peer review process, the panel heard presentations from VTA and BART staff regarding relevant aspects of the single-bore and twin-bore options and opined that a single-bore tunnel could be operated safely as an extension of the BART system, and with some operational refinements, VTA could address BART's operational preferences. However, due to timing constraints related to the federal funding schedule and BART's strong preferences, the panel advised that twin-bore tunnels were the preferred option for Phase II of VTA's BART Silicon Valley Program.

In December 2017, after considering the rationale for the panel's conclusions, VTA formally requested a three-month extension of time from the Federal Transit Administration (FTA) to complete the Project Development Phase of the New Starts Funding Program. This request, which was granted in February 2018, provided time for VTA to address BART's operational safety concerns related to the single-bore configuration.

DISCUSSION

Conceptual design for the single-bore option meets applicable industry and BART facility standards for operations and safety, provides operational flexibility, and would reduce impacts to street level activities and underground utilities that would occur with construction of the twin-bore option.

After receiving feedback from the Peer Review Panel, VTA engaged with BART staff and management and subject matter experts to come to a consensus regarding BART's operational-related concerns with or the single-bore option.

As a result of the discussions between VTA and BART, VTA staff and their design consultants considered potential operational-related approaches to address BART's preferences for the single-bore design, including, fire/life/safety criteria, emergency evacuation procedures, platform capacity and configurations, tunnel guideway safety features, etc.

VTA also held a twin-bore construction workshop with tunnel construction experts to review and re-evaluate the proposed engineering and construction approaches for VTA's twin-bore concept. The workshop concluded that there are no new practical mining techniques that could be used to construct the Downtown San Jose Station and crossover box in a manner that would reduce

impacts to surface activities and utility relocations, which had been thoroughly analyzed in the Draft SEIS/SEIR.

Cost

The independent risk assessment of the two tunneling options included an evaluation of the estimates and risks associated with implementation of both options. This assessment indicated that the two tunneling options would have similar rough order of magnitude costs with different contingency levels based on the level of designs and implementation challenges.

The single-bore option is designed to a conceptual level. Due to the level of design, the estimate includes a higher level of contingency to address uncertainties in material quantities and other details normally resolved in later stages of design development. The cost estimate will be refined as design progresses resulting in a reduction of contingency. As a result, for decision making purposes, both options can be considered comparable in regards to cost.

Moreover, as Phase II progresses into the Engineering Phase, design refinements are inherent. VTA will continue to work with BART in the Engineering Phase to explore further design refinements that may enhance BART's operations. If any of these design refinements are later proposed for approval by the Board, VTA would undergo CEQA review prior to their approval, to the extent required by law.

Staff recommendation

Throughout the process of determining a preferred tunneling methodology to select, VTA has emphatically stressed a commitment to designing a safe project while recognizing BART's operational requirements and preferences as the future system operator. At the same time, VTA has stressed a commitment to the downtown San Jose community and the need to minimize construction impacts to street level activities during project construction.

In summary:

- Preliminary analysis indicated that the single-bore tunnel would be feasible to construct and operate.
- *VTA's BART Silicon Valley Phase II Single-Bore Tunnel Technical Studies*, verified preliminary findings, further developed conceptual design, and determined applicable industry standards are satisfied.
- The opinion of the Peer Review Panel indicated that a single-bore tunnel could be operated safely as an extension of the BART system with some adjustments to address BART's operational safety comments.
- That for decision-making purposes, the cost estimates for both tunneling options are comparable within a rough order of magnitude.

VTA staff's recommendation is based on evaluation of recent tunneling industry advancements, review of feasible alternative tunneling methodologies to reduce cut-and-cover construction and minimize impacts to street level activities in downtown San Jose, a peer agency review, and the following key benefits listed below.

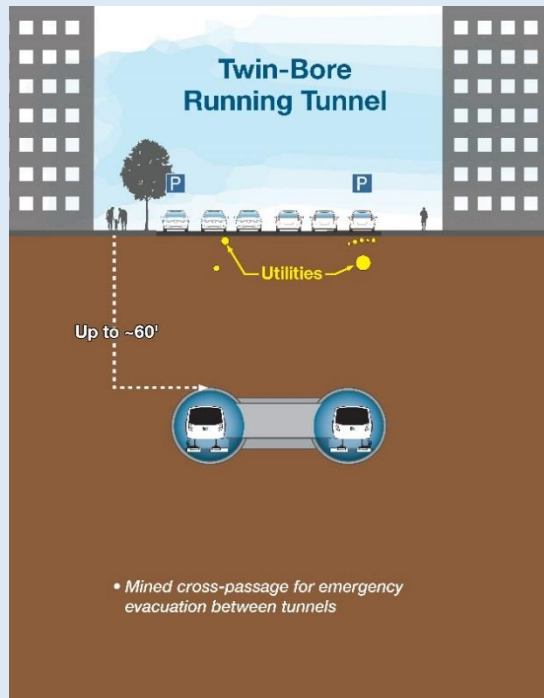
The single-bore tunneling methodology would:

- Provide for greater operational flexibility as compared to the Twin-Bore Option, allowing for the ability to provide multiple crossover tracks and areas to store train cars within the tunnel for emergencies, special events, or regular maintenance activities;
- Provide for reduced tunnel maintenance resulting from minimal groundwater intrusion, because egress passageways would be built inside the tunnel, and the only key interfaces connecting to the tunnel structure would be the station entrances and ventilation structures.
- Reduce impacts to vehicular traffic, bicyclists, and pedestrians as compared to the Twin-Bore Option because it would not require the closure of Santa Clara Street and adjacent roadways during construction;
- Eliminate impacts to VTA's light rail service as compared to the Twin-Bore Option because the north/south light rail trackways that cross Santa Clara Street at 1st and 2nd Streets would not have to be temporarily closed for months with service maintained by bus bridges.
- Reduce impacts to bus service as compared to the Twin-Bore Option because key bus transfer stations on Santa Clara Street would not have to be relocated;
- Result in limited excavation within the street right-of-way, with most construction activities limited to off-street station entrance areas, which would result in less construction impacts to businesses and the community during construction as compared to the Twin-Bore Option; and
- Result in a greatly reduced area of cut-and-cover construction near historic buildings fronting Santa Clara Street as compared to the Twin-Bore Option and therefore would require a much lower level of effort for the mitigation measures to protect historic buildings.

Based on the foregoing, VTA staff recommends the single-bore tunneling methodology option.

Description

Twin-Bore Configuration



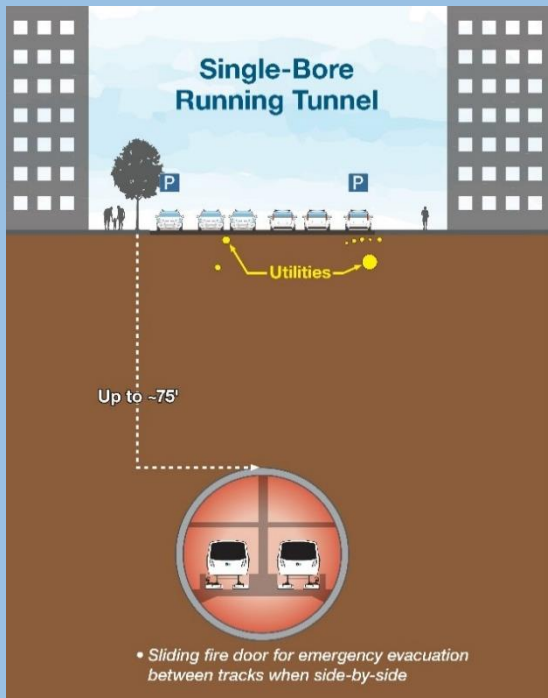
Two approximately 20-foot diameter tunnels, would each contain tracks for a single direction of travel.

The two tunnels would be constructed with tunnel boring machine(s) side-by-side approximately 20 feet apart. Thirty-three cross passages (nominally 600 feet apart) connecting the two tunnels would be constructed throughout the 5-mile tunnel alignment for emergency passenger egress between the tunnels.

Three underground stations, a downtown underground crossover structure, and two mid-tunnel ventilation structures would all be constructed with cut-and-cover construction and integrated with the bored tunnels.

Stations facilities including station agent booths, ticket vending machines, fare gates and vertical circulation elements to the boarding platforms would be located on a concourse level. The concourse level is above the boarding platform and below the surface level. Access to the concourse would be through passenger stairs, escalators and elevators from the surface level.

Single-Bore Configuration



One approximately 45-foot diameter tunnel would contain tracks for both directions of travel

Tracks would be constructed inside the single-bore separated by a concrete slab or wall. The design developed during the technical studies has a total of 76 cross passageways (nominally 300 feet apart) within the tunnel.

Passenger boarding platforms for the three underground stations, crossover and pocket tracks, cross passageways for emergency passenger egress, and other ancillary facilities would be constructed within the single-bore tunnel without cut-and-cover excavation. Mid-tunnel ventilation shafts would be constructed at off-street locations and connect to the single-bore tunnel via below-ground passageways.

Station facilities, including station agent booths, ticket vending machines, fare gates and vertical circulation to platforms would be constructed and located on off-street parcels and connect to station platforms inside the single-bore tunnel via below-ground passageways.

Constructability		
	Twin-Bore Configuration	Single-Bore Configuration
Method	The two tunnels would be constructed with tunnel boring machines (TBM), excavating ground material, creating the tunnel structures and removing the excavated material.	The tunnel would be constructed with a tunnel boring machine (TBM), which excavates ground material, creates the tunnel structure and removes the excavated material. Based on technical studies, a 47-ft diameter tunnel boring machine would be used for tunnel construction.
Cut-and-Cover Requirements	<p>The underground stations, downtown crossover, portals and mid-tunnel ventilation structures would be constructed with cut-and-cover construction in both on- street and off-street locations. The cut-and-cover box in Downtown San Jose would be approximately 1,500 feet long along Santa Clara Street. At the Alum Rock/28th Street station and Diridon station, the cut-and-cover box would be approximately 900 feet long. The depth of the cut/ excavation would be about 80 feet and the width is approximately 65 feet.</p> <p>Cut-and-cover construction excavates ground material from street level down to the depth of the station facilities or tunnel structure. Support of excavation for the cut-and-cover structures include slurry walls with embedded steel reinforcing or steel beams that will extend below the bottom of the cut-and-cover excavation.</p> <p>For excavation in Santa Clara Street or other public right-of-ways, the excavated area is covered (or decked) in sections to allow for surface activities to resume as station construction continues below the decking. After construction of the structure is completed, the area above the station is backfilled for surface level activities to return to existing conditions.</p> <p>In downtown San Jose, excavation in sidewalk areas along Santa Clara Street is expected in the construction of passageways/station entrances. Means and methods for these techniques will be determined by the construction contractor, but will be coordinated with local residents and businesses to minimize the impacts.</p> <p>A majority of construction for the Downtown San Jose station would take place on-street. This involves street and sidewalk closures to install and remove the decking.</p>	<p>The portals and mid-tunnel ventilation structures would be constructed primarily within off-street parcels with cut-and-cover construction. The underground station entrances would be constructed similar to high- rise buildings with underground parking with excavation to required depths. Based on a concept developed during the technical studies, the downtown San Jose station would have a main entrance at the VTA block and an east entrance on the north side of Santa Clara Street.</p> <p>Cut-and-cover construction excavates ground material to the depth of the station platforms or tunnel structure.</p> <p>Much of the excavation is out of public right-of-way areas. Depending on the need, the excavated area could be covered (or decked) during construction to allow for surface activities to take place as construction continues below ground. After construction of the structure is completed, the area above is backfilled to return to existing conditions.</p> <p>A majority of construction would take place off-street, with minimal impacts to automobile traffic and bicycle and pedestrian routes.</p> <p>Soil improvement techniques are expected in the construction of the connections between the station facilities to the platform areas of the single-bore tunnel. Means and methods for these techniques will be determined by the construction contractor, but will be coordinated with local residents and businesses to minimize the impacts.</p>

Constructability (Cont.)

Twin-Bore Configuration

Single-Bore Configuration

Emergency Egress Passages

Emergency egress from the incident tunnel into the non- incident is made via cross passages between tunnels. These cross passages would be constructed using mining techniques between the bored tunnels. The current twin-bore design includes 33 cross-passages located along the subway alignment.

Several of the areas identified as locations for cross passages would require treatment to improve the ground for mining either from within the tunnel or surface level. Means and methods for improving the ground conditions would depend on location. Ground treatment, when performed from the surface, involves lane and sidewalk closures and detours impacting automobile traffic and bicycle and pedestrian routes.

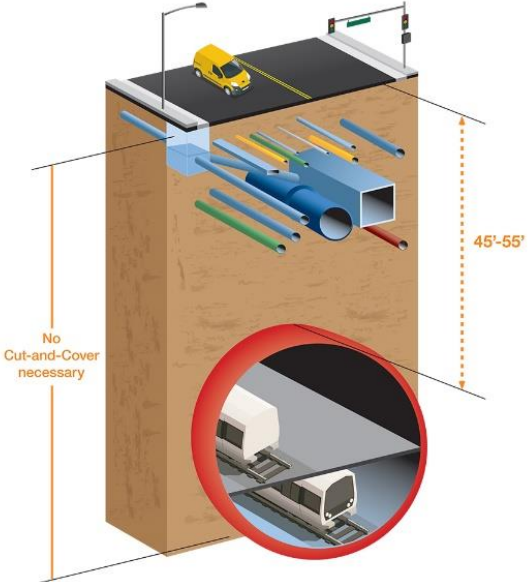
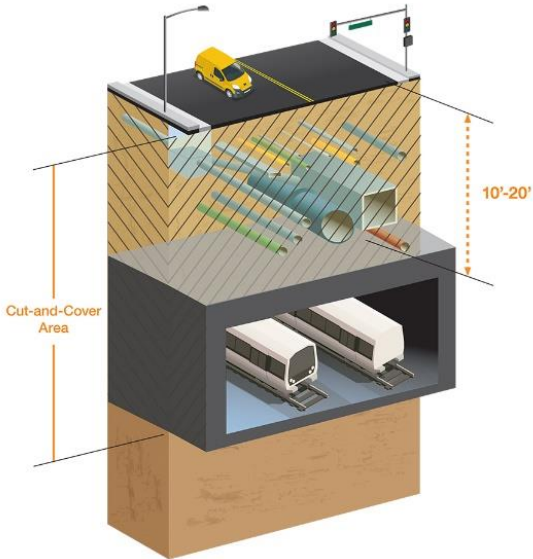
The single-bore tunnel has concrete walls and floor slabs creating two independent sections for tracks. Emergency egress from the incident section into the non-incident section of the tunnel is made via fire- rated doors between trackways. The design developed during the technical studies has a total of 76 cross-passages.

Emergency passageways between trackways would be constructed within the divided tunnel. Because the construction is within the tunnel, no external ground improvement is necessary and an increased number of cross passages can be built.

Utility Relocation Impacts

Cut-and-cover construction would require relocation of or strengthening of all public and private utilities that pass through the planned cut-and-cover structure. An advance utility relocation contract, of up to 24 months, is expected before cut- and- cover construction activates for Downtown San Jose station would commence. During station construction, major utilities can be supported from below the decking structure and above the station box. Utility relocation in an older downtown active street is a high risk item for the project as it can have severe impacts to the community and there is uncertainty in the number of utilities known and unknown as well as the condition of the utilities.

Limited cut-and-cover construction may take place in the street right of way at mid-tunnel ventilation structures, portals and station access locations which may involve some utility relocation or strengthening.

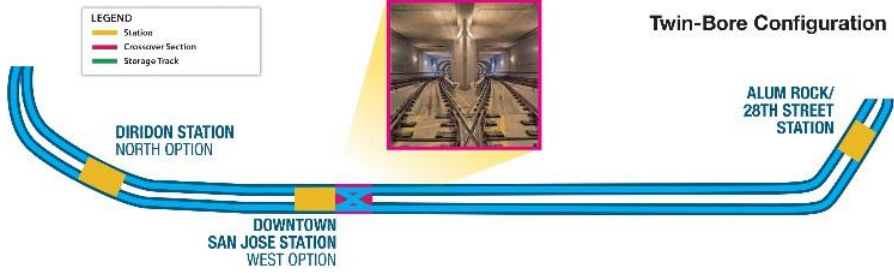



Constructability (Cont.)

	Twin-Bore Configuration	Single-Bore Configuration
Transportation Impacts	<p>On-street cut-and-cover construction would extensively impact street level activities, including circulation of auto traffic, bicycle and pedestrian movements, and operations and access for businesses, residences, and other entities within the vicinity of cut-and-cover construction.</p> <p>In downtown San Jose, the VTA light rail system (for Downtown San Jose Station West Option) and bus routes would be extensively impacted and operations would be altered, including potential temporary closures of light rail stations and sections of track, potential single tracking of service, and use of buses to bridge service gaps. Bus stops in the vicinity of the station and crossover box would potentially be relocated and bus routes rerouted during the construction period.</p> <p>Means and methods for improving the ground for cross passage mining could also impact street level activities, including circulation of auto traffic, bicycle and pedestrian movements, and operations and access for businesses, residences and other entities.</p> <p>Significant construction-related traffic due to hauling of excavated material from the cut-and-cover station boxes would occur over 2 to 3 years.</p>	<p>Impacts to auto traffic and bicycle and pedestrian routes would be less than twin bore for tunnel or station construction. The single-bore option has minimal impacts to VTA light rail and bus infrastructure and services.</p> <p>With emergency egress passageways built into the single-bore tunnel, there would not be a need for mined construction or ground treatment activities for these passageways.</p> <p>Construction-related traffic due to hauling of muck from the cut-and-cover off street station entrances would occur for a period of time significantly shorter than twin-bore. Truck traffic estimated to be 50% less due to smaller excavation footprint at station areas.</p>
Business Impacts	<p>Construction of station, crossover, tunnel portals, and mid-tunnel ventilation structures involves a significant amount of cut-and-cover construction that would take place on-street in the public right-of-way. On-street cut- and-cover construction would extensively impact street level activities, including operations and access for businesses, residences, and other entities within the vicinity of cut-and-cover construction.</p> <p>VTA will work closely with businesses and residences during the construction to allow for access and coordinate operational needs.</p>	<p>Station construction involves mainly off-street construction activities. Construction of mid-tunnel ventilation structures, portals, and station access locations involves partial on-street cut-and-cover construction that would impact some street level activities. Impacts to businesses, residences, and other entities within the vicinity of cut-and-cover construction would be less than twin-bore for tunnel or station construction.</p>
Diridon Station	<p>The location of the Diridon Station North Option extends below the Caltrain tracks south of Santa Clara Street. The station would require cut-and-cover construction while construction of the station box beneath the Caltrain tracks would require Caltrain tracks to be supported.</p>	<p>The station entrance for the Diridon station would be south of Santa Clara Street in the areas of the existing Caltrain parking lot with cut-and-construction methods. The station platforms would be constructed within the tunnel, under Santa Clara Street.</p>

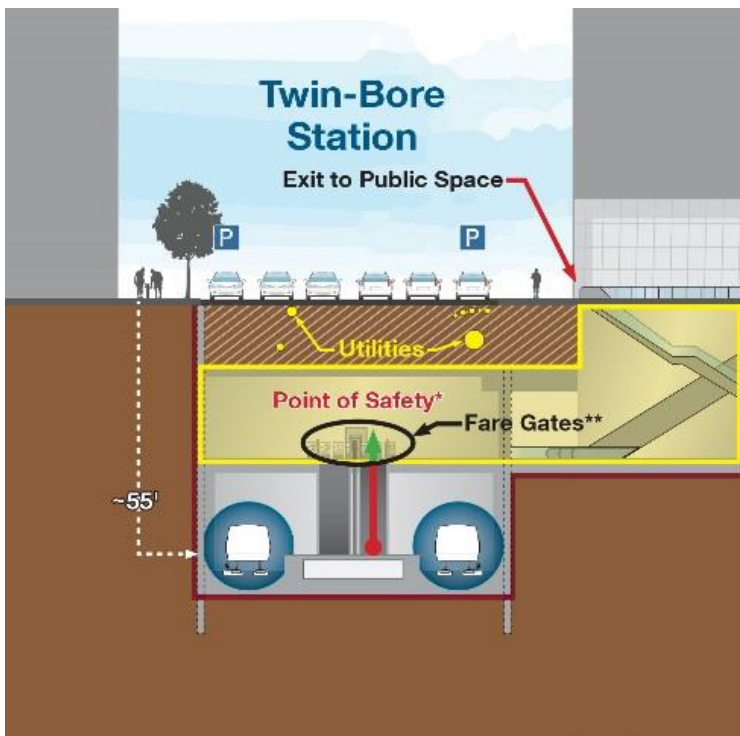
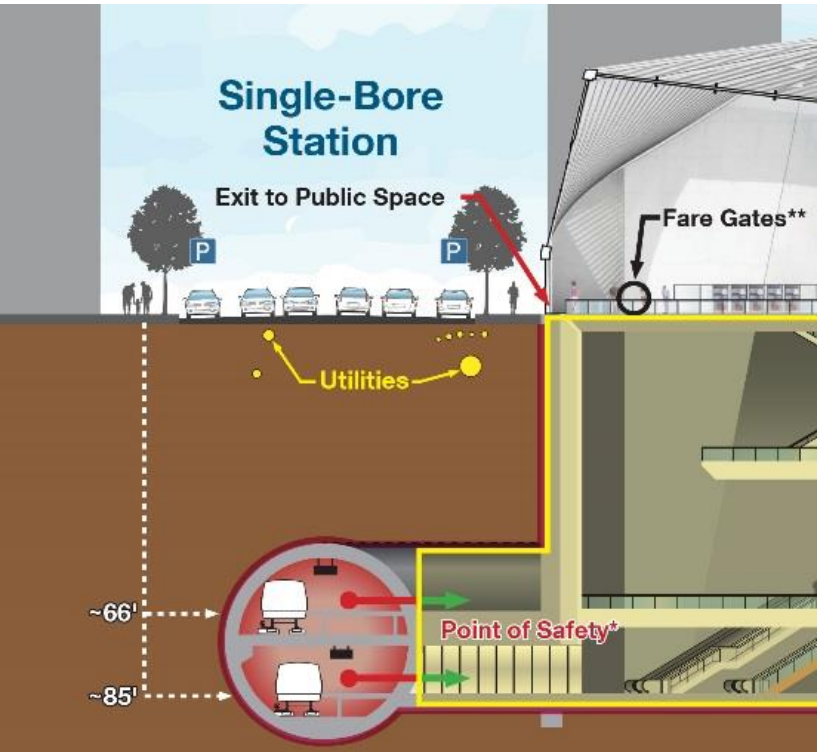
Constructability (Cont.)

	Twin-Bore Configuration	Single-Bore Configuration
Seismic Design	Based on information released by the United States Geological Survey in 2010 about the North Silver Creek Fault, the twin-bore tunnel configuration does not allow for periodic realigning of the tracks after a seismic event involving the North Silver Creek fault, including fault creep. The redesign may result in potential changes to the tunnel configuration at this location.	Based on the concept design of the single-bore tunnel, the configuration provides space planning to accommodate BART seismic clearance envelope and allows for periodic re-aligning of tracks after seismic event involving the North Silver Creek fault, including fault creep.
Cultural Resources	The Twin-Bore Option would result in a much greater area of cut-and-cover construction potentially near historic resources as compared to the Single-Bore Option, especially along Santa Clara Street adjacent to and within the historic district. Therefore, it is anticipated that the Twin-Bore Option would require a much greater level of effort for the implementation of mitigation measures to protect historic resources as compared to the Single-Bore Option.	The Single-Bore Option would result in a reduced area of cut-and-cover construction near historic resources as compared to the Twin-Bore Option. Therefore, it is anticipated that the Single-Bore Option would require a much lower level of effort for the mitigation measures to protect historic resources as compared to the Twin- Bore Option.

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<p>Train Operations</p> <p>The Twin-Bore Option is configured similar to most existing BART subway tunnels and stations.</p> <p>This design would allow for a crossover adjacent to the Downtown San Jose Station for trains to change tracks in the event of emergencies, special events, or regular maintenance activities. The crossover requires a reduced speed from BART’s preferred crossover speed, as the crossover length is limited due to the desire to limit the extent of the cut-and-cover construction in downtown.</p> 	<p>The Single-Bore Option would be a new configuration in the BART system, primarily in which the platforms at the stations would be in a stacked configuration. However, in BART’s existing system, both 12th Street/ Oakland City Center and 19th Street Oakland underground stations are configured with a center platform above another lower side platform. This configuration would require additional training for operations, maintenance and safety and security personnel.</p> <p>A crossover is provided east of Downtown San Jose station. Due to greater available space in the single-bore, the crossover would not impact train speed as much as the crossover in the twin-bore configuration. This design also allows for the ability for multiple crossover tracks and areas to store train cars within the tunnel for emergencies, special events, or regular maintenance activities.</p> 
<p>Station Operations</p> <p>The current station design is similar to the subway stations BART operates today. Most existing BART stations typically operate with one station agent per shift on the station concourse. Many existing stations include entrances at street/ surface levels entering the free area of the concourse before purchasing fare and entering the paid area.</p> <p>The free concourse area has presented some recently identified safety and security concerns. To address these concerns, reconfiguration of this design at ticketing, fare gates, and security doors locations may be needed.</p>	<p>Based on the current concept design, there is no shared concourse between station entrances at Downtown San Jose station. Therefore, it is assumed that this underground station will need two station agents during peak hours or the times both entrances are open.</p> <p>The station configuration is designed to have limited free area that would reduce present safety and security concerns</p>
<p>Ventilation</p> <p>The ventilation system developed for the Twin-Bore Option meets a medium fire growth rate per industry codes and standards with facilities sized accordingly.</p>	<p>The ventilation system developed for the Single-Bore meets a medium fire growth rate, consistent with the twin-bore. The cross sectional area within the tunnel requiring ventilation is similar to that of twin-bore.</p>

System Operations (Cont.)		
	Twin-Bore Configuration	Single-Bore Configuration
Platform Width & Capacity	<p>The Twin-Bore Option has a 28 ft. wide center platform with 9ft.-3in. unobstructed width in each direction of travel. This equates to approximately 18,000 square feet of unobstructed area on the platform. The remaining platform area provides for vertical circulation elements as well as passenger movement/queuing. The platform size meets BART passenger-per-square-foot standards.</p> <p>Post-event passenger surges at Diridon Station would need to be further evaluated and addressed. The center- platform configuration may enable additional queuing on the platform intended for the less-dominate direction of travel.</p>	<p>The design for the Single-Bore Option would have two 15’6” unobstructed platforms (one per direction of travel) equating to approximately 21,700 total square feet of unobstructed area and exceeding current BART passenger-per-square-foot standards.</p> <p>Post-event passenger surges at Diridon Station can be accommodated via patron staging in oversized entrance facilities and/ or concourse area. In addition, the ability to have more crossovers or areas to store trains with the single-bore design allows for flexibility of operations in the extension and potential to clear platforms faster.</p>
Tunnel Emergency Egress	<p>The current design, with BART’s concurrence, includes 33 cross passages provided for emergency egress situations within the tunnel. The cross passages are at a nominal spacing of 600 feet.</p> <p>The non-incident tunnel is the Point of Safety.</p>	<p>The concept design includes 76 emergency egress passages for emergency situations within the tunnel. The spacing is 300 feet between passages along most of the alignment. The increase in the number of emergency egress passages decreases the evacuation time.</p> <p>The non-incident and fully independent section of the tunnel is the Point of Safety.</p>
Tunnel Maintenance	<p>The interfaces connecting the tunnel to the three underground stations, two mid-tunnel ventilation structures and 33 cross passageways are points of vulnerability for water intrusion. The twin-bore tunnel requires special seismic design to make sure the re- entrant joints between the tunnel and cross passage joints remain closed after a seismic event.</p> <p>In addition, water intrusion can occur between the slurry support of excavation walls wall and the permanent concrete wall.</p> <p>As water intrusion is a main contributing factor to building damage, maintenance efforts are significant to BART and require routine pumping and maintenance.</p>	<p>With emergency egress passageways built into the tunnel, there is no potential for groundwater intrusion associated with egress passageways.</p> <p>The interfaces connecting the single bore tunnel to the station entrances and two mid-tunnel ventilation structures are points of vulnerability for water intrusion.</p> <p>Groundwater intrusion would require routine pumping and maintenance.</p>

System Operations (Cont.)

	Twin-Bore Configuration	Single-Bore Configuration
<p>Station Emergency Egress/Point of Safety</p>	<p>To meet National Fire Protection Association (NFPA) 130 requirements and applicable codes, standards, and ridership criteria, the underground stations in the twin-bore tunnel option requires an engineered solution as Point of Safety.</p> <p>The station exiting needs to be re-evaluated to reflect the changes in applicable codes, standards, and ridership criteria. Changes from this review may impact the station design, including the design of station ventilation and footprint.</p> 	<p>To meet National Fire Protection Association (NFPA) 130 requirements and applicable codes, standards, and BART passenger crush load criteria, the underground stations in the single-bore tunnel option requires an engineered solution as Point of Safety.</p> <p>Based on the technical studies of the downtown San Jose station concept, station exiting calculations meet current applicable codes, standards and BART passenger crush load with the adit/ passageway adjacent to the station platform as the Point of Safety.</p> 
<p>Vertical Circulation</p>	<p>Vertical circulation elements such as stairs, elevators, and escalators in the stations would be in a similar configuration as other BART underground stations.</p>	<p>The station configuration involves longer or additional vertical circulation elements than those incurred with a twin-bore option due to the depth of the station. Additional personnel may be required to maintain the elevators and escalators due to a higher number of these vertical circulation elements.</p>

Economic Development

	Twin-Bore Configuration	Single-Bore Configuration
Community Impacts	<p>In the downtown San Jose area, construction impacts due to the utility relocations and cut and cover operations will be extensive from Market Street to 4th Street along and near Santa Clara Street.</p> <p>VTA will work with the community and affected businesses to develop a program of solutions for large and small businesses and other types of entities. Outreach and communications must be at a robust level in staffing.</p>	<p>Due to limited excavation within the street right-of-way, in the vicinity of the underground stations, there would be less construction impact to businesses and other entities during construction. Most construction impacts will be limited to station entrance areas.</p> <p>VTA will work with the community and affected businesses to develop a program of solutions for large and small businesses and other types of entities.</p>
Development	<p>The off-street location of station entrances presents limited opportunities to integrate development and land uses at the street level.</p> <p>Development requires coordination with VTA, BART, and other stakeholders to avoid any impacts above the station box which can potentially limit development in the station area.</p>	<p>The off-street location of station access and vertical circulation elements presents opportunities to integrate development and land uses at the street level.</p> <p>Development requires coordination with VTA, BART, and other stakeholders to avoid impacts to the tunnel. Since station platforms are within the single-bore tunnel and does not require a station box, this option could have a larger developable area.</p>
Diridon Station	<p>For the north option for the Diridon station, the twin- bore station box would be located south of Santa Clara Street. Development above the station box could potentially be limited.</p>	<p>For the north option for the Diridon station, the single- bore tunnel would house the platforms located below Santa Clara Street. The station entrance would be south of Santa Clara Street and have a smaller surface footprint allowing for easier incorporation into the future San Jose Diridon Intermodal Facility.</p>

Passenger Experience		
	Twin-Bore Configuration	Single-Bore Configuration
Accessibility	<p>The twin-bore methodology allows for several station entrance options, including sidewalk entrances. Station entrance locations would be more typical of the existing underground BART stations where passengers could access a station from both sides of the street.</p> <p>A minimum of one elevator is provided for ADA access. Two separate elevator trips would be required for ADA passengers, one from surface to concourse level followed by another trip from concourse to platform.</p>	<p>Due to the tunneling methodology and location of station platforms stacked one above another within the tunnel, station entrances would be limited to being located on one side of the bored tunnel. The current design concept includes two entrances to support passenger access to stations and platforms at both levels.</p> <p>A minimum of one elevator per entrance is provided for ADA access. Only one elevator trip would be required for ADA passengers as fare gates are at surface level allowing for passengers to pay fare and proceed taking the elevator to the boarding platforms.</p>
Station	<p>The Twin-Bore Option is configured similar to existing BART underground stations with multiple entrances leading to and concourse level below ground including a free area and a paid area. Patrons access the boarding platform that is below the concourse through escalators, elevators, and/or stairs.</p>	<p>The Single- Bore Option contains platforms located within bored tunnel. The station depths in the design concept are relatively deeper than any current underground BART station, but are not uncommon to other subway stations nationally and internationally.</p> <p>The design concept includes additional vertical circulation elements (e.g. high-speed, high-capacity elevators) to accommodate passenger volumes to the platform levels.</p>

VTA'S BART SILICON VALLEY— PHASE II EXTENSION PROJECT

FINDINGS, FACTS IN SUPPORT OF FINDINGS, AND STATEMENT OF OVERRIDING CONSIDERATIONS

PREPARED BY:

Santa Clara Valley Transportation Authority



March 2018

Contents

	Page
Chapter 1 Introduction	1-1
Chapter 2 Project Background and Overview.....	2-1
2.1 Project Background.....	2-1
2.2 Project Overview.....	2-3
2.3 CEQA Process	2-4
2.4 Permits and Approvals	2-4
2.5 Alternatives Rejected.....	2-6
2.5.1 No Build Alternative.....	2-6
2.5.2 BART Extension Alternative	2-6
Chapter 3 Findings.....	3-1
3.1 CEQA Requirements.....	3-1
3.2 Legal Effects of Findings.....	3-2
3.3 Findings Regarding Independent Review and Judgment	3-3
3.4 Findings Regarding the Project.....	3-3
3.4.1 Findings Regarding Significant and Unavoidable Impacts.....	3-3
3.4.2 Findings Regarding Significant Impacts Mitigated to Less-than-Significant Levels.....	3-9
3.4.3 Findings Regarding Recirculation.....	3-27
3.5 Incorporation by Reference	3-29
3.6 Record of Proceedings	3-29
Chapter 4 Overriding Considerations.....	4-1
4.1 Statements of Fact in Support of Overriding Considerations.....	4-1

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Chapter 1 Introduction

A lead agency must prepare written findings of fact (Findings) for each significant effect on the environment identified in the Environmental Impact Report (EIR) (Section 21081 of the Public Resources Code) to support a decision on a project for which the EIR is certified.

The Santa Clara Valley Transportation Authority (VTA), as the California Environmental Quality Act (CEQA) lead agency, prepared these Findings for VTA's BART Silicon Valley Phase II Extension Project (Phase II Project). VTA prepared a Draft Supplemental Environmental Impact Statement /Subsequent Environmental Impact Report (SEIS/SEIR) in 2016 in accordance with CEQA, Public Resources Code 21000 et seq.; and the State CEQA Guidelines, California Code of Regulations, 15000 et seq. for the Phase II Project. The 2016 Draft SEIS/SEIR updated information presented in the previous environmental documents prepared for the Phase II Project, including the 2004 Environmental Impact Report, the 2007 Supplemental Environmental Impact Report, and the 2011 2nd Supplemental Environmental Impact Report. The 2018 Final SEIS/SEIR considered project changes proposed since certification of these previous CEQA documents. The Phase II Project was addressed in the 2016 Draft and 2018 Final SEIS/SEIR as the BART Extension with Transit-Oriented Joint Development (TOJD) Alternative.

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Chapter 2

Project Background and Overview

2.1 Project Background

The extension of BART into Santa Clara County is the outcome of prior decisions that have evaluated transportation needs in the BART Silicon Valley corridor and major capital improvements intended to expand transit service. Prior studies hereby incorporated by reference include, but are not limited to, the following:

- *Fremont-South Bay Corridor Final Report* (VTA 1994)
- *Commuter Rail Study, Fremont-South Bay Corridor, Final Report* (VTA 1999)
- *Major Investment Study (MIS) Final Report* (VTA 2001)
- *Silicon Valley Rapid Transit Corridor – BART Extension to Milpitas, San Jose and Santa Clara, Draft Environmental Impact Statement/Environmental Impact Report and Draft 4(f) Evaluation (including supporting appendices and technical reports)* (VTA 2004)
- *Silicon Valley Rapid Transit Corridor – BART Extension to Milpitas, San Jose and Santa Clara, Final Environmental Impact Report (including supporting appendices and technical reports)* (VTA 2004)
- *Silicon Valley Rapid Transit Corridor – BART Extension to Milpitas, San Jose and Santa Clara, Draft Supplemental Environmental Impact Report (including supporting appendices and technical reports)* (VTA 2007)
- *Silicon Valley Rapid Transit Corridor – BART Extension to Milpitas, San Jose and Santa Clara, Final Supplemental Environmental Impact Report (including supporting appendices and technical reports)* (VTA 2007)
- *Silicon Valley Rapid Transit Corridor – Draft Environmental Impact Statement and Draft Section 4(f) Evaluation (including supporting appendices and technical reports)* (VTA 2009)
- *Silicon Valley Rapid Transit Corridor –Final Environmental Impact Statement and Final Section 4(f) Evaluation (including supporting appendices and technical reports)* (VTA 2010)
- *BART Silicon Valley Phase I – Berryessa Extension Draft 2nd Supplemental Environmental Impact Report* (VTA 2010)
- *BART Silicon Valley Phase I – Berryessa Extension Final 2nd Supplemental Environmental Impact Report* (VTA 2011)

These studies constitute a comprehensive, systematic study of transportation conditions in the BART Silicon Valley corridor, including existing and future needs. They also established transportation goals and objectives that guide the development of transportation solutions that address identified needs.

The 2001 MIS served as a federal alternatives analysis of the various transportation investment options for the Silicon Valley Rapid Transit Corridor (now called BART Silicon Valley). Eleven alternatives were identified in the 2001 MIS that addressed project goals and corridor needs. The alternatives were analyzed for consistency in meeting goals and needs, capital and operating costs, possible environmental effects, and eight performance measures. Results of the MIS were reviewed by VTA's Board of Directors, which on November 9, 2001, approved a locally preferred alternative that would extend BART service from Fremont through Milpitas, San Jose, and into Santa Clara. The alternative came to be designated the Silicon Valley Rapid Transit Corridor Project (SVRTC Project), now called VTA's BART Silicon Valley Program.

A combined Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR) and Draft 4(f) Evaluation for the 16-mile SVRTC Project was prepared in accordance with the requirements of NEPA and CEQA and released for public comment in March 2004. Subsequent to the start of the public review period for the Draft EIS/EIR, the NEPA Notice of Intent to prepare an EIS was published for the BART Warm Springs Extension, a 5.4-mile project extending from the existing end-of-the-line Fremont BART Station to south Fremont, terminating at the then-proposed Warm Springs Station. The Warm Springs Extension was a required precursor project to the SVRTC Project.

Once BART decided to pursue federal funding for in the Warm Springs Extension, the SVRTC Project was determined not ripe for NEPA review because it was in the early stages of planning, and the BART Warm Springs Project was now a critical link between the existing BART system and the SVRTC Project. Funding for the operation and construction of the SVRTC Project was still being explored at that time. Consequently, VTA withdrew the SVRTC Project from FTA's New Starts project qualification and funding program. This included formal withdrawal from the FTA preliminary engineering phase of project development. VTA continued with the environmental process under CEQA in order to advance planning.

A Final EIR was prepared and certified by the VTA's Board of Directors in December 2004. A Final Supplemental EIR updating the 2004 EIR to address project design refinements was certified by the VTA's Board of Directors in June 2007.

In mid-2007, VTA requested FTA approval to begin the NEPA process again, and FTA concurred. On September 21, 2007, FTA published in the Federal Register a Notice of Intent to Prepare an EIS on the SVRTC Project. VTA and FTA held public scoping meetings in October 2007 to solicit comment on the scope of project improvements and issues for evaluation as part of the environmental studies.

A Draft EIS was released for public comment in March 2009, and a Final EIS was published in March 2010. On June 24, 2010, the FTA issued a Record of Decision (ROD) on the first phase of the SVRTC Project, an approximately 10-mile segment from Warm Springs to Berryessa—designated the Phase I Project. This formally approved the Phase I Project to move forward into detailed design and construction. The decision reflected the fact that VTA had funding committed or in the pipeline for an initial 10-mile segment of the full 16-mile SVRTC Project. Funding for the full 16-mile project was, at the time, not committed or in the immediate pipeline. VTA proceeded to complete design and initiated construction on this initial segment (the Phase I Project).

A Draft 2nd Supplemental EIR was prepared and issued for public review in November 2010 to make the CEQA analysis consistent with the NEPA analysis for the 10-mile Phase I Project. The Final 2nd Supplemental EIR was certified and the Phase I Project approved by VTA's Board of Directors in March 2011.

The remaining approximately 6 miles of the SVRTC Project is referred to as the Phase II Project. The 2016 Draft and 2018 Final SEIS/SEIR analyzed alternatives described in Chapter 2. Because it has been over 6 years since preparation and publication of the 2010 Final EIS on the SVRTC Project, now called VTA's BART Silicon Valley Program, and because VTA is now focused on the remaining approximately 6 miles for completion, a Supplemental Environmental Impact Statement to the 2010 FEIS was prepared pursuant to NEPA.

The CEQA EIR and NEPA EIS processes have been brought up to date since the Phase II Project was last addressed under CEQA in the 2007 Supplemental EIR and under NEPA in the 2010 EIS. Since the prior documents were adopted, background conditions had changed, regulatory settings had changed, and there was a new alternative to be evaluated. Therefore, VTA, with FTA concurrence, elected to prepare a combined Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) on the remaining approximately 6-mile Phase II Project. A Subsequent EIR was prepared instead of a Supplemental EIR because substantial changes were required, such as the addition of the CEQA BART Extension with TOJD (Transit-Oriented Joint Development) Alternative. This new alternative required major revisions to the previous EIRs due to new significant environmental impacts. VTA decided to add a land use development component, the CEQA BART Extension with TOJD Alternative, in order to maximize transit-oriented development potential, to increase ridership, to fulfill the local and regional goals to integrate transit-oriented development at transit stations, and to integrate the planning, design, and construction of both the land use development and the BART Extension.

2.2 Project Overview

The Phase II Project that VTA staff is recommending for approval, the BART Extension with TOJD Alternative, consists of the 6-mile BART Extension, including four BART stations

(Alum Rock/28th Street, Downtown San Jose, Diridon, and Santa Clara) along with transit-oriented joint development (TOJD) at the four BART stations and at the two mid-tunnel ventilation structure sites. VTA staff is recommending the selection of the Downtown San Jose Station West, Diridon Station North, and Single-Bore Options. While analyzed in the 2016 draft and 2018 final joint documents, no decision is being made on the location of the Stockton Avenue ventilation structure and tunnel-boring machine options as this time. The TOJD consists of retail, office, and residential uses. The Alum Rock/28th Street and Santa Clara Stations would include retail, office, and residential uses; the Downtown San Jose and Diridon Stations would incorporate retail and office uses; and the two ventilation structures would have retail uses on the street frontage.

2.3 CEQA Process

On January 30, 2015, VTA issued the Notice of Preparation for the Draft SEIS/SEIR. VTA conducted three formal environmental scoping meetings to gather input and comments prior to the development of the SEIS/SEIR. Meetings were held on February 12, 17, and 19, 2015, in downtown San Jose, east San Jose, and Santa Clara.

The Draft SEIS/SEIR was circulated for public comment from December 28, 2016 through March 6, 2017. Public hearings were held January 25, 26, and 30, 2017 in downtown San Jose, east San Jose, and Santa Clara to take comments from interested parties and the public regarding the alternatives, impacts, and proposed mitigation measures. The times and locations of the public hearings were announced in direct mailings, on VTA's website, in display advertisements in local newspapers of general circulation in the area, and in the *Federal Register*. Responses were provided in the 2018 Final SEIS/SEIR for all substantive comments received in writing prior to the close of the public comment period or entered into the public record at the public hearings.

2.4 Permits and Approvals

Table 1 identifies the required permits and approvals for the Phase II Project as evaluated in the SEIS/SEIR.

Table 1: Required Permits and Approvals

Agency	Permits and Approvals
Federal Railroad Administration	Coordination regarding common corridor and crossing under Caltrain/UPRR ROW.
Federal Aviation Administration	FAR Part 77 construction height limitations for cranes operating in the Diridon Station area.
Federal Highway Administration	Approval of plans for crossings under U.S. 101 and I-880.
California Department of Transportation	Approval of plans for crossings under U.S. 101, SR 82, SR 87, and I-880. Encroachment permit for any work or traffic control within the state right-of-way.
State Office of Historic Preservation	Approval and execution of Programmatic Agreement and Treatment Plan describing procedures for protection and mitigation of impacts on historic and cultural resources pursuant to Section 106 of the National Historic Preservation Act and Code of Federal Regulations, Title 36, Part 800.
California Public Utilities Commission	Coordination regarding common corridor and responsibility for all safety and security certification of the system.
San Francisco Bay Area Rapid Transit District	Approval of Phase II Project pursuant to VTA/BART Comprehensive Agreement.
Peninsula Corridor Joint Powers Board (Caltrain)	Encroachment permit for crossing under railroad tracks at Diridon.
State Water Resources Control Board and San Francisco Bay Regional Water Quality Control Board	<p>Approval of Section 402 General Construction Activity National Pollutant Discharge Elimination System Permit for construction phase impacts and project-specific construction compliance measures.</p> <p>Incorporation of Section 402 Phase II Small Municipal Separate Storm Sewer System (MS4) National Pollutant Discharge Elimination System General Permit project-specific control measures to reduce the discharge of stormwater pollutants to the Maximum Extent Practicable.</p> <p>Waste discharge requirements for discharges of stormwater associated with industrial activities, excluding construction activities (Industrial General Permit) for Newhall Maintenance Facilities.</p>
Bay Area Air Quality Management District	Various permits for operating the Newhall Maintenance Facility.
Santa Clara Valley Water District	Issuance of encroachment permit if construction comes within specified limits of any Santa Clara County stream. Well permits for geotechnical and chemical investigations or groundwater monitoring. Permits for monitoring and dewatering well installations and destructions per District Ordinance 90-1.
City of San Jose	<p>Encroachment permit for construction in the City ROW.</p> <p>Master Cooperative Agreement and Mutual Aid Agreements.</p> <p>Responsible Agency in accordance with CEQA.</p> <p>General Plan conformance, Historic Preservation Permits, Public Improvement Permits, and Subdivision Map as applicable</p> <p>Approval of rezoning.</p> <p>Site and Architectural Review</p> <p>Issuance of site development, grading, and building permits.</p>
City of Santa Clara	<p>Encroachment permit for construction in the City ROW.</p> <p>Master Cooperative Agreement and Mutual Aid Agreements.</p> <p>Responsible Agency in accordance with CEQA.</p> <p>Approval of rezoning.</p> <p>Site and Architectural Review.</p> <p>Issuance of grading, building, and occupancy permits.</p>

2.5 Alternatives Rejected

2.5.1 No Build Alternative

The No Build Alternative would avoid the significant unavoidable impacts associated with construction and operation of the BART Extension with TOJD Alternative. This includes the significant and unavoidable impacts discussed in Section 3.4.1. However, the No Build Alternative would not achieve the overall project goal to improve transit services and increase intermodal connectivity, thereby improving mobility and accessibility. The No Build Alternative, by not providing a BART extension and not ensuring TOJD development, would not achieve VTA's primary objective of encouraging transit ridership and supporting land use development patterns that make the most efficient and feasible use of the existing infrastructure and public services while promoting a sense of community as envisioned by the San Jose and Santa Clara General Plans and relevant adopted specific plans. More specifically, the No Build Alternative would not improve public transit service in the corridor, enhance regional connectivity, support transportation solutions, improve mobility options, or support local and regional land use plans. Therefore, the No Build Alternative was rejected.

2.5.2 BART Extension Alternative

The BART Extension Alternative would involve VTA proceeding with construction and operation of the BART Extension to Santa Clara, but VTA would not proceed with TOJD on the identified sites.

The BART Extension Alternative would result in the following significant unavoidable impacts: construction-related transportation impacts to vehicular traffic, bicyclists, and pedestrians at all stations, the West Tunnel Portal, and Newhall Maintenance Facility; construction-related transportation impacts to transit bus operations at the Downtown San Jose and Diridon Stations; construction-related air quality impacts (nitrogen oxides emissions) at all facilities; and construction-related noise impacts at Downtown San Jose and Diridon Stations. However, these impacts would be less than those that would occur under the BART Extension with TOJD Alternative, which includes land use developments. Compared to the BART Extension Alternative, the BART Extension with TOJD Alternative would have the following additional significant and unavoidable operational impacts: vehicular traffic impacts (at the De La Cruz Boulevard and Central Expressway intersection under 2035 Forecast Year), air quality impacts (reactive organic gases emissions), and greenhouse gas emissions (generate indirect and direct emissions during operations). In addition, out of an abundance of caution, the BART Extension with TOJD Alternative is conservatively assumed to have emissions that would be inconsistent with the goals in Executive Orders S-3-05 and B-30-15, whereas the BART Extension Alternative would not be inconsistent with the goals in these Executive Orders.

While the BART Extension Alternative would have fewer/lesser significant unavoidable environmental impacts than the BART Extension with TOJD Alternative, the BART Extension Alternative would not support local and regional land use plans and facilitate efforts of the Cities of San Jose and Santa Clara to direct business and residential investments in the Alum Rock neighborhood of east-central San Jose, downtown San Jose, Diridon Station, in the vicinity of the existing Santa Clara Caltrain Station, and elsewhere in the BART Extension alignment to the extent of the BART Extension with TOJD Alternative. For example, unless TOJD is integrated into the planning for the Diridon Station, future development may be constrained and/or not promote ridership to the extent possible. As a result, the BART Extension Alternative would not achieve VTA's primary objective of encouraging transit ridership and supporting land use development patterns that make the most efficient and feasible use of the existing infrastructure and public services while promoting a sense of community as envisioned by the San Jose and Santa Clara General Plans and relevant adopted specific plans.

By approving the BART Extension with TOJD Alternative, VTA will be able to prioritize the objective of encouraging transit ridership in the development of the TOJD more efficiently than if developed by a private party that would not be as involved in the success of existing and future transit infrastructure as VTA. VTA is committed to developing the TOJD with the types of land uses, densities, and layouts of the developments to facilitate connections to existing and future transit infrastructure. This will maximize transit ridership and supporting land use patterns that promote the most efficient use of existing infrastructure. VTA's approval of the BART Extension with TOJD Alternative will ensure that the TOJD is designed to facilitate multi-modal access to encourage the use of transit to a much greater extent than the BART Extension Alternative. Therefore, the BART Extension Alternative has been rejected.

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Chapter 3 Findings

3.1 CEQA Requirements

CEQA, Public Resources Code section 21002 provides that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects.” The same statute states that the procedures required by CEQA “are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects.” Section 21002 goes on to state that “in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects.”

Regarding these Findings, section 15091 of the CEQA Guidelines (14 California Code of Regulations) states:

- (a) No public agency shall approve or carry out a project for which an [environmental impact report] EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
 - (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
 - (2) Such changes or alternations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
 - (3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.
- (b) The findings required by subsection (a) shall be supported by substantial evidence in the record.

The concept of “feasibility” also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417 [183 Cal.Rptr. 898].)

‘[F]easibility’ under CEQA encompasses ‘desirability’ to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors.” (Id.; see also *Sequoiah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715 [29 Cal.Rptr.2d 182].)

The CEQA Guidelines do not define the difference between “avoiding” a significant environmental effect and merely “substantially lessening” such an effect. VTA must therefore glean the meaning of these terms from the other contexts in which the terms are used. Public Resources Code section 21081, on which CEQA Guidelines section 15091 is based, uses the term “mitigate” rather than “substantially lessen.” The CEQA Guidelines therefore equate “mitigating” with “substantially lessening.” Such an understanding of the statutory term is consistent with the policies underlying CEQA, which include the policy that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects.” (Public Resources Code section 21002, emphasis added.)

For purposes of these Findings, the term “avoid” refers to the effectiveness of one or more mitigation measures to reduce an otherwise significant effect to a less-than-significant level. In contrast, the term “substantially lessen” refers to the effectiveness of such measure or measures to substantially reduce the severity of a significant effect, but not to reduce that impact to a less-than-significant level. These interpretations appear to be mandated by the holding in *Laurel Hills Homeowners Association v. City Council* (1978) 83 Cal.App.3d 515, 519–527 [147 Cal.Rptr. 842], in which the Court of Appeal held that an agency had satisfied its obligation to substantially lessen or avoid significant impacts by adopting numerous mitigation measures, not all of which rendered the significant impacts in question (e.g., the “regional traffic problem”) to less than significant.

3.2 Legal Effects of Findings

To the extent that these Findings conclude that various proposed mitigation measures outlined in the Final SEIS/SEIR are feasible and have not been modified, superseded, or withdrawn, VTA’s Board of Directors hereby binds itself to implement these measures with the adoption of the Mitigation Monitoring and Reporting Program (MMRP). The MMRP will ensure that the mitigation measures identified in the Final SEIS/SEIR are implemented. These Findings, in other words, are not merely informational, but rather constitute a binding set of obligations.

The documents and other materials that constitute the record upon which VTA’s Board of Directors’ decision and these Findings are based can be reviewed at the following location:

VTA Environmental Programs
3331 North First Street, Building B2
San Jose, CA 95134-1927

3.3 Findings Regarding Independent Review and Judgment

Each member of VTA’s Board of Directors was provided a complete copy of the Final SEIS/SEIR. VTA’s Board of Directors hereby finds that the Phase II Project Final SEIS/SEIR meets the requirements of CEQA, reflects its independent judgment on the potential environmental impacts of the Phase II Project, and that it reviewed and considered the Final SEIS/SEIR prior to taking final action with respect to the Phase II Project.

3.4 Findings Regarding the Project

The Findings presented in this document for the Phase II Project are based on the substantial evidence contained in the Final SEIS/SEIR for the Phase II Project and in relevant technical studies included as part of the administrative record. The Findings do not attempt to describe the full analysis of each significant environmental impact contained in the Final SEIS/SEIR. Instead, each Finding provides a summary description of each impact, describes the applicable mitigation measures identified in the Final SEIS/SEIR and adopted by VTA’s Board of Directors, and states the Findings on the significance of each impact after imposition of the adopted mitigation measures. A full explanation of these environmental Findings and conclusions can be found in the Final SEIS/SEIR and the administrative record.

In making these Findings, VTA’s Board of Directors ratifies, adopts, and incorporates into these Findings the analysis and explanation in the Final SEIS/SEIR and supporting documents in the administrative record, and ratifies, adopts, and incorporates in these Findings, the determinations and conclusions of the Final SEIS/SEIR relating to environmental impacts and mitigation measures, except to the extent any such determinations and conclusions are specifically and expressly modified by these Findings.

With regard to the mitigation measures referenced in the Findings, the full text of the mitigation measures are contained in the MMRP adopted in conjunction with approval of these Findings and incorporated herein by reference.

3.4.1 Findings Regarding Significant and Unavoidable Impacts

VTA’s Board of Directors determines that, for the following impacts, mitigation measures included in the Final SEIS/SEIR and required as part of the Phase II Project’s approval will reduce the impacts, but not to a less-than-significant level.

Significant and Unavoidable Impacts Identified in the Final SEIS/SEIR

Transportation: Vehicular Traffic, Bicyclists, and Pedestrians

Significant Impact (Project and Cumulative): Construction Traffic (vehicular, bicyclists, and pedestrians)

Construction has the potential to affect vehicular traffic, bicyclists, and pedestrians due to lane and street closures, and detours at Alum Rock/28th Street Station, Downtown San Jose Station, Diridon Station, West Tunnel Portal, Newhall Maintenance Facility, and Santa Clara Station. In addition to lane and street closures, there would also be the presence of construction vehicles and haul truck traffic on the local roads. The construction activities would last for up to 8 years along the 6-mile corridor resulting in lane and road closures lasting several years.

Findings: VTA's Board of Directors hereby makes Finding (a)(3) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measures provided (Mitigation Measure TRA-CNST-A: Develop and Implement a Construction Education and Outreach Plan, Mitigation Measure TRA-CNST-B: Develop and Implement a Construction Transportation Management Plan, and Mitigation Measure TRA-CNST-C: Prepare and Implement an Emergency Services Coordination Plan) would lessen the impacts by managing transportation in the vicinity of construction activities to reduce conflicts between such activities, vehicular traffic, bicyclists, and pedestrians, and by providing the traveling public advance notice of construction activities and planned roadway and lane closures to adjust travel patterns, but not reduce them to a less-than-significant level. No other feasible mitigation measures are available which would substantially lessen this impact.

Given that the construction disruptions would last for up to 8 years along the approximately 6-mile corridor, the impact would remain significant and unavoidable.

Transportation: Transit – Bus

Significant Impact (Project and Cumulative): Construction-period Bus Transit Disruption

For the Downtown San Jose Station and Diridon Station only, closure and relocation of bus stops in the vicinity of these stations would be required. This would lead to route detours during construction which would decrease performance and affect local bus service. BRT service and schedules would also be affected.

Findings: VTA's Board of Directors hereby makes Finding (a)(3) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measures provided (Mitigation Measure TRA-CNST-A: Develop and Implement a Construction Education and Outreach Plan, and Mitigation Measure TRA-CNST-B: Develop and Implement a Construction Transportation Management Plan) would lessen the impacts by managing bus and BRT transit in the vicinity of construction activities to reduce conflict between such activities and bus and BRT service, but would not reduce them to a less-than-significant level. No other feasible mitigation measures are available which would substantially lessen this impact. Given that the Downtown San Jose and Diridon Station areas have high levels of transit-dependent populations and that the construction-related bus detours (and related service impingements) could last for several years, the impact would remain significant and unavoidable.

Transportation: Intersection Impact and Conflict with Congestion Management Program

Significant Impact: City of Santa Clara Intersection Impact (De La Cruz Boulevard and Central Expressway intersection) during operation

Traffic impacts would occur at the De La Cruz Boulevard and Central Expressway intersection (City of Santa Clara and Congestion Management Plan [CMP] intersection) near the Santa Clara Station in 2035 due to the TOJD element of the Phase II Project.

Findings: VTA's Board of Directors hereby makes Finding (a)(2) and (a)(3) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The Santa Clara County Department of Roads and Airports plans to convert the existing Central Expressway eastbound High Occupancy Vehicle (HOV) lane to a mixed-use lane at this intersection. This modification was included as a change to the roadway network under both the 2025 Background Plus Project Conditions and 2035 Cumulative Plus Project Conditions. In addition, Caltrans and the City of San Jose are also planning improvements to the nearby U.S. 101 and De La Cruz Boulevard-Trimble Road interchange that are scheduled to be completed in 2022, assuming funding is available. Other improvements at this intersection would require right-of way from both the City of San Jose's San Jose Mineta International Airport and private landowners. The City of Santa Clara's City Place EIR determined that a significant and unavoidable impact would occur at this intersection even with a mitigation measure at this intersection that included a second southbound right-turn lane from Central Expressway to De La Cruz Boulevard and a third northbound left-turn lane from Trimble Road to Central Expressway. The City of Santa Clara is in the process of preparing a Multimodal Improvement Plan that will address this intersection. No other feasible mitigation measures are available to substantially lessen the impact identified for this intersection. VTA is committed to preparing a Multimodal Improvement Plan for the identified impact and to coordinate with the City of Santa Clara and the County of Santa Clara in its preparation as described in Volume I, Section 3.5.3.4 of the Final SEIS/SEIR and hereby incorporated by reference. However, this plan is designed to implement innovative comprehensive strategies for improving systemwide multimodal

transportation as a tradeoff to increased congestion at this CMP facility. Therefore, the impact at this intersection would be significant and unavoidable.

Air Quality – Exceedance of Thresholds during Construction

Significant Impact (Project and Cumulative): Construction-period exceedance of thresholds for ROG and NO_x and cumulative net increase in criteria pollutants

Combined construction emissions (assuming overlapping construction for TOJD sites and BART Extension for worst-case analysis) for nitrogen oxides (NO_x) and reactive organic gas (ROG) emissions (from use of architectural coating at TOJDs with a low volatile organic compound) would exceed Bay Area Air Quality Management District (BAAQMD) thresholds.

Findings: VTA’s Board of Directors hereby makes Finding (a)(3) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measures provided (Mitigation Measure AQ-CNST-A: Implement Dust Control Measures, Mitigation Measure AQ-CNST-B: Use U.S. Environmental Protection Agency (EPA) Tier 4 or Cleaner Engines, Mitigation Measure AQ-CNST-C: Maintain Construction Equipment, Mitigation Measure AQ-CNST-D: Minimize Idling Times, Mitigation Measure AQ-CNST-E: Use Equipment Meeting ARB Certification Standards, Mitigation Measure AQ-CNST-F: Ensure Heavy-Duty Diesel Trucks Will Comply with EPA Emissions Standards, Mitigation Measure AQ-CNST-G: Use Low-Sulfur Fuel, Mitigation Measure AQ-CNST-H: Locate Construction Areas Away from Sensitive Receptors, and Mitigation Measure AQ-CNST-I: Use Low-Volatile Organic Compound (VOC) Coatings) are consistent with BAAQMD recommendations for reduction of NO_x and ROG. Despite application of these measures, the size of the Phase II Project, concurrent construction activities on multiple construction sites and the array of machinery necessary for its implementation would still result in ROG and NO_x emissions that exceed the BAAQMD’s 54 pounds per day threshold. No other feasible mitigation measures are available which would substantially lessen this impact. Therefore, the impact would remain significant and unavoidable for ROG and NO_x.

Air Quality – Exceedance of Thresholds during Operations

Significant Impact (Project and Cumulative): Operations exceedance of threshold for ROG and cumulative net increase in criteria pollutant

Combined operational BART and TOJD emissions for reactive organic gas (ROG) emissions would exceed Bay Area Air Quality Management District (BAAQMD) thresholds.

Findings: VTA’s Board of Directors hereby makes Finding (a)(3) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: Significant emissions would be related to residential consumer product use (i.e. aerosol sprays) at the Alum Rock/28th Street, Downtown San Jose, and Santa Clara Stations. There is no feasible mitigation measure to reduce or control the use of consumer products within private residences. Therefore, the impact would remain significant and unavoidable for ROG during operations.

Greenhouse Gas Emissions – Net Increase in Emissions and Conflict with Plan, Policy, or Regulation to Reduce Greenhouse Gas Emissions

Significant Impact: Exceed threshold for GHG emissions during 2035 long-term conditions

Increased BART electricity consumption and the operation of TOJDs would result in a net increase in long-term (2035) GHG emissions, and TOJD emissions would exceed the conservative net zero threshold adopted for the Phase II Project. Emissions would also exceed the “Substantial Progress Indicator,” which was developed to analyze the efficiency (emissions per service population) of the TOJDs, consistent with long-term statewide climate change reduction targets. The indicator is based on the long-term goals of State Executive Order (EO) S-03-05 and Senate Bill (SB) 32. EO S-03-05 established the state GHG emission target of 80 percent below 1990 levels by 2050. SB 32 supports EO S-3-05 and legislatively established a medium-term goal for 2030 of reducing GHG emissions by 40 percent below 1990 levels. A 2035 Substantial Progress Indicator was calculated for the Phase II Project based on the statewide 1990 emissions inventory and the projected 2035 statewide population and employment levels, and a linear interpolation of the 2030 and 2050 statewide GHG reduction targets.

While the mode shift benefit achieved by the BART Extension would reduce GHG emissions, the emissions benefit would not be sufficient to offset GHG emissions from increased BART electricity consumption and the TOJDs. Accordingly, the BART Extension with TOJD Alternative would result in a net increase in long-term (2035) GHG emissions. Therefore, the BART Extension with TOJDs would not meet the substantial progress indicator, based on the goals of EO S-03-05 and SB 32 and the net zero threshold adopted for the Phase II Project.

Findings: VTA’s Board of Directors hereby makes Findings (a)(2) and (a)(3) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measures provided (Mitigation Measure GHG-A: Implement Energy Efficiency Measures, Mitigation Measure GHG-B: Participate in Food Waste Programs, Mitigation Measure GHG-C: Utilize Electrical Landscaping Equipment, Mitigation Measure GHG-D: Provide Preferential Parking for Electric Vehicles, and Mitigation Measure AQ-CNST-I: Use Low-VOC Coatings), Mitigation Measure AQ-CNST-E: Use Equipment Meeting ARB Certification Standards, Mitigation Measure AQ-CNST-F: Ensure Heavy-Duty Diesel Trucks Will Comply with EPA Emissions Standards, and Mitigation Measure AQ-CNST-G: Use Low-Sulfur Fuel would lessen the impact but not

reduce it to a less-than-significant level. Large reductions will need to be made through state (and, most likely, federal) action to achieve the deep cuts in GHG emissions outlined in EO S-03-05 and SB 32. Such actions include, but are not limited to electrification of the transportation sector, net zero buildings, increased penetration of renewable energy in the electric power sector, and implementation of a long-term cap and trade program. The specific project-level benefits of future state (or federal) action cannot be presumed at this time, although it is likely that the Phase II Project's actual emissions in 2035 would be lower than the levels presented in the Final SEIS/SEIR. No other feasible mitigation measures are available which would substantially lessen this impact. Although it is possible that future state and federal actions will reduce BART Extension emissions to net negative and TOJD emissions to a level below the substantial progress indicator, this cannot be presumed at this time. Therefore, even with the implementation of the above mitigation measures, the impact would remain significant and unavoidable.

Noise

Significant Impact (Project and Cumulative): Exceed noise criterion for residences during construction

Construction activities at Downtown San Jose Station and Diridon Station would exceed noise criterion for residences.

For the Downtown San Jose Station, buildings on Santa Clara Street are approximately 40 feet from the centerline of the closest construction activity. For the residences in the area, nighttime construction could exceed the 8-hour L_{eq} limit of 70 dBA.

The area surrounding the Diridon Station is primarily characterized by a mix of commercial buildings (the closest would be 140 feet from the staging area), a church (255 feet away), and residences (the closest multi-family residence would be 200 feet away). For the residences in the area, nighttime construction could exceed the 8-hour L_{eq} limit of 70 dBA.

Findings: VTA's Board of Directors hereby makes Finding (a)(3) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measures provided (Mitigation Measure NV-CNST-A: Incorporate FTA Criteria Compliant Construction Noise and Vibration Specifications, Mitigation Measure NV-CNST-B: Locate Equipment as Far as Feasible from Sensitive Sites, Mitigation Measure NV-CNST-C: Construct Temporary Noise Barriers, Mitigation Measure NV-CNST-D: Operate Equipment to Minimize Annoying Noise and Vibration, Mitigation Measure NV-CNST-E: Route Construction Trucks along Truck Routes Least Disturbing to Residents, Mitigation Measure NV-CNST-F: Secure Steel and Concrete Plates over Excavated Holes and Trenches, Mitigation Measure NV-CNST-G: Use Best Available Practices to Reduce Excess Noise and Vibration, Mitigation Measure NV-CNST-H: Adhere to Local Jurisdiction Construction Time Periods, to the Extent Feasible,

Mitigation Measure NV-CNST-I: Perform Preconstruction Ambient Noise Measurements at All CSAs, Mitigation Measure NV-CNST-J: Implement a Construction Noise Control and Monitoring Plan, Mitigation Measure NV-CNST-K: Require Minimum Qualifications for the Acoustical Engineer, Mitigation Measure NV-CNST-L: Prohibit Operation of Noise-Generating Equipment Prior to Acceptance of Noise Control and Monitoring Plan, Mitigation Measure NV-CNST-M: Install Long-Term Noise Monitors at CSAs during all Construction Phases, Mitigation Measure NV-CNST-N: Ensure Equipment is Pre-certified to Meet Noise Limits, and Mitigation Measure NV-CNST-O: Implement a Complaint Resolution Procedure) would lessen the noise impacts, but not reduce them to a less-than-significant level. No other feasible mitigation measures are available which would substantially lessen nighttime impacts. Nighttime construction activities cannot be restricted because certain construction activities, such as utility relocations to minimize service disruptions, materials and heavy equipment transport on local roadways to minimize traffic impacts, and concentrating various construction activities over shorter time periods to minimize morning and afternoon peak hour traffic delays would result in other environmental impacts if not permitted at night. Therefore, the impact would remain *significant and unavoidable*.

3.4.2 Findings Regarding Significant Impacts Mitigated to Less-than-Significant Levels

VTA's Board of Directors has determined that, for the following impacts, mitigation measures included in the Final SEIS/SEIR and adopted as part of the Phase II Project's approval will mitigate the impacts of the Phase II Project to a less-than-significant level.

Significant Impacts Mitigated to Less-than-Significant Levels Identified in the Final SEIS/SEIR

Transportation: Vehicular Traffic, Bicyclists, and Pedestrians

Significant Impact: Construction Traffic (vehicular, bicyclists, and pedestrians)

Construction has the potential to affect vehicular traffic, bicyclists, and pedestrians due to lane and street closures and detours at the 13th Street and Stockton Avenue Ventilation Structures. For construction of the 13th Street Ventilation Structure on Santa Clara and 13th Street, one lane in each direction on Santa Clara would be maintained as open during construction. Similarly for Stockton Avenue Ventilation Structure, one lane in each direction on Stockton Avenue would be maintained as open during construction. The 13th Street and Stockton Avenue Ventilation Structures involve construction of aboveground structures outside the road ROW; therefore, disruptions to adjoining streets would not last more than a few days at a time.

Findings: VTA's Board of Directors hereby makes Finding (a)(1) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measures provided (Mitigation Measure TRA-CNST-A: Develop and Implement a Construction Education and Outreach Plan, Mitigation Measure TRA-CNST-B: Develop and Implement a Construction Transportation Management Plan, and Mitigation Measure TRA-CNST-C: Prepare and Implement an Emergency Services Coordination Plan) would reduce impacts to a less-than-significant level by managing traffic conflicts such that through traffic will be able to continue to travel on Santa Clara Street and Stockton Avenue.

Transportation: Emergency Access

Significant Impact: Inadequate emergency access during construction

Construction activities have the potential to impede movement of emergency service providers during construction along the corridor.

Findings: VTA's Board of Directors hereby makes Finding (a)(1) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measure provided (Mitigation Measure TRA-CNST-C: Prepare and Implement an Emergency Services Coordination Plan) would ensure that VTA works with local emergency providers regarding closures and detours to implement a plan to ensure adequate emergency access is maintained during construction.

Transportation: Intersection Operations and Conflict with Congestion Management Program

Significant Impact: Cities of Santa Clara and San Jose intersection impacts during operation

Traffic impacts would occur during project operations at three intersections near the Santa Clara Station in 2035: Coleman Avenue and Brokaw Road (City of Santa Clara intersection), Lafayette Street and Lewis Street (City of Santa Clara intersection), Coleman Avenue and I-880 Southbound Ramps (City of San Jose and CMP intersection).

Findings: VTA's Board of Directors hereby makes Finding (a)(1) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measures provided (Mitigation Measure TRA-A: Implement Intersection Improvements at Coleman Avenue and Brokaw Road, Mitigation Measure TRA-B: Implement Intersection Improvements at Lafayette Street and Lewis Street, and Mitigation Measure TRA-C: Implement Intersection Improvements to Coleman Avenue and I-880 Southbound Ramps) would ensure that the intersections operate at an acceptable level of service. Therefore, the impacts are reduced to a less-than-significant level.

Air Quality – Exceedance of Thresholds – Expose Sensitive Receptors to Pollutants

Significant Impact: Construction-period exceedance of thresholds for particulate matter and cancer risk for sensitive receptors

During construction of BART stations and TOJD, the annual increase in concentrations of particulate matter less than or equal to 2.5 microns in diameter (PM_{2.5}) and cancer risk would exceed the BAAQMD significance thresholds for nearby sensitive receptors.

Findings: VTA’s Board of Directors hereby makes Finding (a)(1) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measure provided and based on BAAQMD recommendations (Mitigation Measure AQ-CNST-B: Use U.S. Environmental Protection Agency (EPA) Tier 4 or Cleaner Engines) would ensure that emissions do not exceed BAAQMD thresholds. Therefore, this mitigation measure will reduce the impact to a less-than-significant level

Greenhouse Gas Emissions – Increase in Emissions and Conflict with Plan, Policy, or Regulation to Reduce Greenhouse Gas Emissions

Significant Impact: Construction activities would result in substantial greenhouse gas emissions

Construction activities would generate direct emissions of carbon dioxide, methane, and nitrous oxide from mobile and stationary construction equipment exhaust as well as employee and haul truck vehicle exhaust. Indirect emissions would be generated from water use for fugitive dust control. BAAQMD’s CEQA Guidelines do not identify a quantitative GHG emission threshold for construction emissions. Instead, BAAQMD recommends that GHG emissions from construction be quantified and disclosed and that a determination regarding the significance of the GHG emissions be made.

Findings: VTA’s Board of Directors hereby makes Findings (a)(1) and (a)(3) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measures provided Mitigation Measure GHG-B: Participate in Food Waste Programs, Mitigation Measure GHG-C: Utilize Electrical Landscaping Equipment, Mitigation Measure GHG-D: Provide Preferential Parking for Electric Vehicles, Mitigation Measure AQ-CNST-E: Use Equipment Meeting ARB Certification Standards, Mitigation Measure AQ-CNST-F: Ensure Heavy-Duty Diesel Trucks Will Comply with EPA Emissions Standards, and Mitigation Measure AQ-CNST-G: Use Low-Sulfur Fuel would reduce the impact to a less-than-significant level.

Biological Resources and Wetlands – Nesting Birds

Significant Impact: Construction-period impacts to nesting birds during tree removal and pruning

If tree removal and pruning occurs during nesting season, they have the potential to affect nesting birds. The Phase II Project would result in the removal of on-street or urban trees throughout the project alignment and at the stations.

Findings: VTA’s Board of Directors hereby makes Finding (a)(1) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measures provided (Mitigation Measure BIO-CNST-A: Avoid Nesting Bird Season and Mitigation Measure BIO-CNST-B: Conduct Preconstruction/Predisturbance Surveys for Nesting Birds) would lessen the impact to a less-than-significant level by timing construction to avoid the nesting season or conducting surveys for nesting birds prior to disturbance activities and implementing protective measures accordingly.

Biological Resources and Wetlands – Roosting Bats

Significant Impact: Construction-period impacts to roosting bats during tree removal and demolition activities

Tree removal and demolition of existing structures to clear construction staging areas have the potential to affect roosting bats.

Findings: VTA’s Board of Directors hereby makes Finding (a)(1) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measure provided (Mitigation Measure BIO-CNST-C: Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures) would lessen the impact to a less-than-significant level by identifying roosting bat colonies prior to construction and protecting those colonies during construction.

Biological Resources and Wetlands – Tricolored Blackbirds

Significant Impact: Construction-period impacts to tricolored blackbirds, a special-status species, during vegetation removal

There is a potential for tricolored blackbirds to occur along the Guadalupe River and Los Gatos Creek. Along the Guadalupe River and Los Gatos Creek, tricolored blackbird surveys are required under the Santa Clara Valley Habitat Plan.

Findings: VTA’s Board of Directors hereby makes Finding (a)(1) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measure provided (Mitigation Measure BIO-CNST-E: Conduct Preconstruction Tricolored Blackbird Nesting Surveys and Determine Appropriate Action) would lessen the impact to a less-than-significant level by identifying tricolored blackbird nesting habitat prior to construction, monitoring for active colonies during the breeding season, and protecting this habitat during construction.

Biological Resources and Wetlands – Burrowing Owls

Significant Impact: Construction-period impacts to burrowing owls, a special status species, during vegetation removal

The Santa Clara Valley Habitat Plan has designated the area surrounding the Newhall Maintenance Facility as a western burrowing owl survey area, and vegetation removal in that area has the potential to affect burrowing owls.

Findings: VTA’s Board of Directors hereby makes Finding (a)(1) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measure provided (Mitigation Measure BIO-CNST-F: Conduct Preconstruction/Predisturbance Western Burrowing Owl Surveys and Determine Appropriate Action) would lessen the impact to a less-than-significant level by identifying burrowing owl nests prior to construction and protecting owls through the avoidance, minimization of impacts, monitoring and mitigation of impacts (if required) during construction.

Biological Resources and Wetlands – Riparian Habitat

Significant Impact: Construction-period impacts to riparian habitat

Construction activities at the construction staging area near Lower Silver Creek, the State Route (SR) 87 CSA near the Guadalupe River, and construction of the systems facilities at Diridon Station near Los Gatos Creek may result in a significant impact on riparian habitat adjacent to these facilities.

Findings: VTA’s Board of Directors hereby makes Finding (a)(1) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measure provided (Mitigation Measure BIO-CNST-D: Protect Riparian Habitat) would lessen the impact to a less-than-significant level by marking environmentally sensitive areas on plans including all riparian areas identified along the Guadalupe River and Los Gatos Creek ensuring such habitat is marked with

protective orange fencing or flagging during construction to avoid disturbance or accidental intrusion by workers or equipment. In addition, contractors will not use night lighting for construction activities and staging near the riparian area.

Biological Resources and Wetlands – Wildlife Movement and Nurseries

Significant Impact: Construction-period impacts may interfere with wildlife movement or impede use of wildlife nursery sites

If tree removal and pruning occurs during nesting season, they have the potential to impede the use of nursery sites. The Phase II Project would result in the removal of on-street or urban trees throughout the project alignment and stations.

Findings: VTA’s Board of Directors hereby makes Finding (a)(1) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measures provided (Mitigation Measure BIO-CNST-A: Avoid Nesting Bird Season and Mitigation Measure BIO-CNST-B: Conduct Preconstruction/Predisturbance Surveys for Nesting Birds) would lessen the impact to a less-than-significant level by timing construction to avoid the nesting season or conducting surveys for nesting birds prior to disturbance activities and implementing protective measures accordingly.

Biological Resources and Wetlands – Tree Removal

Significant Impact: Conflict with local tree ordinance or policy

The Phase II Project would require removal of street and urban trees which are predominantly landscaping trees. Removal of these trees would conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Findings: VTA’s Board of Directors hereby makes Finding (a)(1) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measure provided (Mitigation Measure AES-CNST-A: Replace Trees) would replace trees that would need to be removed along the alignment and/or pay in lieu fees to be used for tree replacement; thereby, lessening the impact to a less-than-significant level.

Biological Resources and Wetlands – Protection of Biological Resources

Significant Impact: Construction-period impacts may conflict with plans, policies, or ordinances related to tricolored blackbirds and burrowing owls

There is a potential for tricolored blackbirds to occur along the Guadalupe River and Los Gatos Creek. Along the Guadalupe River and Los Gatos Creek, tricolored blackbird surveys are required under the Santa Clara Valley Habitat Plan. The Santa Clara Valley Habitat Plan has designated the area surrounding the Newhall Maintenance Facility as a western burrowing owl survey area, and vegetation removal in that area has the potential to affect burrowing owls.

Findings: VTA's Board of Directors hereby makes Finding (a)(1) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measure provided (Mitigation Measure BIO-CNST-E: Conduct Preconstruction Tricolored Blackbird Nesting Surveys and Determine Appropriate Action) would lessen the impact to a less-than-significant level by identifying tricolored blackbird nesting habitat prior to construction, monitoring for active colonies during the breeding season, and protecting this habitat during construction. The mitigation measure provided (Mitigation Measure BIO-CNST-F: Conduct Preconstruction/Predisturbance Western Burrowing Owl Surveys and Determine Appropriate Action) would lessen the impact to a less-than-significant level by identifying burrowing owl nests prior to construction and protecting owls through the avoidance, minimization of impacts, monitoring and mitigation of impacts (if required) during construction.

Cultural Resources – Archaeological Resources

Significant Impact: Construction activities could cause a substantial adverse change in the significance of unknown archaeological resources or disturb undiscovered human remains, including those interred outside of formal cemeteries

The Archaeological Resources Technical Report (2016 and 2017 Addenda) identified numerous locations where unknown or previously undiscovered archaeological resources (including human remains) may be discovered. Many of the sensitive areas are located under existing buildings or infrastructure. Therefore, it is not feasible to test all sensitive areas at this time. Consequently, a Programmatic Agreement and Archaeological Resources Treatment Plan has been prepared for the identification and evaluation of archaeological resources in phases, prior to construction, and treatment of archaeological resources and burials in the event that such resources are discovered during construction activities. No impacts to any known archaeological resources (1 identified within the APE) would occur.

Findings: VTA's Board of Directors hereby makes Finding (a)(1) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measure provided (Mitigation Measure CUL-CNST-A: Implement Programmatic Agreement and Archaeological Resources Treatment Plan) would lessen the potential impact to a less-than-significant level by implementing the

procedures to be used to comply with Section 106 in the field and determining standards of evaluation for cultural properties. Methods included are pre-testing where possible (i.e., on open lots or undeveloped lands); testing after demolition of extant structures but before new ground-disturbing construction begins; construction-phase monitoring where appropriate; and standards for data recovery. Areas within the Area of Potential Effects (APE) where potential resources have been identified, or that are designated as highly sensitive for buried resources, will be field investigated, concentrating on, but not confined to, the area of direct effect.

Cultural Resources – Increase in Noise for Historic Properties that have an Inherent Quiet Quality

Significant Impact: Construction-related noise has the potential to result in an indirect impact on Five Wounds Portuguese National Church located near Alum Rock/28th Street Station

Construction noise has the potential to cause indirect noise impact on historic properties that have an inherent quiet quality that is part of a property’s historic character and significance (i.e., churches, parks, and National Historic landmarks with significant outdoor use). Only one of the 32 historic properties within the Area, Five Wounds Portuguese National Church near Alum Rock/28th Street Station, is considered to have an inherent quiet quality. Impacts from construction of the underground station box would exceed noise levels above the FTA threshold of 85 dBA.

Findings: VTA’s Board of Directors hereby makes Finding (a)(1) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measure provided (Mitigation Measure NV-CNST-C: Construct Temporary Noise Barriers) and restriction on noise-generating construction activity hours in coordination with the owners and operators of the Five Wounds Portuguese National Church would lessen the potential impact to a less-than-significant level by reducing noise levels at the church site by 5 to 15 dBA.

Cultural Resources – Increase in Vibration for Historic Buildings

Significant Impact: Construction-related vibration in the vicinity of historic buildings has the potential to result in an indirect impact on historic buildings

Historic buildings in the vicinity of cut-and-cover station excavation activities may be exposed to excessive vibration at Alum Rock/28th Street Station, Downtown San Jose Station, and Diridon Station. Depending on the condition and construction of the historic buildings, excessive vibration has the potential to result in impacts ranging from minor architectural cosmetic damage to structural damage. The appropriate vibration threshold for each historic building near the construction sites depends on the individual structure, its material and condition, and the type of soils under the building. The thresholds will be

determined based on preconstruction building surveys, geotechnical investigations, and recommendations of a qualified structural engineer and architectural historian or historic architect.

Findings: VTA’s Board of Directors hereby makes Finding (a)(1) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measures provided (Mitigation Measure NV-CNST-P: Implement Construction Vibration Control and Monitoring Plan, Mitigation Measure NV-CNST-Q: Perform Vertical Direction Vibration Monitoring, and Mitigation Measure NV-CNST-R: Implement Preconstruction and Post-Construction Building Condition Surveys for Vibration) would lessen the potential impact to a less-than-significant level by ensuring that vibration levels are kept below the threshold for structural damage. In the event of inadvertent, construction-related damage to historic buildings, repairs will be conducted in accordance with the Secretary of the Interior’s Standards for the Treatment of Historic Properties and consistent with 36 CFR 800.13(b).

Cultural Resources – Surface Settlement for Historic Buildings

Significant Impact: Construction-related surface settlement in the vicinity of historic buildings has the potential to result in an impact on historic buildings

Construction activities for the BART Extension have the potential to result in surface settlement and lateral ground movements during tunneling and cut-and-cover construction activities. Surface settlement and ground movements have the potential to damage structures including historic buildings. For historic buildings, a Conditions Assessment Report will be prepared in accordance with Section 106 of the NRHP. The appropriate vibration threshold for each historic building near the construction sites depends on the individual structure, its material and condition, and the type of soils under the building. The thresholds will be determined based on preconstruction building surveys, geotechnical investigations, and recommendations of a qualified structural engineer and architectural historian or historic architect.

Findings: VTA’s Board of Directors hereby makes Finding (a)(1) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measures provided (Mitigation Measure GEO-CNST-B: Implement Preconstruction Condition Surveys along the Tunnel Alignment, Mitigation Measure GEO-CNST-C: Monitor Ground Surface during Tunneling Activities, and Mitigation Measure GEO-CNST-D: Monitor Settlement Effects around Cut-and-Cover Excavations) would thereby lessen the potential impact to a less-than-significant level. These measures would reduce the impact by conducting preconstruction building condition surveys, identifying settlement thresholds for each historic structure, ensuring thresholds are not

exceeded, and implementing ground treatment technologies if anticipated maximum settlement would cause more than cosmetic damage. Ground surface monitoring during tunneling and cut-and-cover excavations will also lessen impacts. In the event of inadvertent, construction-related damage to historic buildings, repairs will be conducted in accordance with the Secretary of the Interior’s Standards for the Treatment of Historic Properties and consistent with 36 CFR 800.13(b)

Geology, Soils, and Seismicity – Liquefaction

Significant Impact (Construction and Operation): During construction and operation, the alignment and stations would be located in areas of moderate to high potential for liquefaction which could damage project facilities

Liquefaction potential along the alignment is moderate to high and may damage project facilities. All of the stations and the Newhall Maintenance Facility would be in areas with moderate liquefaction potential. Approximately 700 feet northeast of Diridon Station, the alignment would cross two approximately 100-foot-wide stream channels (Los Gatos Creek and Guadalupe River, respectively), where the liquefaction potential is characterized as being very high. The approximately 500-foot-long segment of the alignment near Diridon Station between the two stream channels is rated as having moderate liquefaction potential.

Findings: VTA’s Board of Directors hereby makes Finding (a)(1) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measure provided (Mitigation Measure GEO-CNST-A: Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards) would lessen the potential impact to a less-than-significant level by ensuring that the Phase II Project’s engineering design incorporates features to reduce the impact from liquefaction, such as using pile foundations, parking garages on piles, additional reinforcement, subgrade improvements, or anchors.

Geology, Soils, and Seismicity – Surface Settlement

Significant Impact: During construction, tunnel boring and cut-and-cover construction could result in potential settlement or ground movement

Construction activities for the BART Extension have the potential to result in surface settlement of 0.5 inch to 1 inch as well as lateral ground movements during tunneling and cut-and-cover construction activities. The surface settlement and ground movements have the potential to damage structures. Along the tunnel alignment, the maximum surface settlement damage induced during tunnel boring is predicted to be in a range categorized as between negligible and slight. For cut-and-cover construction, surface settlement varies with distance from the excavation, with a maximum being at the face of the excavation wall to zero at the *limit of influence*, a horizontal distance around the excavation equal to twice the depth of excavation.

Depending on the predicted settlement and structural sensitivity to movement, the BART Extension would include ground treatment measures, strengthening of structures, and underpinning of structures on a case-by-case basis prior to tunnel boring or cut-and-cover construction. The BART Extension also would utilize Tunnel Boring Machines to minimize the risk of surface settlements and lateral ground movements.

Findings: VTA’s Board of Directors hereby makes Finding (a)(1) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measures provided (Mitigation Measure GEO-CNST-B: Implement Preconstruction Condition Surveys along the Tunnel Alignment, Mitigation Measure GEO-CNST-C: Monitor Ground Surface during Tunneling Activities, Mitigation Measure GEO-CNST-D: Monitor Settlement Effects around Cut-and-Cover Excavations, Mitigation Measure GEO-CNST-E: Implement Preconstruction Condition Surveys for Utilities, and Mitigation Measure GEO-CNST-F: Minimize Excavation Bottom Failure Impact) would be implemented in addition to engineering design measures to reduce impacts. Monitoring will enable VTA to undertake corrective actions to avoid significant surface settlement or ground movements and address settlement before building damage occurs. These provisions would lessen the potential impact to a less-than-significant level.

Geology, Soils, and Seismicity – Excavation Bottom Stability or Disturbance

Significant Impact: During construction, excavation for stations in soft clays could result in disturbance of sensitive deposits at excavation subgrade

Soft and loose, saturated native soil deposits could be encountered at the excavation bottom. If clay and saturated sand deposits are sufficiently disturbed during construction activities at the bottom of an excavation, the deposits could become soft and loose. Consequently, working conditions at the bottom of the excavation may become difficult and cause the loss of equipment mobility. Adequate measures will be taken to minimize the disturbance of the sensitive deposits at the excavation subgrade.

Findings: VTA’s Board of Directors hereby makes Finding (a)(1) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measures provided (Mitigation Measure GEO-CNST-F: Minimize Excavation Bottom Failure Impacts and Mitigation Measure GEO-CNST-G: Minimize Disturbance of Sensitive Deposits at the Excavation Subgrade), in addition to standard geotechnical engineering design, would lessen the potential impact to a less-than-significant level.

Geology, Soils, and Seismicity – Expansive Soils

Significant Impact: Portions of the alignment would be in areas with soils having moderate to high expansion potential, creating risks to life or property

Expansive soils are a concern for the proposed structures for system facilities, parking, and vehicular and pedestrian access at the stations. Some of the soils at station locations and the Newhall Maintenance Facility have high plasticity indices of between 21 and 40, meaning that the soils have moderate to high expansion potential.

Findings: VTA’s Board of Directors hereby makes Finding (a)(1) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measure provided (Mitigation Measure GEO-CNST-H: Incorporate Design Specifications to Minimize Effects from Expansive Soils), in conjunction with standard geotechnical engineering design, would lessen the potential impact to a less-than-significant level.

Geology, Soils, and Seismicity – Paleontological Resources

Significant Impact: Construction activities involving deep excavation have the potential to destroy a unique paleontological resource or unique geologic feature

The BART Extension would be constructed in areas of San Jose and Santa Clara that have been previously developed. Consequently, any paleontological resource or site or unique geologic feature in these areas would likely have been discovered during previous development. Excavation depths involved during construction throughout the alignment may result in the discovery of previously unknown paleontological resources.

Findings: VTA’s Board of Directors hereby makes Finding (a)(1) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measure provided (Mitigation Measure GEO-CNST-I: Stop Construction if Paleontological Resources are Discovered and Determine Appropriate Action) would lessen the potential impact to a less-than-significant level by providing the opportunity to assess the significance of any potential resource and, if necessary, incorporate measures to protect any significant paleontological resources that may be encountered during construction.

Hazards and Hazardous Materials – Hazardous Materials Release

Significant Impact: Construction activities such as demolition activities could accidentally release hazardous materials such as asbestos and lead-paint

Construction activities for the BART Extension would include demolition of buildings that may contain hazardous materials, such as asbestos-containing materials (ACM) and

lead-based paint (LBP). Improper removal and/or disposal of hazardous building materials during demolition activities could potentially result in an accidental release of hazardous materials into the environment.

Findings: VTA’s Board of Directors hereby makes Finding (a)(1) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measure provided (Mitigation Measure HAZ-CNST-A: Prepare and Implement Remedial Action Plans) would lessen the potential impact to a less-than-significant level by ensuring that plans are in place and remedial measures implemented to handle any hazardous materials that may be encountered during construction in accordance with regulatory requirements.

Hazards and Hazardous Materials – Hazardous Materials Sites

Significant Impact (Construction and Maintenance): Construction and maintenance activities could be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment

Hazardous materials may be present in soil, ballast, and groundwater beneath the alignment. Petroleum hydrocarbons, chlorinated solvents, and metals are the primary contaminants of concern in soil and groundwater from the 43 known hazardous materials release sites. Arsenic and lead are the primary contaminants of concern in shallow soil and ballast along existing railroad corridors. The disturbance of contaminated materials during construction activities, such as excavation and dewatering, could pose a potential threat to human health and the environment. The disturbance of contaminated soil and/or ballast during maintenance activities (e.g., trenching for utilities) could pose a direct exposure hazard to maintenance workers. Vapor intrusion of groundwater contaminants (e.g., chlorinated solvents) into future BART Extension buildings, such as the stations, system facilities, and maintenance facilities, could pose an inhalation hazard to indoor workers and residents. BART passengers at the above-grade Santa Clara Station could be exposed to hazardous materials in soil and/or ballast (if any) by direct contact and/or inhalation of dust.

Findings: VTA’s Board of Directors hereby makes Finding (a)(1) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measure provided (Mitigation Measure HAZ-CNST-A: Prepare and Implement Remedial Action Plans), in conjunction with standard safety procedures, would lessen the potential impact to a less-than-significant level by ensuring that plans are in place and remedial measures implemented to handle any hazardous materials that may be encountered during construction and maintenance activities in accordance with regulatory requirements.

Land Use – Habitat Conservation Plan or Natural Community Conservation Plan

Significant Impact: Construction and operation would conflict with an applicable habitat conservation plan or natural community conservation plan, the *Santa Clara Valley Habitat Plan* (SCVHP)

The majority of the alignment would be within the boundaries of the SCVHP. However, except for the Newhall Maintenance Facility, all of the BART Extension area has already been disturbed by urban development and not subject to the SCVHP. The portion of the Newhall Maintenance Facility within the City of San Jose would be within the western burrowing owl (*Athene cunicularia hypogea*) survey area, and Diridon Station and the State Route 87 Construction Staging Areas are near the tricolored blackbird (*Agelaius tricolor*) survey area along Guadalupe River and Los Gatos Creek, both covered by the SCVHP.

Findings: VTA’s Board of Directors hereby makes Finding (a)(1) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measures provided (Mitigation Measure BIO-CNST-E: Conduct Preconstruction Tricolored Blackbird Nesting Surveys and Determine Appropriate Action and Mitigation Measure BIO-CNST-F: Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action) would lessen the potential impact to a less-than-significant level by identifying tricolored blackbird nesting habitat and all suitable habitat for burrowing owl prior to construction, monitoring for active nest sites during the breeding season, protecting this habitat during construction, and providing mitigation for any impacts.

Noise and Vibration – Construction Noise

Significant Impact: Construction activities would expose persons to or generate noise in excess of local or FTA standards

Construction noise would exceed noise criteria for residences at Alum Rock/28th Street Station, 13th Street Ventilation Structure, Downtown San Jose Station, Diridon Station, Stockton Avenue Ventilation Structure, West Portal Tunnel Structure, and Newhall Maintenance Facility. Noise from the slurry batch plant at the West Portal is projected to result in a minor noise impact on residences located on the west side of the alignment.

Findings: VTA’s Board of Directors hereby makes Finding (a)(1) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measures provided (Mitigation Measure NV-CNST-A: Incorporate FTA Criteria Compliant Construction Noise and Vibration Specifications, Mitigation Measure NV-CNST-B: Locate Equipment as Far as Feasible from Sensitive Sites, Mitigation Measure NV-CNST-C: Construct Temporary Noise Barriers,

Mitigation Measure NV-CNST-D: Operate Equipment to Minimize Annoying Noise and Vibration, Mitigation Measure NV-CNST-E: Route Construction Trucks along Truck Routes Least Disturbing to Residents, Mitigation Measure NV-CNST-F: Secure Steel and Concrete Plates over Excavated Holes and Trenches, Mitigation Measure NV-CNST-G: Use Best Available Practices to Reduce Excess Noise and Vibration, Mitigation Measure NV-CNST-H: Adhere to Local Jurisdiction Construction Time Periods, to the Extent Feasible, Mitigation Measure NV-CNST-I: Perform Preconstruction Ambient Noise Measurements at All CSAs, Mitigation Measure NV-CNST-J: Implement a Construction Noise Control and Monitoring Plan, Mitigation Measure NV-CNST-K: Require Minimum Qualifications for the Acoustical Engineer, Mitigation Measure NV-CNST-L: Prohibit Operation of Noise-Generating Equipment Prior to Acceptance of Noise Control and Monitoring Plan and Noise Control Plan, Mitigation Measure NV-CNST-M: Install Long-Term Noise Monitors at CSAs during all Construction Phases, Mitigation Measure NV-CNST-N: Ensure Equipment is Pre-certified to Meet Noise Limits, and Mitigation Measure NV-CNST-O: Implement a Complaint Resolution Procedure) would lessen the potential impact to a less-than-significant level by reducing noise at the source, reducing noise between the source and receiver and restricting the hours of operation. Noise levels would be monitored and public complaints addressed in a timely fashion.

Noise and Vibration – Construction Groundborne Noise and Vibration from Tunnel Boring Machines

Significant Impact: Construction activities would expose persons to or generate excessive groundborne noise and vibration

Soils excavated by the tunnel boring machines would be removed by a muck train or conveyor system that may cause groundborne noise impacts during tunnel construction. Vibration from station and ventilation shaft excavation would be caused by excavation of shoring and installation of tiebacks where necessary; structures close to station excavation could be exposed to excessive vibration and noise.

Findings: VTA’s Board of Directors hereby makes Finding (a)(1) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measures provided (Mitigation Measure NV-CNST-P: Implement a Construction Vibration Control and Monitoring Plan, Mitigation Measure NV-CNST-Q: Perform Vertical Direction Vibration Monitoring, Mitigation Measure NV-CNST-R: Implement Preconstruction and Post-Construction Building Condition Surveys for Vibration, and Mitigation Measure NV-CNST-S: Implement Measures to Reduce Vibration from Muck Extraction and Supply Trains would reduce groundborne noise and vibration. Monitoring during construction will enable VTA to undertake corrective actions when groundborne noise and vibration levels approach or exceed standards. These measures would lessen the potential impact to a less-than-significant level.

Noise and Vibration – Operational Noise from Ancillary Facility

Significant Impact: BART ancillary facilities operations would expose persons to or generate noise in excess of local or FTA criteria

Untreated ventilation facilities, traction power substations, and at the systems facilities may exceed the applicable Cities of San Jose’s or Santa Clara’s residential noise limits.

Findings: VTA’s Board of Directors hereby makes Finding (a)(1) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measure provided (Mitigation Measure NV-A: Implement Noise Reduction Treatments at Ancillary Facilities) would lessen the potential impact to a less-than-significant level by including sound attenuating features and reducing noise between the source and receiver. The mitigation measure would reduce noise levels below the applicable City of San Jose’s or Santa Clara’s residential noise limits.

Noise and Vibration – Operational Groundborne Noise from Trains

Significant Impact: BART operations would expose persons to or generate excessive groundborne noise

During operations, groundborne noise levels are projected to exceed the FTA criteria for receptors at several locations.

Findings: VTA’s Board of Directors hereby makes Finding (a)(1) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measure provided (Mitigation Measure NV-B: Reduce Groundborne Noise Levels) would require VTA to undertake corrective actions before groundborne noise levels can approach or exceed the FTA criteria. Where groundborne noise levels during operations are predicted to exceed the FTA criteria, mitigation includes installation of isolated slab track or comparable mitigation strategies that achieve similar reductions. These measures would lessen the potential impact to a less-than-significant level.

Utilities and Service Systems – Water and Wastewater Supply – Operations

Significant Impact: Operation of the Phase II Project could require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which may cause significant environmental effects

SJWC would be responsible for providing onsite water infrastructure and sewer infrastructure to connect BART facilities and TOJD to the existing water supply system and existing sewer system. In Santa Clara, it would be the TOJD applicant's responsibility to

provide onsite infrastructure to connect to SCWSU mains in the public right-of-way. Water suppliers would also evaluate the need for offsite water infrastructure improvements prior to the issuance of a building permit. New sewer infrastructure would be designed in accordance with applicable Level of Service guidelines and installed during construction. Water supply and wastewater generated at the BART stations and facilities may contribute to capacity deficiencies within offsite supply networks and sewer systems, which represents a potential impact to utility systems.

Findings: VTA’s Board of Directors hereby makes Finding (a)(1) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measures provided (Mitigation Measure UTIL-E: Prepare a San Jose Water Supply Infrastructure Capacity Assessment and Participate in the Improvements, Mitigation Measure UTIL-F: Prepare a Santa Clara Water Supply Infrastructure Capacity Assessment and Participate in the Improvements, Mitigation Measure UTIL-G: Prepare a San Jose Sewer Capacity Assessment and Participate in the Improvements, and Mitigation Measure UTIL-H: Prepare a Santa Clara Sewer Capacity Assessment and Participate in the Improvements) would lessen the potential impact to a less-than-significant level by sizing improvements for water and sewer appropriately and financing the Phase II Project’s share of needed improvements.

Visual Quality and Aesthetics – Tree Removal

Significant Impact: Construction activities would result in tree removal

Construction activities would require removal of trees along the entire alignment. Trees may be removed or trimmed at construction staging sites to allow for construction laydown and activities. Trees would be removed as needed to accommodate station boxes, entrance portals, ventilation facilities, and system facilities.

Findings: VTA’s Board of Directors hereby makes Finding (a)(1) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measure provided (Mitigation Measure AES-CNST-A: Replace Trees) would lessen the potential impact to a less-than-significant level by replacing trees that need to be removed along the alignment and/or pay in lieu fees to be used for tree replacement.

Visual Quality and Aesthetics – Light or Glare

Significant Impact: Operation of the TOJDs would create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area

Several of the TOJD buildings would be taller than the surrounding built environment, particularly at the Alum Rock/28th Street, Diridon, and Santa Clara Station areas where

TOJD would range between 4 and 11 stories high and include reflective surfaces, such as windows, that may create glare. The introduction of light and glare from the TOJDs, in combination with the station areas and parking structures, would be greater than existing conditions.

Findings: VTA's Board of Directors hereby makes Finding (a)(1) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measure provided (Mitigation Measure AES-A: Minimize Light and Glare) would lessen the potential impact to a less-than-significant level by requiring that the building design include provisions that minimize off-site light spillage and glare.

Water Resources, Water Quality, and Floodplains – Surface Water/Water Quality Standards

Significant Impact: Construction and operation would degrade water quality or violate water quality standards

Construction activities may result in temporary increases in sediment loads and potential stormwater contamination, accidental spills of hazardous materials, and surface and groundwater impacts. Operation of new facilities may increase existing pollutants in storm drains and introduce new pollutants.

Findings: VTA's Board of Directors hereby makes Finding (a)(1) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The mitigation measures provided (Mitigation Measure BIO-CNST-D: Protect Riparian Habitat (for construction) and WQ-A: Design and Implement Stormwater Control Measures (for construction and operation)), in conjunction with best management practices required by the Regional Water Quality Control Board for construction projects, would lessen the potential impact to a less-than-significant level.

Water Resources, Water Quality, and Floodplains – Groundwater Depletion

Significant Impact: Construction activities could deplete groundwater supplies or interfere with groundwater recharge

Groundwater is anticipated to be encountered during excavation for the underground stations and tunnel structures. At the stations, temporary shoring walls would be installed to support the sides of deep cut-and-cover excavations and prevent groundwater intrusion. Several methods can be used for the temporary shoring of excavation walls, including soil-cement mix wall, secant pile wall, and slurry diaphragm wall. Still, some dewatering of the shallow groundwater zone would be required. The methods for dewatering could include installing a

well-based dewatering system and/or pumping water from low spots at the excavation site. The tunnel would be constructed below the water table, at an average depth of 70 feet below ground at the crown (i.e., top of the tunnel). The tunnel would be constructed using a pressurized closed-faced tunnel boring machine. This would keep out groundwater, stabilize the tunnel face, and minimize settlement. Precast concrete segmental lining units would be installed as the tunnel progresses forward to reduce groundwater intrusion. As a result, a low potential exists for reducing the volume of water in the local aquifer table.

Findings: VTA’s Board of Directors hereby makes Finding (a)(1) (as described in Section 3.1 above), as required by Public Resources Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified impact.

Facts in Support of Findings: The proposed construction techniques would reduce the potential for groundwater depletion. In addition, Mitigation Measure HAZ-CNST-A: Prepare and Implement Remedial Action Plans would ensure that site-specific Remedial Action Plans are prepared and implemented to reduce impacts on the environment, including groundwater contamination that could result from the disturbance of hazardous materials in soil and ballast materials during construction, thus avoiding the potential for reducing the volume of water in the local aquifer table. This will lessen the potential impact to a less-than-significant level.

3.4.3 Findings Regarding Recirculation

CEQA Guidelines Section 15088.5 requires a lead agency to recirculate an EIR for further review and comment when significant new information is added to the EIR after public notice is given of the availability of the Draft EIR but before certification of the Final EIR. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Phase II Project or a feasible way to mitigate or avoid such an effect that the project proponent declines to implement. The CEQA Guidelines provide the following examples of significant new information under this standard:

- A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- A substantial increase in the severity of an environmental impact would result unless mitigation is adopted that reduces the impact to a level of insignificance.
- A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project’s proponents decline to adopt it.
- The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (*Mountain Lion Coalition v. Fish and Game Com.* (1989) 214 Cal.App.3d 1043).

Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR. The above standard is “not intend[ed] to promote endless rounds of revision and recirculation of EIRs.” (*Laurel Heights Improvement Assn. v. Regents of the University of California* (1993) 6 Cal. 4th 1112, 1132). “Recirculation was intended to be an exception, rather than the general rule.” (*Ibid.*)

The Final SEIS/SEIR incorporates information since the Draft SEIS/SEIR was completed and contains additions, clarifications, modifications, and other changes to the Phase II Project. Where changes or additions have been made to information in the Draft SEIS/SEIR, these revisions do not change any conclusions on the significance of impacts presented in the Draft SEIS/SEIR and do not meet any of the standards for recirculation under CEQA Guidelines section 15088.5.

CEQA case law emphasizes that “[t]he CEQA reporting process is not designed to freeze the ultimate proposal in the precise mold of the initial project; indeed, new and unforeseen insights may emerge during investigation, evoking revision of the original proposal.” (*Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 736-737; see also *River Valley Preservation Project v. Metropolitan Transit Development Bd.* (1995) 37 Cal.App.4th 154, 168, fn. 11.) “‘CEQA compels an interactive process of assessment of environmental impacts and responsive project modification which must be genuine. It must be open to the public, premised upon a full and meaningful disclosure of the scope, purposes, and effect of a consistently described project, with flexibility to respond to unforeseen insights that emerge from the process.’ [Citation.] In short, a project must be open for public discussion and subject to agency modification during the CEQA process.” (*Concerned Citizens of Costa Mesa, Inc. v. 33rd Dist. Agricultural Assn.* (1986) 42 Cal.3d 929, 936).

The Final SEIS/SEIR also includes minor edits made in response to various comments on the Draft SEIS/SEIR. These revisions were made for accuracy or providing additional supplemental information to that contained in the Draft SEIS/SEIR and did not change any conclusions of the Draft SEIS/SEIR regarding the Phase II Project’s impacts. The revisions only constituted minor revisions or augmentations to information in the Draft SEIS/SEIR that did not change any of the determinations regarding the significance of the Phase II Project’s impacts.

The VTA Board of Directors finds that none of the changes in the Final SEIS/SEIR involves “significant new information” triggering recirculation because neither the additional information nor changes to any mitigation measure resulted in any new significant environmental effects, any substantial increase in the severity of any previously identified significant effects, or otherwise trigger recirculation under CEQA standards. Note that some of the modifications were either environmentally beneficial or environmentally neutral and represent the kind of changes that commonly occur as the environmental review process works towards its conclusion.

3.5 Incorporation by Reference

The 2018 Final SEIS/SEIR is hereby incorporated into these Findings in its entirety. Without limitation, this incorporation is intended to elaborate on the regulatory requirements applicable to the Phase II Project, comparative analysis of alternatives, the basis for determining the significance of impacts, the scope and nature of mitigation measures, and the reasons for approving the Phase II Project.

3.6 Record of Proceedings

Various documents and other materials constitute the record of proceedings upon which the VTA's Board of Directors bases its Findings and decisions contained herein, including, without limitation, the Final SEIS/SEIR (text, appendices and supporting technical reports), the Findings, and the MMRP. All documents related to VTA's BART Silicon Valley Phase II Extension Project are available upon request at the VTA offices at 3331 North First Street, Building B in San Jose. In accordance with Public Resources Code Section 21167.6, subdivision (e), the record of proceedings for VTA's Board of Directors' decision on the Phase II Project held by VTA's Board Secretary include but is not limited to the following documents along with the associated VTA's Board of Directors' actions:

- 2018 Final SEIS/SEIR
- 2016 Draft SEIS/SEIR
- 2011 Final 2nd SEIR
- 2010 Draft 2nd SEIR
- 2010 Final EIS
- 2009 Draft EIS
- 2007 Final SEIR
- 2007 Draft SEIR
- 2004 Final EIR
- 2004 Draft EIS/EIR

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Chapter 4

Overriding Considerations

The Final SEIS/SEIR indicated that if the Phase II Project is implemented, certain significant and unavoidable impacts would result. These impacts would also be cumulatively significant.

- **Transportation:** Disruption to vehicular traffic, bicyclists, and pedestrians during construction near Alum Rock/28th Street Station, Downtown San Jose Station, Diridon Station, Newhall Maintenance Facility, West Portal, Santa Clara Station, and TOJDs
- **Transportation:** Intersection of De La Cruz Boulevard and Central Expressway—under 2035 Forecast Year Plus BART Extension with TOJD Conditions.
- **Transit – Bus:** Construction of Downtown San Jose Station and Diridon Station would temporarily affect local bus service.
- **Air Quality:** Exceed the ROG and NO_x emissions thresholds during construction
- **Air Quality:** Exceed the ROG emissions threshold during operation.
- **Greenhouse Gas Emissions:** Generate GHG emissions, either directly or indirectly; conflict with a plan, policy, or regulation intended to reduce GHG emissions in 2035.
- **Noise:** Exceed noise thresholds during construction near Downtown San Jose and Diridon Stations

As required by CEQA Guidelines section 15093, VTA’s Board of Directors finds that the unavoidable significant effects described in **Chapter 3, Findings**, of this document are acceptable because of the overriding considerations described below. These benefits of implementing the Phase II Project outweigh its unavoidable environmental effects.

4.1 Statements of Fact in Support of Overriding Considerations

The Phase II Project addresses the need for improved transportation choices and capacity in Silicon Valley and the region. The Phase II Project would lead to an increased number of transit trips from origins and destinations in Alameda and Santa Clara Counties, as well as Contra Costa County and portions of the Central Valley (San Joaquin and Sacramento valleys) that are linked to the Santa Clara Valley by rail. Benefits of the Phase II Project include: (1) improving public transit service and modal options, (2) enhancing regional transit connectivity, (3) providing transit options to traveling on congested highways and supporting road networks, (4) improving transportation options that will maintain continuing economic vitality of the Silicon Valley, (5) improving mobility options for transit-dependent populations, (6) maximizing transit usage and ridership which reduces automobile traffic and

related air quality emissions, and (7) supporting local and regional economic and land use plans and transit investments.

Specifically, the Phase II Project would:

Improve public transit service and modal options

- The Phase II Project would improve public transit service in this corridor by providing increased transit capacity and faster, convenient access to and from major Santa Clara County employment and activity centers for corridor residents and populations throughout the Bay Area and from communities that can access the BART regional rail network. Santa Clara County residents would be provided improved access to employment and activity centers in Alameda, Contra Costa, and San Francisco Counties, including the Bay Area’s major employment concentration in downtown San Francisco.

Enhance regional transit connectivity

- The Phase II Project would enhance regional connectivity by expanding and interconnecting BART rapid transit service with VTA light rail, Amtrak, ACE, Caltrain, and VTA bus services in Santa Clara County and improve intermodal transit hubs where rail, bus, auto, bicycle, and pedestrian links meet. The Phase II Project would also provide travel time savings between Alameda County and San Jose. For example, the Phase II Project would reduce the morning peak hour transit travel from Oakland to Santa Clara by 21 minutes and from Newark to downtown San Jose by 16 minutes. The Phase II Project would close transit connection gaps by connecting to Caltrain at the Diridon Station in downtown San Jose and at the Santa Clara Station in Santa Clara and to VTA’s main north-south light rail spine along North First Street in central San Jose at the Downtown San Jose Station.

Transit options to traveling on congested freeways and supporting road networks

- The Phase II Project would have a beneficial effect by removing some freeway and supporting road network traffic from the ever-increasing traffic congestion in and between Alameda and Santa Clara Counties. The Phase II Project would generate a considerable number of new linked transit trips which are primarily diverted from automobile trips. In 2035, approximately 14,600 average weekday new linked trips would result from the Phase II Project.

Improve transportation options in the Silicon Valley

- The Phase II Project would support transportation solutions that would maintain the economic vitality and continuing development of Silicon Valley by expanding multimodal options and reducing reliance on single auto commute trips. Increasing the use of transit is critical to moving workers through highly-congested travel corridors that serve major employment centers. Substantial job growth is projected with almost 200,000 new jobs in Santa Clara County by 2035. The San Jose Business District has the most concentrated, as well as the highest number of, employment opportunities of the

communities along the alignment of the Phase II Project: 44,579 jobs currently and projected to reach 70,310 jobs by 2035. The San Jose Business District has a projected 58 percent increase in jobs from 2015 to 2035. And, over 50 percent of these jobs would be within ½ mile of the Phase II Project stations.

Improve mobility options for transit-dependent populations

- The Phase II Project would improve mobility options to employment, education, medical, and retail centers for corridor residents, in particular for low-income, youth, elderly, disabled, and ethnic minority populations. The Phase II Project would improve accessibility to community facilities in San Jose and Santa Clara. These are areas with concentrated low-income, low-mobility populations, and have more affordable housing. The Phase II Project would be accessible from central and east San Jose. Central San Jose, including downtown, has the highest proportion of legally binding affordable housing, relative to total housing stock, in the county.

Maximize transit usage and ridership which reduces automobile traffic and related air quality emissions

- The Phase II Project would greatly improve the transit service between downtown San Jose and Santa Clara and the primarily residential communities in the East Bay. Commuters would no longer have to transfer to a bus at the Berryessa BART Station once this station is opened, to get to downtown San Jose. Instead, the Phase II Project would provide a one-seat ride for many commuters between Alameda County and job-rich destinations along the BART corridor in Santa Clara County, thereby maximizing transit usage and ridership. Specifically, the Phase II Project would serve over 52,011 average weekday trips in 2035. This represents about 15,000 new linked transit trips compared to No Build conditions.

Support local economic and land use plans and goals and transit investments

- The Phase II Project would be consistent with local and regional plans and policies to extend the BART system, would create a unified transit system that potentially would encircle the bay, and would encourage higher-density, mixed-use development adjacent to proposed transit nodes. Santa Clara County residents have continually expressed their support for transportation improvements by passing local funding measures, such as the Measure A Transit Improvement Program, which was approved by 70.3 percent of voters in 2000. In 2008, county voters approved by 66.8 percent a 1/8-cent sales tax referred to as Measure B to fund the operating costs of BART extensions in Santa Clara County. In 2016, voters passed an additional ½-cent 30-year sales tax measure for previously approved Measure B projects including the Phase II Project.

Provide other benefits

- As discussed in the Final SEIS/SEIR, the Phase II Project is estimated to result in substantial reductions in transportation system vehicle energy requirements compared to

No Build conditions. The Phase II Project would also reduce the total vehicle miles traveled and result in lower related air quality emissions.

MITIGATION MONITORING AND REPORTING PROGRAM
for
VTA'S BART SILICON VALLEY - PHASE II EXTENSION PROJECT

1.0 INTRODUCTION

The Santa Clara Valley Transportation Authority, as lead agency for the BART Silicon Valley Phase II Extension Project, is responsible for compliance with Section 21081.6 of the California Environmental Quality Act (CEQA), which requires a lead agency to adopt a Mitigation Monitoring and Reporting Program (MMRP) “for the changes made to the project or conditions of project approval adopted in order to mitigate or avoid significant effects on the environment.” *VTA's BART Silicon Valley - Phase II Extension Project Final Subsequent Environmental Impact Report/Supplemental Environmental Impact Statement* (February 2018) identifies the environmental impacts of the project and discusses mitigation measures to reduce the effects.

2.0 PROGRAM MANAGEMENT

The MMRP includes the following elements:

- Identification of mitigation measures as they appear in the Final Subsequent Environmental Impact Report;
- Identification of the time frame during which each measure is to be implemented and monitored;
- Identification of the party(ies) responsible for implementing and monitoring each mitigation measure;
- Documentation of compliance activities in quarterly MMRP Status Summary Reports.

Actions to be performed under the MMRP typically include:

- Actions to be taken prior to construction;
- Actions to be taken during construction; and
- Actions that require monitoring following construction (operations phase).

2.1 Designated Monitor

VTA's Environmental Programs Manager is the Designated Monitor responsible for implementation and enforcement of the mitigation measures for the BART Silicon Valley Phase II Extension Project. The Designated Monitor will assign monitoring tasks to field monitors, who are responsible for verifying compliance with specific mitigation measures.

2.2 Monitoring Procedures

Mitigation measures will be monitored, as specified in the attached table, *BART Silicon Valley Phase II Extension Project, Mitigation Monitoring and Reporting Program Summary*. Mitigation measures applicable prior to construction will be discussed with the design engineer(s), architect(s), and other responsible parties and/or interested stakeholders. Mitigation measures applicable during construction will be discussed with appropriate VTA personnel, construction contractors, and other responsible parties. Mitigation measures applicable following construction

will be discussed with appropriate VTA personnel and other responsible parties. These measures will be monitored weekly, or as conditions dictate, and all parties will be kept informed, as necessary, of compliance status and any corrective action. Mitigation measures applicable following construction will be monitored with compliance and non-compliance activities communicated to the appropriate parties.

2.3 Reporting Requirements

The Designated Monitor will submit quarterly MMRP Status Summary Reports to VTA management and appropriate staff, and to any individuals and agencies that request monitoring reports, during the prior-to-construction and construction phases. Similarly, the Designated Monitor will submit annual status reports, as required, for the post-construction/operations mitigation measures. Copies of reports may be obtained by contacting the VTA Environmental Programs Department, 3331 North First Street, San Jose, CA 95134.

Each MMRP Status Summary Report will summarize actions taken during the previous quarterly reporting period so as to meet the requirement(s) of each mitigation measure. The status report will include a checklist that indicates which mitigation measures are in compliance to date but require additional monitoring and which are in compliance to date with no further action needed (closed items).

2.4 Non-compliance

If the MMRP Status Summary Report indicates noncompliance with any mitigation measure, the Designated Monitor will recommend appropriate corrective action to the party(ies) responsible for implementation. Noncompliance and corrective action information will be included in the quarterly and annual reports.

2.5 Refinement or Addition of Mitigation Measures

During the Final Design phase, circumstances may arise that require the revision or addition of a mitigation measure. The Designated Monitor will make appropriate recommendations and ensure the implementation and enforcement of any revised MMRP requirements.

VTA'S BART SILICON VALLEY - PHASE II EXTENSION PROJECT

MITIGATION MONITORING AND REPORTING PROGRAM SUMMARY

Transportation

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
Construction								
Alum Rock/28 th Street Station; Downtown San Jose Station, Diridon Station, Santa Clara Station, Newhall Maintenance Facility, and West Tunnel Portal 13 th Street and Stockton Avenue Ventilation Structures TOJDs	TRA-CNST-A	<p>Develop and Implement a Construction Education and Outreach Plan</p> <p>VTA will develop a Construction Education and Outreach Plan (CEOP) in coordination with the Cities of San Jose and Santa Clara to foster communication between VTA, various municipalities, and the public during construction. VTA will develop the CEOP after the environmental process is complete and implement it prior to construction. The CEOP will ensure that VTA coordinates construction activities with existing business operations and other development projects to minimize disruption and delays. The CEOP will also establish a process that will address the concerns of businesses and their customers, property owners, residents, and commuters. The CEOP will be incorporated into the plans and specifications of all contracts through which the BART Extension will be implemented.</p> <p>Critical components of the CEOP will include, but</p>	X	X			VTA Community Outreach and Public Engagement	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<p>are not limited to, the following requirements.</p> <ul style="list-style-type: none"> • Establish field office(s) accessible to the public with dedicated community outreach staff and defined hours. • Provide and maintain a 24-hour/7-day a week project hotline for emergencies. • Conduct preconstruction operational surveys of businesses located adjacent to construction areas to ascertain hours of operation, access, deliveries, customer base, special circumstances, and key contacts. • Coordinate with cities to obtain information about upcoming adjacent construction projects to minimize disruptions and delays. • Inform and engage partner agencies, stakeholders, including VTA’s BART Silicon Valley Phase II Community Working Groups, business organizations, business owners, tenants, the media, and the public on a regular and frequent basis. • Conduct public workshops, meetings, or webinars for community members. Hold regular meetings with the surrounding businesses and residents throughout the course of construction. • Distribute and post project information and advanced construction notification via the project website, social and traditional media, signage, face-to-face visits, flyers, mailers, emails, and 						

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<p>other communication methods as appropriate.</p> <ul style="list-style-type: none"> • Develop a project signage program identifying project corridor, station areas, construction timeline, and funding. • Display maps and construction schedule information in project field office(s) and around the construction area. • Increase visibility of alternative parking and access via signage, website postings, and other communication methods. • Maintain media relations (i.e., news releases, news articles, and interviews). • Designate community outreach personnel available on site for the duration of the construction project. • Work with property owners and business owners in the station areas to promote access to businesses during construction, including enhanced signage. • Provide marketing assistance, technical business support, and cross-promotional efforts to businesses within the area impacted by construction to encourage customers to shop at businesses during construction. • Establish outreach to stakeholders to provide advanced notice of scheduled utility outages. <p>Throughout development and implementation, the</p>						

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		education and outreach activities will be comprehensive, seeking widespread involvement; proactive, with efforts geared toward obtaining input, as well as disseminating information; responsive to various needs, including multiple languages and alternative formats; and timely, accurate, and results-oriented.						
	TRA-CNST-B	<p>Develop and Implement a Construction Transportation Management Plan</p> <p>After the environmental process is complete and prior to beginning any construction activity, VTA will work with the Cities of San Jose and Santa Clara to develop Master Cooperative Agreements that will direct all coordination and partnering efforts between VTA and the cities prior to and during construction of the BART Extension. One element of the Master Cooperative Agreements with the cities will be the Construction Outreach Management Program (COMP). One of the three parts of the COMP is Construction Transportation Management Plan (CTMP).</p> <p>VTA and its General Engineering Contractor will develop and implement the CTMP in partnership with the Cities of San Jose and Santa Clara to coordinate location-specific circulation and access within and around the construction areas for all modes, including automobiles, trucks and construction vehicles, bicyclists, pedestrians, and public transportation such as buses and light rail. The CTMP will be organized according to each of the ten major project elements listed from east to</p>	X	X			VTA Program Planning	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<p>west along the alignment: East Tunnel Portal, Alum Rock/28th Street Station, 13th Street Ventilation Structure, Downtown San Jose Station, Diridon Station, Stockton Avenue Ventilation Structure, West Tunnel Portal, Newhall Maintenance Facility, and Santa Clara Station, and any offsite improvement locations. The CTMP will be tailored to address the site-specific circumstances and sequencing of construction at each of the ten areas. The CTMP will be developed in partnership with the applicable city and incorporated into all plans and specifications of all contracts through which the BART Extension will be implemented.</p> <p>Critical components of the CTMP are as follows.</p> <ul style="list-style-type: none"> • Sequencing schedule depicting the proposed location and timing of construction activities on a routine basis for the duration of the project. • Proposed phasing of construction, anticipated lane and street closures, detours, temporary signals, and street reconfigurations, including durations of all of the above and signage requirements that the contractor must follow. • Truck haul routes. • Location-specific requirements as applicable. • In addition, VTA will work with the cities to minimize access and circulation construction impacts during special events, including Christmas in the Park, parades, and marathons. 						

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<p>After the CTMP has been approved, individual Traffic Control Plans (TCPs) will be developed for specific design elements at each of the ten major project elements and throughout the 8-year duration of construction. The TCPs will address all modes including automobiles, trucks, and construction vehicles, bicyclists, pedestrians, and public transportation such as buses and light rail. The TCPs will be prepared by the contractor and approved by VTA and the applicable city prior to construction of the specific design element. The TCPs will include site-specific requirements such as the following.</p> <ul style="list-style-type: none"> • Alternative access routes where practicable and wayfinding signage for all detours affecting roadway users, including vehicular traffic, trucks and construction vehicles, bicyclists, and pedestrians. • Early signage of potential construction delays for all roadway users to choose alternate routes. • Minimum requirements for pedestrians and bicyclists to provide safe travel corridors within and through construction areas or provide detour routes. • Coordination between VTA and transit providers as necessary prior to construction to ensure that any necessary re-routing of bus routes and temporary relocation of bus stops during construction is done to minimize impacts on bus 						

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<p>riders.</p> <ul style="list-style-type: none"> • Early signage of potential transit delays for transit riders to plan trips accordingly. • Notification of the Cities of San Jose and Santa Clara, business owners, residents, and key stakeholders regarding lane and road closures that would affect parking, including both off-street and on-street parking. • Maps of all publicly available off-street and on-street parking that will be removed during construction. • Schedule of removal of each parking area. • Requirement that construction workers must park in construction staging areas or other designated areas. • In addition, in coordination with city partners, VTA will work with its contractors and the cities to restore parking as construction nears completion to the extent feasible. 						
All project features for BART Extension and TOJDs	TRA-CNST-C	<p>Prepare and Implement an Emergency Services Coordination Plan</p> <p>After the environmental process is complete and prior to beginning any construction activity, VTA will work with the Cities of San Jose and Santa Clara to develop Master Cooperative Agreements that will direct all coordination and partnering efforts between VTA and the cities prior to and during construction of the BART Extension. One</p>	X	X			VTA Program Management	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<p>element of the Master Cooperative Agreements with the cities will be the COMP. One of the three parts of the COMP is the Emergency Services Coordination (ESCP).</p> <p>As local emergency service routes and response times could be affected by construction activities, VTA will coordinate with local fire and police services to develop the ESCP to minimize this impact. The ESCP will be incorporated into the plans and specifications of all contracts through which the BART Extension will be implemented. Critical components of coordination are as follows.</p> <ul style="list-style-type: none"> • VTA will inform the local fire and police departments of the construction schedule, and potential lane and road closures. • VTA will work with emergency providers to ensure emergency access to residents and businesses and to maintain the cities' emergency service response times. • VTA will work with the local fire and police departments on the detour routes. • VTA will provide road signage for detours and provide manual traffic control on detour routes as necessary. 						

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
Operation								
Santa Clara Station and TOJD in 2035	TRA-A	<p>Implement Intersection Improvements at Coleman Avenue and Brokaw Road</p> <p>Change the signal control for Brokaw Road (the east and west legs of this intersection) from Protected Left-Turn phasing to Split Phase. Add a shared through/left-turn lane to the east and west approaches within the existing right-of-way. Change the existing shared through/right-turn lanes to right-turn only lanes on the east and west approaches, and change the eastbound right-turn coding from Include to Overlap, indicating that many eastbound right turns would be able to turn right on red.</p>		X			VTA Program Planning and City of Santa Clara	VTA Environmental Programs
	TRA-B	<p>Implement Intersection Improvements at Lafayette Street and Lewis Street</p> <p>Shift the westbound approach lanes on Lewis Street to the south to allow for the current through/right-turn lane to operate as a separate right-turn lane and a separate through lane. A shift of approximately 2 feet would increase the current through/right-turn lane width to 20 feet, which would allow adequate room for right-turning vehicles to proceed past vehicles traveling straight through the intersection and make the right turn onto northbound Lafayette Street. The westbound approach and receiving lanes would be slightly offset as a result, which can be addressed with dashed pavement markings across the intersection.</p>		X			VTA Program Planning and City of Santa Clara	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
	TRA-C	<p>Implement Intersection Improvements at the Intersection of Coleman Avenue and I-880 Southbound Ramps</p> <p>Convert the second (center) left-turn lane on the I-880 off-ramp (the intersection’s westbound approach) to a shared left/right-turn lane. Replace the lane control signs and the pavement markings on the off-ramp to reflect the new lane usage.</p>		X			VTA Program Planning and City of Santa Clara	VTA Environmental Programs

Air Quality

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
Construction								
All project features for BART Extension and TOJDs	AQ-CNST-A	<p>Implement Dust Control Measures</p> <p>VTA will require construction contractors to implement basic construction mitigation measures and additional construction mitigation measures recommended by Bay Area Air Quality Management District (BAAQMD) to reduce fugitive dust emissions. Emission reduction measures will include the following applicable measures or similar performing measures (additional measures may be identified by BAAQMD or the contractor, as</p>		X			Contractor	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<p>appropriate).</p> <ul style="list-style-type: none"> • The contractor will water all exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, unpaved access roads) two times per day or as needed to control dust. In times of drought, an effective combination of dust controls may be used in lieu of watering, such as soil binders/stabilizers, or watering may be used to form a crust on undisturbed areas. • The contractor will water all exposed surfaces at a frequency that will maintain a minimum soil moisture content of 12 percent. Moisture content can be verified by lab samples or a moisture probe, although such verification is typically visual. No visible dust emissions are permitted to leave the construction area. • The contractor will cover or moisten all haul trucks that transport soil, sand, or other loose material offsite such that there are no dust emissions. • The contractor will remove all visible mud or dirt track-out onto adjacent public roads using wet power vacuum street sweepers at least once per day, or more frequently if needed to control track-out during active soil hauling operations. The use of dry power sweeping is prohibited. • The contractor will limit all vehicle speeds on unpaved roads to 15 mph. • The contractor will complete all paving 						

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<p>operations on roadways, driveways, and sidewalks as soon as possible. The contractor will also lay building pads as soon as possible after grading, unless seeding or a soil binder is used.</p> <ul style="list-style-type: none"> • The contractor will post a publicly visible sign that includes the telephone number and name of the person to contact at VTA regarding dust complaints. This person will respond and take corrective action within 48 hours. The BAAQMD phone number will also be visible to ensure compliance with applicable regulations. • The contractor will suspend all excavation, grading, and/or demolition activities when average wind speeds exceed 20 mph. • The contractor will install windbreaks (e.g., fences with screening) on the windward side(s) of disturbed construction areas where feasible. Windbreaks should have 50 percent (maximum) air porosity. • The contractor will plant vegetative ground cover (e.g., fast-germinating native grass seed) in disturbed areas as soon as possible and water appropriately until vegetation is established. • The contractor will limit the simultaneous occurrence of excavation, grading, and ground-disturbing construction activities in the same area. The contractor will phase activities to reduce the amount of disturbed surfaces at any one time. • All trucks and equipment, including their tires, 						

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<p>will use designated construction entrances/exits that have been constructed with rock, rumble strips, or other features to remove dirt from tires.</p> <ul style="list-style-type: none"> • The contractor will install sediment and erosion control devices on sites with a slope greater than 1 percent to prevent silt runoff from entering public roadways. • The contractor will include the following control measures as consistent with BAAQMD permitting requirements during the operation of concrete batch plants: <ul style="list-style-type: none"> ○ The construction contractor will ensure that the outlet PM10 grain loading for the baghouse will not exceed 0.01 grains per dry standard cubic foot. ○ The construction contractor will properly maintain the baghouse and keep the baghouse in good operating condition at all times. The construction contractor will equip the baghouse with a device for measuring the pressure drop across the baghouse. ○ The construction contractor will not discharge an air contaminant into the atmosphere for a period or periods aggregating more than 3 minutes in any hour, which is as dark or darker than a Ringelmann 1.0. ○ The construction contractor will abate stockpiles, conveyors and unpaved roads as necessary with water sprays to maintain compliance with BAAQMD rules and 						

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		regulations.						
	AQ-CNST-B	<p>Use U.S. Environmental Protection Agency (EPA) Tier 4 or Cleaner Engines</p> <p>VTA will ensure that all construction contracts stipulate that all off-road, diesel-powered equipment used during construction will be equipped with EPA Tier 4 or cleaner engines, except for specialized construction equipment for which an EPA Tier 4 engine is not available. This mitigation measure assumes emission reductions compared with emissions from an average fleet-wide Tier 2 engine.</p>		X			Contractor	VTA Environmental Programs
	AQ-CNST-C	<p>Maintain Construction Equipment</p> <p>The contractor will maintain and properly tune all construction equipment in accordance with the manufacturer’s specifications. A certified mechanic will check all equipment to determine proper running condition prior to operation.</p>		X			Contractor	VTA Environmental Programs
	AQ-CNST-D	<p>Minimize Idling Times</p> <p>The contractor will ensure that all idling times are minimized, either by shutting equipment off when not in use or by reducing the maximum idling time to 5 minutes (as required by California Airborne Toxic Control Measures, Title 13, Section 2485 of the California Code of Regulations). The contractor will provide clear signage for construction workers at all access points.</p>		X			Contractor	VTA Environmental Programs
	AQ-CNST-E	<p>Use Equipment Meeting ARB Certification Standards</p>		X			Contractor	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		All contractors will use equipment that meets ARB's most recent certification standard for off-road heavy-duty diesel engines.						
	AQ-CNST-F	<p>Ensure Heavy-Duty Diesel Trucks Comply with EPA Emissions Standards</p> <p>VTA and contractors will ensure that construction contracts stipulate that all on-road, heavy-duty diesel trucks with a gross vehicle weight rating of 19,500 pounds or greater will comply with EPA 2007 on-road emission standards for PM10 and NO_x (0.01 and 0.20 gram per brake horsepower hour, respectively). These PM10 and NO_x standards were phased in through the 2007 and 2010 model years on a percentage-of-sales basis (50 percent of sales from 2007 to 2009 and 100 percent of sales in 2010). This mitigation measure assumes that all on-road, heavy-duty diesel trucks will be model year 2010 and newer and compliant with EPA 2007 on-road emission standards.</p>		X			Contractor	VTA Environmental Programs
	AQ-CNST-G	<p>Use Low-Sulfur Fuel</p> <p>The contractor will use low-sulfur fuel (diesel with 15 parts per million or less) in all construction equipment.</p>		X			Contractor	VTA Environmental Programs
	AQ-CNST-H	<p>Locate Construction Areas Away from Sensitive Receptors</p> <p>The contractor will locate all construction equipment and staging areas away from sensitive receptors and fresh-air intake vents to buildings and air conditioners, where feasible.</p>		X			Contractor	VTA Environmental Programs
	AQ-CNST-I	Use Low-Volatile Organic Compound (VOC)		X			Contractor	VTA

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		Coatings All contractors will use low-VOC (i.e., ROG) coatings that are beyond BAAQMD requirements (i.e., Regulation 8, Rule 3: Architectural Coatings [VOC content is limited to 100 grams per liter for flat coating and 150 grams per liter for non-flat coating]).						Environmental Programs
Operation								
		No mitigation is required						

Biological Resources and Wetlands

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
Construction								
All project features for BART Extension and TOJD	BIO-CNST-A	<p>Avoid Nesting Bird Season</p> <p>To the extent feasible, the contractor will schedule all construction (particularly tree removal and pruning) activities to avoid the bird nesting season (January 1–August 31). If such activities are scheduled to take place outside the nesting season, the contractor will avoid all effects on nesting birds, including raptors, protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code. The nesting season for most birds in Santa Clara County typically extends from February 1 through August 31, although some birds (e.g., raptors and hummingbirds) may nest as early as January 1 if a period of favorable weather persists.</p>		X			Contractor	VTA Environmental Programs
	BIO-CNST-B	<p>Conduct Preconstruction/Predisturbance Surveys for Nesting Birds</p> <p>If it is not possible to schedule construction activities that involve tree removal or pruning between September 1 and January 1, then a qualified biologist will conduct preconstruction/predisturbance surveys for nesting birds to ensure that no nests will be disturbed during construction activities. These surveys will be conducted no more than 48 hours prior to the initiation of construction. During each survey, a qualified biologist will inspect all potential nesting</p>	X	X			Qualified Biological Consultant	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		habitats (e.g., trees, shrubs, grasslands, and buildings) in accessible areas within 300 feet of impact areas for raptor nests and within 100 feet of impact areas for nests of non-raptors. If an active nest (i.e., a nest with eggs or young, or any completed raptor nest) is found sufficiently close to work areas to be disturbed by these activities, the biologist, in consultation with the California Department of Fish and Wildlife (CDFW), will determine the extent of a disturbance-free buffer zone to be established around the nest (typically 300 feet for raptors and 50 to 100 feet for other species), to ensure that no nests of species protected by the MBTA and California Fish and Game Code will be disturbed as a result of construction activities.						
	BIO-CNST-C	<p>Conduct Preconstruction Surveys for Roosting Bats and Implement Protective Measures</p> <p><i>Trees</i></p> <p>If tree removal or trimming cannot be conducted between September 15 and October 30, qualified biologists will examine trees for suitable bat-roosting habitat before tree removal or trimming. The biologists will identify high-quality habitat features (e.g., large tree cavities, basal hollows, loose or peeling bark, larger snags, palm trees with intact thatch) and search the area around these features for bats and bat signs (e.g., guano, culled insect parts, staining). Riparian woodland, orchards, and stands of mature broadleaf trees are considered potential habitat for solitary foliage-roosting bat</p>	X	X			Qualified Biological Consultant	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<p>species. Because signs of bat use are not easily found, and trees cannot be completely surveyed for bat roosts, VTA will implement the protective measures listed below for trees containing high-quality habitat features.</p> <ul style="list-style-type: none"> • The contractor will not remove or disturb trees providing bat roosting habitat between April 1 and September 15 (the maternity period) to avoid effects on pregnant females and active maternity roosts (whether colonial or solitary). • The contractor will limit the removal of trees that provide bat roosting habitat to between September 15 and October 30, which corresponds to when bats have not yet entered torpor or would be caring for nonvolant young (i.e., young that are unable to fly). • The contractor will remove trees in pieces rather than felling an entire tree. • If a maternity roost is found, whether solitary or colonial, the contractor will ensure that roost remains undisturbed until September 15 or until a qualified biologist has determined the roost is no longer active. • If avoidance of non-maternity roost trees is not possible, and tree removal or trimming must occur between October 30 and August 31, qualified biologists will monitor tree trimming/removal of the habitat. If possible, tree 						

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<p>trimming or removal should occur in the late afternoon or evening when it is closer to the time that bats would normally arouse. Prior to trimming or removal of trees providing suitable roosting habitat, the contractor will shake each tree gently and allow several minutes to pass before felling trees or removing limbs to allow bats time to arouse and leave the tree. Biologists should search downed vegetation for dead and injured bats. The contractor will report the presence of dead or injured bats that are species of special concern to CDFW. The biologist will prepare a biological monitoring report, which will be provided to VTA and CDFW.</p> <p>Buildings</p> <p>Prior to the building removal or demolition, qualified biologists will conduct daytime surveys to assess the building(s) for potential bat roosting habitat, and to look for bats and bat sign. Qualified biologists will have knowledge of the natural history of the species that could occur and sufficient experience determining bat occupancy in buildings and bat survey techniques. The biologists will examine both the inside and outside of the buildings for potential roosting habitat, as well as routes of entry to the buildings. The biologists will note and map on drawings of the buildings the locations of any roosting bats, signs of bat use, and entry and exit points. The biologists will also photograph roost sites as feasible. The habitat assessment</p>						

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<p>surveys should be conducted as far in advance of demolition as possible to allow time for planning and coordinating with CDFW, should bats be found. Depending on the results of the habitat assessment, VTA and its representatives will take the following steps.</p> <ul style="list-style-type: none"> • If the building(s) can be adequately assessed (i.e., all areas of the building can be examined) and no habitat or limited habitat for roosting bats is present and no signs of bat use are present, qualified biologists will conduct a preconstruction survey of the interior and exterior of the building(s) within 24 hours of demolition. If bats are found roosting during the preconstruction survey, biologists will contact CDFW for direction on how to proceed. • If moderate or high potential habitat is present but there are no signs of bat use, VTA will implement measures under the guidance of a qualified bat biologist to exclude bats from using the building(s) as a roost site, such as sealing off entry points. Prior to installing exclusion measures, qualified biologists will re-survey the building(s) to ensure that no bats are present. Additionally, biologists will conduct a preconstruction survey of the interior and exterior of the building(s) within 24 hours of demolition to confirm that no bats are present. If bats are found roosting during the preconstruction survey, biologists will contact CDFW for direction on 						

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<p>how to proceed.</p> <ul style="list-style-type: none"> • If moderate or high potential habitat is present and bats or bat sign are observed, or if exclusion measures are not installed as described above, or the building(s) provides suitable habitat but could not be adequately assessed, VTA will implement the following protective measures. <ul style="list-style-type: none"> ○ Biologists will conduct follow-up surveys to determine if bats are still present. If species identification is required by CDFW, biologists will use night vision goggles and active acoustic monitoring using full spectrum bat detectors during the surveys. VTA will determine a survey plan (number, timing, and type of surveys) in coordination with CDFW. ○ Based on the timing of demolition, the extent of bat sign or occupied habitat, and the species present (if determined), the qualified biologists will work with VTA and CDFW to develop a plan to discourage or exclude bat use prior to demolition. The plan may include installing exclusion measures or using light or other means to deter bats from using the building to roost. ○ Biologists will conduct a preconstruction survey of the interior and exterior of the building within 24 hours of demolition. <p>Depending on the species of bats present, size of the</p>						

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<p>bat roost, and timing of the demolition, additional protective measures may be necessary. VTA will determine appropriate measures in coordination with CDFW. These measures may include those listed below.</p> <ul style="list-style-type: none"> • To avoid effects on maternity colonies or hibernating bats, the contractor will not demolish a building while bats are present, generally between April 1 and September 15 (maternity season) and from October 30 to March 1 (hibernation). • The contractor will remove only roosting habitat following the maternity season and prior to hibernation, generally between September 15 and October 30, unless the contractor first installs exclusionary devices (as described below). The contractor may use other measures, such as using lights to deter bat roosting, if developed in coordination with and approved by CDFW. • The contractor will install exclusion devices before the maternity season and prior to hibernation, generally from March 1–30 or September 15–October 30 to preclude bats from occupying a roost site during demolition. Exclusionary devices will only be installed by or under the supervision of an experienced bat biologist. <p>CDFW may require compensatory mitigation for the loss of roosting habitat depending on the species</p>						

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		present and size of the bat roost. Compensation, if required, will be determined in consultation with CDFW, and may include construction and monitoring of suitable replacement habitat on or near the BART Extension site.						
All project features for BART Extension and TOJD	BIO-CNST-D	<p>Protect Riparian Habitat</p> <p>VTA will design all BART Extension facilities to avoid temporary and permanent adverse effects on riparian habitat. VTA will signify as environmentally sensitive areas on plans all riparian forest areas identified along the Guadalupe River and Los Gatos Creek and will ensure such habitat is marked with protective orange fencing or flagging during construction to avoid disturbance or accidental intrusion by workers or equipment. Contractors will not use night lighting for construction activities and staging in the riparian area.</p>		X			Contractor	VTA Environmental Programs
	BIO-CNST-E	<p>Conduct Preconstruction Tricolored Blackbird Nesting Surveys and Determine Appropriate Action</p> <p>There are and have been no known tricolored blackbird nesting colonies in the BART Extension area within the last 5 years. However, to avoid direct effects of construction activities on potential nesting tricolored blackbird colonies, VTA will implement the following procedures. This mitigation measure incorporates survey, avoidance, and minimization guidelines taken directly from Condition 17 of the Santa Clara Valley Habitat Plan (SCVHP) (Santa Clara County 2012).</p>	X				Qualified Biological Consultant	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<p>A qualified biologist will conduct a field investigation to identify and map potential nesting substrate. Nesting substrate generally includes flooded, thorny, or spiny vegetation (e.g., cattails, bulrushes, willows, blackberries, thistles, or nettles). If potential nesting substrate is found, VTA may revise the construction staging areas to avoid all areas within a 250-foot buffer around the potential nesting habitat, and biologists will conduct appropriate surveys. If VTA chooses not to avoid the potential nesting habitat and the 250-foot buffer, biologists will conduct additional nesting surveys.</p> <p>Prior to any ground disturbance related to BART Extension activities, a qualified biologist will perform the following:</p> <ol style="list-style-type: none"> 1. Make his/her best effort to determine if there has been nesting at the site in the past 5 years. This includes checking the California Natural Diversity Database (CNDDDB), contacting local experts, and looking for evidence of historical nesting (i.e., old nests). 2. If no nesting in the past 5 years is evident, conduct a preconstruction survey in areas identified in the habitat survey as supporting potential tricolored blackbird nesting habitat. Biologists will conduct surveys at the appropriate times of year when nesting use is expected to occur. The surveys will document the presence or absence of nesting colonies of tricolored 						

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<p>blackbird. Surveys will conclude no more than two calendar days prior to construction.</p> <p>To avoid last minute changes in schedule or contracting that may occur if an active nest is found, VTA may also conduct a preliminary survey up to 14 days before construction commences. If a tricolored blackbird nesting colony is present (through step 1 or 2 above), VTA will apply a 250-foot buffer from the outer edge of all hydric vegetation associated with the site, and the contractor will avoid the site plus buffer (see below for additional avoidance and minimization details). VTA will notify CDFW, the U.S. Fish and Wildlife Service (USFWS), and the Santa Clara Valley Habitat Agency (SCVHA) immediately of nest locations.</p> <p>Avoidance and Minimization</p> <p>Construction activities must avoid tricolored blackbird nesting habitat that is currently occupied or that has been used in the past 5 years. If tricolored blackbird colonies are identified during the breeding season, the contractor will prohibit all construction activities within a 250-foot no-activity buffer zone around the outer edge of all hydric vegetation associated with the colony. A qualified biologist may reduce this buffer in areas with dense forest, buildings, or other habitat features between the construction activities and the active nest colony, or where there is sufficient topographic relief to protect the colony from excessive noise or</p>						

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<p>visual disturbance.</p> <p>Depending on site characteristics, the sensitivity of the colony, and surrounding land uses, a qualified biologist may increase the buffer zone. A qualified biologist will observe land uses potentially affecting a colony to verify that construction activity is not disrupting the colony. If it is, the biologist will increase the buffer. VTA staff will coordinate with CDFW, USFWS, and SCVHA and evaluate exceptions to the minimum no-activity buffer distance on a case-by-case basis.</p> <p>Construction Monitoring</p> <p>If construction takes place during the breeding season when an active colony is present, a qualified biologist will monitor construction to ensure that the 250-foot buffer zone is enforced. If monitoring indicates that construction outside of the buffer is affecting a breeding colony, the biologist will increase the buffer if space allows (e.g., move staging areas farther away). If space does not allow, the contractor will cease construction until the colony abandons the site or until the end of the breeding season, whichever occurs first. The biological monitor will also conduct training of construction personnel on the avoidance procedures, buffer zones, and protocols in the event that tricolored blackbirds fly into an active construction zone (i.e., outside the buffer zone).</p>						

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
Newhall Maintenance Facility	BIO-CNST-F	<p>Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action</p> <p>To avoid or minimize direct effects of construction activities on burrowing owls, VTA will implement the procedures described below. This mitigation measure incorporates survey, avoidance, and minimization guidelines taken directly from Condition 15 of the SCVHP (SCVHA 2012).</p> <p>Prior to any ground disturbance related to BART Extension Alternative activities, a qualified biologist will conduct preconstruction surveys in all suitable habitat areas as identified by SCVHA. The purpose of the preconstruction surveys is to document the presence or absence of burrowing owls on the construction site, particularly in areas within 250 feet of construction activity.</p> <p>To maximize the likelihood of detecting owls, the preconstruction survey will last a minimum of 3 hours. The survey will begin 1 hour before sunrise and continue until 2 hours after sunrise (3 hours total) or begin 2 hours before sunset and continue until 1 hour after sunset. Additional time may be required at large construction sites. The biologist will conduct a minimum of two surveys (if owls are detected on the first survey, a second survey is not needed). The biologist will count all owls observed and map their location.</p> <p>Surveys will conclude no more than 2 calendar days prior to construction. Therefore, the project</p>	X	X			Qualified Biological Consultant	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<p>proponent must begin surveys no more than 4 days prior to construction (2 days of surveying plus up to 2 days between surveys and construction). To avoid last minute changes in schedule or contracting that may occur if burrowing owls are found, VTA may also conduct a preliminary survey up to 14 days before construction. This preliminary survey may count as the first of the two required surveys as long as the second survey concludes no more than 2 calendar days in advance of construction.</p> <p>In order to allow covered activities to go forward in burrowing owl habitat, VTA will employ avoidance measures described below to ensure that direct take does not occur.</p> <p>Avoidance Measures</p> <p><i>Breeding Season</i></p> <p>If evidence of burrowing owls is found during the breeding season (February 1–August 31), VTA will avoid all nest sites that could be disturbed by construction during the remainder of the breeding season or while the nest is occupied by adults or young (occupation includes individuals or family groups foraging on or near the site following fledging). Avoidance will include establishment of a 250-foot non-disturbance buffer zone around nests. Construction may occur outside of the 250-foot non-disturbance buffer zone. Construction may take place inside of the 250-foot non-disturbance buffer during the breeding season if the following occurs:</p>						

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<ul style="list-style-type: none"> • The nest is not disturbed, and • VTA develops an avoidance, minimization, and monitoring plan that will be reviewed by CDFW, USFWS, and SCVHA prior to construction based on the following criteria: <ul style="list-style-type: none"> ○ CDFW, USFWS, and the SCVHA approves the avoidance and minimization plan provided by VTA. ○ A qualified biologist monitors the owls for at least 3 days prior to construction to determine baseline nesting and foraging behavior (i.e., behavior without construction). ○ The same qualified biologist monitors the owls during construction and finds no change in owl nesting and foraging behavior in response to construction activities. ○ If there is any change in owl nesting and foraging behavior as a result of construction activities, these activities will cease within the 250-foot buffer. Construction cannot resume within the 250-foot buffer until the adults and juveniles from the occupied burrows have moved out of the construction area. ○ If monitoring indicates that the nest is abandoned prior to the end of the nesting season and the burrow is no longer in use by owls, the non-disturbance buffer zone may be 						

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<p>removed. The biologist will excavate the burrow to prevent reoccupation after receiving approval from CDFW, USFWS, and SCVHA.</p> <p>CDFW, USFWS, and SCVHA will have 21 calendar days to respond to a request from VTA to review the proposed construction monitoring plan. If these parties do not respond within 21 calendar days, it will be presumed that they concur with the proposal and work can commence.</p> <p><i>Non-Breeding Season</i></p> <p>During the non-breeding season (September 1–January 31), VTA will establish a 250-foot non-disturbance buffer around occupied burrows as determined by a qualified biologist. Construction activities outside of this 250-foot buffer are allowed. Construction activities within the non-disturbance buffer are allowed if the following criteria are met in order to prevent owls from abandoning important overwintering sites.</p> <ul style="list-style-type: none"> • A qualified biologist monitors the owls for at least 3 days prior to construction to determine baseline foraging behavior (i.e., behavior without construction). • The same qualified biologist monitors the owls during construction and finds no change in owl foraging behavior in response to construction activities. • If there is any change in owl nesting and foraging 						

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<p>behavior as a result of construction activities, these activities will cease within the 250-foot buffer.</p> <ul style="list-style-type: none"> If the owls are gone for at least 1 week, VTA may request approval from CDFW, USFWS, and SCVHA for a qualified biologist to excavate usable burrows to prevent owls from re-occupying the site. After all usable burrows are excavated, the buffer zone will be removed and construction may continue. <p>Monitoring must continue as described above for the non-breeding season as long as the burrow remains active.</p> <p>Construction Monitoring</p> <p>Based on the avoidance, minimization, and monitoring plan developed (as required above), during construction, VTA will establish and maintain the non-disturbance buffer zones if applicable. A qualified biologist will monitor the site consistent with the requirements described above to ensure that buffers are enforced and owls are not disturbed. The biological monitor will also conduct training of construction personnel on the avoidance procedures, buffer zones, and protocols in the event that a burrowing owl flies into an active construction zone.</p>						

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
Operation								
		No mitigation is required						

Cultural Resources

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
Construction								
Area of potential effect of all project features for BART Extension and TOJD	CUL-CNST-A	<p>Implement Programmatic Agreement and Archaeological Resources Treatment Plan</p> <p>A Programmatic Agreement (PA) and a supporting Archaeological Resources Treatment Plan (ARTP) have been developed and will be executed in consultation with interested Native Americans, the California State Historic Preservation Officer (SHPO), the Advisory Council on Historic Preservation, the California Department of Transportation (Caltrans) District 4, the Cities of San Jose and Santa Clara, the Peninsula Corridor Joint Powers Board, and the South Bay Historical Railroad Society. The PA and ARTP will be implemented prior to and during construction of the BART Extension.</p>	X	X			VTA Environmental Programs	FTA and SHPO

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<p>The ARTP specifies the National Register of Historic Places criteria applicable for evaluation, procedures to implement the Section 106 process in the field, and standards of evaluation that will be appropriate given the locations and kinds of cultural properties predicted. The ARTP presents methods that combine pre-testing where possible (i.e., on open lots or undeveloped lands); testing after demolition of extant structures but before new ground-disturbing construction begins; construction-phase monitoring where appropriate; and standards for data recovery. Areas within the Area of Potential Effects (APE) where potential resources have been identified, or that are designated as highly sensitive for buried resources, will be field investigated, concentrating on, but not confined to, the area of direct effect. The ARTP meets The Secretary of the Interior's <i>Standards and Guidelines for Archaeology and Historic Preservation</i> (U.S. Department of the Interior, National Park Service, 1983, as amended and annotated).</p>						

Geology, Soils, and Seismicity

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
Construction								
All project features for BART Extension and TOJD	GEO-CNST-A	<p>Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards</p> <p>If BART Extension stations, system facilities, or portions of the alignment are determined to be in areas exceeding pertinent codes and standards including the California Building Code and BART Facilities Standards Design Criteria for liquefaction, VTA will implement the following methods during construction to minimize the potential impacts. VTA will determine the exact methods to reduce impacts from liquefaction during final engineering.</p> <ul style="list-style-type: none"> • VTA will use pile foundations as a means of ground densification as a cost-effective mitigation measure for the seismic liquefaction hazard. • VTA will support parking garages at the stations on piles. • For shallow foundations for other peripheral facilities around the stations and pavement and parking lot, VTA will implement the following if necessary. <ul style="list-style-type: none"> ○ Use additional reinforcement, construction joints, and grade beams. ○ Integrate subgrade improvements (using geotextile fabric and structural fill), and other methods to accommodate potential ground settlements. 	X	X	X		Contractor	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<ul style="list-style-type: none"> • To mitigate potential liquefaction-related uplift of the BART Extension’s underground tunnels and stations situated below the water table in liquefiable soils, VTA will ensure that the construction contractor either applies anchors or designs the structures’ concrete foundations and walls thick enough to make the total weight of the structures large enough to completely counteract the liquefaction-related uplift force. • Other liquefaction hazard mitigation measures used in previous BART projects that may be considered for the BART Extension are as follows. <ul style="list-style-type: none"> ○ In-situ treatment/densification with vibro-replacement stone columns. ○ Load transfer to underlying bearing layers, which are non-liquefiable with soil/cement columns. ○ Over-excavation and replacement of liquefaction prone soils with compacted engineered fill. 						
	GEO-CNST-B	<p>Implement Preconstruction and Post-Construction Building Condition Surveys for Settlement</p> <p>VTA will conduct preconstruction building condition surveys of the interiors and exteriors of select structures, both historic and non-historic buildings, within the settlement trough along the tunnel alignment and within the limit of influence around the cut-and-cover excavations to assess the baseline</p>	X	X	X		Contractor	VTA Environmental Programs, FTA, SHPO, ACHP

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<p>condition of each property that could be affected by project-induced settlement. These surveys will include written and photographic (video and still) records, including written descriptions and photos of any cracks. VTA will also conduct post-construction building condition surveys of the same structures. VTA will compare the results of these surveys with the preconstruction condition surveys so that any construction-related effects of tunneling and cut-and-cover construction on structures can be assessed.</p> <p>For historic structures, the Condition Assessment Report, in accordance with Section 106, will be prepared along with the preconstruction building condition surveys. Results will be used by a structural engineer in coordination with the historic Qualified Professional (QP) to identify structural settlement thresholds for each historic structure prior to construction. If anticipated maximum settlement due to tunneling or cut-and-cover activities would cause more than cosmetic damage, then ground treatment technologies outlined in Section 5.3.1.4, <i>Ground Treatment</i>, will be employed to further reduce settlement to within building-specific structural settlement thresholds. In the event of inadvertent, construction-related damage to historic buildings, repairs will be conducted in accordance with the Secretary of the Interior’s <i>Standards for the Treatment of Historic Properties</i> and consistent with 36 CFR 800.13(b). VTA and the historic QP will implement these repairs in consultation with FTA and SHPO.</p>						

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<p>For the cut-and-cover activities, surveys will be performed prior to any construction in the cut-and-cover work area to establish the baseline building condition. For construction of the tunnel via Tunnel Boring Machine (TBM), surveys will be performed as close to the planned dates of tunneling as possible so that the results are as current as possible. Therefore, surveys will be performed prior to passage of the TBMs, with some surveys conducted once tunneling has commenced. For historic structures, surveys prior to either cut-and-cover or tunneling will be performed enough in advance of the construction to allow adequate time for any necessary ground treatment that may be required to reduce settlement to be performed.</p>						
	GEO-CNST-C	<p>Monitor Ground Surface during Tunneling Activities</p> <p>The contractor will conduct ground surface monitoring prior to and after tunneling by licensed land surveyors. The contractor will mount survey monitoring points on potentially affected structures and representative historic buildings, including the most susceptible structures, select utilities susceptible to settlement, and in representative locations immediately adjacent to streams within the settlement trough along the tunnel alignment to monitor ground movements and effects of tunnel boring. The contractor must obtain approval from VTA and the historic QP to install any monitoring devices or crack gauges on or in historic buildings that require alteration of the building. The contractor</p>	X	X			Contractor	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		will provide settlement monitoring data to VTA immediately upon completion of the field survey and use the data to assist in minimizing adverse effects along the tunnel alignment.						
	GEO-CNST-D	<p>Monitor Settlement Effects around Cut-and-Cover Excavations</p> <p>For the cut and cover activities, the contractor will perform building and ground surface monitoring prior to, during, and after construction to survey the effects of cut-and-cover activities on structures, historic buildings, and utilities. The contractor will mount survey monitoring points on all potentially affected structures and historic buildings, including the most susceptible structures, select utilities susceptible to settlement, and in representative locations within the limit of influence around the cut-and-cover excavations to monitor any effects of settlement. The contractor must obtain approval from VTA and the historic QP to install any monitoring devices or crack gauges on or in historic buildings that require alteration of the building. Survey monitoring points will be field surveyed by licensed land surveyors at a frequency determined by the preconstruction building survey or Condition Assessment Report (for historic buildings). The contractor will provide settlement field survey monitoring data to VTA immediately upon completion of the field survey. The data will be used to direct real-time modifications to shoring and ground treatment practices and procedures as appropriate to minimize adverse effects within the limit of influence around the cut-and-cover</p>	X	X			Contractor	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		excavations.						
	GEO-CNST-E	<p>Implement Preconstruction Condition Surveys for Utilities</p> <p>The contractor will conduct preconstruction condition surveys of utilities deemed to be potentially at risk due to surface settlement or ground movement at BART Extension and TOJD sites. The contractor will monitor major utilities deemed to be at risk during construction and will coordinate with utility providers prior to installation of utility monitoring points.</p>	X	X			Contractor	VTA Environmental Programs
	GEO-CNST-F	<p>Minimize Excavation Bottom Failure Impacts</p> <p>If excavation bottom fails due to bottom heave, piping, or blow-out, the contractor will implement the following measures.</p> <ul style="list-style-type: none"> Remove water found in the pervious sand layer via dewatering. Install deep sheeting. The sheet pile may also function as a cut-off to prevent sand boiling at the bottom of excavation due to excessive hydrostatic pressure within the loose soils. Based on the boring data, encountering of the loose soils at the foundation subgrade may be anticipated at isolated locations for excavation of the stations. Deeper shoring may be required to penetrate through the aquifer to prevent the occurrence of the sand boiling condition. Deep soil mixing may have to be considered under this condition if drivability of the shoring sheet pile through the dense to very dense sand at depths is 	X	X	X		Contractor	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		a geotechnical concern due to the vibration and/or noise impact on the surrounding environment.						
	GEO-CNST-G	<p>Minimize Disturbance of Sensitive Deposits at the Excavation Subgrade</p> <p>In areas where clay and saturated sand deposits are sufficiently disturbed during construction activities at the bottom of an excavation and soft and loose saturated soil deposits are encountered, VTA will ensure that the contractor constructs a working platform as described below.</p> <ul style="list-style-type: none"> • Over-excavate 18 inches below the native subgrade. • Place a stabilizing geotextile fabric or a geogrid at the bottom of the over-excavation. • Backfill the over-excavation with Class 2 Aggregate Base, Structural Backfill, or other bridging material. • Overlap the ends of the geotextile fabric on top of the bridging material for a minimum distance of 2 feet. 		X			Contractor	VTA Environmental Programs
	GEO-CNST-H	<p>Incorporate Design Specifications to Minimize Effects from Expansive Soils</p> <p>VTA will ensure that the following specifications are incorporated into the BART Extension’s final design when encountering expansive soils.</p> <ul style="list-style-type: none"> • Deepen foundations to below the zone of moisture fluctuation. • Use mat foundations that are designed to resist the 	X	X			Contractor	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<p>deflections associated with expansive soil.</p> <ul style="list-style-type: none"> • Design perimeter footings to a minimum depth of 24 inches below the lowest adjacent grade to reduce the impact from the uplift pressure in expansive soils. • For any expansive soil in the upper 18 inches of building pads, lime treat or replace with low to non-expansive soil with a Plasticity Index of 12 or less. • Use moisture barriers to minimize the variation of change in the moisture content within the expansive soil. 						
	GEO-CNST-I	<p>Stop Construction if Paleontological Resources are Discovered and Determine Appropriate Action</p> <p>If suspected paleontological resources are encountered during grading and site preparation activities, the contractor will halt all work in the immediate vicinity of the find until a qualified paleontologist can evaluate the find and make recommendations. Paleontological resource materials may include resources such as fossils, plant impressions, or animal tracks preserved in rock. If the qualified paleontologist determines that the discovery represents a potentially significant paleontological resource, additional investigations and fossil recovery may be required to mitigate adverse impacts from implementation of the BART Extension. Construction will not resume until the resource-appropriate measures are recommended or the materials are determined to be not significant.</p>	X	X			Contractor	VTA Environmental Programs, FTA, SHPO, ACHP

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
Operation								

Greenhouse Gas Emissions

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
Construction								
All project features for BART Extension and TOJD	AQ-CNST-B	<p>Use U.S. Environmental Protection Agency (EPA) Tier 4 or Cleaner Engines</p> <p>VTA will ensure that all construction contracts stipulate that all off-road, diesel-powered equipment used during construction will be equipped with EPA Tier 4 or cleaner engines, except for specialized construction equipment for which an EPA Tier 4 engine is not available. This mitigation measure assumes emission reductions compared with emissions from an average fleet-wide Tier 2 engine.</p>		X			Contractor	VTA Environmental Programs
	AQ-CNST-C	<p>Maintain Construction Equipment</p> <p>The contractor will maintain and properly tune all construction equipment in accordance with the manufacturer’s specifications. A certified mechanic</p>		X			Contractor	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		will check all equipment to determine proper running condition prior to operation.						
	AQ-CNST-D	<p>Minimize Idling Times</p> <p>The contractor will ensure that all idling times are minimized, either by shutting equipment off when not in use or by reducing the maximum idling time to 5 minutes (as required by California Airborne Toxic Control Measures, Title 13, Section 2485 of the California Code of Regulations). The contractor will provide clear signage for construction workers at all access points.</p>		X			Contractor	VTA Environmental Programs
	AQ-CNST-E	<p>Use Equipment Meeting ARB Certification Standards</p> <p>All contractors will use equipment that meets ARB's most recent certification standard for off-road heavy-duty diesel engines.</p>		X			Contractor	VTA Environmental Programs
	AQ-CNST-F	<p>Ensure Heavy-Duty Diesel Trucks Comply with EPA Emissions Standards</p> <p>VTA and contractors will ensure that construction contracts stipulate that all on-road, heavy-duty diesel trucks with a gross vehicle weight rating of 19,500 pounds or greater will comply with EPA 2007 on-road emission standards for PM10 and NO_x (0.01 and 0.20 gram per brake horsepower hour, respectively). These PM10 and NO_x standards were phased in through the 2007 and 2010 model years on a percentage-of-sales basis (50 percent of sales from 2007 to 2009 and 100 percent of sales in 2010). This mitigation measure assumes that all on-road, heavy-duty diesel trucks will be model year 2010 and newer and compliant with EPA 2007 on-road</p>		X			Contractor	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		emission standards.						
	AQ-CNST-G	<p>Use Low-Sulfur Fuel</p> <p>The contractor will use low-sulfur fuel (diesel with 15 parts per million or less) in all construction equipment.</p>		X			Contractor	VTA Environmental Programs
Operation								
For TOJDs	GHG-A	<p>Implement Energy Efficiency Measures</p> <p>TOJD energy efficiency shall be 15 percent better than the 2013 Title 24, Part 11 requirements or shall meet the Title 24, Part 11 requirements that are applicable at the time of issuance of the building permits for individual phases, whichever is more stringent.</p>		X		X	Contractor	VTA Environmental Programs
	GHG-B	<p>Participate in Food Waste Programs</p> <p>Restaurants shall be required to participate 100 percent in any extant City food waste programs. This mitigation measure shall be included as a mandatory performance standard for all agreements with developers of the TOJDs.</p>				X	Contractor	VTA Environmental Programs
	GHG-C	<p>Utilize Electrical Landscaping Equipment</p> <p>TOJDs shall include installation of electrical outlets near all maintained landscaping areas to allow for the use of electrical landscaping equipment. This mitigation measure shall be included as a mandatory performance standard for all agreements with developers of the TOJDs.</p>				X	Contractor	VTA Environmental Programs
	GHG-D	<p>Provide Preferential Parking for Electric Vehicles</p> <p>TOJDs shall provide preferential parking in all</p>		X		X	Contractor	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<p>parking lots for electric vehicles and shall also provide charging equipment, as follows. This mitigation measure shall be included as a mandatory performance standard for all agreements with developers of the TOJDs.</p> <p>a) Residential Use: A total of 10 percent of the required parking spaces shall be provided with a listed cabinet, box, or enclosure and connected to a conduit that links the parking spaces to the electrical service in a manner approved by the building and safety official. Of the listed cabinets, boxes, or enclosures provided, 50 percent shall have the necessary electric vehicle supply equipment installed to provide active charging stations that are ready for use by residents. The remainder shall be installed at such time as they are needed for use by residents. Electrical vehicle batteries and charging technology may change substantially over the next 15 years. As such, the local jurisdiction shall have the discretion to modify the specific requirements for this measure over time, provided that 10 percent of the spaces have electrical service and 5 percent have active charging, depending on what the technology at the time requires.</p> <p>b) Commercial Use: New commercial uses shall provide the electrical service capacity necessary as well as all conduits and related equipment necessary to serve 2 percent of the parking spaces with charging stations. Of these parking</p>						

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		spaces, 50 percent shall initially be provided with the equipment necessary to function as online charging stations upon completion of development. The remainder shall be installed at such time as they are needed for use by customers, employees, or other users. Electrical vehicle batteries and charging technology may change substantially over the next 15 years. As such, the local jurisdiction shall have the discretion to modify the specific requirements for this measure over time, provided that 2 percent of the spaces have electrical service and 1 percent have active charging, depending on what the technology at the time requires.						

Hazardous Materials

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
Construction								
All project features for BART Extension and TOJD	HAZ-CNST-A	<p>Prepare Remedial Action Plans</p> <p>Prior to construction, VTA will prepare new and/or amended remedial action plans (RAPs) for the BART Extension, which will be approved by the</p>	X	X	X		Contractor	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<p>Regional Water Quality Control Board (RWQCB). The RAPs will satisfy the key objectives of the Containment Management Plan (CMP) (e.g., characterization of soil and ballast quality relative to the maximum acceptable contaminant levels for reuse) and incorporate measures for managing soil, ballast, and groundwater from the CMP (e.g., sampling and analysis, health and safety, stockpiling, offsite disposal, and treatment) to address all known and potential sources of environmental contamination identified in the October 2015 VTA's <i>BART Silicon Valley Phase II Extension Project Initial Site Assessment (ISA)</i>. VTA will provide measures to satisfy regulatory notification requirements and approval measures (e.g., additional sampling and analysis), if necessary, for soil excavation and/or dewatering associated with land-use covenants near the Diridon and Santa Clara Stations and over the tunnel alignments between these stations. The RAPs will also include an assessment of potential vapor intrusion concerns for indoor residents and workers from groundwater contaminant plumes, such as chlorinated solvents. In coordination with the RWQCB, selected remedial measures to protect human health may include, but are not limited to, source removal of contaminated materials, in-situ treatment, and implementation of engineering controls (e.g., vapor barriers) and/or institutional controls prior to building occupancy.</p>						

Noise and Vibration

Station/Option	Measure #	Mitigation Measure	Timeframe for Implementation				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
Alum Rock/28 th Street Station, 13 th Street Ventilation Structure, Downtown San Jose Station; Diridon Station; Stockton Avenue Ventilation Structure, West Portal Tunnel Structure, and Newhall Maintenance Facility, and Santa Clara Station TOJDs	NV-CNST-A	<p>Incorporate FTA Criteria Compliant Construction Noise and Vibration Specifications</p> <p>VTA will incorporate a comprehensive construction noise and vibration specification into all construction bid documents requiring compliance with FTA criteria. VTA will emphasize the existence and importance of noise and vibration control specifications at pre-bid and preconstruction conferences.</p>	X	X			Contractor	VTA Environmental Programs
	NV-CNST-B	<p>Locate Equipment as Far as Feasible from Sensitive Sites</p> <p>The contractor will locate stationary equipment, such as generators and compressors as far as feasible from noise and vibration sensitive sites, and will acoustically treat such equipment. The contractor will also locate grout batch plants, grout silos, mixers, pumps, diesel pumping equipment, and similar noise and vibration generating equipment as far as feasible from noise sensitive sites, and acoustically treat the same if necessary.</p>		X			Contractor	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Timeframe for Implementation				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
	NV-CNST-C	<p>Construct Temporary Noise Barriers</p> <p>The contractor will install temporary noise barriers or noise control blankets in areas between noisy activities and noise-sensitive receptors, where practical and effective. Temporary noise barriers can reduce construction noise by 5 to 15 dB, depending on the height of the barrier and the placement of the barrier. To be most effective, the contractor will place the barrier as close as possible to the noise source or the sensitive receptor. Temporary barriers tend to be particularly effective because they can be easily moved as work progresses to optimize performance. If temporary noise barriers and site layout do not result in compliance with the noise limit, the contractor may consider retrofitting existing windows and doors with new acoustically rated units for the residential structures.</p>	X	X			Contractor	VTA Environmental Programs
	NV-CNST-D	<p>Operate Equipment to Minimize Annoying Noise and Vibration</p> <p>Contractors will implement the following measures:</p> <ul style="list-style-type: none"> • Use electric instead of diesel-powered equipment, hydraulic tools instead of pneumatic impact tools, and electric instead of air- or gasoline-driven saws, where feasible. • Use an augering drill-rig for setting piles in lieu of impact pile drivers, where feasible. • Operate equipment so as to minimize banging, clattering, buzzing, and other annoying types of noises, especially near residential areas during 		X			Contractor	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Timeframe for Implementation				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<p>nighttime hours.</p> <ul style="list-style-type: none"> • Turn off idling equipment, whenever possible. • Line haul truck beds with rubber or sand to reduce noise, if needed and requested by VTA. Line or cover hoppers, conveyor transfer points, storage bins, and chutes with sound-deadening material. • During nighttime and weekends, use strobe warning lights and/or back-up observers during any back-up operations, where permitted by the local jurisdiction. 						
	NV-CNST-E	<p>Route Construction Trucks along Truck Routes Least Disturbing to Residents</p> <p>The contractor will route construction-related truck traffic along truck routes and roadways that would cause the least disturbance to residents. The contractor will lay out loading and unloading zones to minimize truck idling near sensitive receptors and to minimize truck reversing so back-up alarms are minimized near residences.</p>		X			Contractor	VTA Environmental Programs
	NV-CNST-F	<p>Secure Steel and Concrete Plates over Excavated Holes and Trenches</p> <p>The contractor will secure steel and/or concrete plates over excavated holes and trenches to reduce rattling when vehicles pass over. If complaints are received, the contractor will use thicker plates, stiffer beams beneath the plates, and/or rubber gaskets between the beams and plates to further reduce rattling noise and vibration.</p>		X			Contractor	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Timeframe for Implementation				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
	NV-CNST-G	<p>Use Best Available Practices to Reduce Excess Noise and Vibration</p> <p>The contractor will use the best available practices to reduce the potential for exceedances of noise and vibration criteria due to construction activities. This may require the use of equipment with special exhaust silencers, construction of temporary enclosures or noise barriers around activities, and tracks for the tracked vehicles to be in good condition.</p>		X			Contractor	VTA Environmental Programs
	NV-CNST-H	<p>Adhere to Local Jurisdiction Construction Time Periods, to the Extent Feasible</p> <p>The contractor will adhere to local jurisdiction construction time periods, to the extent feasible, recognizing that nighttime and weekend construction may be necessary and/or preferred by VTA and local jurisdictions to reduce other related environmental effects such as traffic. VTA will coordinate with the cities of San Jose and Santa Clara on construction operations during nighttime and weekends, and where feasible adhere to local ordinances. San Jose Ordinance 26248, 26594 restricts construction to between 7 a.m. and 7 p.m. Santa Clara Ordinance 1549 § 1, 7-15-86; Ord. 1556 § 1, 9-16-86. Formerly § 18-32.3 restricts construction to between 7 a.m. and 6 p.m. on weekdays, and between 9 a.m. and 6 p.m. on Saturday.</p>		X			Contractor	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Timeframe for Implementation				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
	NV-CNST-I	<p>Perform Preconstruction Ambient Noise Measurements at All CSAs</p> <p>The contractor will perform preconstruction ambient noise measurements at all construction staging areas, which include the tunnel portals, stations, and mid-tunnel ventilation sites. These measurements will document the noise environment just prior to start of construction at representative locations along the alignment. These measurements will be performed continuously over a minimum of 10 days (240 hours).</p>	X				Contractor	VTA Environmental Programs
	NV-CNST-J	<p>Implement a Construction Noise Control and Monitoring Plan</p> <p>The contractor will submit a Noise Control and Monitoring Plan to VTA for approval. The plan will be prepared by a qualified acoustical engineer whose qualifications and proposed noise control and monitoring activities will be subject to approval of VTA prior to construction activities. The contractor will update the Noise Control and Monitoring Plan every 3 months and will include all the pertinent information about construction equipment and site layout, the projected noise levels, and the noise mitigation measures that may be required to comply with the noise limits for each sensitive receptor. The Noise Control and Monitoring Plan will also outline the monitoring equipment and procedures the contractor will use to perform noise measurements and to identify noise-sensitive receptors in the immediate vicinity of construction operations,</p>	X	X			Contractor	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Timeframe for Implementation				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		including details regarding the noise measurement locations, frequency, and duration of measurements. The contractor will document the results of noise monitoring and submit the documentation to VTA weekly. In the event that levels exceed allowable noise limits, VTA will ensure that contractually required corrective measures consistent with the Noise Control and Monitoring Plan are implemented.						
	NV-CNST-K	Require Minimum Qualifications for the Acoustical Engineer The minimum qualifications for the Acoustical Engineer will be a Bachelor of Science or Engineering degree, from a qualified program in engineering or physics offered by an accredited university or college, and 5 years in noise control engineering and construction noise analysis.	X	X			Contractor	VTA Environmental Programs
	NV-CNST-L	Prohibit Operation of Noise-Generating Equipment Prior to Acceptance of Noise Control and Monitoring Plan The contractor will not operate noise-generating equipment at the construction site prior to acceptance of the Noise Control and Monitoring Plan.		X			Contractor	VTA Environmental Programs
	NV-CNST-M	Install Long-Term Noise Monitors at CSAs during all Construction Phases The contractor will install stationary noise monitors at all construction staging areas, which include the tunnel portals, stations, and mid-tunnel ventilation sites, during all the construction phases. Noise	X	X			Contractor	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Timeframe for Implementation				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<p>sampling will be performed continuously at representative monitoring locations nearest the most sensitive receptor at each location. A minimum of two stationary monitors will be required at the Downtown San Jose Station and Diridon Station locations. The monitoring locations may be moved as the construction work progresses. If required, additional noise monitoring site(s) may be added by the VTA to address any specific situation or concern. At the Alum Rock/28th Street Station and the West Portal staging area, stationary noise monitors will also be initially installed and may be removed if the noise levels are in compliance with the noise limits when the full-production construction activities are closest to the sensitive receptors. All data gathered by the contractor will be continuously available to VTA and submitted weekly to VTA for approval.</p> <p>In addition to these stationary noise monitors, the contractor will conduct 30-minute noise sampling with hand-held monitors weekly at the station sites and at other construction sites, including the ventilation shafts and gap breaker stations, to ensure compliance with the noise criteria. If required, additional noise monitoring site(s) may be added by VTA to address any specific situation or concern. The contractor will submit noise data to VTA for approval on a weekly basis, and will include details on location and type of construction activity and details, photographs, and sketches of noise monitoring locations. A qualified acoustical</p>						

Station/Option	Measure #	Mitigation Measure	Timeframe for Implementation				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		engineer will determine whether work was within thresholds or not, and indicate any steps taken during monitoring to lower noise levels to within limits.						
	NV-CNST-N	<p>Ensure Equipment is Pre-certified to Meet Noise Limits</p> <p>For major equipment to be used at the surface of the construction site for a total duration greater than 5 days, the contractor will ensure that the equipment is pre-certified by the acoustical engineer during field measurements at a test site or guaranteed by the equipment vendor to meet the noise limits developed for construction equipment as shown in Table 5-8. VTA will re-examine and develop the final limits to be applied during the engineering phase, and the contractor will verify these limits during initial and active performance of the work when the equipment arrives on site. The contractor will retest construction equipment at 6-month intervals while in use onsite. Any equipment used during construction may be subject to confirmatory noise level testing while performing the work at the request of VTA.</p>	X	X			Contractor	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Timeframe for Implementation				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
	NV-CNST-O	<p>Implement a Complaint Resolution Procedure</p> <p>The contractor will implement a complaint resolution procedure to rapidly address any noise and vibration problems that may develop during construction. After a complaint is received, the contractor will assign the complaint a case number and will contact the person making the complaint to receive further clarification on the concern. The contractor will then discuss the issue with the construction team to determine the appropriate action to resolve the issue. The contractor will then again contact the person making the complaint to describe how the issue has been resolved.</p>	X	X			Contractor	VTA Environmental Programs
Tunnel construction	NV-CNST-P	<p>Implement a Construction Vibration Control and Monitoring Plan</p> <p>The contractor will be required to submit a Construction Vibration Control and Monitoring Plan to VTA for approval. The plan will be prepared by a qualified Vibration specialist whose qualifications and proposed vibration control and monitoring activities will be subject to approval of VTA prior to construction activities. The Construction Vibration Control and Monitoring Plan will be updated every 3 months and include all the pertinent information about construction equipment and site layout, the projected vibration levels, and the vibration control measures that may be required to comply with the vibration limits as outlined in this measure for each building type.</p> <p>The Construction Vibration Control and Monitoring</p>	X	X			Contractor	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Timeframe for Implementation				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<p>Plan will also outline the monitoring equipment and procedures the contractor will use to perform vibration measurements for vibration-sensitive receptors in the vicinity of construction operations, including details regarding the vibration measurement locations, frequency, and duration of measurements at each location. The plan will outline the protocol for monitoring existing cracks in buildings over time, to determine any construction-related impacts. At a minimum, crack gauges will be installed on existing cracks prior to construction, and monitoring of the gauges will be performed continuously over the course of construction to assess whether new construction-related damage has occurred. The contractor must obtain approval from VTA and the QP to install any crack gauges on or in historic buildings that require alteration of the building.</p> <p>The results of vibration monitoring will be documented and submitted to VTA weekly. In the event that levels exceed allowable vibration limits, the work will be halted immediately to ensure that no structural damage occurs, and additional required corrective measures consistent with the Construction Vibration Control and Monitoring Plan will be implemented.</p> <p>The contractor will initially conduct vibration monitoring daily at the nearest affected buildings during any construction activities that could induce vibration impacts, typically within 100 feet of any</p>						

Station/Option	Measure #	Mitigation Measure	Timeframe for Implementation				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<p>building. Vibration will also be monitored where vibration is expected to approach the applicable limit based on the building type and condition, as determined by VTA in coordination with the structural engineer for non-historic buildings, and VTA and the historic QP for historic buildings. Monitoring of utilities that are sensitive to vibration will be coordinated with the utility companies and performed for the nearest affected vibration-sensitive utilities during any construction activities that could induce vibration impacts.</p> <p>The contractor will perform monitoring continuously at the closest receptor during all demolition and construction activities to ensure vibration levels will not exceed the FTA construction vibration damage criteria for applicable building type, as follows: 0.12 peak particle velocity (PPV) (inches/second) for buildings that are extremely susceptible to vibration damage, 0.2 PPV (inches/second) for non-engineered timber and masonry buildings, 0.3 PPV (inches/second) for engineered concrete and masonry (no plaster) buildings and 0.5 PPV (inches/second) for reinforced-concrete, steel or timber (no plaster) buildings. For historic buildings, the vibration threshold will likely be between 0.12 to 0.2 PPV (inches/second) depending on the buildings' condition. The results of the preconstruction surveys and building Conditions Assessment Report as outlined in Mitigation Measure NV-CNST-R will be utilized to confirm the structure types and determine which vibration</p>						

Station/Option	Measure #	Mitigation Measure	Timeframe for Implementation				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<p>thresholds apply in consultation with a qualified structural engineer and the historic QP. For utilities, vibration thresholds will follow industry standards in coordination with utility companies, and typically adhere to a 0.5 PPV (inches/second) threshold.</p> <p>The contractor will measure vibration in buildings in the vertical direction on the ground surface or building floor and for utilities in accordance with meter instructions and industry best practices. Vibration levels will be measured continuously during daily construction operations to ensure that peak vibration-generating work is captured. Daily monitoring will be performed during a continuous work shift (typically 8 hours) that includes the closest and most vibration-inducing work. The contractor will compare vibration in buildings against both structural damage and nuisance thresholds in terms of velocity levels in dB or PPV. Vibration for utilities will be compared against structural damage thresholds in terms of PPV. If the measured vibration data are in compliance with the vibration limits after work has completed start-up and entered full-production mode (typically within 2 weeks to 30 days), vibration monitoring may be performed once a week instead of continuously each day if approved by VTA.</p> <p>For non-historic structures, if construction vibration exceeds the structural or nuisance threshold, the contractor must stop construction and adjust construction methods to meet appropriate vibration</p>						

Station/Option	Measure #	Mitigation Measure	Timeframe for Implementation				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<p>limits so that the threshold is not exceeded again.</p> <p>For historic structures, if construction vibration approaches the structural damage threshold, the historic QP will be notified immediately, in real time. If construction vibration exceeds the structural damage threshold, Contractor must notify the historic QP and VTA immediately, in real time, and stop all vibration-inducing construction work immediately to adjust methods. The contractor will adjust work methods and techniques to meet appropriate vibration limits so that the threshold is not exceeded again before work is restarted. In the event of inadvertent, construction-related damage to historic buildings, repairs will be conducted in accordance with the Secretary of the Interior’s <i>Standards for the Treatment of Historic Properties</i> and consistent with 36 CFR 800.13(b). VTA and the historic QP will implement these repairs in consultation with FTA and SHPO.</p>						
	NV-CNST-Q	<p>Perform Vertical Direction Vibration Monitoring</p> <p>The contractor will perform continuous vertical direction vibration (root mean square) monitoring on the ground at the nearest representative residential structure during muck extraction and supply train operations in the tunnels. These measurements will be repeated for a minimum of 1 week at approximately 1-mile intervals along the tunnel construction until it is demonstrated that the levels are below the FTA thresholds.</p>		X			Contractor	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Timeframe for Implementation				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
	NV-CNST-R	<p>Implement Preconstruction and Post-Construction Building Condition Surveys for Vibration</p> <p>Prior to construction or release of the TBM and cut-and-cover construction contract(s), the contractor will survey all structures that may be potentially impacted by construction vibration and submit the results to VTA for approval. Surveys will be conducted in all historic buildings or structures where vibration is expected to approach the applicable limit, and in non-historic buildings based on the building type and condition. VTA will determine the list of historic structures that may be affected by the project in consultation with a qualified structural engineer and the historic QP. Preconstruction building condition surveys of the interiors and exteriors of these structures will be conducted by independent surveyors to assess the baseline condition of each property that could be affected by construction vibration. The surveys will include written and photographic (video and still) records, including written descriptions and photos of any cracks. For historic structures, the Condition Assessment Report in accordance with Section 106 will be prepared along with the preconstruction building condition surveys. The surveys will be performed prior to any vibration-inducing construction to establish baseline building conditions. The results of the preconstruction surveys will be utilized to establish the structure types and determine which vibration thresholds</p>	X	X	X		Contractor	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Timeframe for Implementation				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		apply in consultation with a qualified structural engineer and a qualified architectural historian or a historic architect, as outlined in Mitigation Measure NV-CNST-P. Vibration will be monitored as required in Mitigation Measure NV-CNST-P to avoid adverse effects on properties during construction activities. The post-construction survey results will be compared with preconstruction condition surveys so that any construction vibration effects on structures can be assessed. For historic structures, a Condition Assessment Report in accordance with Section 106, will be conducted after construction is complete. In the event of inadvertent, construction-related damage to historic buildings, repairs will be conducted in accordance with the Secretary of the Interior's <i>Standards for the Treatment of Historic Properties</i> and consistent with 36 CFR 800.13(b). VTA and the historic QP will implement these repairs in consultation with FTA and SHPO.						
	NV-CNST-S	<p>Implement Measures to Reduce Vibration from Muck Extraction and Supply Trains</p> <p>The contractor will ensure that muck extraction and supply train operations do not result in groundborne vibration in excess of 72 VdB at nearby residences. Measures that can be implemented include, but are not limited to, placement of ballast mats underneath tracks on which the muck extraction train rides or the use of a conveyor in place of a train.</p>		X			Contractor	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Timeframe for Implementation				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
Operation								
Ventilation Structures, Traction Power Substations, Emergency Backup Generators	NV-A	<p>Implement Noise Reduction Treatments at Ancillary Facilities</p> <p>The contractor will implement noise reduction treatments at ancillary facilities such as tunnel ventilation shafts, pressure relief shafts, traction power substations, and emergency backup generators such that noise levels comply with applicable Cities of San Jose and Santa Clara noise criteria at nearby developed land uses. Treatments that will be implemented, if necessary, include but are not limited to:</p> <ul style="list-style-type: none"> • Sound attenuators and acoustical absorptive treatments in ventilation shafts and facilities. • Sound attenuators for the tunnel emergency ventilation fans. • Perimeter noise walls (nominally an 8 -foot - high wall) placed around emergency generators. 		X			Contractor	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Timeframe for Implementation				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
All project features for BART Extension and TOJDs	NV-B	<p>Reduce Groundborne Noise Levels</p> <p>The contractor will implement an Isolated Slab Track (IST) as the mitigation strategy for groundborne noise. An IST is a form of floating slab track (FST). The IST system is constructed with a continuous elastomeric mat instead of discrete elastomeric pads that are typically used for an FST system. An IST can be designed to provide from 10 to 13 dBA of noise reduction. This strategy can also be used under a crossover. The locations for implementing this measure are shown in Tables 4.12-21 through 4.12-25. The project’s final design will determine the specific mitigation strategy, which could include alternative strategies that similarly achieve the FTA groundborne noise criteria.</p>		X			Contractor	VTA Environmental Programs

Utilities

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
Construction								
		No mitigation is required						

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
Operation								
All project features for BART Extension and TOJDs	UTIL-A	<p>Prepare a San Jose Water Supply Infrastructure Capacity Assessment and Participate in the Improvements</p> <p>VTA will coordinate with San Jose Water Company (SJWC) and prepare a Cooperative Agreement to establish the BART Extension Alternative's participation in improvements to offsite water supply infrastructure. The SJWC may conduct a detailed engineering study and flow analysis to determine the extent of these impacts.</p> <p>The contractor will implement capacity-relief upgrades during the utility relocation phase of construction in accordance with SJWC requirements. The contractor will ensure that all construction activities follow the provisions outlined in this environmental document, including implementation of Mitigation Measure TRA-CNST-A to reduce potential impacts and increase participation.</p>	X		X		VTA Program Planning	VTA Environmental Programs
	UTIL-B	<p>Prepare a Santa Clara Water Supply Infrastructure Capacity Assessment and Participate in the Improvements</p> <p>VTA will coordinate with the City of Santa Clara Water and Sewer Utility (SCWSU) and prepare a Cooperative Agreement to establish the BART Extension Alternative's participation in improvements to offsite water supply infrastructure. The SCWSU may conduct a detailed engineering study and flow analysis to determine the extent of these impacts and participation.</p> <p>The contractor will implement capacity-relief upgrades during the utility relocation phase of construction in accordance with Chapter 17.15.210 of the Santa Clara City Code. The contractor will</p>	X		X		VTA Program Planning	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		ensure that all construction activities follow the provisions outlined in this environmental document, including implementation of the construction education and outreach plan, to reduce potential impacts.						
	UTIL-C	<p>Prepare a San Jose Sewer Capacity Assessment and Participate in the Improvements VTA will coordinate with the San Jose Department of Public Works (SJPW) to prepare a Cooperative Agreement to establish the BART Extension Alternative’s participation in improvements to offsite sanitary sewer capacity deficiencies. SJPW may conduct a detailed engineering study and hydraulic analysis to determine the extent of these impacts.</p> <p>VTA will mitigate impacts on downstream sewer systems in San Jose through payment of the Sanitary Sewer Connection Fee, as required, which is used to rehabilitate and enhance sewer capacity through San Jose’s Sanitary Sewer Capital Improvement Program. If payment to the Sanitary Sewer Connection Fee does not adequately mitigate potential offsite sewer capacity impacts related to the BART Extension, VTA will be responsible for direct upgrades to the sewer system. If sewer system overcapacity is a result of projected cumulative development, San Jose and VTA will develop a Cooperative Agreement to determine the BART Extension Alternative’s participation in upgrades to the current system.</p> <p>The contractor will implement capacity-relief upgrades during the BART Extension’s construction phase in accordance with applicable San Jose standards regarding sewer infrastructure</p>	X		X		VTA Program Planning	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		improvements. Generally, the contractor will locate sewer infrastructure improvements within the existing public right-of-way, with minimal potential to impact sensitive environmental resources. The contractor will ensure that construction activities follow the provisions outlined in this environmental document, including implementation of the construction education and outreach plan, to reduce potential impacts.						
	UTIL-D	<p>Prepare a Santa Clara Sewer Capacity Assessment and Participate in the Improvements VTA will coordinate with SCWSU to prepare a Cooperative Agreement to establish the BART Extension Alternative’s participation in improvements to offsite sanitary sewer capacity deficiencies. SCWSU may conduct a detailed engineering study and hydraulic analysis to determine the extent of these impacts.</p> <p>VTA will mitigate impacts on downstream sewer systems in Santa Clara through payment of the Sanitary Sewer Connection Charge, as required, which is used to rehabilitate and enhance sewer capacity through Santa Clara’s Capital Improvement Program. If payment to the Sanitary Sewer Connection Charge does not adequately mitigate potential offsite sewer capacity impacts related to the BART Extension, VTA will be responsible for direct upgrades to the sewer system. If sewer system overcapacity is a result of cumulative development, Santa Clara and VTA will develop a Cooperative Agreement to determine the BART Extension Alternative’s proportional participation to the upgrades to current system capacity.</p> <p>The contractor will implement capacity-relief</p>	X		X		VTA Program Planning	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		upgrades improvements during the BART Extension's construction phase in accordance with Chapter 17.15.210-280 of the Santa Clara City Code. Generally, the contractor will locate sewer infrastructure improvements within the existing public right-of-way, with minimal potential to impact sensitive environmental resources. The contractor will ensure that construction activities follow the provisions outlined in this environmental document, including implementation of the construction education and outreach plan, to reduce potential impacts.						

Visual Quality and Aesthetics

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
Construction								
All project features for BART Extension and TOJDs	AES-CNST-A	<p>Replace Trees</p> <p>The contractor will inventory trees that will be removed due to construction activities and will note each tree on construction plans before construction begins. VTA will compensate for any trees removed according to the following ratios.</p> <p>VTA will replace all urban trees that are to be</p>	X	X			Contractor	VTA Environmental Programs

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
		<p>removed or lost as a result of the BART Extension to the extent feasible. VTA will replace trees with a diameter of less than 12 inches at a 2:1 ratio, and trees with a diameter of 12 inches or more at a 3:1 ratio. If urban trees (nonnatives and ornamentals) are replaced with native trees, VTA will use a reduced mitigation ratio of 1:1 for all trees smaller than 12 inches in diameter, and 2:1 for all trees with a diameter of 12 inches or more. VTA will irrigate and maintain these trees for a period of no less than 3 years. If VTA cannot replace trees at the stated ratios along the alignment, VTA will pay in-lieu fees.</p> <p>For any landscaping adjacent to the creeks and on VTA right of-way (ROW), VTA will adhere to the SCVWD's Guidelines and Standards for Land Use Near Streams regarding the use of native species near the creeks.</p>						
Operation								
For TOJDs	AES-A	<p>Minimize Light and Glare</p> <p>For the TOJDs, the contractor will install low-profile, low-intensity outdoor lighting directed downward to minimize light and glare where feasible. The contractor will also install shielded fixtures for street and pedestrian lighting to minimize glare.</p>		X		X	Contractor	VTA Environmental Programs

Water Resources, Water Quality, and Floodplains

Station/Option	Measure #	Mitigation Measure	Mitigation Timing				Responsibility for Implementation	Oversight for Implementation
			Pre-Construction	Construction	Post-Construction	Operations		
Construction								
		No mitigation is required						
Operation								
All project features for BART Extension and TOJDs	WQ-A	<p>Design and Implement Stormwater Control Measures</p> <p>The BART Extension will be designed in accordance with the Phase II MS4 Permit, Section F.5.g, for post-construction stormwater management. Post-construction stormwater controls shall be implemented to reduce total runoff rates and associated pollutant discharges. VTA managed facilities will follow the VTA’s <i>Stormwater and Landscaping Design Criteria Manual</i>. After designs are finalized, a Stormwater Management Report, including detailed hydrologic and hydraulic calculations, analysis, and conclusions, shall be prepared to document the final design for stormwater management and the storm drain system and for obtaining the requisite approvals, and will outline all required Operation and Maintenance needs recommended by the designer for the post-construction stormwater management facilities.</p>	X	X	X	X	Contractor	VTA Environmental Programs

VTA's BART Silicon Valley Phase II Extension Project

Final Supplemental Environmental Impact
Statement (EIS)/ Subsequent Environmental Impact
Report (EIR) and Section 4(f) Evaluation



VTA Board of Directors Meeting
April 5, 2018

Agenda

- Project Overview
- Recommended Project Description
- Environmental Impacts & Mitigation Measures
- Board Action

Project Overview



Current and Previous Environmental Documents

- 2018 Final Supplemental EIS/Subsequent EIR: 6-mile project
- 2016 Draft Supplemental EIS/Subsequent EIR: 6-mile project
- 2011 Final 2nd Supplemental EIR: 10-mile project
- 2010 Draft 2nd Supplemental EIR: 10-mile project
- 2010 EIS Record of Decision: 10-mile project
- 2010 Final EIS: 10- and 16-mile projects
- 2009 Draft EIS: 10- and 16-mile projects
- 2007 Final Supplemental EIR: 16-mile project
- 2007 Draft Supplemental EIR: 16-mile project
- 2004 Final EIR: 16-mile project
- 2004 Draft EIS/EIR: 16-mile project



Current Environmental Timeline

Scoping Meetings.....	February 12, 17, and 19, 2015
Draft SEIR Public Review.....	December 28, 2016 – March 6, 2017
Draft SEIR Public Hearings	January 25, 26, and 30, 2017
Responded to Comments.....	February 2017 – February 2018
Final SEIR Published.....	February 21, 2018
VTA Board Certification of SEIR.....	April 5, 2018
FTA Record of Decision	June 4, 2018



Federal and State Environmental Alternatives

Federal (NEPA)

- No Build Alternative
- BART Extension Alternative

State (CEQA)

- No Build Alternative
- BART Extension Alternative
- BART Extension with Transit-Oriented Joint Development (TOJD) Alternative



CEQA: BART Extension With TOJD Alternative



- 4 Stations
 - Alum Rock/28th Street
 - Downtown San Jose
 - Diridon
 - Santa Clara
- Newhall Maintenance Facility
- Transit-Oriented Joint Development

2035 Average Weekday Ridership with the BART Extension

Station Name	Number of Riders
Alum Rock/28 th Street	10,300
Downtown San Jose	24,287
Diridon	9,553
Santa Clara	7,871
Total	52,011

Source: Table 3-13 in Final SEIS/SEIR.



VTA/BART Partnership

- **Santa Clara Valley Transportation Authority (VTA) Responsibilities**

- Pay all costs associated with the extension
- Contracting/Procurement
- Construct to applicable BART/industry standards, codes, and regulations
- Retain ownership of infrastructure



- **Bay Area Rapid Transit (BART) Responsibilities**

- Technical assistance
- Operations
- Maintenance
- Service Planning



*Santa Clara County is not part of the BART districts.
A Comprehensive Agreement provides a framework for the partnership.*

Recommended Project Description



Phase II Extension Project Options



Recommended Alternative and Options

Recommended Alternative:

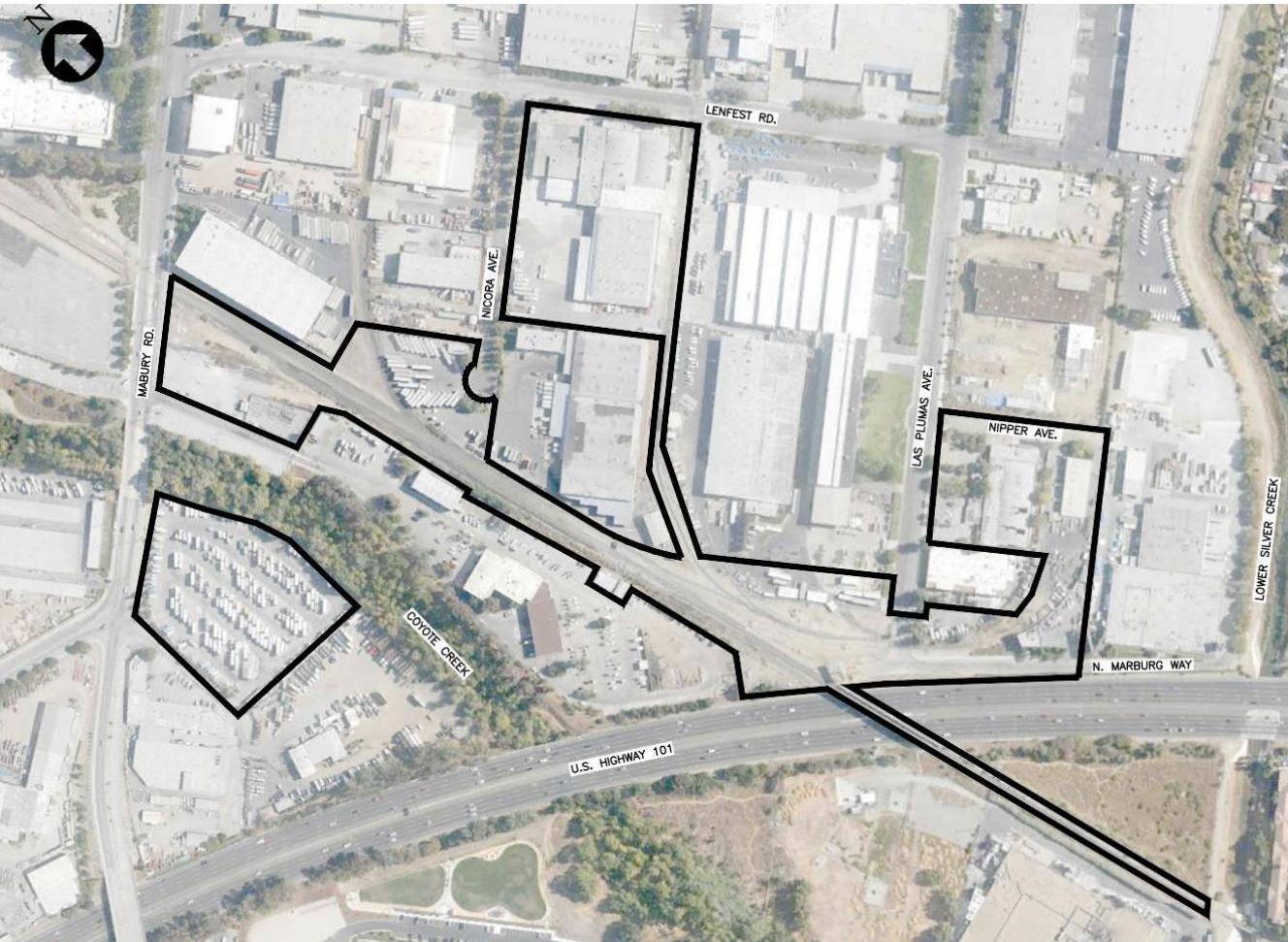
- BART Extension with TOJD Alternative

Recommended Options:

- Downtown San Jose Station - West Option
- Diridon Station - North Option
- Tunneling Methodology - Single-Bore Option

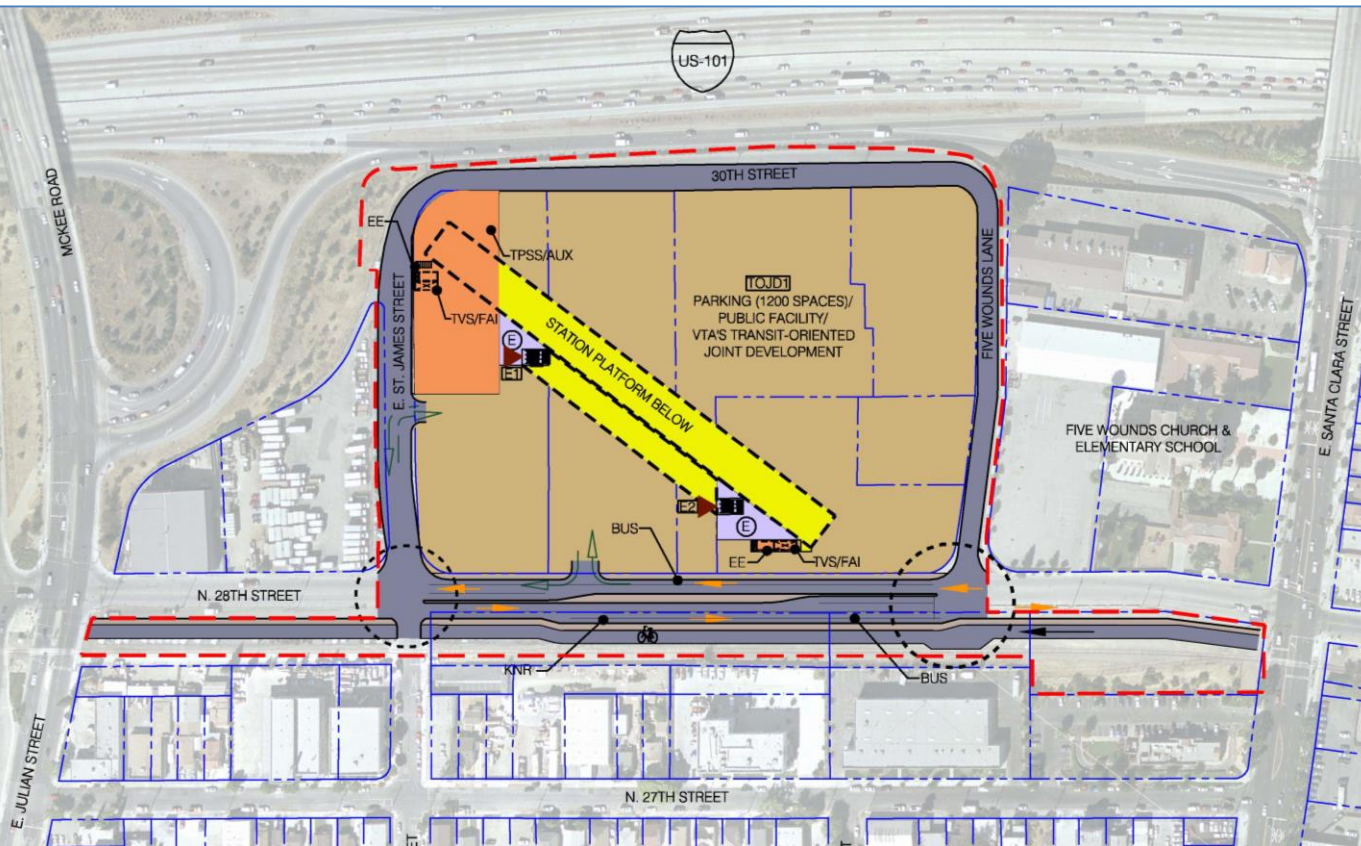


East Tunnel Portal Construction Staging Areas



- Connection to VTA's BART Silicon Valley Phase I Extension
- Space for staging of construction equipment and materials
- Space for excavated materials from tunnel

Alum Rock/28th Street Station



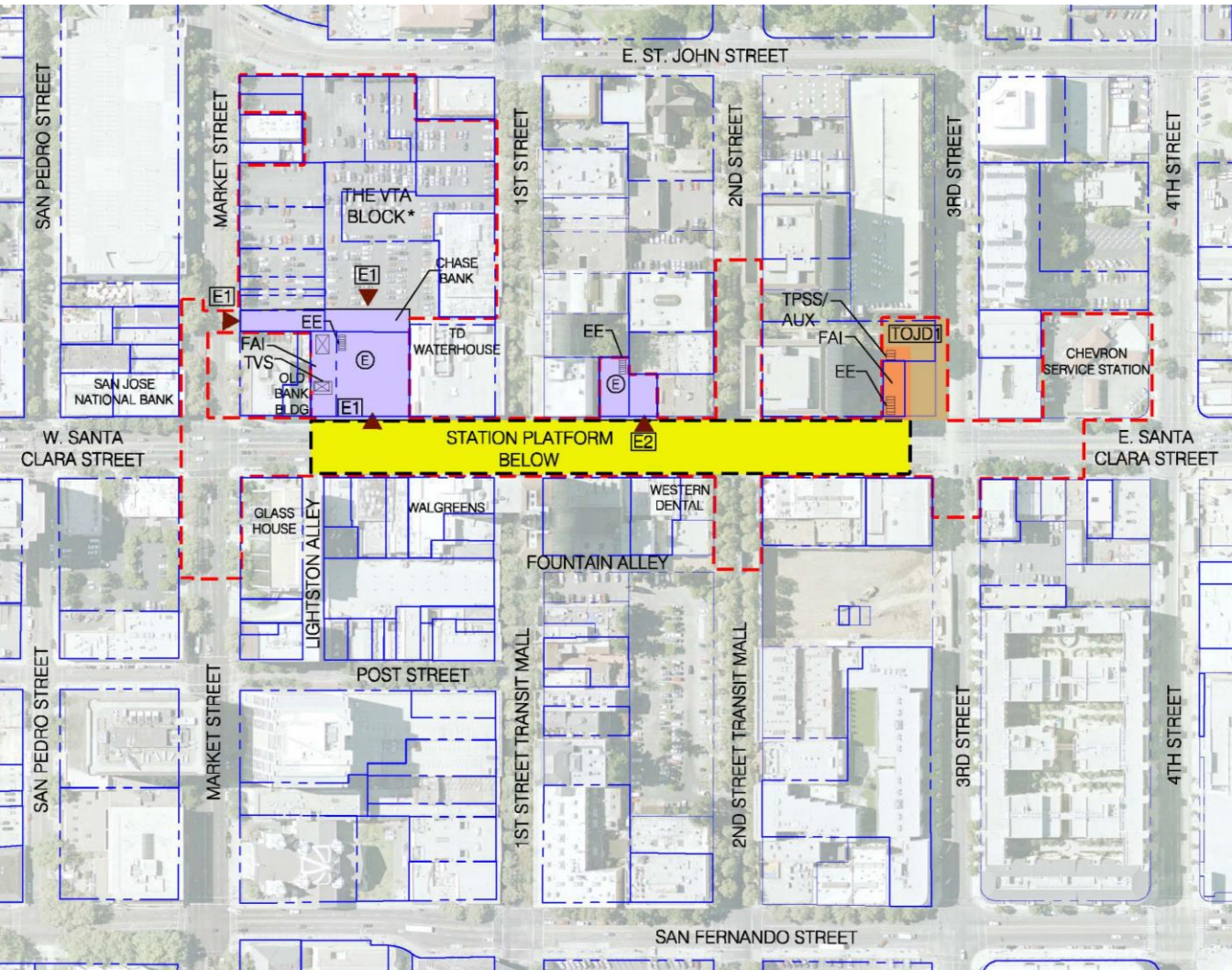
- Subway station
- Street-level entrances
- Systems facilities
- BART Parking (1,200 spaces)
- TOJD: office, retail, and residential land uses

13th and Santa Clara Street Ventilation Structure



- Mid-Tunnel Ventilation Structure
- Emergency access for first responders
- TOJD: retail land uses

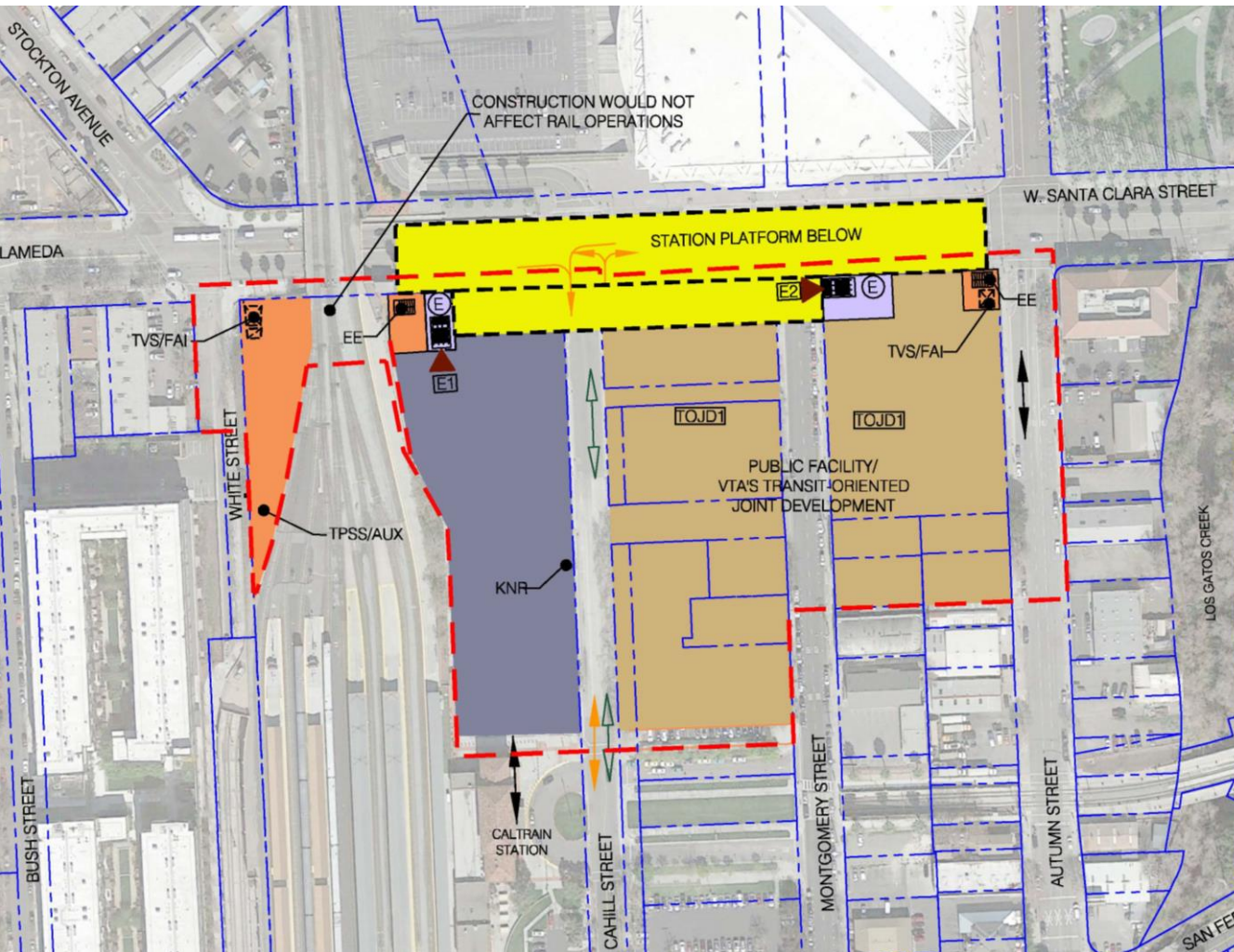
Downtown San Jose Station – West Option



- Subway station
- Street-level entrances
- Systems facilities
- TOJD: office and retail land uses



Diridon Station – North Option



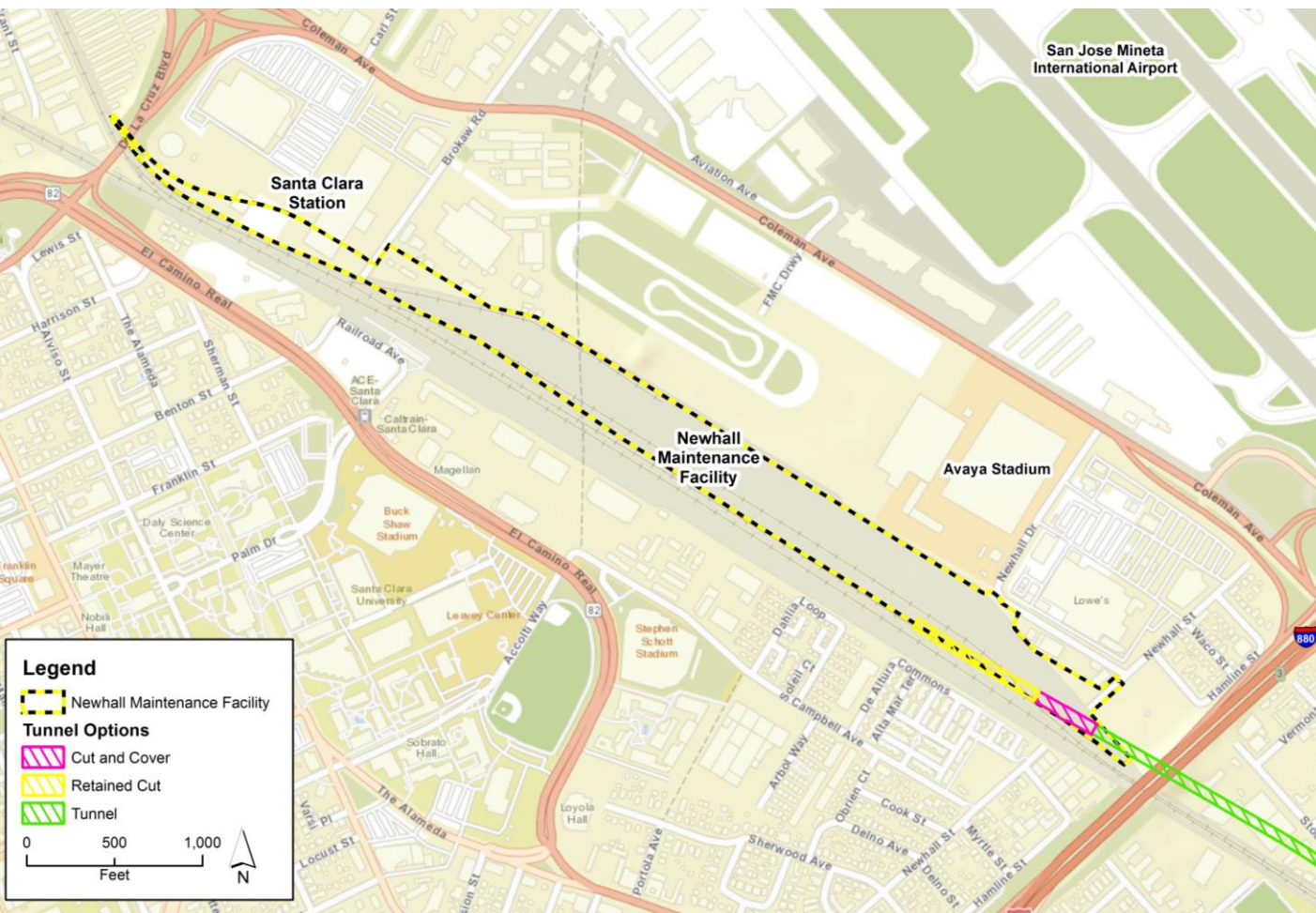
- Subway station
- Street-level entrances
- Systems facilities
- Reconfigured VTA bus transit center
- TOJD: office and retail land uses

Stockton Avenue Vent Structure Options



- Mid-Tunnel Ventilation Structure
- Emergency access for first responders
- TOJD: retail land uses

Newhall Maintenance Facility



- Facilities for routine maintenance of rail cars
- Facilities for routine maintenance of non-revenue/maintenance vehicles
- Capacity to store up to 200 rail cars
- West tunnel portal



Santa Clara Station



- At-grade station
- Below-grade concourse
- Systems facilities
- BART Parking (500 spaces)
- Enhanced underground pedestrian connection to Caltrain Station
- TOJD: office, retail, and residential land uses

Summary of Transit Oriented Joint Development (TOJD)

Location	Residential (dwelling units)	Retail (square feet)	Office (square feet)	Parking (spaces)
Alum Rock/28 th Street Station	275	20,000	500,000	2,150
Santa Clara and 13 th Streets Ventilation Structure	N/A	13,000	N/A	N/A
Downtown San Jose Station – West Option	N/A	10,000	35,000	128
Diridon Station North Option	N/A	72,000	640,000	400
Stockton Avenue Ventilation Structure	N/A	15,000	N/A	N/A
Santa Clara Station	220	30,000	500,000	2,200

Source: VTA 2018. Table 2-3 in Final SEIS/SEIR.

Note: Densities and parking spaces are based on the General Plans and Specific Plans of the Cities of San Jose and Santa Clara



Tunneling Methodology

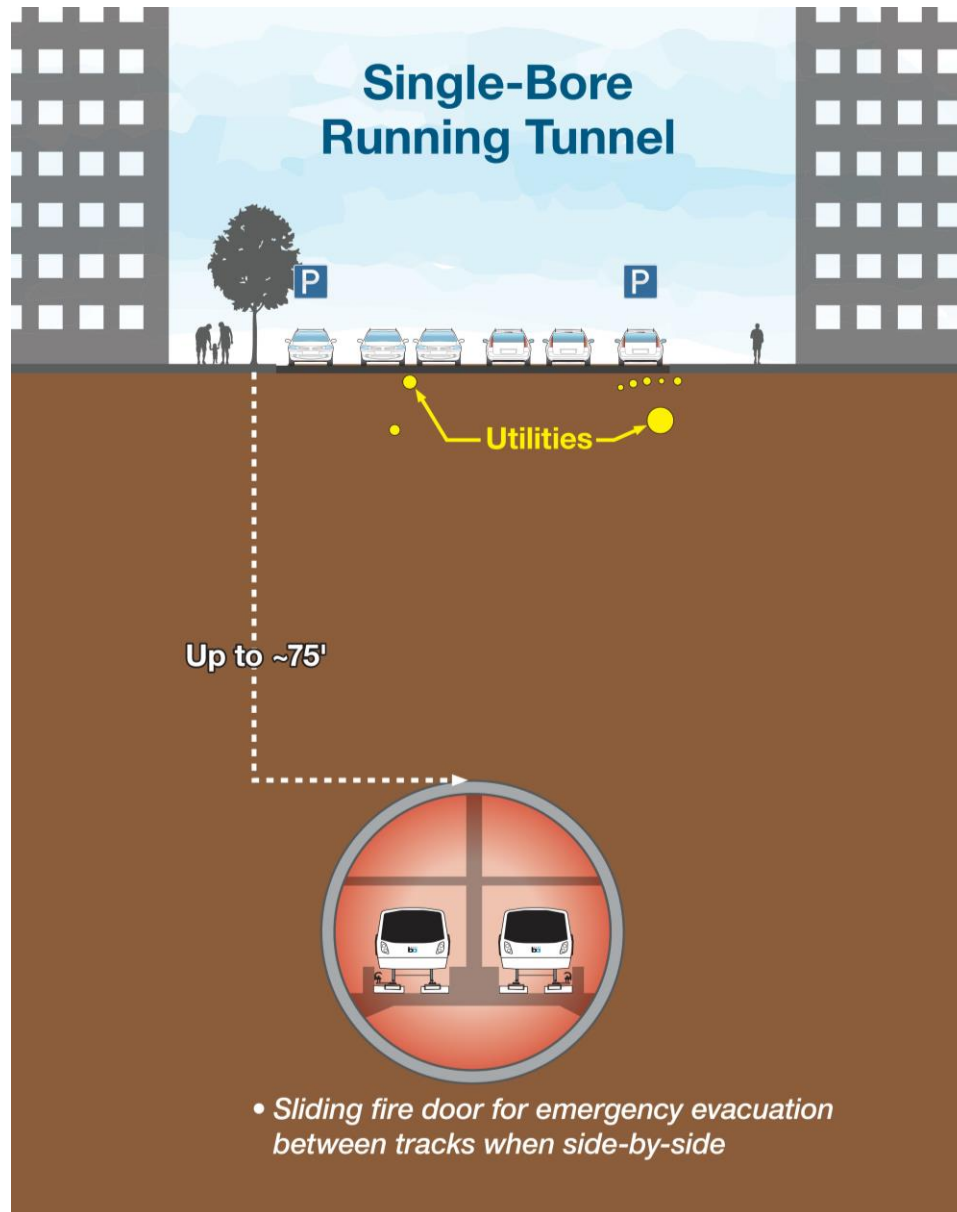


Engineering History

- Phase II engineering put on hold in 2009 to focus on Phase I delivery
- Phase I construction underway (FFGA: March 2012)
- Review of Phase II revived in 2014
 - Impacts to street level activities and underground utilities
 - Advances in the tunneling industry since 2008
 - Feasibility of alternate tunneling methodologies
 - Scoping comments received to reduce impacts to Downtown
 - Changes to applicable codes and standards



Single-Bore Tunnel Concept



Development and Evaluation of Single-Bore Option

Preliminary Analysis of Single-Bore Methodology (2015)

- Determined feasible
- Reviewed with BART and FTA
- Included as option in environmental document

Single-Bore Tunnel Technical Studies (2016)

- Focus on key areas including tunnel, station configuration, emergency egress, and ventilation
- Design criteria and key assumptions developed in concert with BART
- Ongoing BART participation
- Topic specific workshops and presentations

Barcelona Study Tour (2017)

Tunneling Options Independent Risk Assessment Comparative Analysis (2017)



Development and Evaluation of Single-Bore Option

August 25, 2017 Board of Directors Workshop

- Introduced single-bore option and discussed environmental and construction considerations for both tunneling methods

September 22, 2017 Board of Directors Workshop

- Presented evaluation of constructability, safety and security, operations and maintenance, passenger experience, cost and schedule, and economic impact
- Preliminary staff recommendation of single-bore methodology

September 28, 2017 Joint VTA and BART Board of Directors Meeting

- Reviewed twin-bore and single-bore configurations

November 13-15, 2017 Operations Peer Review Panel

- Panel opined that with some adjustments to address BART's operational safety considerations: the single-bore tunnel can be operated safely as an extension of the BART system

Technical review of twin-bore and single-bore options

- Conferring with BART management and technical staff (FTA granted extension for this work)



Summary of Efforts

- There are no new construction methods that VTA had not thoroughly evaluated (including mining techniques)
- Base costs for twin-bore and single-bore are comparable for decision-making purposes
- Single-bore satisfies all applicable operations, maintenance, and safety requirements
- Single-bore offers schedule time and sequencing advantages
- Single-bore offers operations and safety advantages



Summary of Efforts (continued)

- Single-bore has significantly fewer construction impacts and risks
- Single-bore offers flexibility for future station area development
- At 9/22 Board Workshop, single-bore was presented as the preferred tunneling option for VTA's BART Phase II Project
- Continued efforts have strengthened the conclusion that single-bore is equal or superior to twin-bore as a tunneling option



Environmental Impacts & Mitigation Measures

Topical Areas Evaluated under CEQA

Construction and Operations

- Air Quality
- Biological Resources & Wetlands
- Community Facilities & Public Services
- Cultural Resources
- Energy
- Geology, Soils, and Seismicity
- Greenhouse Gas Emissions & Climate Change
- Hazards and Hazardous Materials
- Land Use
- Noise & Vibration
- Transportation
- Utilities & Service Systems
- Visual Quality & Aesthetics
- Water Resources, Water Quality, & Floodplains



Mitigation Monitoring and Reporting Program (MMRP)

What it is:

- Consolidated list of all mitigation measures in the environmental document

What it will do:

- Will ensure all promises made in the environmental document will be carried forward through construction

When it will be implemented:

- Prior to, during, and after construction



Representative Mitigations During Construction

Noise Mitigation

- Installation of temporary noise barriers
- Noise monitoring during construction

Vibration Mitigation

- Pre-/Post-Construction Building Surveys
- Vibration monitoring during construction

Parking Mitigation (NEPA only)

- Replacement Parking at Diridon Station during construction

Cultural Resources Mitigation

- Measures to protect both archaeological and historic architectural resources



Construction Outreach Management Program

Construction Education and Outreach Plan (CEOP)

- to foster communication during construction between VTA, various municipalities, and the public

Construction Transportation Management Plan (CTMP)

- to coordinate location-specific circulation and access within and around the construction areas for all modes

Emergency Services Coordination Plan (ESCP)

- to minimize impact to local emergency service routes and response times due to construction activities

...to be incorporated into all plans and specifications of all contracts through which Phase II will be implemented.



Construction Education & Outreach Plan (CEOP)

Responsible Parties:

VTA in coordination with Cities of San Jose and Santa Clara

Timeline: Prepared & implemented after environmental process

Part A: Planning (January 2018 – December 2018)

Part B: Preconstruction (December 2018 – October 2019)

Part C: Construction (October 2019 – 2026)

Critical elements include:

General Outreach

Stakeholder Engagement

Business Promotion



Construction Transportation Management Plan (CTMP)

Critical components include:

- Construction activities sequencing schedule
- Phasing of construction, anticipated closures, detours, temporary signals, street reconfigurations, etc.
- Truck haul routes
- Minimize impacts during special events
- Traffic Control Plans for each area of construction



Emergency Services Coordination Plan (ESCP)

Critical components include:

- Maintain regular communication with local fire and police departments of construction schedule and potential lane/road closures
- Ensure emergency access to residents and businesses and maintain service response times



Representative Mitigations During Operations

Traffic Mitigation

As a result of TOJD, traffic mitigation for operations will be required at the following intersections:

- Coleman Avenue/I-880 SB Off-Ramp
- Coleman Avenue/Brokaw Road
- Lafayette Street/Lewis Street

Groundborne Noise Mitigation

- Isolated Slab Track or equivalent (14,600 feet)



Impacts after Mitigation

Construction-Related Impacts

- **Transportation**
 - Vehicular Traffic, Bicyclists, and Pedestrians
 - At all stations, West Tunnel Portal, Newhall Maintenance Facility
 - Transit-Bus
 - At Downtown San Jose and Diridon Stations
- **Air Quality**
 - Nitrogen Oxides and Reactive Organic Gases
 - Assumes peak utilization of heavy construction equipment at all facilities simultaneously
- **Noise**
 - At Downtown San Jose and Diridon Stations



Impacts after Mitigation

Operation-Related Impacts

- Traffic
 - De La Cruz & Central Expressway
 - Santa Clara Station
- Air Quality
 - Reactive Organic Gases (ROG)
 - Due to increased development
- Greenhouse Gas Emissions
 - Due to increased development



Board Action



Board Action

1. Certify that the Subsequent Environmental Impact Report (SEIR):
 - Meets the requirements of CEQA;
 - Represents the independent judgment of the Lead Agency; and
 - Reviewed and considered SEIR.
2. Adopt:
 - Findings;
 - Facts in Support of Findings; and
 - Statement of Overriding Considerations.
3. Adopt a Mitigation Monitoring and Reporting Program.
4. Adopt the Recommended Project Description and Approve the Phase II Extension Project that consists of the BART Extension with Transit-Oriented Joint Development



Recommended Alternative and Options

Recommended Alternative:

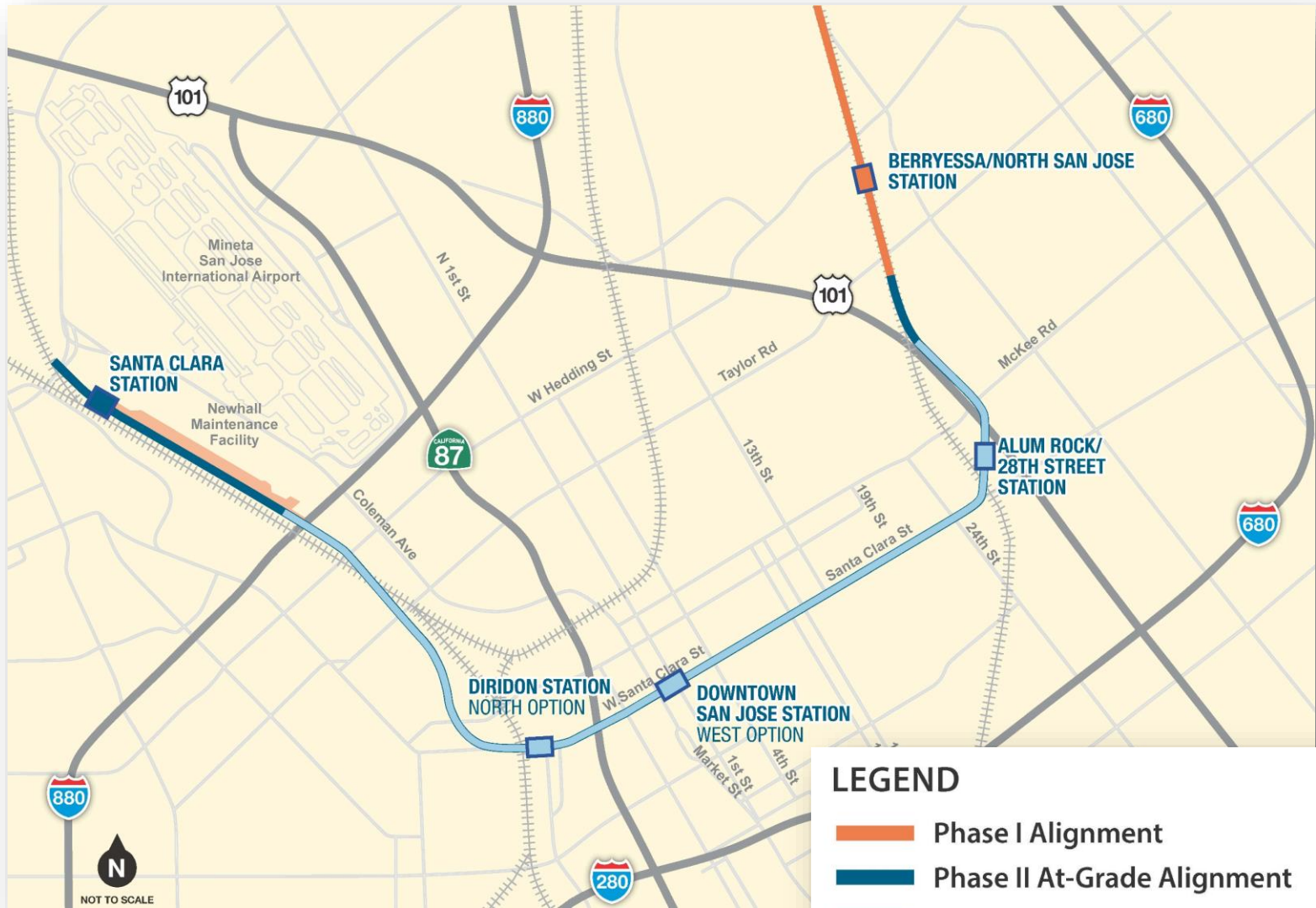
- BART Extension with TOJD Alternative

Recommended Options:

- Downtown San Jose Station - West Option
- Diridon Station - North Option
- Tunneling Methodology - Single-Bore Option



Recommended Phase II Extension Project



Board Action

1. Certify that the Subsequent Environmental Impact Report (SEIR):
 - Meets the requirements of CEQA;
 - Represents the independent judgment of the Lead Agency; and
 - Reviewed and considered SEIR.
2. Adopt:
 - Findings;
 - Facts in Support of Findings; and
 - Statement of Overriding Considerations.
3. Adopt a Mitigation Monitoring and Reporting Program.
4. Adopt the Recommended Project Description and Approve the Phase II Extension Project that consists of the BART Extension with Transit-Oriented Joint Development





MEMORANDUM

DATE: April 3, 2018

TO: VTA Board of Directors

FROM: Evelynn Tran, Deputy General Counsel
Tom Fitzwater, BART Silicon Valley Environmental Planning Manager

SUBJECT: Sharks Sports & Entertainment LLC Comments on VTA's BART Silicon Valley Phase II Extension Project Final SEIS/SEIR

On April 2, 2018, the Silicon Valley Law Group (SVLG) submitted a comment letter on behalf of the Sharks Sports & Entertainment LLC (Sharks LLC) regarding the Santa Clara Valley Transportation Authority's (VTA's) BART Silicon Valley Phase II Extension Project (Project) Final SEIS/SEIR. As background, VTA is the lead agency under the California Environmental Quality Act (CEQA) and is the agency that will need to certify the Subsequent Environmental Impact Report (SEIR). The Federal Transit Administration (FTA) is the lead agency under the National Environmental Protection Act (NEPA) and is the agency that released the Final Supplemental Environmental Impact Statement (SEIS) and will need to issue the Record of Decision to complete the NEPA environmental process. In its comment letter, the Sharks LLC asserts that the Final SEIS/SEIR is legally insufficient to support an approval of the Project. Its comments were divided into several categories and primarily focused on short- and long-term parking in the Diridon Station area. As discussed below, staff believes that the Final SEIR complies with CEQA and recommends that the VTA Board of Directors (VTA Board) certify the Final SEIR and approve the recommended Project.

VTA addresses the Sharks LLC's comments in the order presented in SVLG's letter:

Traffic Engineer Report

The Sharks LLC generally challenged the adequacy of the transportation studies prepared in support of the SEIS/SEIR. In support of its challenge to the studies, the Sharks LLC provided a separate opinion of its own traffic engineer. VTA prepared extensive transportation analyses as described in Volume I, Chapter 3 *NEPA and CEQA Transportation Operations Analysis* and Section 5.5 *Impacts from Construction of the BART Extension* and Chapter 6 *CEQA Alternatives Analysis of Construction and Operation*. The VTA Board may still "adopt the environmental conclusions reached by the experts that prepared the EIR even though others may disagree with the underlying data, analysis, or conclusions. Discrepancies in results arising from different

methods for assessing environmental issues do not undermine the validity of the EIR's analysis as long as a reasonable explanation supporting the EIR's analysis is provided.”¹

Compliance with the California Environmental Quality Act

The Sharks LLC asserts that the Final SEIR fails because there is no stable “or decipherable” project description. In fact, the Sharks LLC states that “there is no section in the document that provides a project description as required by CEQA.” The Final SEIS/SEIR provides a clear recommended project description in Volume I, Chapter 2, where the project alternatives and options, along with the CEQA recommended project, are discussed in detail. The Sharks LLC, focusing on one section of the Final SEIR relating to the Transit Oriented Joint Development (TOJD), also found fault with the document because, according to it, the Final SEIR did not include a full statement of objectives. To the contrary, VTA prepared a full chapter on the purpose and need of the transportation project, including the recommended BART Extension with TOJD Alternative project, in Volume 1, Chapter 1.

The Sharks LLC also claims that the Project is not adequately described for the TOJD because VTA needs additional approvals from the City of San José (City). As set forth in VTA's response to the City's comment, VTA's proposed TOJD is based on the current general plan designations for the sites. VTA acknowledges that the City would have responsible agency discretionary approval authority over aspects of the BART Extension with TOJD Alternative that are within its jurisdiction and that the City would consider the Final SEIR and determine the adequacy of the document for purposes of its approvals. The fact that the City has discretionary approval authority over the TOJD does not mean that the project description is not “adequately described for CEQA purposes” as the Sharks LLC claims. In fact, CEQA and the CEQA Guidelines acknowledge that a responsible agency has discretionary approval authority after the lead agency approves the environmental document. Pub Res C §21104, 21153(c), 21069.

Interim Parking Loss During Construction

The Sharks LLC claims that there is insufficient mitigation for interim parking loss in the Diridon Station area during construction. However, the loss of parking spaces is no longer considered a potentially significant environmental impact under CEQA. (*San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.) VTA Volume I, Chapter 5, *Construction*, and Volume II, *Master Response 2 – Diridon Station Short-Term Parking* addressed this topic for NEPA purposes. As set forth in Master Response 2, VTA would provide 450 replacement off-street parking spaces during construction. With this mitigation, this would result in the net loss of 305 on-street and off-street parking spaces, or 2.1 percent of the total 14,450 available parking within a 0.5-mile radius of Diridon Station, for up to 8 years during construction. The loss of 2.1 percent of the total available

¹ CEB, Practice Under the California Environmental Quality Act (2012) § 11.35 at p. 11-27.

parking spaces at an existing major transportation center in the downtown urban core of San José with many multi-modal options was not considered an adverse effect on parking.

Moreover, the Final SEIS/SEIR includes the following mitigation plans for construction outreach: Construction Education and Outreach Plan to foster communication during construction between VTA, various municipalities, and the public (including the local businesses); Construction Transportation Management Plan to coordinate location-specific circulation and access within and around the construction areas for all modes; and an Emergency Services Coordination Plan to minimize impact to local emergency service routes and responses due to construction activities. Namely, and contrary to the Sharks LLC's assertions, VTA did address parking by construction workers. Specifically, VTA will require construction workers to park in designated areas or in the construction staging areas. This is addressed in Volume 1, Chapter 5, Section 5.5.1. Significantly, in the NEPA analysis, under NEPA Mitigation TRA-CNST-D, VTA will provide replacement parking spaces prior to removing existing parking during construction at Diridon Station. This mitigation was summarized in the Executive Summary under Table ES-1 and discussed in more detail in Volume 2, Master Response 2. Since this MM is mitigation for a NEPA impact rather than a CEQA impact, it will be enforced pursuant to NEPA, following approval under NEPA by the FTA.

In its letter, the Sharks LLC also faults VTA for not analyzing potential impacts caused by the illegal behavior of the public. It claims without evidence that the loss of off-street parking and the 40 on-street parking spaces will cause motorists to park illegally, and therefore, affects the ability of pedestrians and bicyclists to have a good line of sight and will be a safety issue. However, CEQA does not require an analysis of every possible potential impact; the analysis needs only be reasonable and practical. Here, it is not reasonable to require a lead agency to predict, analyze, and mitigate against the presumed illegal behavior of the public. In any event, the Construction Management Plan will ensure that safety measures for all transportation modes are maintained during construction.

Long Term Parking Loss and Consistency with Land Use Plans

The Sharks LLC also challenged the analysis relating to long-term parking loss. As discussed above, parking loss is no longer considered a significant impact under CEQA. However, the Final SEIR/SEIS analyzed it for NEPA purposes. As disclosed in Volume 2, Master Response 3, BART has implemented new policies to discourage drive-alone trips to BART stations. On June 9, 2016, the BART Board of Director's adopted a BART Station Access Policy that included a Station Access Design Hierarchy. In descending order, BART's priorities for passenger access to its stations are walk, bicycle, transit and shuttle, drop-off and pick-up, and, lastly, auto parking. The decision to not provide park-and-ride facilities for the BART Extension at Diridon Station is also consistent with BART's Station Access Policy adopted June 9, 2016, regarding "urban" BART stations. Diridon Station would be classified as an "urban" station under the policy characteristics identified in BART's Station Access Policy. Specifically, BART's definition of

an Urban Station has the characteristics that are consistent with the characteristics of the Diridon Station, namely (1) combined walk, bike, and transit access of greater than 75%; (2) drive alone rates of 5% or less; (3) almost all auto access is from drop-off activity; (4) highway access is not convenient; (5) the station can be found in a downtown or neighborhood business district; (6) the station may be underground or otherwise has a limited spatial footprint; and (7) the station is well-served by many types of transit service that stop on adjacent streets.

Additionally, the decision to not provide park-and-ride facilities for the BART Extension at Diridon Station is also consistent with the Envision San José 2040 General Plan, Commercial Downtown Land Use Plan Policies, and Transportation Policies (adopted November 2011). San José's Transportation Goals, Policies, and Actions aim to establish circulation policies that increase bicycle, pedestrian, and transit travel, while reducing motor vehicle trips, to increase the City's share of travel by alternative transportation modes.

Transit-Oriented Joint Development

The Sharks LLC asserts that the TOJD needs to be analyzed under NEPA. The Final SEIS/SEIR provides an explanation that TOJD is an independent action by VTA, with no federal action nor federal participation. The coordination of the TOJD with a federal transportation project is not anticipated to result in the federalization of the TOJD for NEPA purposes.

Reservation of Rights and Reference to Similar Projects

The Sharks LLC also compared this Project against other rail projects in Southern California and their mitigation measures. However, these studies were prepared a number of years ago and were approved prior to the State eliminating direct parking loss impacts as an environmental topic that needed to be addressed under CEQA. Therefore these studies are not applicable to the CEQA adequacy of this Final SEIR.

In conclusion, VTA stands by the Final SEIS/SEIR as adequately disclosing and addressing the environmental impacts and mitigation measures for the VTA's BART Silicon Valley Phase II Extension Project.

April 2, 2018

Via Hand Delivery & Electronic Mail: Tom.Fitzwater@vta.org

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Ms. Dominique M. Kraft
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**RE: Sharks Sports & Entertainment LLC Comments Regarding VTA's BART
Silicon Valley Phase II Extension Project – Final Supplemental
Environmental Impact Statement/Subsequent Environmental Impact Report
and Draft Section 4(f) Evaluation, December 2016.**

Dear Mr. Fitzwater and Ms. Kraft:

I am submitting comments to the Final Supplemental Environmental Impact Statement/ Subsequent Environmental Impact Report and Draft Section 4(f) Evaluation, dated February 2018 (Final SEIS/SEIR) for the BART Silicon Valley Phase II Extension Project (Phase II Project) on behalf of Sharks Sports & Entertainment LLC (SSE). By a letter dated March 6, 2017, SSE previously submitted extensive substantive comments in an effort to improve the Final SEIS/SEIR so that the Phase II Project will be constructed without unnecessary damage to San Jose's downtown. SSE is deeply disappointed to see that there have been no substantive changes to the Final SEIS/SEIR in response to SSE's comments. There have also been no substantive changes to the Final SEIS/SEIR in response to extensive comments from the City of San Jose (City) regarding the impacts to the Diridon Station area as set forth in the City's letter also dated March 6, 2017. In light of the fact that the Final SEIS/SEIR did not make any substantive changes in response to SSE's or the City's prior comment letters, those prior comments are incorporated and reasserted by this reference.

Background

As pointed out in our earlier comment letter, SSE is the parent company of San Jose Arena Management, LLC, which manages the SAP Center (Arena), an 18,000-seat regional multipurpose event center located adjacent to the planned BART Diridon Station.

With over 170 events per year, the Arena is one of San Jose's most consistent and impactful economic catalysts and is a critical asset to the City's economic success. The SAP Center operations support over 5,000 FTE jobs, generate more than \$250 million in annual economic impact, and provide millions of dollars in direct general fund revenue for the City of San Jose.

As a regional event center, the Arena attracts more than 1.5 million people to San Jose's downtown area every year, drawing a diverse crowd from throughout Santa Clara, San Mateo, Santa Cruz and Alameda counties and beyond. The region from which the Arena draws is primarily suburban, and BART will not be a viable option for the majority of the Arena's patrons. The Arena is reliant on a large supply of convenient parking nearby, as well as highly functional and efficient vehicle ingress and egress. One of the reasons the Arena was located where it was is because of the excellent access to this location by major highways and large surface streets.

Automobile transport is the primary means of transportation in the South Bay. In fact, the 2040 San Jose General Plan predicts that more than 20 years from now 60% of all trips will still be by automobile. After approximately 20 years of light rail operation, the use of light rail to attend Arena events is trivial – currently averaging less than 2% of patrons for regular games and far less for special events. Similarly, travel by Caltrain for Arena events is minimal – estimated to be less than 5% of patrons for regular games and far less for special events. Past predictions of mass transit use for Arena events have been grossly overestimated. There is no study in the Final SEIS/SEIR supporting any speculation that BART riders will reduce parking demand for Arena events by any measurable level.

SSE was a major contributor to Measure B, which is providing funding for the Phase II Project. SSE did so with the clear understanding, for the better part of a decade, that the BART Diridon Station would include a parking garage and would not dramatically disrupt traffic operations and pedestrian flow on Santa Clara Street. Nonetheless, as shown in the Final SEIS/SEIR, there are no longer any plans to provide parking for the BART Diridon Station, and traffic on Santa Clara Street in front of the Arena will be disrupted for years.

Traffic Engineer Report

SSE's traffic engineer, Jim Benshoof of Wenck Associates, reviewed the Final SEIS/SEIR to determine whether the transportation and parking impacts have been accurately and professionally identified and evaluated. He also assessed any proposed mitigation measures to determine whether they were likely to be effective. His professional judgment is that the Final SEIS/SEIR is not an improvement on the Draft SEIS/SEIR, and the issues he pointed out before have not been addressed. Moreover, the cursory parking inventory presented in the Final SEIS/SEIR was not undertaken in accordance with accepted industry methodology for evaluating parking impacts.

The Wenck Associates, Inc., report: *Assessment of Final SEIS/SEIR For Bart Silicon Valley Phase II Extension Project, February 2018, Evaluation of Parking Impacts at BART Diridon Station* and attachments dated April 2, 2018 (Wenck Report) is attached hereto and incorporated by reference.

Lack of Compliance with the California Environmental Quality Act

1. The Final SEIS/SEIR fails to comply with CEQA.

a. There is no stable or even decipherable project description. In numerous locations, the Santa Clara Valley Transportation Authority (VTA) and the Federal Transit Administration (FTA) state that the project description can be found in the Executive Summary and cobbled together from multiple sections of the document. That is not where a project description should be located. There is no section in the document that provides a project description as required by CEQA.

i. On page ES-2, the Final SEIS/SEIR states that the CEQA alternatives are 1) the No Build Alternative; 2) the CEQA BART Extension Alternative; and 3) the CEQA BART Extension with TOJD Alternative. CEQA requires that an EIR evaluate a project with a meaningful project description, and then evaluate alternatives that would reduce potential environmental impacts. Characterizing the alternatives as a project description does not meet this CEQA requirement.

ii. CEQA requires a complete and stable project description that contains a full statement of objectives, not just those related to the TOJD projects included in Section 1.3 of the Final SEIS/SEIR.

b. Throughout the document the drafters state that the project has not yet been developed to a level of detail needed to include specific mitigation measures. However, CEQA requires that the project description supply the amount of information needed for evaluation and

review of the environmental impacts (Section 15124 of the CEQA Guidelines). The Final SEIS/SEIR “CEQA project” tends to emphasize the TOJD projects, which, in terms of the amount of detail provided, can only be considered program-level projects.

i. Furthermore, the drafters are non-responsive to the City’s comment L3-20, which states that the “Project Description in the SEIS/SIER is insufficient under CEQA for environmental impact analysis needed for TOJD entitlements from the City. The City will need to determine what, if any, subsequent environmental analysis would be required when additional project details become available. Likewise, the City cannot make a final determination of TOJD General Plan, specific plan, municipal code or policy conformance until more project specific details are available. General Plan conformance is based on the entirety of the General Plan goals and policies and not solely the Land Use/Transportation Diagram designation.”

ii. The drafters do not acknowledge anywhere in the Final SEIS/SEIR that additional environmental review may be required – they merely defer to the City to make the determination. Based on the City’s comment above, it must be acknowledged that the Phase II Project is not adequately described for CEQA purposes nor, with the many changes and decisions yet to be made, is it stable as required by CEQA.

c. CEQA requires an analysis of indirect impacts due to a lack of parking both during construction and in the long-term. While air quality emissions can be generated due to the additional driving required to find parking, other indirect impacts include those related to pedestrian and bicycle safety. The Transportation/Traffic section of the CEQA checklist asks the question:

Would the project: Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?
(Appendix G of the CEQA Guidelines, XVI., (f))

The lack of adequate parking both during construction and in the long-term will result in many situations where the safety of bicycle and pedestrian facilities will be compromised. When parking is not available, the occurrence of illegal on-street parking (in loading zones and restricted parking areas or across driveways and sidewalks) affects the ability of pedestrians and bicyclists to have a good line of sight, and the quality of pedestrian and bicycle paths of travel is compromised and could result in injury or death. This has not been evaluated. (See also §3.h, below.)

2. The Final SEIS/SEIR fails to identify several potential construction impacts of the Phase II Project as discussed in SSE’s previous comment letter dated March 6, 2017. As changed in the Final SEIS/SEIR, the provisions regarding construction impact mitigation (and in particular

mitigation for impairment of access to the Arena), do not provide sufficient information to constitute meaningful disclosure, do not establish objective measurable standards, and do not commit to further mitigation if the currently planned mitigation is ineffective. In short, the proposed construction impacts mitigation consists only of vague statements of undefined future actions. This is inadequate under both CEQA and NEPA.

Interim Parking Loss During Construction

3. Master Response 2 of the Final SEIS/SEIR includes a new mitigation measure for impacts to parking during construction (page 2-11) that is legally insufficient.

Mitigation Measure TRA-CNST-D: Provide Temporary Replacement Parking at Diridon Station. VTA will provide 450 temporary replacement off-street parking spaces during construction to mitigate for parking impacts caused by the BART Extension construction. The temporary replacement parking will be provided prior to the removal of existing parking spaces.
(Master Response 2, page 2-11)

a. This measure is completely without performance criteria as required by CEQA and NEPA. There is no assurance that the mitigation measure can be implemented, and there is no mechanism to determine whether it will be successful in reducing any parking impacts during construction. The measure does not specify where this parking will be located or the times of the day the parking spaces will be available. The measure does not preclude the use of the parking area(s) by construction workers or equipment. It also does not include future studies and a determination of what measures VTA will employ should it be determined during the eight (8) year construction period that additional spaces are required.

b. A description of this measure is not included in Table ES-1 of the Final SEIS/SEIR. Nor does it appear to be in the CEQA Mitigation Monitoring and Reporting Program (MMRP). Master Response 2 states that Mitigation Measure TRA-CNST-D (revised) is described in Section 5.5.1, Construction Outreach Management Program. The new mitigation measure is not included in this section of the Final SEIS/SEIR. NEPA and CEQA require that mitigation measures be clear and feasible. If they are not included in the appropriate sections of the Final SEIS/SEIR, as in this case, decision makers do not have the information needed to certify the environmental documents or make an informed choice.

c. TRA-CNST-D states that “VTA will provide 450 temporary replacement off-street parking spaces during construction to mitigate for parking impacts caused by the BART Extension construction.” This mitigation measure fails to mitigate the adverse impacts caused by the loss of 755 parking spaces. This measure incorrectly relies upon parking sites identified

through the San Jose Diridon Station Area Plan (DSAP) Parking Study for fulfilling these 450 spaces. That study was not intended solely to provide spaces to replace spaces lost during the BART construction. Moreover, this mitigation measure includes no commitment by the VTA to pay for the cost of property acquisition or construction of temporary replacement spaces, so the proposed mitigation is illusory.

d. As an example of a legally adequate mitigation for a very similar project, the January 2012 Final EIS/EIR prepared by the Los Angeles County Metropolitan Transportation Authority and Federal Transit Administration for the Regional Connector Transit Corridor Project in Los Angeles (METRO FEIS/FEIR) included a parking mitigation program to reduce impacts associated with the loss of parking during construction (Chapter 3, pages 3-60 and 3-61). (Attached) Measures included those designed to reduce the need for construction worker parking and to limit where workers could park (not on public streets). Specific measures included providing construction workers with transit passes to avoid impacts to local parking. The Final SEIS/SEIR does not include a discussion of the need for parking by construction workers as the METRO FEIS/FEIR did, and is therefore inadequate.

e. The METRO FEIS/FEIR mitigation program included options for public street re-striping and phasing construction in a way that minimizes parking disruption and the loss of on-street parking. Another mitigation measure included increasing the time limits for on-street parking. All measures and their efficacy are to be determined during an annual parking assessment and other options are to be explored throughout the construction period. These measures are not included in the Final SEIS/SEIR, nor does it include mitigation performance standards as required by NEPA and CEQA.

f. The METRO FEIS/FEIR (Traffic Report - Appendix L and Chapter 3) (Attached) included a robust construction-related parking analysis, unlike the Final SEIS/SEIR. The Metro parking study included a detailed block-by-block evaluation of all on-street parking spaces, loading spaces, and driveways that may be affected due to the project. Occupancy rates were evaluated during both the AM and PM peak hours for all street segments within the project area. In contrast, the Final SEIR/SEIS contains no similar analysis.

g. The METRO FEIS/FEIR also evaluated development pressure on existing parking lots and determined that potential land use choices inconsistent with surrounding neighborhoods could occur (see page 3-26 of Appendix L of the METRO FEIS/FEIR) (Attached). The sequencing of construction so that multiple blocks of on-street parking are not temporarily removed at one time was also evaluated (see page 141 of the METRO FEIS/FEIR) (Attached). No such evaluations were completed for the BART Phase II project.

h. Further, as noted above, on-street parking creates a visual barrier between motor vehicle traffic and crossing pedestrians. This concern is especially acute for children and people

using wheelchairs. When the parking supply is inadequate, motorists will park wherever they can, including too close to a crosswalk which interferes with the line of sight for vehicles, pedestrians, and bicyclists resulting in additional safety impacts. These indirect safety impacts are not described in Sections 3.5.2.12 or 6.2.1 of the Final SEIS/SEIR, as referenced in Master Response 2 (page 2-14). However, in accordance with information published by the US Department of Transportation Federal Highways Administration, such safety concerns need to be addressed.¹ This is a deficiency in the analysis for both interim and long-term parking loss impacts and requires revision under both NEPA and CEQA.

i. The City of San Jose in their comment letter (Comment L3-7) pointed out that VTA and BART must replace all lost parking – San Jose is the local jurisdiction and has permit authority over all of the TOJD. Nonetheless, there was no substantive response to the City’s comment.

j. The Final SEIS/SEIR fails to adequately identify or mitigate negative impacts the BART Project would cause for businesses near the Diridon Station, downtown businesses and the SAP Center. The parking assertions presented in the Final SEIS/SEIR are not based on data obtained in accordance with sound scientific methodology used in the traffic engineering.

Long Term Parking Loss

4. The lack of a long-term parking solution/parking garage is a failure to comply with NEPA and a breach of commitments made by VTA/FTA, which has been relied on by SSE and every governmental agency undertaking land use planning in the Diridon Station area.

a. SSE and the City relied on the garage promised in every planning document relating to BART Diridon Station until the December 2016 Draft SEIS/SEIR, including but not limited to, the 2004 SEIR, the 2007 Final SEIR and the 2010 FEIS. Each of these documents was supported by traffic and parking modeling and studies that demonstrated that BART Diridon Station would have significant park-and-ride use and that a parking structure is necessary to mitigate the adverse impacts caused by these BART commuters on nearby businesses and residences.

b. Under FTA requirements for parking under NEPA the Final SEIS/SEIR needed to study the adverse impacts to businesses and residential neighborhoods caused by BART Diridon Station parking pressure. The parking “inventory,” referenced in Master Response 2 (which is not included in the technical appendix in violation of NEPA) did not do this. Indeed, the parking “inventory” does not meet any generally accepted traffic engineering criteria for analyzing parking requirements.

¹ See FHWA – http://www.pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=60

i. Merely counting parking spaces in the project area is not an adequate study under NEPA or CEQA. FTA requires the identification of parking impacts and provision of ways to avoid, minimize, and mitigate any adverse effects on nearby residential or business communities (see Master Response #3, page 2-13). The Final SEIS/SEIR does not include an adequate evaluation of such impacts in the Diridon Station area – a location with both residential neighborhood and commercial uses.

c. The Travel Demand Modeling discussed in Master Response 3 at page 2-16 is irrelevant to the issue that the FTA requires to be evaluated. The Travel Demand Model only looked at the impact of a BART Diridon Station garage on system-wide BART ridership. It completely ignored any impact of BART parkers on the nearby residences and businesses.

d. There is no study or model relied upon or mentioned in the Final SEIS/SEIR, and no data presented in the administrative record, to support the decision to reverse the prior decisions (which were based on evidence) to provide a parking garage to mitigate the BART parking pressure impacts in the Diridon Station area. Nor was there any information presented in the Final SEIS/SEIR showing the prior parking studies were obsolete or that new information regarding parking demand was considered. The sole basis for the assertion that there will be no park-and-ride at BART Diridon Station is table 3-16, 2035 Forecast Year Mode of Access by BART Extension Station. This does not withstand even cursory scrutiny, because the sole basis for its assertion is the misclassification of BART Diridon Station as an urban station and not as a balanced intermodal station.

i. Master Response 3 of the Final SEIS/SEIR (at page 2-15) refers to the 2010 FEIS, Table 3-15, Mode of Access by SVRTP Alternative Station, which assumed 44 percent of the Diridon Station BART riders would access the station by auto park-and-ride. The word “assumed” in the preceding sentence is not correct and presents a misleading representation regarding the basis for the 44 percent park-and-ride projection. The actual sentence that introduces Table 3-15 in the 2010 FEIS is: “Table 3-15 presents projected mode of access at stations on the average weekday.” That table was produced through an application of the VTA’s travel demand model that allowed for BART parking at the Diridon Station, not the forced outcome in the Final SEIS/SEIR caused by VTA’s after-the-fact and predetermined “policy decision” not to provide BART parking at Diridon station. There is no physical change in the Diridon Station area since 2010 identified in the Final SEIS/SEIR or Master Response 3 that invalidates the 2010 Travel Demand Model.

ii. VTA’s response to SSE’s comment P84-5 states that the updated parking inventory (which cannot be found in the Final SEIS/SEIR) determined that “a parking garage at the Diridon Station was determined to be no longer necessary.” The parking assertions presented in the Final SEIS/SEIR are not based on data obtained in accordance with sound scientific

methodology used in the traffic engineering profession. Therefore, the assertions made in the Final SEIS/SEIR are seriously inaccurate and misleading.

e. The Final SEIS/SEIR states, without any evidentiary support in the record, that BART Diridon Station is projected to be a destination station in the AM commute direction, as patrons travel to nearby “activity centers,” rather than an origin station, and therefore the parking demand at this station would be less than at stations that primarily function as origins in the AM commute direction. (Response to SSE Comment P84-18 of the Final SEIS/EIR). Since the preparation of the 2005 Downtown Strategy and FEIR, there have been two EIR addendums to revise the phasing of downtown development to account for the fact that the demand for residential development has outpaced the demand for office space (jobs). As a result, downtown San Jose is jobs poor, as is the rest of the City. This is why the Envision San Jose 2040 General Plan emphasizes correcting the jobs to housing imbalance in the City, including the Downtown Growth Area. Being jobs poor means the BART Diridon Station will be an originator not a destination station. The Final SEIS/EIR not only has no evidence for the assertion that BART Diridon will be a destination, the evidence is entirely to the contrary and well known to VTA.

f. The City of San Jose is a city of a million residents – the largest in the San Francisco Bay Area. Diridon Station is located in the downtown and will one day be the largest transit station in the western United States with bus transit, the Caltrain commuter line, passenger rail service (Capitol Corridor and ACT), California High Speed Rail (HSR), and BART all converging at the same station. These facts *encourage* the provision of parking - not discourage it. Caltrain supplies parking at Diridon Station that is often full. There is a Caltrain stop in Santa Clara, and Caltrain provides parking there as well. Caltrain has not determined that since Diridon is only “one stop away” parking would not be provided there. The objective evidence based on the Caltrain data is that BART Diridon Station is an originator and the functional equivalent of an end-of-the-line station.

g. Traffic volume data collected by the California Department of Transportation (Caltrans) shows that the total traffic volume along I-680 and I-880 north of San Jose during both the a.m. and p.m. peak periods is practically the same in the northbound and southbound directions. Thus, contrary to assertions presented in the Final SEIS/SEIR, without any evidence to support them, current traffic volumes on I-680 and I-880 north of San Jose confirm that the Diridon Station will serve as an origin for persons traveling to the north, as well as a destination for trips from the north. Not applying available reliable information, such as Caltrans materials, and instead presenting selective assumptions regarding the BART Diridon Station’s function, lacks scientific integrity.

h. The VTA’s conclusion that the Diridon Station will function as a destination station is not supported by the information presented in Table 3-18. This is the only “evidence” the Final SEIS/SEIR presents in the record to support its assertion. However, this table simply

presents comparative travel times for selected origin-destination pairs. Though several pairs represent trips to downtown San Jose, the table does not present any pairs with downtown San Jose as the origin and the destination being Milpitas, Union City, Fremont, Pleasanton, etc. This cherry picking of data does not present an accurate picture of the function of BART Diridon Station and indicates a determined attempt by the Final SEIS/SEIR to avoid building the previously required parking garage no matter what the actual facts or consequences might be.

i. Contrary to the Final SEIS/SEIR's statement that driving to Diridon Station is not convenient, the locations of the on- and off-ramps to all major highways near Diridon demonstrate that such access is convenient, and the station will serve as an origination station for riders west and south of downtown San Jose.

i. The DSAP FEIR² includes a discussion of parking and traffic associated with the BART and HSR projects in the Cumulative Conditions scenario and trips. Trips generated and parking spaces included in the BART project were taken from the traffic study completed for the BART FEIS (2010). This information was vital to the determination of cumulative impacts in the DSAP EIR. Indeed, the DSAP project is an extremely important project to the City of San Jose, as major developers are purchasing properties and beginning the entitlement process that would allow millions of square feet of development. The approved DSAP included parking for the BART project. To not include the previously promised and assumed parking puts the DSAP projects in jeopardy. The claim that the decision not to provide any park-and-ride parking is consistent with other land use plans affecting the Diridon Station area such as the DSAP is simply untrue and without any support in the record.

j. At 3-79 the Final SEIS/SEIR concedes that "if" BART riders access BART Diridon Station for park-and-ride they could also go to "several downtown parking garages." However, there is no parking study demonstrating that any of these spaces are "excess." Certainly, on evenings and weekends those spaces are often filled by Arena patrons. During the day these garages are filled close to capacity, so BART is taking parking that belongs to others – including Arena customers, by not building a parking garage to accommodate its passengers. Moreover, early morning BART commuters taking parking currently used by downtown businesses and residents is exactly the impact the FTA requires BART to analyze and mitigate³. Based on the current Final SEIS/SEIR this unmitigated and unevaluated parking pressure scenario would result in the downtown lots being overrun with BART parkers.

k. VTA and BART have determined that the Alum Rock/28th Street Station warrants the construction of 1,200 parking spaces. This station does not meet the criteria of an end-of-the-line station to the extent that Diridon Station does. Plus, as any resident of the South

² <https://www.sanjoseca.gov/DocumentCenter/View/34120> p. 155

³ <https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/transportation-impacts-0>

Bay knows, access is far less convenient to Alum Rock than to Diridon. The underlying information buried in the Final SEIS/SEIR also reveals that Alum Rock is less convenient than Diridon, and the conclusion to the contrary in the Final SEIS/SEIR is not supported by the evidence in the record.

1. Providing parking at the BART Santa Clara Station will not alleviate the parking pressure caused by the BART Diridon Station. The only direction to travel on BART from Diridon will be to the north - whether to an area of the City of Santa Clara without housing or jobs, or to the East Bay. Driving from San Jose to get on BART in Santa Clara, where a 500-space parking lot is proposed (and opposed by Apple which leases a building that will be removed to construct the Santa Clara Station parking structure), makes no sense since vehicular and transit options in that area are disconnected. The proposed Santa Clara Station and parking lot area is inaccessible on two sides (airport to the east and major rail line to the west). To assume that SAP Center patrons in San Jose and southern Santa Clara County will drive to Santa Clara to take BART to Diridon to attend an event is preposterous.

i. It should be noted that the Final SEIS/SEIR included a discussion of options considered, but not carried forward for the location of the Santa Clara Station and parking lot. If the currently proposed location is chosen and becomes infeasible due to costs and opposition from Apple, there will not be another option for a parking lot in Santa Clara. If this is the case and no other alternatives are evaluated (which strikes at the heart of NEPA), there will have been no planning for a parking structure at Diridon Station. If this alternative is not, in fact, viable, but is chosen as the project alternative, decision makers will not have received the information necessary to make an informed choice.

ii. The Final SEIS/SEIR determined that construction of the Santa Clara Station with TOJD results in an impact at the intersection of Coleman Avenue and Brokaw Road (LOS F: PM peak hour) (page 3-97) under City of Santa Clara criteria. Page 3-98 of the Final SEIR/SEIR states that a mitigation measure for this intersection has been proposed and is presented in Impact BART Extension + TOJD TRA-1. The mitigation measure is actually TRA-A and includes improvements at the intersection (page 3-111) that the Final SEIS/SEIR states would reduce impacts to a less than significant level. However, page 2-17 (last paragraph) of the Final SEIS/SEIR states that "Improvements to Brokaw Road and the intersection of Brokaw Road and Coleman Avenue near the Santa Clara Station are not part of the project, but the statement was included in the Draft SEIS/SEIR. The statement has now been removed and shown in strikeout text. The clarifications described above would not result in adverse effects or significant environmental impacts." If this is the case, there is no mitigation for the Coleman/Brokaw impact, which is a violation. In addition, the text of Chapter 3, where the impact is identified, has not been revised in the Final SEIS/SEIR. Again, this confusion misleads the decision makers who must certify the environmental documents and approve the project.

5. VTA cannot use an after-the-fact policy change, which has no factual support, to avoid its obligation to mitigate its parking impacts at BART Diridon Station. VTA's response P84-32 to SSE's comment letter states "The comment cites a policy that is no longer applicable because it has been superseded by BART's Station Access Policy, adopted June 9, 2016. Refer to Master Response 3, Diridon Station Long-Term Parking, regarding long-term parking impacts at Diridon Station for information about the 2016 BART updated parking policy." This policy, which basically eliminates the provision of parking at Diridon Station, which parking was included in all previous environmental documents prepared for the extension of BART to San Jose and the DSAP EIR, was approved by VTA on June 9, 2016.⁴

a. The CEQA Notice of Preparation (NOP) for the 3rd Draft Supplemental Environmental Impact Report for VTA's BART Silicon Valley – Phase II Extension Project (attached) was issued on January 30, 2015. CEQA Section 15125(a) Environmental Setting states that "An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced, from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. The description of the environmental setting shall be no longer than is necessary to an understanding of the significant effects of the proposed project and its alternatives."

b. Because BART's Station Access Policy was adopted after the NOP was issued by VTA, the policy was not in effect when environmental review commenced. The policy cannot be considered part of the existing condition and it cannot be used as a reason for why the Diridon Station is not considered to be a Balanced Intermodal Station. Again, all previous environmental documents prepared for the extension of BART to San Jose as well as the DSAP project included BART parking at Diridon Station. The NOP had been released and the project was defined prior to the policy change. It is therefore unlawful to rely on this after-the-fact policy to avoid the assessment of direct and indirect impacts associated with not including parking at Diridon Station.

c. The Final SEIS/SEIR fails to disclose that of a total of 3,480 spaces presently available for the Arena (through the combination of off-site spaces and on-site Lot D), 1,115 of these available spaces will be lost due to the Phase II Project. This loss of 1,115 parking spaces presently available for Arena customers (over 30 percent of existing available spaces) would have devastating effects on nearby businesses, the SAP Center and downtown San Jose. And this is before the impact of the BART parking spillover on the available downtown parking supply is considered.

⁴ DSAP EIR (<https://www.sanjoseca.gov/DocumentCenter/View/34120> p. 155

d. The significant transportation adversities described above will be a severe negative impact on the SAP Center and the nearby bars and restaurants (e.g. San Pedro Square) that depend on event center activities to support their own businesses. Entertainment goers behave differently than commuters, who when faced with transportation adversity will continue to try and persevere to their place of employment. Rather, customers of event centers and other entertainment venues will not tolerate poor access and will take their business to more convenient locations. In the San Francisco Bay Area there are several other event centers that provide choices for customers if access to SAP Center is impacted. This reality is ignored in the Final SEIS/SEIR.

Transit-Oriented Joint Development (TOJD)

6. TOJD must be evaluated on both NEPA and CEQA criteria. The VTA has made the statement throughout the Final SEIS/SEIR (e.g., the revised Executive Summary, page ES-2⁵) that the inclusion of TOJD projects in the environmental analysis is a CEQA-only analysis and the TOJD projects have "independent utility" and are, therefore, not subject to NEPA. However, the Final SEIS/SEIR actually refutes these statements.

a. Section 2.3.3.1 of the Final SEIS/SEIR (page 2-64), when describing the TOJD Alternative at the future Santa Clara Station, states that "If the CEQA BART Extension with TOJD Alternative is selected, the design of the 400 spaces of parking to accommodate BART PNR demand around the station campus would be coordinated with the TOJD."

b. Further, page 6.1-1 (last paragraph) of the Final SEIS/SEIR states that "The majority of TOJD within the BART station areas would occur after the BART facilities are completed. However, during construction of the BART facilities, additional work to facilitate TOJD would also be undertaken. This could involve utility relocation and additional structural support to accommodate TOJD."

⁵ As redacted: "The proposed TOJD is not included in the NEPA Build Alternative because it is a proposed independent action by VTA and no federal action is involved. The proposed TOJD serves a separate purpose and need than the BART Extension Alternative and has independent utility. It is included as an alternative under CEQA to support local and regional land use planning. No private developer has been identified at this time, and the proposed TOJD project by VTA may be subject to refinement once a private developer is identified. Any proposed TOJD by VTA, should the Board decide to implement this alternative, would be separately funded, and would not include federal funding. The proposed TOJD may be constructed at the same time as the BART Extension Alternative or later in time, dependent on the availability of funding and subject to market forces. However, the design of the stations and structures would not preclude TOJD. Because no federal action is involved, VTA's proposed TOJD, which is intended to be consistent with the general plans and approved area plans of the cities of San Jose and Santa Clara, as applicable, and is considered in the cumulative background conditions for NEPA purposes."

i. The utility relocation and additional structural support are potential impacts to the Arena building and its underground utilities as a result of the northern BART Diridon station option (staff preferred option). This impact has not been adequately disclosed, discussed or mitigated.

c. Transit-oriented development, by definition, includes shared parking as noted in the following policies contained in the City of San Jose's General Plan:

i. CD-1.10 Promote shared parking arrangements between private uses and the provision of commonly accessible commercial or public parking facilities which can serve multiple users in lieu of providing individual off-street parking on a property-by-property basis. Consider in-lieu parking fees or other policy actions to support this goal.

ii. LU-5.5 Encourage pedestrian and vehicular connections between adjacent commercial properties with reciprocal-access easements to encourage safe, convenient, and direct pedestrian access and "one-stop" shopping. Encourage and facilitate shared parking arrangements through parking easements and cross-access between commercial properties to minimize parking areas and curb-cuts.

iii. TR-8.10 Update existing parking standards to reduce parking requirements for transit-oriented developments, mixed-use projects, and projects within the Urban Villages to take advantage of shared parking opportunities generated by mixed use development. Update existing parking standards to address TDM actions and to require amenities and programs that support reduced parking requirements.

d. For the reasons above, only two of which are included in the Final SEIS/SEIR, the links between TOJD and BART parking and the provision of utilities are inextricably connected. The project would result in federal dollars being spent for TOJD parking and utility work which is one standard by which federal nexus is determined. It would be impossible to determine which components of the project are paid for by the federal government and which are the responsibility of the VTA. The TOJD alternatives must, therefore, have federal environmental review according to the requirements of NEPA.

e. Further, the City of San Jose has determined that the TOJD proposed by the project is inconsistent with the General Plan land use designations for the development sites (Comment L3-20). There is no detailed discussion of how parking will be provided at the TOJDs and how those parking spaces will be excluded from being used by BART riders, which would be the definition of transit-oriented shared parking. In fact, VTA itself notes in Response L3-19 that "the provision of parking per City requirements presents a major constraint to site development." If BART riders use this parking, which they should under the definition of transit-oriented development, then federal dollars would be intertwined with the construction of

BART stations at TOJD locations. The federal nexus is again accomplished, thus requiring NEPA review of the TOJDs.

Inconsistency with Land Use Plans

7. VTA's Master Response 3 includes the following inaccurate and misleading statement: "Additionally, the decision to not provide park-and-ride facilities for the BART Extension at Diridon Station is also consistent with the Envision San Jose 2040 General Plan, Commercial Downtown Land Use Plan Policies, and Transportation Policies (adopted November 2011)." The response goes on to list several City of San Jose land use policies, none of which say that parking for BART should be excluded from the Diridon Station area.

a. In fact, parking for BART at the Diridon Station has been included in every previous environmental and planning document prepared for its extension to San Jose. In addition, it was included in the DSAP FEIR prepared by the City of San Jose, which is consistent with the City's General Plan. To say that San Jose policies somehow encourage the decision to exclude BART parking from the Diridon Station area is untrue, particularly in light of the fact that San Jose has a contractual obligation to provide parking in the area. The insistence on mischaracterizing the applicable land use plans evidences improper agency bias and predetermination to avoid an objective evaluation of this issue.

Reservation of Rights and Reference to Similar Projects

8. In addition to the issues raised above, SSE reserves the right to assert in any future proceeding any issue raised by any commentator at any stage of the administrative process leading to approval/certification of the Final SEIS/SEIR or the Record of Decision (ROD).

9. Examples from the Los Angeles Metro Subway and Regional Connector Transit Corridor EIS/EIRs are attached to show that legally sufficient parking impact studies, mitigation measures, and specific mitigation performance measures in MMRPs are routinely prepared for very similar projects. These recent EIS/EIR's for similar joint federal and state downtown rail projects establish an objective standard for these documents – a standard the Final SEIS/SEIR does not meet. The FTA is a lead agency in both the Metro and BART projects, yet the BART Final SEIS/SEIR is manifestly deficient when compared to the standard demonstrated in the Metro EIS/EIRs. BART's predetermination not to provide parking at Diridon and to avoid undertaking any studies that demonstrate the need for parking is one explanation for this deficiency. The refusal to commit to standard mitigation measures appears to reflect an agency trying to avoid binding commitments despite what is required by law and regulation.

Sharks Sports & Entertainment
Comments to Final SEIS/SEIR for BART Phase II
April 2, 2018
Page 16 of 16

Conclusion

SSE supports BART to San Jose. However, the Final SEIS/SEIR does not provide definitive, enforceable mitigation of the significant adverse environmental impacts identified by SSE, nor does it adequately perform its function as an informational document. Indeed, the goal of the document seems to be to avoid mitigating the BART-caused parking pressure impacts regardless of the actual facts or the law. This predetermination defies the purposes of NEPA and CEQA. For all of the above reasons, the Final SEIS/SEIR is legally insufficient to support the Phase II Project.

Respectfully Submitted,

SILICON VALLEY LAW GROUP



Jeffrey S. Lawson

Attachments as described above

cc via email: Nanci Klein, City of San Jose, w/attachments



MEMORANDUM

DATE: April 5, 2018

TO: VTA's Board of Directors

FROM: Tom Fitzwater, BART Silicon Valley Environmental Planning Manager

SUBJECT: Apple Inc. Comments on VTA's BART Silicon Valley Phase II Extension Project Final SEIS/SEIR

On April 4, 2018, Apple Inc. submitted a comment letter regarding VTA's BART Silicon Valley Phase II Extension Project (Project) Final SEIS/SEIR. As background, VTA is the lead agency under the California Environmental Quality Act (CEQA) and is the agency that will need to certify the Subsequent Environmental Impact Report (SEIR). FTA is the lead agency under the National Environmental Protection Act (NEPA) and is the agency that released the Final Supplemental Environmental Impact Statement (SEIS) and will need to issue a Record of Decision to complete the NEPA environmental process. The letter claims that VTA has not provided accurate information or followed CEQA's procedural requirements. Many of the claims that Apple, Inc. raises relate to individualized economic claims, which are not the focus of an environmental review under CEQA. Staff believes that the Final SEIR complies with CEQA and recommends that the VTA Board of Directors (VTA Board) certify the Final SEIR and approve the recommended Project.

In its letter, Apple, Inc. states that it is concerned about the unnecessary impacts of prematurely demolishing its critical R&D facility simply to be used as a construction lay down yard. However, as discussed in Volume II, Response to Comment P-85, the property where Apple's facility is located would only be used as a construction staging area to construct the permanent facility on the site, which includes station facilities associated with Santa Clara Station. The site would not be demolished prematurely to be used as a construction staging area for other purposes or other project features that are not located on the Apple site. Therefore, Apple's claim that the Project would prematurely demolish its facility for a construction lay down yard is not accurate.

Apple, Inc. believes that the SEIS/SEIR's construction schedule is unrealistic and misleading. However, as shown in Volume I, Chapter 5, a construction schedule was provided. The schedule in Figure 5-1 shows that construction would begin in late 2019 /early 2020 with relocation planning and right-of-way acquisition beginning in 2018 through 2021. Demolition activities are scheduled from 2019 through 2022. This schedule reflects the entire project and not any specific location within the project. After FTA issues the ROD, and as engineering progresses, the project delivery method and schedule and sequencing of construction will be defined. Once the VTA Board of Directors adopts a project description, VTA will work closely with all stakeholders, including Apple, Inc., to provide up-to-date information regarding project delivery, construction sequencing, and schedule.

Apple, Inc. states that the SEIS/SEIR does not confirm whether funding for construction of Santa Clara Station is committed or will be available after construction of the segment of the extension within the City of San Jose. However, as described in the SEIS/SEIR, local and state funding has been committed for this project, and three sales tax measures have been supported by the voters of Santa Clara County supporting this project include construction and operation of Santa Clara Station.

The letter from Apple, Inc. suggests that the project description is not accurate or stable. However, the Final SEIS/SEIR provides a clear recommended project description in Volume I, Chapter 2, where the project alternatives and options, along with the CEQA recommended project, are discussed in detail.

Apple, Inc. asserts that the alternatives analysis is superficial and not responsive. However, as described in great detail in Volume 1, Section 2.4, *Alternatives Considered And Withdrawn*, a very detailed and extensive alternatives analysis was conducted for the location of Santa Clara Station. The alternatives considered, as described in this section, include a Parking Structure South Option, West Option, within Newhall Maintenance Facility Option, South Option, Near Avaya Stadium Option, and No Parking Option. These alternatives were eliminated from consideration because they did not result in the reduction of environmental impacts, and in some cases resulted in more environmental impacts, and were less operationally efficient as compared to the alternative selected in the recommended project description. Also, as stated in the response to Apple's comment letter in P-85 of Volume II, Chapter 2, the alternatives analysis focused on the permanent location of the Santa Clara Station facilities because the site would not be used for a lay down area for any project feature other than the permanent facilities located on the site. Therefore, an alternatives analysis for construction staging areas elsewhere than where the permanent facilities are located is not warranted. Contrary to the letter's claim, the SEIS/SEIR contains an abundance of analysis sufficient for project-level environmental clearance.

Apple, Inc. also claims that the SEIS/SEIR fails to adequately analyze displacement of Apple, Inc.'s facilities. However, the SEIS/SEIR discusses in detail in the Socioeconomics Section that construction of the Santa Clara Station would displace one business, Apple, Inc.'s R&D facility, and discusses that VTA will adhere to all appropriate and applicable federal, state, and local laws and regulations the govern the acquisition and relocation activities of a government agency.

Therefore, the SEIS/SEIR does adequately analyze the displacement of Apple, Inc.'s facilities. Apple, Inc. claims that the cost estimates in Chapter 9 must be revised to incorporate acquisition and relocation costs of Apple, Inc. However, as stated in the SEIS/SEIR, the right-of-way estimates, including contingencies, adequately cover all anticipated property acquisition costs for the Project

In conclusion, VTA stands by the Final SEIS/SEIR as adequately disclosing and addressing the environmental impacts and mitigation measures for the VTA's BART Silicon Valley Phase II Extension Project. After FTA issues the ROD VTA will coordinate actively with adjacent property owners and stakeholders.



April 4, 2018

Via Overnight Delivery and E-mail

Tom Fitzwater, SVRT Environmental Planning Manager
VTA Environmental Programs & Resources Management, Building B-2
3331 North First Street
San Jose, CA 95134
BARTPhase2EIS-EIR@VTA.org

**Re: VTA's BART Silicon Valley Phase II Extension Project Final Supplemental
Environmental Impact Statement / Subsequent Environmental Impact Report**

Dear Mr. Fitzwater:

On March 6, 2017, Apple Inc. submitted comments to VTA Environmental Programs & Resources Management regarding the Draft SEIS/SEIR for the BART Silicon Valley Phase II Extension Project. As we explained at that time, Apple strongly supports expanding BART into Silicon Valley for economic and environmental reasons. However, we had—and continue to have—serious concerns about the unnecessary impacts of prematurely demolishing our critical research and development (R&D) facility at 335 Brokaw Road, simply so it can be used as a temporary construction lay down yard. We have carefully reviewed the Responses to Comments dated February, 2018 and wanted to supplement our comments in advance of the VTA Board of Directors' consideration of the Project at its April 5, 2018 hearing.

We fully incorporate the comments we provided on March 6, 2017. As we explained in that letter, Apple's lease at 335 Brokaw expires in 2025 (with options to extend). Demanding that Apple vacate this site before our initial lease term expires will require replicating this highly specialized technology facility, in its entirety, in another location prior to demolition. To date, Apple has invested approximately \$54.5 million in 335 Brokaw and constructing a duplicate facility would double this price. As indicated in our prior comments, this facility is critical to Apple's business, as is operating it through 2025.

Apple is supportive of VTA's long-term plans to use the site for a parking structure, but evicting the company in favor of construction staging would be a significant waste of public resources and would cause unneeded environmental impacts. For these reasons, it is essential to the decision-

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making process that VTA provide accurate information and follow CEQA's procedural requirements. To date, it has not done either.

The SEIS/SEIR's Proposed Construction Schedule is Unrealistic and Misleading.

The SEIS/SEIR's analysis is based on an assumption that demolition and site preparation for the Santa Clara Station will begin in 2019. As we are now through the first quarter of 2018, it is essential for VTA to be more transparent and realistic about its actual construction timing for the Santa Clara Station.

Throughout the CEQA/NEPA process, not one significant timing estimate has been accurate for the BART extension projects, and there are still three complex BART stations to be built before construction could realistically commence at the Santa Clara Station. To continue to assert that 335 Brokaw is needed in 2019 for a construction staging site for the Santa Clara Station strains credulity and diminishes public credibility in this document. We have previously sought to work with VTA to find solutions that will minimize impacts, but those solutions depend on an accurate understanding of the construction schedule. Critical to having a meaningful dialogue with Apple – and the public at large – is providing a realistic construction schedule.

Moreover, the SEIS/SEIR blindly fails to describe whether funding for the Santa Clara Station is committed or will be realistically available after constructing the San Jose stations in order to start construction by 2019. As funding for the Santa Clara Station appears to be speculative, it would be particularly wasteful if the 335 Brokaw facility—where Apple has invested tens of millions—is demolished and left to sit vacant while VTA continues to seek funding. And if funding is not currently committed, VTA should be transparent and confirm a realistic timeline.

These clearly inaccurate and unsupported timing assumptions in the SEIS/SEIR's project description unnecessarily create an economic cloud over Apple's existing R&D operations. Without a fact-based estimate for commencement of demolition, it is not possible for the public and decision-makers to accurately assess the environmental and economic tradeoffs required to reduce this critical R&D facility to a staging yard.

The SEIS/SEIR's Schedule Flaws Lead to Analytical Flaws.

Numerous flaws flow from the SEIS/SEIR's superficial and conclusory timing assertion. Without an accurate and stable project description, it is not possible to appropriately address impact mitigation or weigh a project's potential benefits against its costs. *See, e.g., County of Inyo v. City of Los Angeles*, 71 Cal. App. 3d 185, 192 (1977). In this case, the unrealistic notion that demolition will occur in 2019 artificially increases the significance of some impacts (e.g., requiring the premature replication of a major technology facility elsewhere in the South Bay, and all related construction/operational impacts) and artificially downplays the significance of others (e.g., the wisdom of spending excess millions of dollars in eminent domain costs, relative to the value of potentially accelerating construction, or the relative impacts of using an alternative laydown site).

The Draft SEIS/SEIR did not contain the level of detail required to understand the proposed uses of the temporary lay down yard, the timing needs, or analytical comparisons to other interim sites

and the relative funding and cost impacts, and the Responses to Comments are too dismissive and cursory to remedy these flaws. While the final document does refer to Apple (rather than FedEx, or a generic “company”) as the tenant at 335 Brokaw, it continues to omit any meaningful analysis about the specific impacts of converting a multi-million dollar R&D facility for short term laydown yard. Indeed, the responses focus on the *long-term* plans to use the site for a parking structure—but this use is not relevant to Apple’s comments, which address the consequences of early demolition for interim purposes.

The Alternatives Analysis is Impermissibly Superficial and is Not Responsive.

This failure deprives the VTA Board of any meaningful opportunity to assess the relative feasibility and impacts of alternative lay down sites. As we have described, unlike 335 Brokaw, there are multiple alternative sites in the area that would not require any building demolition to accommodate construction staging,. Unfortunately, these alternative temporary construction lay down sites are summarily dismissed with non-responsive statements which, again, assert that the sites are not suitable for *permanent* BART facilities (e.g., Response P85-3 regarding Newhall Maintenance Facility, 2016 South Option, BAE Systems site). As stated in our March 2017 letter, Apple is supportive of the permanent use of 335 Brokaw, but the response nonetheless focuses exclusively on why these alternative sites are not feasible for the permanent station. This response is totally unresponsive to our comment. None of the reasons cited for rejecting the alternative sites as a site for the station have any relevance to locating the temporary lay down on those sites. The document still fails to explain why demolishing an existing, high value building for a temporary construction lay down yard is environmentally (let alone economically) superior to using nearby vacant lots for this temporary purpose. This conclusory analysis certainly does not provide the project-level detail needed to provide the public and decision-makers with evidence to weigh options and understand environmental impacts.

Given the current lack of detail, in our view it would make more sense for the construction of Santa Clara Station to be described as “Phase IIB” or “Phase III.” Treating it as a separate phase, to be analyzed in detail later, would better match the superficial analysis devoted to the Santa Clara Station’s construction impacts. The current analysis is programmatic at best.

The SEIS/SEIR Fails to Adequately Analyze Displacement of Apple’s Facilities.

In response to our comments that the analysis treated 335 Brokaw as vacant, only superficial changes were made to replace the word “vacant” with “leased to a research and development tenant.” The response also asserted that the analysis actually assumed Apple’s use of the building. However, the response fails to cite to any analysis in the document of environmental impacts arising from demolishing and relocating Apple’s facilities, as opposed to a vacant warehouse. As described in our March 2017 letter, the environmental impacts associated with replicating this state-of-the-art facility at another location and demolishing the existing facilities are far greater than demolishing a vacant building. Indeed, the response admits that such analysis was not actually done: “The change of tenant from FedEx to Apple and the nature of Apple’s work does not result in any new significant impacts or new physical impacts from a CEQA perspective.” Response P85-4. This response says that there is no difference between demolishing a vacant warehouse and the highly complex, expensive, and wasteful process of first replicating a high

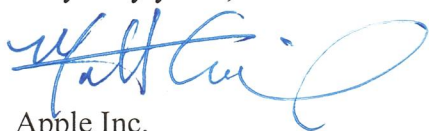
technology facility elsewhere and removing and demolishing the existing facility. There are far greater air quality, noise, traffic and other impacts associated with the latter, yet none of this has been accounted for.

The claim that the acquisition of the Apple facility is feasible is similarly dismissive, as it simply states that the acquisition was included in the cost estimates described in Chapter 9, *Financial Considerations*. This is highly doubtful, and certainly impossible to determine based on the information provided. Apple has invested tens of millions of dollars in 335 Brokaw and VTA will need to account for the cost of replicating this investment at another site. Notably, there were no changes made to Chapter 9 relating to costs despite the fact that our March 2017 letter provided new information. It is simply not credible that VTA had originally included an accurate accounting of this acquisition cost when it lacked critical information.

Conclusion

For all of these reasons, Apple continues to request that VTA take a hard look at alternatives that would avoid premature demolition of 335 Brokaw, in favor of feasible and less impactful construction lay down locations. In particular, we suggest that the VTA Board request a construction timeline based on availability of funding and construction progress at the earlier stations. To be defensible, the CEQA/NEPA document must disclose and properly assess this critical information. This information is also required for a well-informed discussion between VTA and Apple and will help both parties to find the best outcome. Again, we remain committed to a successful outcome for this project, but achieving that requires meaningful discussions about how to minimize costly and environmentally harmful impacts associated with the premature demolition of this important facility.

Very truly yours,



Apple Inc.
Matthew I. Currie
Director, Real Estate Law



MEMORANDUM

DATE: April 5, 2018

TO: VTA's Board of Directors

FROM: Evelynn Tran, Deputy General Counsel
Tom Fitzwater, BART Silicon Valley Environmental Planning Manager

SUBJECT: Marburg Owners Association Comments on VTA's BART Silicon Valley Phase II Extension Project Final SEIS/SEIR

On April 4, 2018, the Marburg Owners Association submitted a comment letter regarding VTA's BART Silicon Valley Phase II Extension Project (Project) Final SEIS/SEIR. As background, VTA is the lead agency under the California Environmental Quality Act (CEQA) and is the agency that will need to certify the Subsequent Environmental Impact Report (SEIR). FTA is the lead agency under the National Environmental Protection Act (NEPA) and is the agency that released the Final Supplemental Environmental Impact Statement (SEIS) and will need to issue a Record of Decision to complete the NEPA environmental process. The letter claims that VTA has not properly addressed their concerns, nor has the information been presented in such a manner that clearly answers their questions. As discussed below, staff believes that the Final SEIR complies with CEQA and recommends that the VTA Board of Directors (VTA Board) certify the Final SEIR and approve the recommended Project.

The comments and concerns listed in the Marburg neighborhood community's March 28, 2018 letter are similar to the comments raised during the public comment period of the Draft SEIS/SEIR in December 28, 2016 through March 6, 2017. At the request of the Marburg neighborhood community, VTA held a community meeting on February 27, 2017 to provide information about the Project specific to the location and concerns of this community.

Two petitions were submitted by Marburg residents (dated January 30, and March 3, 2017) along with individual comments on the Draft SEIS/SEIR. These comments expressed opposition to the tunnel alignment crossing under some of the homes in the community. VTA provided a response to the January 30, 2017 petition in Response to Comment Letter P32 and provided a response to the March 3, 2017 petition in Response to Comment Letter P78. VTA also provided responses to other Marburg individual comments in the responses to comments in Volume II, Chapter 2. In addition, to address the Marburg owners' concerns, VTA prepared Master Response 4 – Marburg Place Concerns and Master Response 5 – Real Estate Acquisition for VTA Projects. Master Response 4 addressed the comments related to construction noise, operational noise, construction vibration, operational vibration, traffic during construction, health and safety, stability of foundations, and home values as well as provided a history of alignment alternatives considered at this location. Master Response 4 reiterated the conclusions that were disclosed in the Draft SEIS/SEIR that the Project would not result in adverse or significant impacts to the residents at Marburg Place. Master Response 5 provided VTA's process for right-of-way acquisition, which

includes the acquisition of tunnel easements, which would be necessary within this area because the tunnel alignment passes under this community. In addition, based on the Marburg concerns, VTA expanded the alternatives analysis of this area in Volume I, Section 2.4.2.2 *Alignment Alternatives near U.S. 101 and Alum Rock/28th Street Station*. This section describes the history of the project alignment dating back to 2004, along with the five alternative alignments that were considered. This discussion includes an extensive discussion of all six alternative alignments considered, including the alignment in the Recommended Project Description, and why the five alternative alignments were removed from further consideration.

Therefore, the Final SEIS/SEIR addressed noise, vibration, and safety impacts and determined there would be no adverse or significant impacts at Marburg Place. Alternative alignments were considered and rejected. And, regarding property values and compensation, VTA must comply with federal and state laws as explained in Master Response 5. In conclusion, VTA stands by the Final SEIS/SEIR as adequately disclosing and addressing the environmental impacts for the alignment at this location for VTA's BART Silicon Valley Phase II Extension Project.

BAY AREA

PROPERTY
SERVICES

March 28, 2018

Valley Transportation Authority
1436 California Circle
Milpitas, CA 95035

Re: VTA/BART Extension
Phase II

Dear VTA Board of Directors:

The Marburg Owners Association, located at Destino Circle and Marburg Way in San Jose, had a meeting on March 27, 2018 to discuss the newly proposed route for the VTA/BART Extension, which will run underneath some of the homes in the community.

As a result of this meeting, the membership has requested that the following concerns be brought to the attention of the VTA Board, prior to the April 5th meeting:

- Noise Transmission/Vibration: The members of this community are concerned regarding noise transmission and vibration within their homes.
- Decreased Property Values: The members of this community are concerned that this project will cause their property values to decrease.
- Dismissal of Alternate Routes: The members of this community are aware that multiple routes were considered for this project, including running underneath Highway 101, but want additional information as to why the route directly impacting their community was chosen.
- Safety: There are multiple elements of this project that have raised safety concerns for the members of this community and are listed as follows:
 1. Earthquakes: What kind of steps are being proposed to ensure that tunneling under these homes would not compromise the structural integrity of the foundations of homes in this community?
 2. Residual Chemicals: Prior to the development of this community, the land served as a truck stop and the members of the community are concerned that there will be environmental impacts once ground breaks.
- Compensation: Will VTA be providing financial compensation to those homes that will be directly above the tunnel?

Although reports and subsequent documentation have been made available to the public for review, the Marburg community does not feel that their concerns have been properly addressed; nor has the information been presented in such a manner that clearly answers their questions. As a result, the community is still in opposition of this project and is requesting that their concerns are formally noted by the Board.

Thank you for your attention to this letter. If you have any questions, please contact me via email michelle@bayservice.net or by phone (925) 746-0542 x 137.

Thank you,

Michelle N. Kolodziej, CMCA, AMS
Managing Agent for Marburg Owners Association

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Public comments pertaining to the Final SEIR Certification and VTA's BART Silicon Valley Phase II Extension Project Approval

From: Ken Pyle
Sent: Friday, March 30, 2018 3:03 PM
To: VTA Board Secretary
Cc: Kirk Vartan
Subject: Re: VTA Board Regarding BART Extension

Greetings,

As follow up to my earlier email, given that VTA has apparently just endorsed the single bore option, which wasn't part of the original plan presented to voters (since it apparently hadn't been invented yet), perhaps they can also revisit some of the other assumptions like the redundancy of the Caltrain and Bart extension to Santa Clara.

Another assumption to revisit is the need for a downtown station. The same or better results might be achieved by book-ending downtown with the Diridon and Alum Rock stations and eliminating the downtown station. Then, the city of San Jose could do something really disruptive and close off Santa Clara to passenger cars and just allow, electric, autonomous ride-share services (with a minimum number of passenger size) to operate on Santa Clara, as well as electric scooters, bikes and pedestrians. If it really got aggressive, San Jose could make the entire downtown area "car-free". This idea of closing off a main corridor to passenger cars may sound far out there, but downtown Minneapolis closed off their main street to cars and it is a very walkable environment; even in the middle of their cold winters. The reality is that the autonomous and electric technology to do this sort of thing will be commercialized long before BART is downtown. Heck, the electric scooters are here now and I used one yesterday to park outside downtown and scooter into the convention center.

By eliminating a station, it would probably save a huge amount of money and it might be possible to mitigate some of the issues identified by BART that are associated with a single bore.

Thanks,

Ken Pyle

On Thu, Jun 8, 2017 at 9:11 AM, Ken Pyle wrote:

Honorable Board,

The comments herein are in reaction to the 6/7/17 VTA presentation on Phase 2 of the BART extension to downtown San Jose and Santa Clara, as found here:

<https://youtu.be/CMuuJM5nCDo>

The VTA is to be praised for looking at new boring technologies to presumably reduce cost and implementation time of the phase 2 extension.

My concern is that VTA is not examining the economic viability of the extension from Diridon to the Santa Clara train station and whether there should be a mid-course correction.

On the webinar, it was mentioned that the original alignment was looked at in the year 2000; 17 years ago and what will be more than a quarter century upon completion of phase 2.

Given the extended time frame between project conception to completion, it would be prudent to examine the demand for BART from Diridon to the Santa Clara station, in light of the recent move to electrify and increase service frequency of Caltrain and compare it to the anticipated costs to understand the potential return on investment.

- Was this frequency of Caltrain service anticipated in the year 2000 when the original alignment plan was created?
- Is there the potential to coordinate with Caltrain to achieve the same outcome as an extension of BART to Santa Clara without building duplicate infrastructure?
- What will be the economic impact on BART/VTA by having duplicate infrastructures?
It was stated that the voters voted three times for the project, as presented. Yes, the voters voted on what was presented, but underlying assumptions may have changed since their votes.

Just like VTA is looking at alternative technologies for boring, the board should not shy away from continually looking at alternatives that achieve the voters' desired outcome, while saving precious tax dollars.

Thank you,

Ken Pyle
Managing Editor,

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From: Linda
Sent: Thursday, April 05, 2018 10:12 AM
To: VTA Board Secretary
Subject: I am opposed to the single Bore BART tunnel

Hi,

I am writing because I have seen on the news that you have come to a tentative agreement for the single bore BART extension tunnel. I am a Civil Engineer and have grave concerns about opting for a single-bore instead of the double-bore solution. The Twin bore is much safer and has less risk with emergencies. I know it is exciting to try for "innovative" solutions, but we recently saw in Florida what happens with innovative construction solutions. I think that pedestrian bridge collapse should give you pause.

While the Single Bore may cost more to construct, it will be much more risky even after it opens. A single bore has more risk in emergencies with fire, ventilation, and earthquake than does a dual bore. The twin bores would be closer to the surface, facilitating faster emergency response.

Both types will disrupt downtown during construction, but I would hope you reconsider the longer term risk with the single bore before deciding to proceed down that path.

Thank you,
Linda Zunas

VTA Board Meeting 4/5/2018, ITEM 2.1 (Approve Phase 2 Project)

Sean Mulligan

KEY POINT: "Diridon" and "Diridon Station" as used in the EIS/EIR and all further documents need to be changed to "San José Diridon". Photograph #2 is wrong (and will cost thousands of dollars to correct), as is Photograph #3. This does NOT NEED to be done tonight, but it should be done well before Phase 2 stations are put out for bid. The sooner the change is made, the better.



PHOTOGRAPH #1: This is correct, except the missing diacritical over the final "e".

GOOD #1: San José WITH Diridon



PHOTOGRAPH #2: This is wrong and is the old name of the station prior to adding "Diridon" in 1994. This photograph was taken November 24, 2017.

BAD #2: San José WITHOUT Diridon

BAD #3: Diridon WITHOUT San José

PHOTOGRAPH #3: This is the EIR from tonight's agenda item 2.1. It needs to be corrected as shown below, but not necessarily tonight.





Date: April 2, 2018
 Current Meeting: April 5, 2018
 Board Meeting: April 5, 2018

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Financial Officer, Raj Srinath

SUBJECT: Resolutions of Necessity, Caltrain Peninsula Corridor Electrification Project:
 (1) JPB-SC3--0206 (CC Ventures Kifer, LLC et.al); (2)
 JPB-SC3-0208 (J.J. & W. Co. et. al)

Policy-Related Action: No

Government Code Section 84308 Applies: No

Resolution

ACTION ITEM

RECOMMENDATION:

Adopt Resolutions of Necessity determining that the public interest and necessity require the acquisition of property interests in two properties for the Caltrain Peninsula Corridor Electrification Project.

BACKGROUND:

The Peninsula Corridor Electrification Project (“PCEP”) is being undertaken by the Peninsula Corridor Joint Powers Board (the “JPB” or “Caltrain”) to convert Caltrain's operation from diesel-hauled to Electric Multiple Unit trains for service between the Fourth and King Street terminus station in San Francisco and the Tamien Station in San Jose. Operating speed would be up to 79 miles per hour, which would match the existing maximum speed.

The Project will require the installation of 130 to 140 single-track miles of overhead contact system (“OCS”) wires for the distribution of electrical power to the new electric rolling stock. The OCS will be powered from a 25 kilovolt (kV), 60 Hertz (Hz), single-phase, alternating current traction power system consisting, of two traction power substations, one switching station and seven paralleling stations.

In most cases, the OCS poles will be placed within the Caltrain right-of-way (ROW). However, in certain locations, there is insufficient clearance from the railway track centerlines and the JPB needs to acquire ROW for placement of poles and wires. Partial property acquisitions are required from approximately 50 property owners in order to construct the PCEP for placement of poles and wires. These acquisitions are being pursued in accordance with state and federal law, and diligent efforts are being made to acquire them through negotiated settlements. However, negotiated settlements may not be achievable in all instances and some of the acquisitions may need to be acquired through a timely condemnation process, particularly to ensure that the project can stay on schedule.

VTA is a member of the JPB. The JPB does not have the power of eminent domain. Therefore, the JPB has requested VTA, as a member of the joint powers authority, to perform that function under VTA's statutory authority for properties located in Santa Clara County. VTA has previously performed this service for prior JPB projects in the County.

A prerequisite to commencement of eminent domain proceedings by a public entity is adoption of a Resolution of Necessity (California Code Civil Procedure section 1245.220). As discussed below, staff is recommending the Board to adopt Resolutions of Necessity for two properties to enable commencement of eminent domain proceedings.

DISCUSSION:

Among the approximately 50 property acquisitions required for the Project, staff is recommending that Resolutions of Necessity be adopted for the following two properties:

1. CC Ventures Kifer et. al

This property is located at 960 Kifer Road in the City of Sunnyvale. The larger parcel consists of approximately 4.93 acres and is improved with approximately 96,000 square feet of industrial building area.

The proposed acquisition consists of:

- (1) a 972± sq.ft. Fee Simple Interest (JPB-SC3-0206-1A); and
- (2) an 1,740± sq. ft. Electrical Safety Zone Easement (JPB-SC3-0206-2A) to provide safe clearances from the overhead electrical lines being installed

The subject property was appraised by a California licensed appraiser. A second appraiser completed an independent review of the report and concurred with the conclusions. The JPB and VTA staff reviewed the appraisal report and set just compensation. An offer based on the approved appraisal was made on September 11, 2017.

2. J.J. & W. Company, Inc. et. al

This property is located at 1175 Aster Avenue in the City of Sunnyvale. The larger parcel consists of approximately 17.11 acres and is improved with eight light industrial buildings.

The proposed acquisition consists of:

- (1) a 1,012± sq. ft. Fee Simple Interest (JPB-SC3-0208-1A); and
- (2) an 3,665± sq. ft. Electrical Safety Zone Easement (JPB-SC3-0208-2A) to provide safe clearances from the overhead electrical lines being installed

The subject property was appraised by a California licensed appraiser. A second appraiser completed an independent review of the report and concurred with the conclusions. The JPB and VTA staff reviewed the appraisal report and set just compensation. An offer based on the approved appraisal was made on September 7, 2017.

To date, negotiations with the two property owners to acquire the properties have been unsuccessful. JPB Real Estate has diligently worked to acquire the properties through negotiated settlement with the property owners and will continue to work towards mutually acceptable agreements. VTA must take action to assure that the project can proceed to construction on time while JPB works with the owners to reach settlements through negotiations or legal actions.

As noted above, a prerequisite to commencement of eminent domain proceedings by a public entity is the adoption of a Resolution of Necessity. This statutory requirement is designed to ensure that public entities verify and confirm the validity of their intended use of the power of eminent domain. A resolution of necessity must contain a general statement of the public use for which the property is taken, a reference to the authorizing statutes, a description of the property, and a declaration stating that each of the following has been found and determined to be true:

1. The public interest and necessity require the proposed project;
2. The proposed project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
3. The property described in the resolution is necessary for the proposed project; and
4. The offer required by Section 7267.2 of the Government Code, together with the accompanying statement of the amount established as just compensation, has been made to the owner or owners of record, which offer and statement were in a format and contained the information required by Government Code Section 7267.2, or the offer has not been made because the owner cannot be located with reasonable diligence.

Further information addressing each of these items and any additional findings that must be made are included in the staff report attached hereto. The staff report also contains specific information on the property being impacted.

ALTERNATIVES:

The properties that are subject to the Resolutions of Necessity before the Board are necessary for the Project and a condemnation action must be initiated in order to obtain possession of this parcels if the Project schedule is to be maintained. The Board may, in its discretion, decide not

to adopt the Resolutions of Necessity. However, this would necessitate either some delay and/or a possible redesign, which could impact the schedule and, most likely, increase the costs of the Project.

FISCAL IMPACT:

The costs associated with acquisition of this property are being paid by the JPB.

Prepared by: Ron Golem
Memo No. 6517

Peninsula Corridor Electrification Project Property Acquisition Staff Report

INTRODUCTION

This staff report is submitted for review by the Board of Directors prior to the recommended adoption of a resolution of necessity for the acquisition of property for the Peninsula Corridor Electrification Project (“PCEP” or “Project”).

For each property interest to be acquired, a resolution of necessity must be adopted prior to the commencement of eminent domain proceedings (Code of Civil Procedure Section 1245.220). The statutory requirement that a public entity adopt a resolution of necessity before initiating a condemnation action “is designed to ensure that public entities will verify and confirm the validity of their intended use of the power of eminent domain prior to the application of that power in any one particular instance.” *San Bernardino County Flood Control Dist. v. Grabowski* (1988) 205 Cal.App.3d 885, 897.

Thus, a resolution of necessity must contain a general statement of the public use for which the property is to be taken, a reference to the statute authorizing the exercise of eminent domain, a description of the property, and a declaration stating that each of the following have been found and determined by the Board to be the case:

- (1) The public interest and necessity require the proposed project;
- (2) The proposed project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (3) The property described in the resolution is necessary for the proposed project; and,
- (4) That either the offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record, or the offer has not been made because the owner cannot be located with reasonable diligence.

(Code of Civil Procedure Section 1245.230.)

Further, insofar as any of the property to be acquired has heretofore been dedicated to public use, the resolution of necessity will find that the acquisition of such property by VTA for the Project is for a more necessary public use to which the property has already been appropriated or is a compatible public use pursuant to Code of Civil Procedure Sections 1240.510 and 1240.610.

This report provides data and information addressing each of these items. Section 1 generally describes the public use for which the property is to be taken and sets forth the statutory authority for VTA’s exercise of eminent domain. Sections 3, 4, and 5 provide facts pertinent to public interest and necessity (Finding #1) and the planning and location of the PCEP (Finding #2). Section 6 also contains a property data sheet and other material discussing the necessity for acquiring the specific property interests that are the subject of the resolutions of necessity

(Finding #3). Section 2 provides information concerning the offers made to the property owners pursuant to Government Code Section 7267.2 (Finding #4).

This evidentiary factual record will assist the Board in determining whether the requirements of Section 1245.230 have been met, and whether the other findings specified above, as applicable, can be made. If the Board determines that all requirements have been met, and that all findings can be made, it is recommended that the Board adopt resolutions of necessity for each of the parcels listed on the Board Meeting Agenda. The resolutions of necessity scheduled to be heard by the Board are attached to this staff report.

SECTION 1

GENERAL STATEMENT OF PUBLIC USE

Each of the parcels of property that are the subject of the recommended resolutions of necessity is to be acquired for the construction of the Caltrain Peninsula Corridor Electrification Project.

STATUTORY AUTHORIZATION FOR EXERCISE OF EMINENT DOMAIN

Under its enabling legislation, VTA is authorized to acquire property for mass transit purposes by eminent domain. Public Utilities Code Section 100130, which sets forth the general powers of VTA, provides in pertinent part that: “The district may take by grant, purchase, devise, or lease, or condemn in proceedings under eminent domain, or otherwise acquire, and hold and enjoy, real and personal property of every kind within or without the district necessary to the full or convenient exercise of its powers.” One of the main functions of VTA is to provide transit service. (Public Utilities Code Sections 100160, 100161.)

Public Utilities Code Section 100131 provides further authority for the taking of property by VTA through eminent domain. It states in pertinent part that: “The district may exercise the right of eminent domain to take any property necessary or convenient to the exercise of the powers granted in this part.”

In addition, the Eminent Domain Law, Code of Civil Procedure Sections 1230.010 *et seq.*, gives entities authorized by statute the right to use eminent domain to acquire property for public use, and specifies the procedures for the exercise of that right.

SECTION 2

GOVERNMENT CODE OFFERS

The owners of the properties that are the subject of the resolutions were made an offer by VTA for the purchase of the properties unless they could not be located with reasonable diligence as required by Government Code Section 7267.2. Sections 7267.2(a), (b) and (c) state that:

- (a) (1) Prior to adopting a resolution of necessity pursuant to Section 1245.230 of the Code of Civil Procedure and initiating negotiations for the acquisition of real property, the public entity shall establish an amount that it believes to be just compensation therefor, and shall made an offer to the owner or owners of record to acquire the property for the full amount so established, unless the owner cannot be located with reasonable diligence. The offer may be conditioned upon the legislative body's ratification of the offer by execution of a contract of acquisition or adoption of a resolution of necessity or both. The amount shall not be less than the public entity's approved appraisal of the fair market value of the property. Any increase or decrease in the fair market value of real property to be acquired prior to the date of valuation caused by the public improvement for which the property is acquired, or by the likelihood that the property would be acquired for the improvement, other than that due to physical deterioration within the reasonable control of the owner or occupant, shall be disregarded in determining the compensation for the real property.
- (2) At the time of making the offer described in paragraph (1), the public entity shall provide the property owner with an informational pamphlet detailing the process of eminent domain and the property owner's rights under the Eminent Domain Law.
- (b) The public entity shall provide the owner of real property to be acquired with a written statement of, and summary of the basis for, the amount it established as just compensation. The written statement summary shall contain detail sufficient to indicate clearly the basis for the offer, including, but not limited to, all of the following information:
- (1) The date of valuation, highest and best use, and applicable zoning of property.
 - (2) The principal transactions, reproduction or replacement cost analysis, or capitalization analysis, supporting the determination of value.
 - (3) If appropriate, the just compensation for the real property acquired and for damages to remaining real property shall be separately stated and shall include the calculations and narrative explanation supporting the compensation, including any offsetting benefits.

- (c) Where the property involved is owner-occupied residential property and contains no more than four residential units, the homeowner shall, upon request, be allowed to review a copy of the appraisal upon which the offer is based. The public entity may, but is not required to, satisfy the written statement, summary, and review requirements of this section by providing the owner a copy of the appraisal on which the offer is based.

Each property owner was presented with a written offer in an amount not less than the approved appraisal for the property, and a statement and summary of the basis of the offer, comprised of an Appraisal Summary Statement. The Appraisal Summary Statement provided the following information: name of owner; property address; parcel and APN number; locale; applicable zoning; date of valuation, present use; highest and best use; total property area; area to be acquired; type of interest to be acquired; improvements and access impacted; damages incurred and, as appropriate, separately stated with calculations and narrative explanation; total payment; and a description of the market value, reproduction or replacement cost analysis, or capitalization analysis, used to determine just compensation; and a summary of comparable sales, including the location, date of sale and sales price of properties used in the appraisal process. The date that the offer was made to each of the property owner is specified on the Property Fact Sheets contained in Section 6 of this report.

SECTION 3

PENINSULA CORRIDOR ELECTRIFICATION PROJECT OVERVIEW, PURPOSE AND NEED

Project Overview

The Peninsula Corridor Electrification Project consists of converting Caltrain from diesel-hauled to Electric Multiple Unit (“EMU”) trains for service between the Fourth and King Street terminus station in San Francisco and the Tamien Station in San Jose. Operating speed will be up to 79 miles per hour (mph), which would match the existing maximum speed. By 2020/2021, approximately 75 percent of the service between San Jose and San Francisco will be electrified, with the remaining 25 percent being diesel-powered.

The Project will require the installation of 130 to 140 single-track miles of overhead contact system (“OCS”) for the distribution of electrical power to the new electric rolling stock. The OCS would be powered from a 25 kilovolt (kV), 60 Hertz (Hz), single-phase, alternating current traction power system consisting of two traction power substations, one switching station and seven paralleling stations.

Purpose

The primary purposes of the Project are to improve train performance and reduce fuel costs, reduce long-term environmental impacts by reducing noise and vibration, improve regional air

quality and reduce greenhouse gas emissions, and provide electrical infrastructure that would be compatible with separate later use for Blended Service. An electrified Caltrain system would address Peninsula commuters' vision of an environmentally friendly and reliable service. Electrification also is expected to help accommodate increased system ridership through improved system operations.

Electrification will modernize Caltrain and support increased service levels and offers several advantages in comparison with existing diesel power use. These benefits serve the primary purposes of the Project.

- Improve train performance, increase ridership and increase service: The Project envisions the use of EMU trains, which are self-propelled electric rail vehicles that can accelerate and decelerate at faster rates than diesel-powered trains, even with trains of greater length. With EMUs, Caltrain will run longer trains without degrading speeds, thus increasing peak-period capacity. A substantial portion of a Caltrain trip is spent accelerating and decelerating between stations because of Caltrain's close-set station stops. For the same service profile of stops, EMUs can provide travel time reductions. Alternatively, due to the time savings, additional stops could be added without increasing existing total transit time from San Jose to San Francisco. Travel time savings and/or additional stops are expected to stimulate additional Caltrain ridership. By providing electric trains, Caltrain will also be able to use the planned Downtown Extension (DTX) to reach the Transbay Transit Center (TTC) and serve Downtown San Francisco, which will also increase ridership.
- Increase revenue and reduce fuel costs: Anticipated increased ridership would increase fare revenues, and conversion from diesel to electricity would reduce fuel costs.
- Reduce environmental impact by reducing noise emanating from trains: Noise emanating from the passage of electrified train sets is measurably less than diesel operations. With the increases in peak and off-peak Caltrain service that are either under way or planned for implementation during the next decades, electrification would be an important consideration for reducing noise of train passersby and maintaining Peninsula quality of life. Train horns would continue to be sounded at at-grade crossings, consistent with Federal Railroad Administration (FRA) and California Public Utilities Commission safety regulations, whether or not electrification is pursued.
- Reduce environmental impact by improving regional air quality and reducing greenhouse gas emissions: Electric operations will produce substantial reductions in corridor air pollution emissions when compared with diesel locomotives, even when the indirect emissions from electrical power generation are included in the analysis. In addition, the increased ridership allowed by the Project would reduce automobile usage, thereby resulting in additional air quality benefits. Electrically powered trains are more energy efficient than diesel-electric trains. Reduced energy use also translates into reduced air emissions. Reductions in air pollutant emissions represent long-term health benefits for

Caltrain riders, and for residents and employees along the Caltrain corridor. In addition, reduction of greenhouse gas emissions with electrification will help California meet its goals under AB 32, the 2006 Global Warming Solutions Act, as well as post-2020 state greenhouse gas emission reductions goals.

- Provide electrical infrastructure compatible with high-speed rail (HSR): An electrified Caltrain system would set the stage for an expanded modern regional electric express service and for Blended Service. While the Project would not include all infrastructure necessary to implement HSR service in the corridor (such as HSR maintenance facilities, station platform improvements, or passing tracks), the electrical infrastructure (such as overhead wire systems) would accommodate future Blended Service and the Project would not preclude HSR.

Need for the Project

The needs addressed by the Project consist of the following: meeting current and future transportation demand between San Jose and San Francisco; offsetting existing and future worsening roadway congestion; addressing continuing regional air quality issues; reducing greenhouse gas emissions because of their effect on climate change; and modernizing the Caltrain service.

Current and Future Transportation Demand in the Caltrain Service Area

The population of the Bay Area is increasing and, with it, traffic congestion. Commute traffic between major employment centers in San Francisco, the San Francisco Peninsula, and the South Bay is growing, and there has been a substantial increase in “reverse commute” trips from San Francisco to Peninsula and South Bay locations over the past decade. Off-peak travel between San Francisco and Peninsula and South Bay locations is also on the rise. Caltrain has experienced increases in ridership as people seek alternate ways to meet these travel needs. Caltrain anticipates continued increases in demand for its rail services over time.

The long-term rise in gas prices has contributed to increased use of public transportation. Commuting to work by automobile has decreased approximately 4 percent in Santa Clara and San Mateo Counties from 2000 to 2010 in part due to increases in gas prices as well as traffic congestion and other factors. Regional commuter transportation systems, including Caltrain, would be the logical beneficiaries of a shift from private autos to public transportation, because these systems accommodate the home-work trip. Home-work trips constitute the largest share of person trips and they are the easiest trips to shift modes, assuming convenient origin-destination pairs. Should gasoline prices remain at high levels over the long-term or increase further, increased Caltrain ridership from this source would be reasonable to expect.

Current and Future Congestion in the Caltrain Corridor

Economic growth and the corresponding demand for transportation services in the San Francisco Bay Area have exceeded the region's ability to provide the needed roadway capacity. Existing demand for north-south travel along the Peninsula via U.S. Highway 101 (US 101) and Interstate 280 (I-280) regularly exceeds existing highway capacities and results in congestion that is increasing in both frequency and duration. US 101 is the most severely congested freeway through the corridor.¹ Between San Francisco and San Jose, many roadway segments are at or over capacity during the peak commute hour.

Without future roadway improvements, congestion on corridor freeways is bound to worsen to the point at which travel would partially divert to surface routes and the peak periods would spread both into the midday and to later in the evening. Bottlenecks would continue to constrain movement through the corridor. Job growth in the Bay Area is expected to increase approximately 33 percent between 2010 and 2040.² The resultant new transportation demand will lead to high levels of congestion that will take a toll on economic development by constraining goods and people movements.

Opportunities to improve highway capacity are constrained by a number of factors, including funding availability, the need for extensive and costly ROW acquisitions, and potentially adverse environmental impacts, such as displacements of residences and businesses, and impacts on natural resources and redesign of local roadways beyond the interchanges. For these reasons, substantial capacity improvements to US 101 and I-280 cannot be relied upon to fully address long-term travel demands in the corridor.

Corridor Air Quality and Greenhouse Gas Emissions

High rates of auto ownership and increasing vehicle miles of travel (VMT) have contributed to air quality problems throughout California. Pollutants of concern include ozone (O₃); nitrogen oxides (NO_x) and sulfur dioxides (SO₂) (precursors of smog); carbon monoxide (CO); and particulate matter (PM). Greenhouse gases (including carbon dioxide, nitrous oxide and methane) are now a focus of environmental planning in California because of their role in global climate change. Motor vehicles are substantial contributors to the production of all of these pollutants.

The San Francisco Bay Area's air quality has improved in recent years, largely in response to technological improvements in motor vehicles and fuels that are less polluting, but is still designated as in a nonattainment area under state and federal standards for certain pollutants. Because transportation is the major contributor to ozone precursors, increasing auto travel

¹ Metropolitan Transportation Commission. 2009. *Transportation 2035 Plan for the San Francisco Bay Area*. Available: <http://www.mtc.ca.gov/planning/2035_plan/>. Accessed: November 18, 2013.

² Association of Bay Area Governments and Metropolitan Transportation Commission (ABAG and MTC). 2013. *Plan Bay Area: Strategy for a Sustainable Region*. Adopted July 18. Available: <<http://www.onebayarea.org/regional-initiatives/plan-bay-area/final-plan-bay-area.html>>.

threatens the area's improvement in air quality. Growing congestion will add to the potential problems because of increased emissions of vehicles operating in stop-and-go traffic.

California also has ambitious goals to reduce greenhouse gas emissions throughout the state in order to help face the challenge posed by climate change. Most of the communities in the Peninsula Corridor have also adopted climate action plans to lower their community contributions of greenhouse gas emissions, with all seeking to lower transportation emissions given that transportation is usually the largest source of such emissions in most areas.

Modernizing the Caltrain Service

Improving the appearance and attractiveness of Caltrain to potential consumers has long been suggested as a means of increasing ridership. Caltrain put new diesel locomotives and bi-level passenger cars into service as part of the "Baby Bullet" express service program in 2004. Rider response to this service has demonstrated the benefits of modernizing image, improving passenger comfort, and reducing travel times between major origins and destinations. The increase in ridership associated with the introduction of the Baby Bullet and new passenger cars suggests that there is an unmet demand for rapid transit along the Peninsula corridor. With the Project, additional stops could be added (optimized stops) without loss of travel times or travel times could be reduced.

SECTION 4

PROJECT PLANNING AND IMPLEMENTATION

Project Planning

The Project is part of a program to modernize operation of the Caltrain rail corridor between San Jose and San Francisco. There is a lengthy history of planning for modernization of the Caltrain Peninsula Corridor. The Project dates back to 1999 when the electrification of Caltrain was included as part of the JPB adopted *Caltrain Rapid Rail Plan*. The Project has continued to be reaffirmed as a JPB and Regional priority through the inclusion and adoption of the Project in numerous policy documents. The documents that have included the Project are JPB's 2004, 2006, 2008, 2009 and 2015 short-and-long range transit plans as well as inclusion in the Regional Transportation Plan between 2001 and 2015.

The conceptual design for the Project began in 2002. As a result of extensive planning efforts and collaborative design process, a revised conceptual design involves pole placement to minimize impacts to historic and cultural resources. The pole and traction power facility design was optimized to avoid impacts to wetlands and areas for suitable habitat of endangered or threatened species. The Project has completed extensive public outreach and has completed all environmental review and clearances. Additionally, the Project has had significant coordination

with local, state and federal resource and regulatory agencies and has obtained all required approvals.

Project Funding

The total Project capital cost is estimated at approximately \$1.98 billion based on the most current estimate of capital costs including rolling stock and fixed facilities. Funding for the Project comes through State Proposition 1A and 1B, JPB, Regional (Bay Area Air Quality Management District, Tolls), and Federal (Federal Transit Administration) funding sources.

Engineering Design

The engineering and design of the Project is developed in conjunction with the environmental process. The engineering phases include Preliminary Engineering (35% design) and Final Engineering (65%, 95%, and Issued for Construction Design).

Preliminary Engineering occurs during the development of the environmental documents and is the basis of the final environmental documents. The Final Engineering will be a part of the Design Build (DB) contract for the Project to further refine and advance the design of the facilities and systems.

The final 35% design documents used for the issuance of the DB contract were completed in 2014. Final engineering is expected to take place from 2016 through 2018.

SECTION 5

ENVIRONMENTAL REVIEW PROCESSES AND ENVIRONMENTAL CLEARANCES

The PCEP will receive State and Federal funds or permits and therefore required the implementation of the state (CEQA) and Federal (NEPA) environmental review processes.

CEQA Review Process and Clearance

In order to support the environmental review process, a series of environmental technical reports were prepared addressing biological resources, cultural resources, noise and vibration, air quality and traffic. The technical reports were used to prepare an Environmental Impact Report (EIR).

The Draft EIR for the Project was circulated for a 60-day public review period from February 28 to April 29, 2014. A Notice of Availability (NOA) was sent to the State Clearinghouse, the City and County of San Francisco Clerk, the San Mateo County Clerk, and the Santa Clara County Clerk. The JPB held four public comment meetings in San Carlos (March 18, 2014), Redwood City (April 2, 2014), San Jose (April 7, 2014), and San Francisco (April 9, 2014). The meetings were appropriately noticed, including notices mailed to all property owners within 300 feet of the

Project's corridor, as well as individuals who requested information of the project. The NOA was published in local newspapers, sent to Community Based Organizations (CBOs), and all cities and counties adjacent to the corridor. An NOA and a CD of the Draft EIR was sent to the JPB Board Members, the JPB Citizens Advisory Committee (CAC), and the Bike Advisory Committee (BAC), federal and local elected officials, the Peninsula Corridor Working Group (PCWG), Local Policy-Makers Group (LPMG), City/County Staff Coordinating Group (CSCG), Agency Partners, Federal Agencies, Tenant Railroads, and responsible parties. An e-mail notice was sent to the JPB, CAC, LPMG, CSCG, and PCWG. Hard copies of the Draft EIR were sent to over 17 cities' local libraries and the Draft EIR was available for printing at local reproduction stores in each county.

Public and agency comments on the Draft EIR included concerns with respect to segmentation and independent utility, alternatives, use of Proposition 1A funding, ridership and capacity, environmental benefits, visual aesthetics, air quality and greenhouse gas emissions, train noise, bikes on board, traffic, and freight. To address public and agency comments on the Draft EIR, a Final EIR consisting of a Revised Draft EIR, Comments on the Draft EIR and Responses to Comments, and Appendices was prepared and released on December 4, 2014. An NOA and announcement of a public meeting for the Final EIR was sent to the State Clearinghouse, the City and County of San Francisco, the County of San Mateo, and the Santa Clara County Clerks, and electronic copies of the Final EIR were made available to all commenters on the Draft EIR. The noticing process for the Final EIR was similar to that of the Draft EIR. The Project was approved and the Final EIR was certified by the JPB Board of Directors on January 8, 2015. This process secured the CEQA environmental clearance.

NEPA Process and Clearance

The FTA approved the Caltrain Peninsula Corridor Electrification Project Environmental Assessment (EA) and issued a Finding of No Significant Impact (FONSI) in December 2009. Since issuance of the FONSI, the JPB revised the Project and the circumstances in which the Project would be implemented changed. As such, the JPB prepared an Environmental Re-Evaluation for Proposed Project Changes After Finding of No Significant Impact in February 2016, based on the analysis and mitigation measures described in the 2015 Final EIR. On February 11, 2016, the FTA issued a letter finding that the changes described in the re-evaluation materials are not substantial and the changes will not cause significant environmental impacts that were not previously evaluated. The Environmental Assessment, the FONSI, the Environmental Re-Evaluation for Proposed Project Changes After Finding of No Significant Impact, and the FTA letter are all incorporated herein by reference.

The Project will or has the potential to affect waters of the United States/State, federally protected species, riparian habitats, and historic resources. As the federal lead agency, the FTA was responsible for consultation related to endangered species and historic resources. The JPB is the permit holder for anticipated impacts to waters of the United States/State regulated under the

Clean Water Act (CWA) as well as resources regulated by the California Department of Fish and Wildlife and the San Francisco Bay Conservation and Development Commission. The Project has also received the following authorizations:

- U.S. Army Corps of Engineers (USACE)— CWA Section 404 Nationwide Permit 14 (*Linear Transportation Projects*) (File Number 2015-00279S; issued February 26, 2016)
- U.S. Fish and Wildlife Service (USFWS)—Informal Consultation pursuant to Section 7 of the Endangered Species Act (ESA) (08ESMF00-2015-I-1003-1; issued September 15, 2015)
- National Marine Fisheries Service (NMFS)—Endangered Species Act (ESA) Section 7 Consultation (WCR-2015-3096; issued November 12, 2015)
- State Historic Preservation Office (SHPO)—National Historic Preservation Act (NHPA) Section 106 Consultation (Reply to FTA021021A; issued October 19, 2015 and Programmatic Agreement between the JPB, the FTA, and SHPO executed December 2009)
- San Francisco Bay Regional Water Quality Control Board (SFBRWQCB) – Clean Water Act Section 401 Water Quality Certification (CIWQS Place ID 816852; issued August 23, 2016)
- California Department of Fish and Wildlife (CDFW) – Streambed Alteration Agreement per Section 1600 of the California Fish and Game Code (Notification No. 1600-2015-0254-R3; issued August 30, 2016)
- San Francisco Bay Conservation and Development Commission (BCDC) – Regionwide Permit (No. NOI2015.013.00; issued September 12, 2016)

SECTION 6

SPECIFIC PROPERTY ACQUISITIONS

Detailed property fact sheets and aerial photographs of the parcels required for this Project, and are the subject of the Resolution(s) of Necessity follow. Overall property requirements and project related costs have been minimized as much as possible. Offers were made to the property owners. The offer package is incorporated herein by reference. Notices of Intention to Adopt Resolution of Necessity, which are incorporated herein by reference, were sent to the owners of the property via first class and overnight mail on March 19, 2018.

PENINSULA CORRIDOR ELECTRIFICATION PROJECT

PROPERTY FACT SHEET – JPB-SC3-0206

Owner: CC Ventures Kifer, LLC; Simkifer, LLC; A. Anthony Campodonico and Anne-Marie Campodonico; John R. Campodonico, Trustee of the John R. Campodonico Trust, dated October 30, 2002; and Campodonico Brothers Partnership

Property Address: 960 Kifer Road

Locale: Sunnyvale, CA

Present Use: The subject property consists of 4.93 acres of land and is improved with approximately 96,000 square feet of industrial building area.

Total Property Area: 4.93 acres.

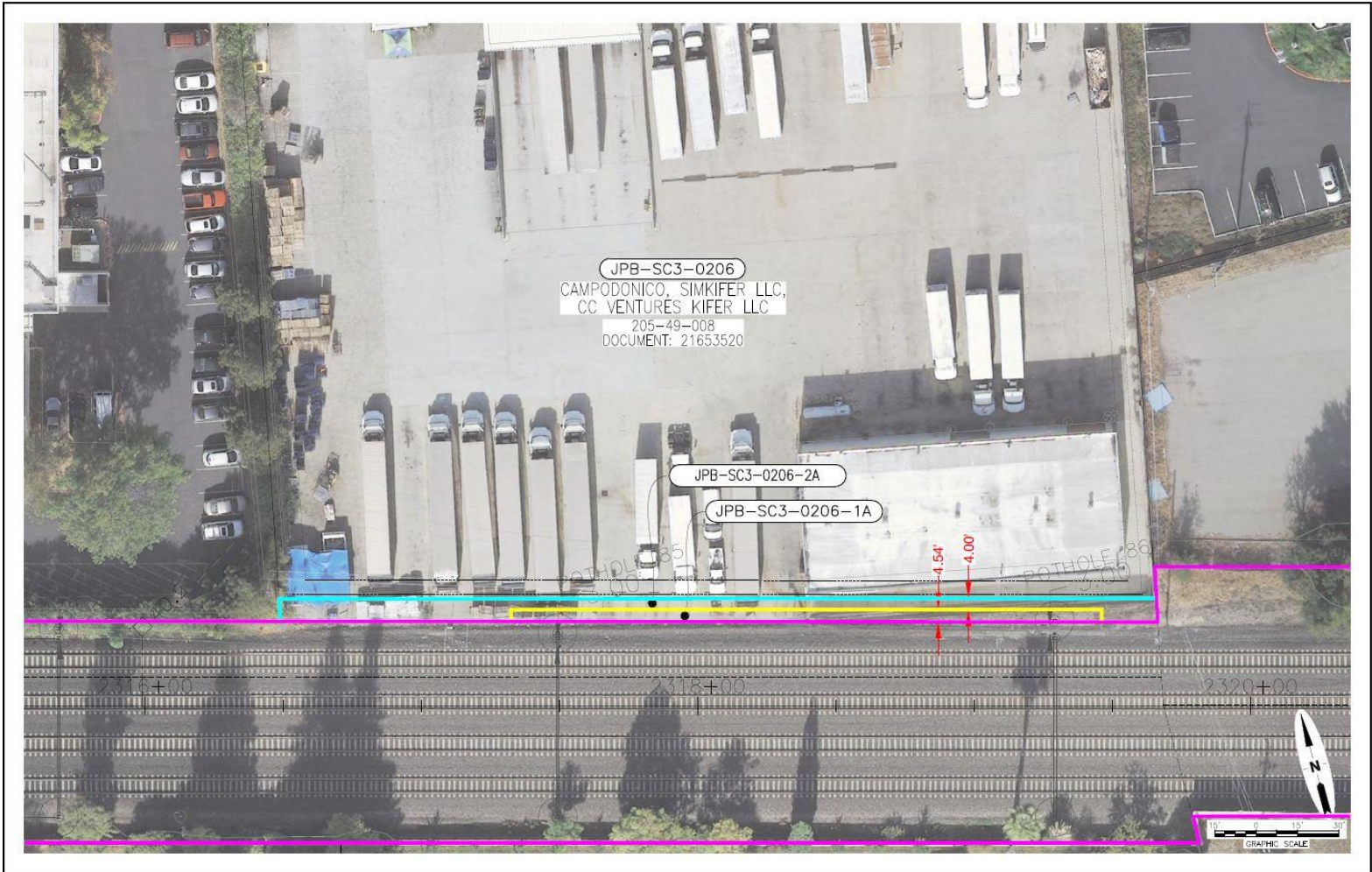
Areas to be Acquired: (1) Fee Simple Interest (JPB-SC3-0206-1A)
972± sq. ft.
(2) Electrical Safety Zone Easement (JPB-SC3-0206-2A)
1,740± sq. ft.

Date of Offer: September 11, 2017

The subject property is currently owned by CC Ventures Kifer, LLC; Simkifer, LLC; A. Anthony Campodonico and Anne-Marie Campodonico; John R. Campodonico, Trustee of the John R. Campodonico Trust, dated October 30, 2002; and Campodonico Brothers Partnership, and is located at 960 Kifer Road in the City of Sunnyvale. The larger parcel consists of approximately 4.93 acres and is improved with approximately 96,000 square feet of industrial building area.

The proposed acquisition consists of: (1) 972± sq. ft. (JPB-SC3-0206-1A) Fee Simple parcel for electrical poles, and (2) a 1,740± sq. ft. Electrical Safety Zone Easement (JPB-SC3-0208-2A) to provide safe clearances from the overhead electrical lines being installed. An aerial photograph depicting the property is attached herein as Exhibit A.

Exhibit A



PENINSULA CORRIDOR ELECTRIFICATION PROJECT

PROPERTY FACT SHEET – JPB-SC3-0208

Owner: JJ &W Co., a partnership as to the majority of parcel one and JJ & W Company, Inc., a Delaware Corporation, a California Corporation, as to the remainder

Property Address: 1175 Aster Avenue

Locale: Sunnyvale, CA

Present Use: The subject property consists of 17.11 acres of land and is improved with eight industrial buildings.

Total Property Area: 17.11 acres.

Areas to be Acquired: (1) Fee Simple Interest (JPB-SC3-0208-1A)
1,012± sq. ft.
(2) Electrical Safety Zone Easement (JPB-SC3-0208-2A)
3,665± sq. ft.

Date of Offer: September 7, 2017

The subject property is currently owned by JJ &W Co., a partnership and JJ &W Company, Inc., and is located at 1175 Aster Avenue in the City of Sunnyvale. The larger parcel consists of approximately 17.11 acres and is improved with eight industrial buildings.

The proposed acquisition consists of: (1) 1,012± sq. ft. (JPB-SC3-0208-1A) Fee Simple parcel for electrical poles and (2) a 3,665± sq. ft. Electrical Safety Zone Easement (JPB-SC3-0208-2A) to provide safe clearances from the overhead electrical lines being installed. An aerial photograph depicting the property is attached herein as Exhibit B.

Exhibit B

Sheet 1

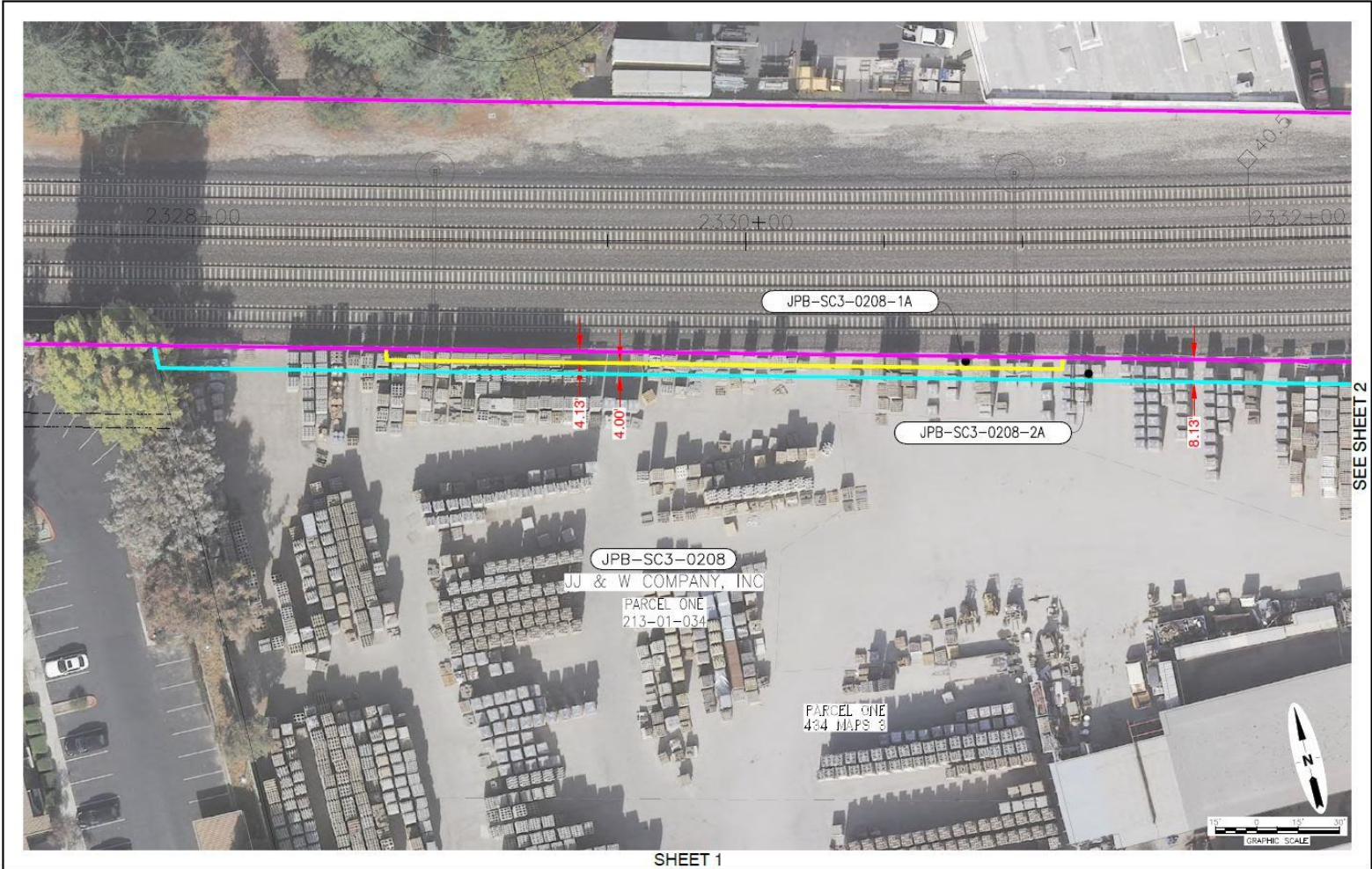


Exhibit B

Sheet 2



**RESOLUTION OF NECESSITY DETERMINING THAT THE PUBLIC
INTEREST AND NECESSITY REQUIRE THE ACQUISITION
OF CERTAIN LAND AND DIRECTING THE FILING OF
EMINENT DOMAIN PROCEEDINGS**

WHEREAS, the Peninsula Corridor Electrification Project (the "Project") is being undertaken by the Peninsula Corridor Joint Powers Board (the "JPB" or "Caltrain") to convert Caltrain's operation from diesel-hauled to Electric Multiple Unit trains for service between the Fourth and King Street terminus station in San Francisco and the Tamien Station in San Jose; and

WHEREAS, it is desirable and necessary for the Santa Clara Valley Transportation Authority ("VTA") to acquire certain property, namely a fee simple interest in the property more particularly described in Exhibit "1" attached hereto and made a part hereof by this reference; and an Electrical Safety Zone Easement more particularly described in Exhibit "2" attached hereto and made a part hereof by this reference, as right of way for the Project and the construction thereof; and

WHEREAS, VTA is authorized to acquire the Property and exercise the power of eminent domain pursuant to and in accordance with Article 1, Section 19 of the California Constitution, the California Eminent Domain Law, Code of Civil Procedure Section 1230.010 *et seq.*, and Section 100130 and 100131 of the Public Utilities Code; and

WHEREAS, pursuant to the provisions of Section 1245.235 of the Code of Civil Procedure of the State of California, notice has been duly given to the owner(s) of the property herein, all of whom have been given a reasonable opportunity to appear and be heard before the Board of Directors of VTA at the time and place set forth in said notice, regarding the matters specified therein.

NOW, THEREFORE, IT IS FOUND, DETERMINED AND ORDERED as follows:

1. The recitals contained herein are true and correct.
2. Upon examination of the alternatives, VTA requires the Property for the Project.
3. VTA is authorized to acquire the Property and exercise the power of eminent domain pursuant to and in accordance with Article 1, Section 19 of the California Constitution, the California Eminent Domain Law, Code of Civil Procedure Sections 1230.010 *et seq.*, and Sections 100130 and 100131 of the Public Utilities Code.
4. The public interest and necessity require the Project.

5. The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.
6. The fee simple interest in property described in Exhibit "1" and the Electrical Safety Zone Easement interest in property described in Exhibit "2" are necessary for the Project.
7. The offer required by Section 7267.2(a) of the Government Code, together with the accompanying statement of the amount established as just compensation, was made to the owner or owners of record, which offer and statement were in a format and contained the information required by Government Code Section 7267.2(a).
8. VTA has complied with all conditions and statutory requirements, including those prescribed by CEQA, NEPA, and that are necessary for approval and adoption of the Project.
9. All conditions and statutory requirements necessary to exercise the power of eminent domain ("the right to take") to acquire the property described herein have been complied with.
10. Insofar as the property or the larger parcel of which it is a part has heretofore been appropriated for public use, the proposed use set forth herein will not unreasonably interfere with or impair the continuation of the public use as it exists or may reasonably be expected to exist in the future, and is therefore a compatible public use pursuant to Code of Civil Procedure Section 1240.510, or, as applicable, constitutes a more necessary public use to than the use to which the property is currently appropriated pursuant to Code of Civil Procedure Section 1240.610.
11. The General Counsel or the General Counsel's duly authorized designee is hereby authorized and directed to institute and conduct to conclusion eminent domain proceedings to acquire the property described in Exhibits "1" and "2" and to take such actions that counsel deems advisable or necessary in connection therewith, and may deposit the probable amount of compensation and obtain an order for prejudgment possession of the subject property.

PASSED AND ADOPTED by the Santa Clara Valley Transportation Authority Board of Directors on April 5, 2018 by the following vote:

AYES: DIRECTORS

NOES: DIRECTORS

ABSENT: DIRECTORS

SAM LICCARDO, Chairperson
Board of Directors

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

Dated: _____

ELAINE BALTAO, Secretary
Board of Directors

APPROVED AS TO FORM:

Evelynn Tran Legal Counsel

EXHIBIT 1

JPB-SC3-0206-1A

A fee simple interest in all that real property described as Parcel JPB-SC3-0206-1A in this Exhibit 1.

NUMBER: JPB-SC3-0206-1A Rev B

EXHIBIT ____
LEGAL DESCRIPTION

A portion of land located in the City of Sunnyvale, County of Santa Clara, State of California, described as follows;

Being a portion of Rancho Pastoria de las Borregas being more particularly described as follows:

PARCEL JPB-SC3-0206-1A

COMMENCING at the southwest corner of that parcel as depicted on the Record of Survey filed March 5, 1987 in Book 571 of Maps at Page 45 in the Office of the Santa Clara County Recorder, also being the north line of that parcel as described in the Grant Deed to Peninsula Corridor Joint Powers Board (PCJPB), recorded December 27, 1991 in Book 1984, Page 854 (Document: 11181648, Page A-68), Official Records of said County; thence coincident with the north line of said PCJPB parcel South 74°44'16" East, a distance of 83.27 feet to the point of **BEGINNING**;

- Thence (1) Perpendicular to the north line of said PCJPB parcel North 15°15'44" East, a distance of 4.54 feet;
- Thence (2) Parallel with the north line of said PCJPB parcel South 74°44'16" East, a distance of 214.00 feet;
- Thence (3) Perpendicular to the north line of said PCJPB parcel South 15°15'44" West, a distance of 4.54 feet to the north line of said PCJPB parcel;
- Thence (4) Coincident with the north line of said PCJPB parcel North 74°44'16" West, a distance of 214.00 feet to the point of **BEGINNING**;

Contains 972 square feet, more or less.

The bearings and distances used in the above description are based on the California Coordinate System 1983, Zone 3. Multiply distances shown above by 1.0000554 to obtain ground level distances.

Daniel S. Cronquist

Daniel S. Cronquist, PLS

5/13/2016

Date

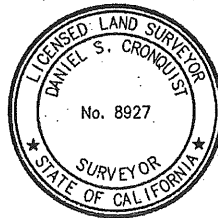


EXHIBIT 2**ELECTRICAL SAFETY ZONE EASEMENT**

JPB-SC3-0206-2A

An Electrical Safety Zone Easement in gross, including the right to restrict uses and control vegetation within the area described in Exhibit A ("Easement Area"), as required for the safe operation of the electrical traction power system and overhead contact system (consisting of energized wires that transmit electrical power) in, on, over, under and across all that real property described as Parcel JPB-SC3-0206-2A in this Exhibit 2. The rights shall be for the benefit of the adjacent railroad and are located on, along, and in all of the Easement Area.

JPB shall have the right to enter onto and over the Easement Area for the purpose of removing any and all trees over 6 feet tall, as well as branches and other vegetation, that conflict with the exercise of JPB's full enjoyment of the rights granted hereby. In the event that fences are damaged or removed to accomplish such access, they will be replaced or repaired by JPB at its cost. JPB shall provide at least 72 hours' notice prior to entering onto the Easement Area, but may perform work above the Easement Area from the adjacent property as necessary to conduct vegetation maintenance without notice.

Owner reserves the right to use the Easement Area for purposes which will not interfere with JPB's full enjoyment of the rights hereby granted, which purposes shall include, but not be limited to:

- Maintenance and use of at-grade walkways, driveways, and at-grade playing fields.
- Maintenance and use of ground cover, grass, trees, shrubs and other vegetation provided that:
 - No tree or shrub taller than 6 feet shall be allowed within the Easement Area.
 - JPB shall be allowed to remove branches and other vegetation that are located within ten feet of the nearest energized electrical wire.
 - No planting of any kind shall impede JPB's ability to conduct required vegetation maintenance.
- Maintenance and use of existing buildings and structures.
- Maintenance and use of fences.
- Parking of vehicles

Owner shall not:

- Erect or construct any above-ground electrical transmission wires.
- Maintain, drill or operate any well, or construct or maintain any reservoir, swimming pool, spa, or other water feature within the Easement Area.

JPB hereby covenants and agrees to indemnify Owner against any loss and damage which shall be caused by any wrongful or negligent act or omission of JPB or of its agents or

employees in the course of their employment, provided, however, that this indemnity shall not extend to that portion of such loss or damage that shall have been caused by Owner's comparative negligence or willful misconduct.

The provisions hereof shall inure to the benefit of and bind the successors and assigns of the respective parties hereto, and all covenants shall apply to and run with the land.

NUMBER: JPB-SC3-0206-2A Rev C

EXHIBIT ____
LEGAL DESCRIPTION

A portion of land located in the City of Sunnyvale, County of Santa Clara, State of California, described as follows;

Being a portion of Rancho Pastoria de las Borregas being more particularly described as follows:

PARCEL JPB-SC3-0206-2A

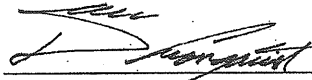
BEGINNING at the southwest corner of that 4.928 acre parcel as depicted on the Record of Survey filed March 5, 1987 in Book 571 of Maps at Page 45 in the Office of the Santa Clara County Recorder, also being the north line of that parcel as described in the Grant Deed to Peninsula Corridor Joint Powers Board (PCJPB), recorded December 27, 1991 in Book L984, Page 854 (Document: 11181648, Page A-68), Official Records of said County;

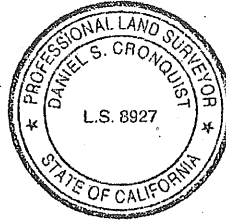
- Thence (1) Coincident with the west line of said 4.928 acre parcel North $11^{\circ}19'14''$ East, a distance of 8.56 feet;
- Thence (2) Parallel with the north line of said PCJPB parcel South $74^{\circ}44'16''$ East, a distance of 317.45 feet to the east line of said 4.928 acre parcel;
- Thence (3) Coincident with the east line of said 4.928 acre parcel South $11^{\circ}19'34''$ West, a distance of 8.56 feet to the north line of said PCJPB parcel;
- Thence (4) Coincident with the north line of said PCJPB parcel North $74^{\circ}44'16''$ West, a distance of 20.18 feet;
- Thence (5) Perpendicular to the north line of said PCJPB parcel North $15^{\circ}15'44''$ East, a distance of 4.54 feet;
- Thence (6) Parallel with the north line of said PCJPB parcel North $74^{\circ}44'16''$ West, a distance of 214.00 feet;
- Thence (7) Perpendicular to the north line of said PCJPB parcel South $15^{\circ}15'44''$ West, a distance of 4.54 feet to the north line of said PCJPB parcel;
- Thence (8) Coincident with the north line of said PCJPB parcel North $74^{\circ}44'16''$ West, a distance of 83.27 feet to the point of **BEGINNING**;

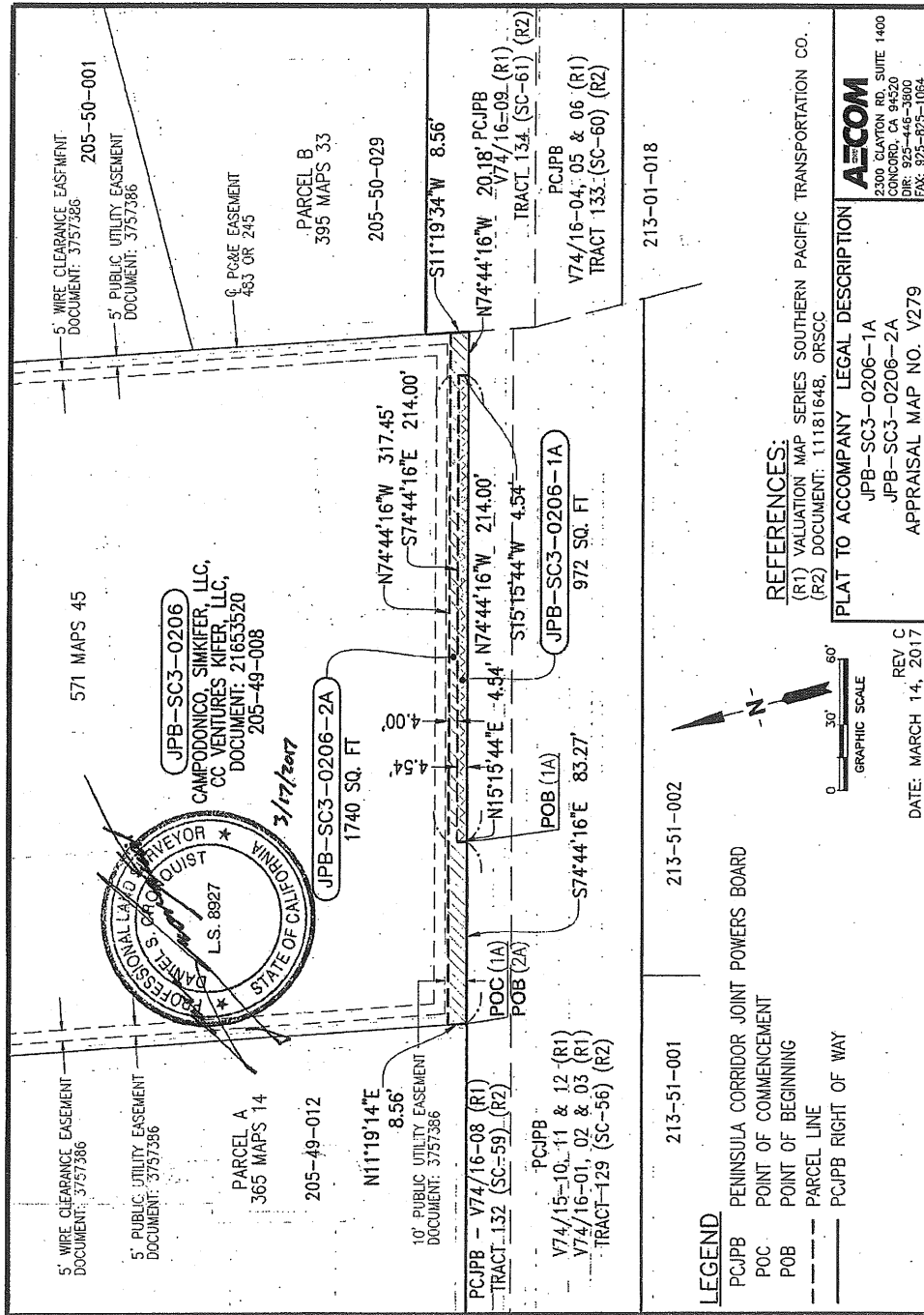
Contains 1,740 square feet, more or less.

NUMBER: JPB-SC3-0206-2A Rev C

The bearings and distances used in the above description are based on the California Coordinate System 1983, Zone 3. Multiply distances shown above by 1.0000554 to obtain ground level distances.


Daniel S. Cronquist, PLS 3/17/2017
Date





**RESOLUTION OF NECESSITY DETERMINING THAT THE PUBLIC
INTEREST AND NECESSITY REQUIRE THE ACQUISITION
OF CERTAIN LAND AND DIRECTING THE FILING OF
EMINENT DOMAIN PROCEEDINGS**

WHEREAS, the Peninsula Corridor Electrification Project (the "Project") is being undertaken by the Peninsula Corridor Joint Powers Board (the "JPB" or "Caltrain") to convert Caltrain's operation from diesel-hauled to Electric Multiple Unit trains for service between the Fourth and King Street terminus station in San Francisco and the Tamien Station in San Jose; and

WHEREAS, it is desirable and necessary for the Santa Clara Valley Transportation Authority ("VTA") to acquire certain property, namely a fee simple interest in the property more particularly described in Exhibit "1" attached hereto and made a part hereof by this reference; and an Electrical Safety Zone Easement more particularly described in Exhibit "2" attached hereto and made a part hereof by this reference, as right of way for the Project and the construction thereof; and

WHEREAS, VTA is authorized to acquire the Property and exercise the power of eminent domain pursuant to and in accordance with Article 1, Section 19 of the California Constitution, the California Eminent Domain Law, Code of Civil Procedure Section 1230.010 *et seq.*, and Section 100130 and 100131 of the Public Utilities Code; and

WHEREAS, pursuant to the provisions of Section 1245.235 of the Code of Civil Procedure of the State of California, notice has been duly given to the owner(s) of the property herein, all of whom have been given a reasonable opportunity to appear and be heard before the Board of Directors of VTA at the time and place set forth in said notice, regarding the matters specified therein;

NOW, THEREFORE, IT IS FOUND, DETERMINED AND ORDERED as follows:

1. The recitals contained herein are true and correct.
2. Upon examination of the alternatives, VTA requires the Property for the Project.
3. VTA is authorized to acquire the Property and exercise the power of eminent domain pursuant to and in accordance with Article 1, Section 19 of the California Constitution, the California Eminent Domain Law, Code of Civil Procedure Sections 1230.010 *et seq.*, and Sections 100130 and 100131 of the Public Utilities Code.
4. The public interest and necessity require the Project.

5. The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.
6. The fee simple interest in property described in Exhibit "1" and the Electrical Safety Zone Easement interest in property described in Exhibit "2" are necessary for the Project.
7. The offer required by Section 7267.2(a) of the Government Code, together with the accompanying statement of the amount established as just compensation, was made to the owner or owners of record, which offer and statement were in a format and contained the information required by Government Code Section 7267.2(a).
8. VTA has complied with all conditions and statutory requirements, including those prescribed by CEQA, NEPA, and that are necessary for approval and adoption of the Project.
9. All conditions and statutory requirements necessary to exercise the power of eminent domain ("the right to take") to acquire the property described herein have been complied with.
10. Insofar as the property or the large parcel of which it is a part has heretofore been appropriated for public use, the proposed use set forth herein will not unreasonably interfere with or impair the continuation of the public use as it exists or may reasonably be expected to exist in the future, and is therefore a compatible public use pursuant to Code of Civil Procedure Section 1240.510, or, as applicable, constitutes a more necessary public use to than the use to which the property is currently appropriated pursuant to Code of Civil Procedure Section 1240.610.
11. The General Counsel or the General Counsel's duly authorized designee is hereby authorized and directed to institute and conduct to conclusion eminent domain proceedings to acquire the property described in Exhibits "1" and "2" and to take such actions that counsel deems advisable or necessary in connection therewith, and may deposit the probable amount of compensation and obtain an order for prejudgment possession of the subject property.

PASSED AND ADOPTED by the Santa Clara Valley Transportation Authority Board of Directors on April 5, 2018 by the following vote:

AYES: DIRECTORS

NOES: DIRECTORS

ABSENT: DIRECTORS

SAM LICCARDO, Chairperson
Board of Directors

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

Dated: _____

ELAINE BAI, VAC, Secretary
Board of Directors

APPROVED AS TO FORM:

Evelynn Tran Legal Counsel

**NOT CONSIDERED AT 4/5/18
VTA BOARD OF DIRECTORS MEETING
(Property was settled prior to Board meeting)**

EXHIBIT 1

JPB-SC3-0208-1A

A fee simple interest in all that real property described as Parcel JPB-SC3-0208-1A in this Exhibit 1.

**NOT CONSIDERED AT 4/5/18
VTA BOARD OF DIRECTORS MEETING
(Property was settled prior to Board meeting)**

EXHIBIT ____
LEGAL DESCRIPTION

A portion of land located in the City of Sunnyvale, County of Santa Clara, State of California, described as follows;

Being a portion of Parcel One as shown on that certain Parcel Map, Filed January 9, 1972 in Book 434 of maps at Page 3 in the Office of the Santa Clara County Recorder being more particularly described as follows:


PARCEL JPB-SC3-0208-1A

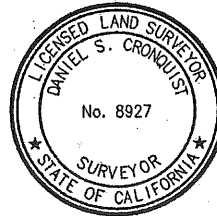
COMMENCING at the northwest corner of said Parcel One, also being the south line of that parcel as described in the Grant Deed to Peninsula Corridor Joint Powers Board (PCJPB), recorded December 27, 1991 in Book L984, Page 854 (Document: 11181648, Page A-73, Official Records of said County; thence coincident with the south line of said PCJPB parcel South 74°45'07" East, a distance of 84.02 feet to the point of **BEGINNING**;

- Thence (1) Coincident with the south line of said PCJPB parcel South 74°45'07" East, a distance of 244.76 feet;
- Thence (2) Perpendicular to the south line of said PCJPB parcel South 15°14'53" West, a distance of 4.13 feet;
- Thence (3) Parallel with the south line of said PCJPB parcel North 74°45'07" West, a distance of 244.76 feet;
- Thence (4) Perpendicular to the south line of said PCJPB parcel North 15°14'53" East, a distance of 4.13 feet to the point of **BEGINNING**;

Contains 1,012 square feet, more or less.

The bearings and distances used in the above description are based on the California Coordinate System 1983, Zone 3. Multiply distances shown above by 1.0000554 to obtain ground level distances.


 Daniel S. Cronquist PLS 5/6/2016
 Date



NOT CONSIDERED AT 4/5/18
 VTA BOARD OF DIRECTORS MEETING
 (Property was settled prior to Board meeting)

EXHIBIT 2**ELECTRICAL SAFETY ZONE EASEMENT**

JPB-SC3-0208-2A

An Electrical Safety Zone Easement in gross, including the right to restrict uses and control vegetation within the area described in Exhibit A ("Easement Area"), as required for the safe operation of the electrical traction power system and overhead contact system (consisting of energized wires that transmit electrical power) in, on, over, under and across all that real property described as Parcel JPB-SC3-0208-2A in this Exhibit 2. The rights shall be for the benefit of the adjacent railroad and are located on, along, and in all of the Easement Area.

JPB shall have the right to enter onto and over the Easement Area for the purpose of removing any and all trees over 6 feet tall, as well as branches and other vegetation, that conflict with the exercise of JPB's full enjoyment of the rights granted hereby. In the event that fences are damaged or removed to accomplish such access, they will be replaced or repaired by JPB at its cost. JPB shall provide at least 72 hours' notice prior to entering onto the Easement Area, but may perform work above the Easement Area from the adjacent property as necessary to conduct vegetation maintenance without notice.

Owner reserves the right to use the Easement Area for purposes which will not interfere with JPB's full enjoyment of the rights hereby granted, which purposes shall include, but not be limited to:

- Maintenance and use of at-grade walkways, driveways, and at-grade playing fields.
- Maintenance and use of ground cover, grass, trees, shrubs and other vegetation provided that:
 - No tree or shrub taller than 6 feet shall be allowed within the Easement Area.
 - JPB shall be allowed to remove branches and other vegetation that are located within ten feet of the nearest energized electrical wire.
 - No planting of any kind shall impede JPB's ability to conduct required vegetation maintenance.
- Maintenance and use of existing buildings and structures.
- Maintenance and use of fences.
- Parking of vehicles.

Owner shall not:

- Erect or construct any above-ground electrical transmission wires.
- Maintain, drill or operate any well, or construct or maintain any reservoir, swimming pool, spa, or other water feature within the Easement Area.

JPB hereby covenants and agrees to indemnify Owner against any loss and damage which shall be caused by any wrongful or negligent act or omission of JPB or of its agents or

employees in the course of their employment, provided, however, that this indemnity shall not extend to that portion of such loss or damage that shall have been caused by Owner's comparative negligence or willful misconduct.

The provisions hereof shall inure to the benefit of and bind the successors and assigns of the respective parties hereto, and all covenants shall apply to and run with the land.

**NOT CONSIDERED AT 4/5/18
VTA BOARD OF DIRECTORS MEETING
(Property was settled prior to Board meeting)**

NUMBER: JPB-SC3-0208-2A Rev C

EXHIBIT ____
LEGAL DESCRIPTION

A portion of land located in the City of Sunnyvale, County of Santa Clara, State of California, described as follows;

Being a portion of Parcel One as shown on that certain Parcel Map, Filed January 9, 1979 in Book 434 of Maps at Page 3 in the Office of the Santa Clara County Recorder being more particularly described as follows:

PARCEL JPB-SC3-0208-2A

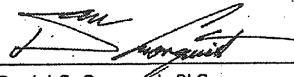
BEGINNING at the northwest corner of said Parcel One, also being the south line of the parcel as described in the Grant Deed to Peninsula Corridor Joint Powers Board (PCJPB), recorded December 27, 1991 in Book L984, Page 854 (Document: 11181648, Page A-73), Official Records of said County;

- Thence (1) Coincident with the south line of said PCJPB parcel South $74^{\circ}45'07''$ East, a distance of 84.02 feet;
- Thence (2) Perpendicular to the south line of said PCJPB parcel South $15^{\circ}14'53''$ West, a distance of 4.13 feet;
- Thence (3) Parallel with the south line of said PCJPB parcel South $74^{\circ}45'07''$ East, a distance of 244.76 feet;
- Thence (4) Perpendicular to the south line of said PCJPB parcel North $15^{\circ}14'53''$ East, a distance of 4.13 feet to the south line of said PCJPB parcel;
- Thence (4) Coincident with the south line of said PCJPB parcel South $74^{\circ}45'07''$ East, a distance of 228.07 feet;
- Thence (5) Coincident with the south line of said PCJPB parcel South $80^{\circ}52'07''$ East, a distance of 293.48 feet;
- Thence (6) Perpendicular to the south line of said PCJPB parcel South $09^{\circ}07'53''$ West, a distance of 1.28 feet;
- Thence (7) North $80^{\circ}52'07''$ West, a distance of 357.90 feet to a point 8.13 feet measured perpendicularly from the south line of said PCJPB parcel;
- Thence (8) Parallel with the south line of said PCJPB parcel North $74^{\circ}45'07''$ West, a distance of 190.86 feet to the west line of said Parcel One;
- Thence (9) Coincident with the west line of said Parcel One North $00^{\circ}51'02''$ East, a distance of 8.40 feet to the point of **BEGINNING**;

Page 1 of 2

Contains 3,665 square feet, more or less.

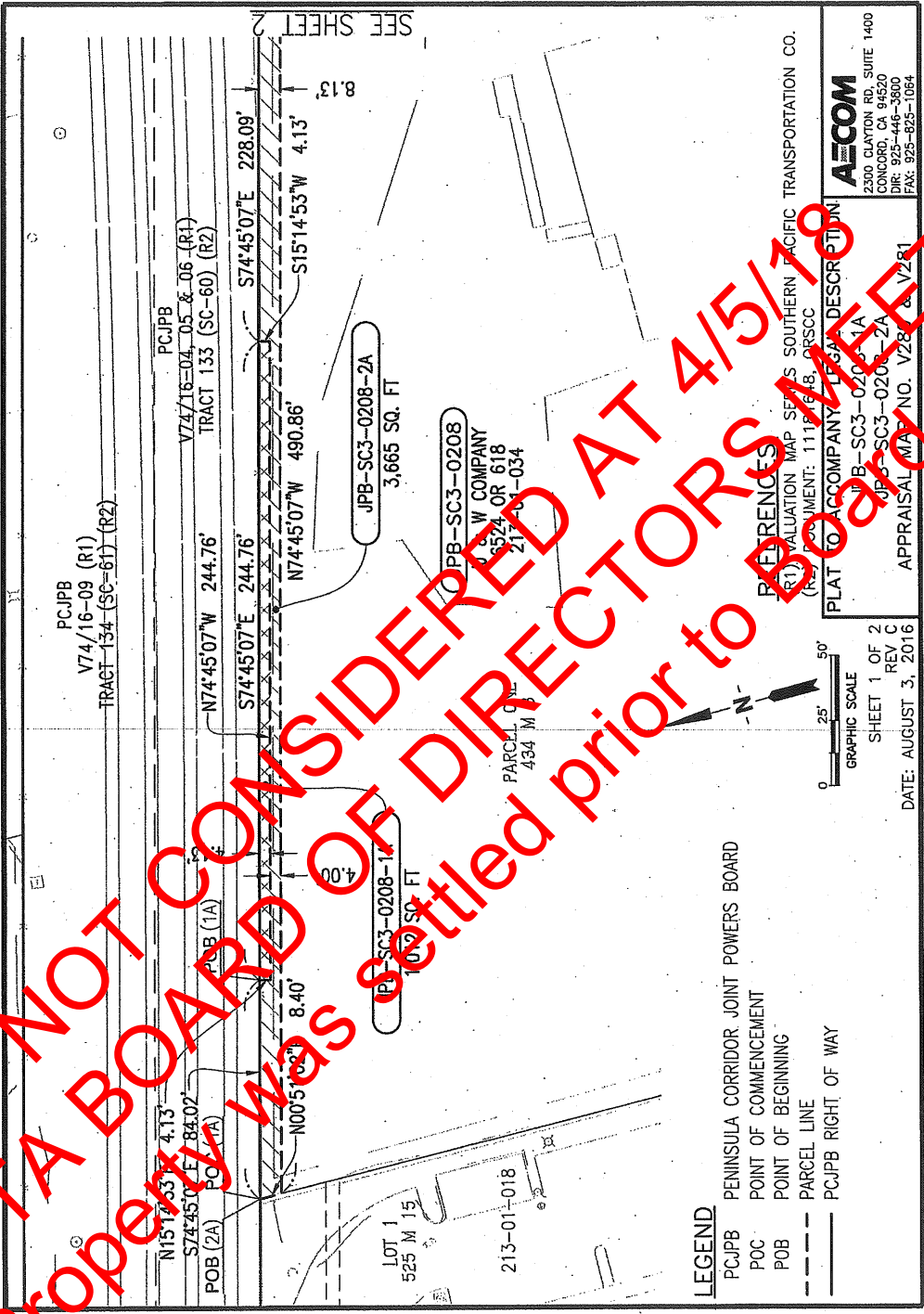
The bearings and distances used in the above description are based on the California Coordinate System 1983, Zone 3. Multiply distances shown above by 1.0000554 to obtain ground level distances.


Daniel S. Cronquist, PLS 8/10/2016
Date



**NOT CONSIDERED AT 4/5/18
VTA BOARD OF DIRECTORS MEETING
(Property was settled prior to Board meeting)**

VTA NOT CONSIDERED AT 4/5/19
(PROPERTY WAS SETTLED PRIOR TO BOARD MEETING)



- LEGEND**
- PCJPB PENINSULA CORRIDOR JOINT POWERS BOARD
 - POC POINT OF COMMENCEMENT
 - POB POINT OF BEGINNING
 - PARCEL LINE
 - PCJPB RIGHT OF WAY

REFERENCES

- (R1) EVALUATION MAP SERVICES SOUTHERN PACIFIC TRANSPORTATION CO.
- (R2) PLAT NO. 11179 (R.B. OR SSC)

PLAT TO A COMPANY TITLE & DESCRIPTION

- JPB-SC3-0208-1A
- JPB-SC3-0208-2A

APPRAISAL MAP NO. VZB & VZB1

AECOM
2300 CLAYTON RD, SUITE 1400
CONCORD, CA 94520
DIR: 925-446-3800
FAX: 925-625-1064

SHEET 1 OF 2
REV C
DATE: AUGUST 3, 2016

LTA NOT CONSIDERED AT 4/5/19
(Property was settled prior to Board meeting)

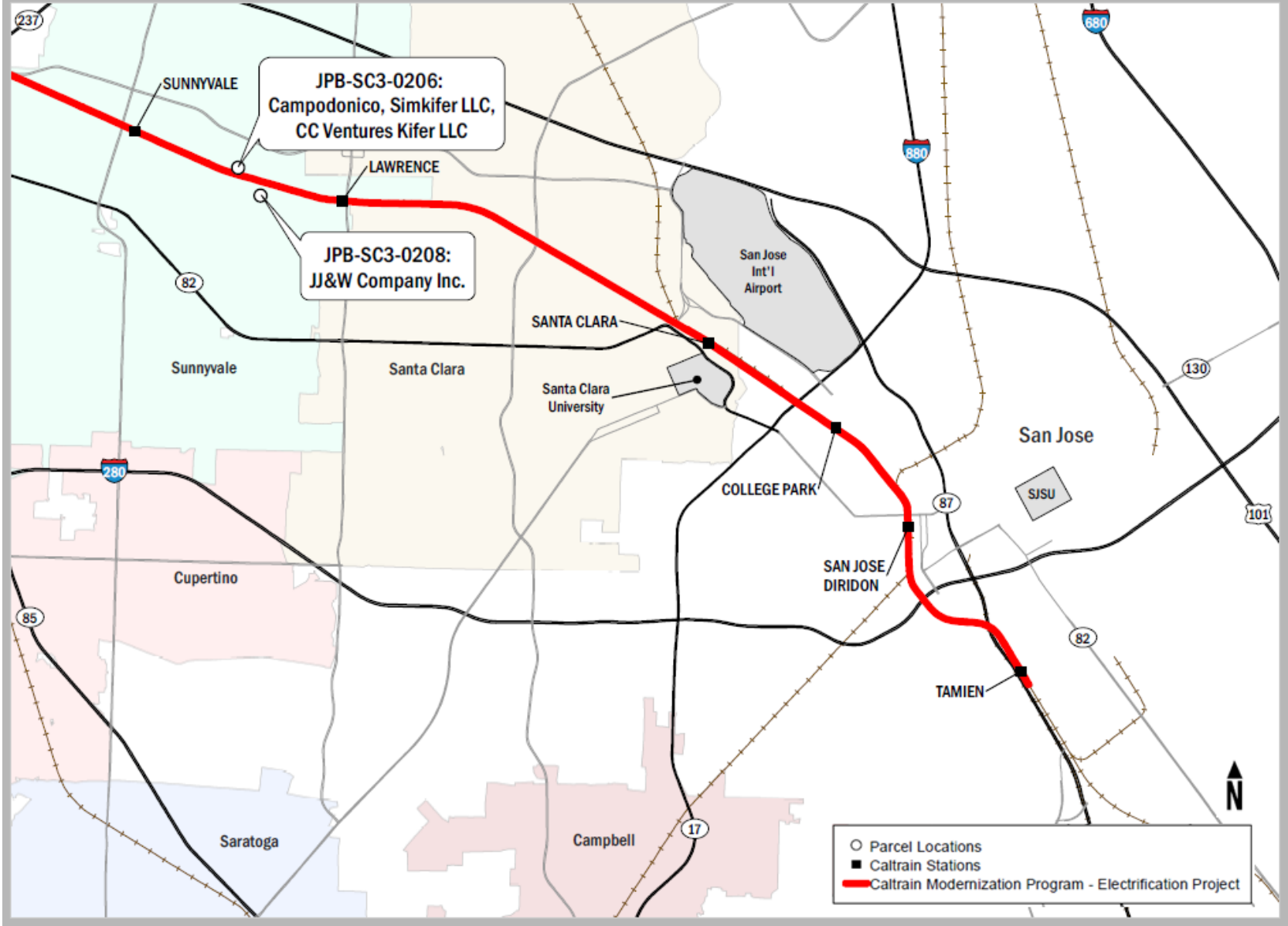


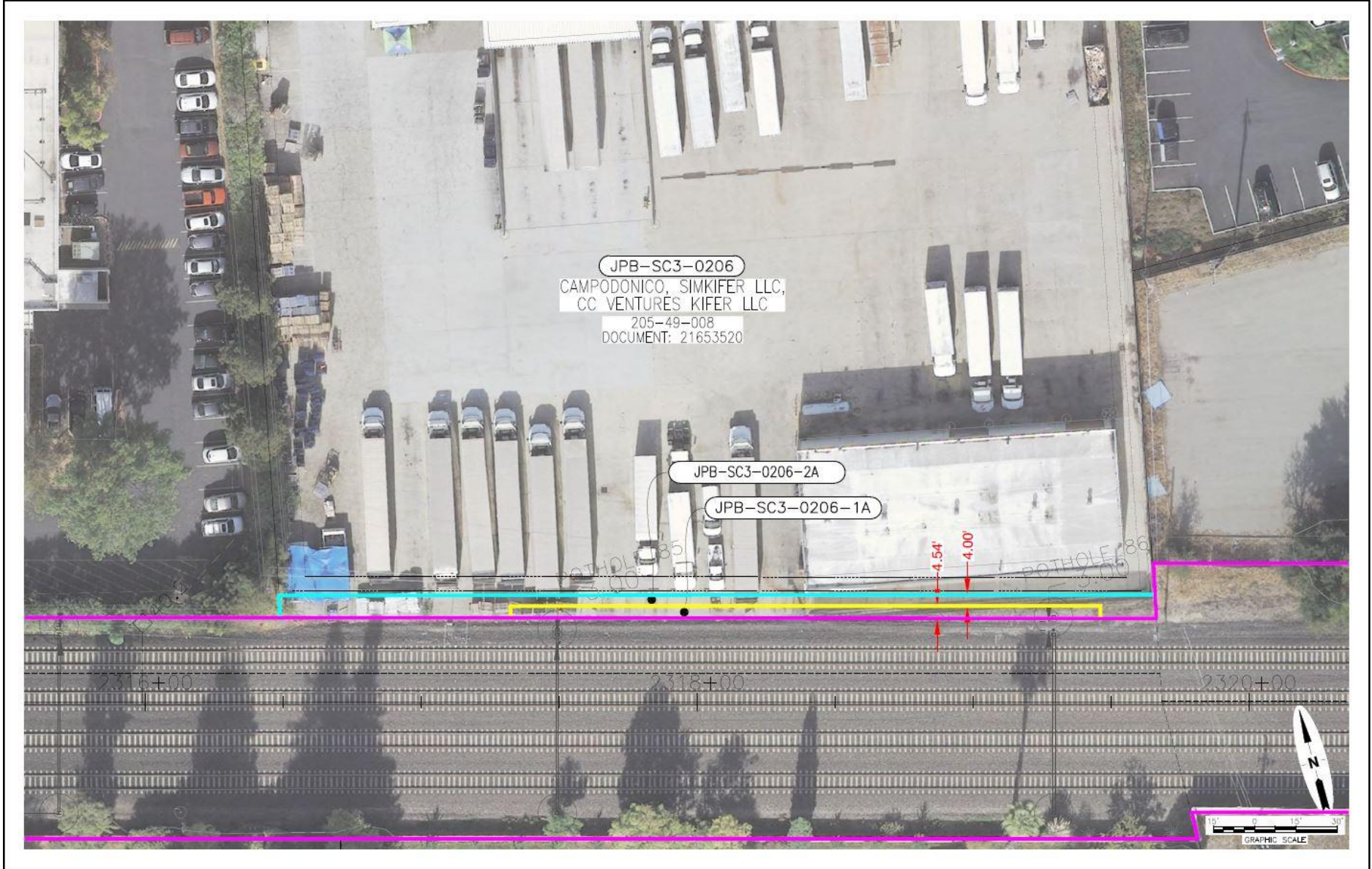
Caltrain Modernization Program Electrification Project

Resolution of Necessity Hearing

April 5, 2018

- Board has full discretion as to whether or not to adopt a recommended Resolution of Necessity.
- Amount of compensation is NOT a consideration in this hearing.
- Board must make each of the findings contained in the respective Resolution of Necessity prior to their adoption.





Owner:

Campodonico, Simkifer LLC, CC Ventures
Kifer LLC, et. al

Location:

APN 205-49-008; Property northwest
adjacent to the PCJPB corridor and
Lawrence Expressway in Sunnyvale, CA.

Acquisitions:

A fee interest - 972 sq. ft.
An electrical safety zone easement – 1,740 sq. ft.

Project Need:

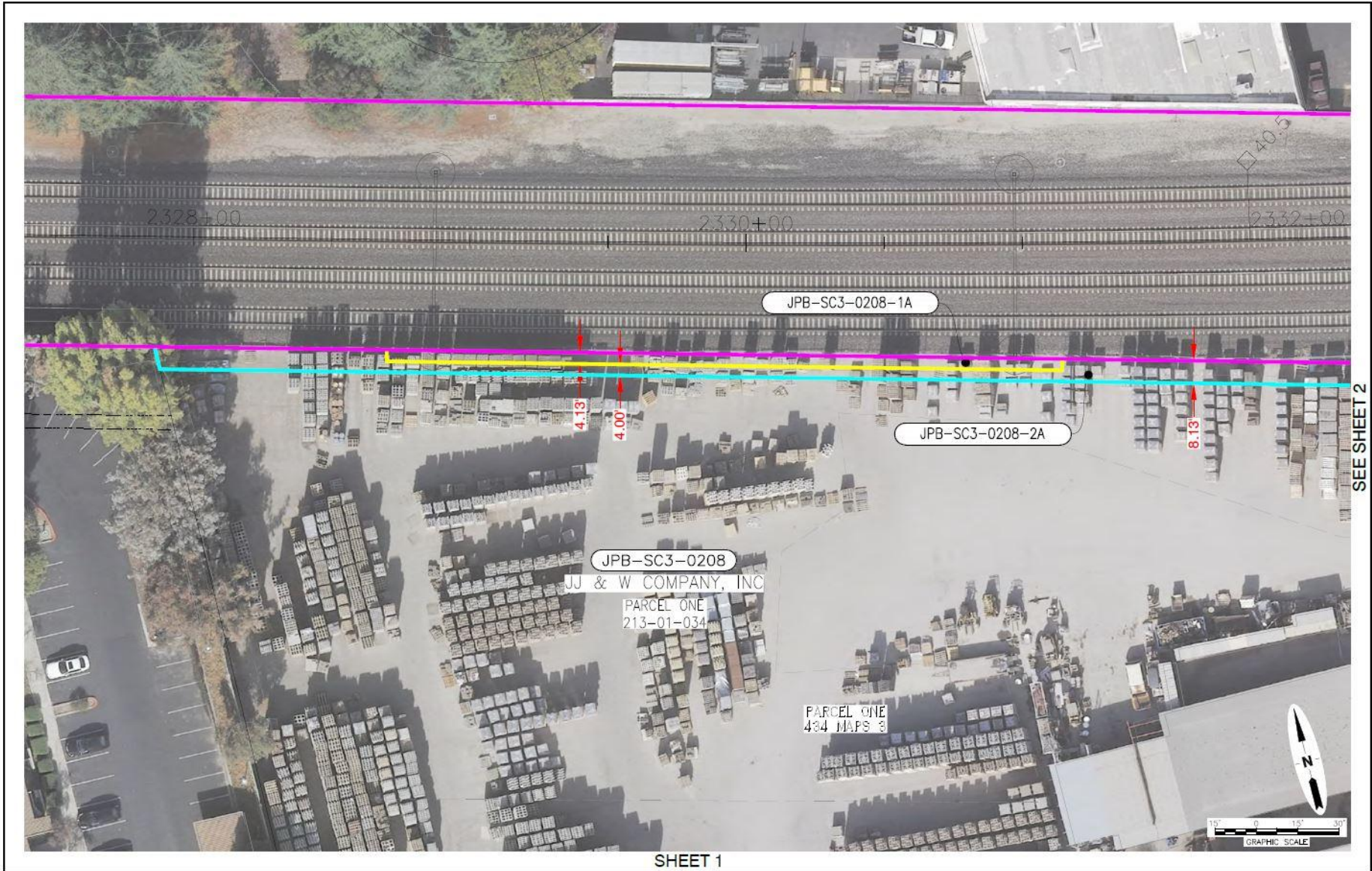
Placement of electrical poles and to provide safe
clearances for the overhead electrical lines

Property Size:

Approximately 4.93 ac.

Date of Offer:

September 11, 2017





Owner:

JJ&W Company Inc.

Location:

APN 213-01-034; Property southwest to to the PCJPB corridor and Lawrence Expressway in Sunnyvale, CA.

Acquisitions:

A fee interest – 1,012 sq.ft.

An electrical safety zone easement - 3,665 sq.ft.

Project Need:

Placement of electrical poles and to provide safe clearances for the overhead electrical lines

Property Size:

Approximately 17.11 ac.

Date of Offer:

September 7, 2017

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

At its March 14, 2018 meeting, the CAC/CWC:

- Received a presentation on the Transit Service Guidelines Policy Update. The Committee recommended that the VTA Board of Directors adopt the new policy that will set the new structure of how to monitor and evaluate transit services and make the appropriate changes.
- Discussed the CAC membership structure and recommended staff's proposal on the application and appointment process and membership categories and provisions. The Committee recommended four year terms and requested staff to come back with an improved implementation plan to ensure a smooth transition period.
- Received the following reports: VTP Highway Program Semi-Annual Report for period ending October 31, 2017 and the Transit Operations Performance Report – Q2 FY 2018.

The agreement with the independent auditor (MGO) was signed and audit for 2000 Measure A for the prior fiscal year is underway. The CWC is expected to conduct a public hearing in the May/June 2018 timeframe.

The next CAC meeting will be held on April 11, 2018 at 4 p.m. in the
VTA Conference Room B-106
3331 North First Street, San Jose, CA.

Policy Advisory Committee (PAC)
Meeting Summary

At its March 8 meeting, the PAC:

- Recommended that the VTA Board of Directors adopt a new Transit Service Guidelines policy to evaluate VTA's transit services to ensure that VTA is providing fast, frequent, and reliable transit. After a robust discussion about outreach strategies and preserving service to transit dependent populations to the greatest extent possible, the Committee also requested the inclusion of transit accessibility language.
- Discussed the draft Updated Santa Clara Countywide Bicycle Plan, suggesting more local connections to shopping centers and schools, the inclusion of maps that would include future plans for specific areas, and made the request to examine ways to reduce conflicts between vehicles and bicycles at points where bike/pedestrian paths are eliminated.
- Received the Valley Transportation Plan (VTP) Highway Program Semi-Annual Report for the period ending October 31, 2017.
- Received the FY2018 Second Quarter Transit Operations Performance Report.
- Received the Programmed Projects Quarterly Monitoring Report for the period October through December, 2017.
- Received a verbal report on VTA's BART to Silicon Valley Extension and funding opportunities for Phase II.

The next PAC meeting will be held on April 12, 2018 at 4 p.m. in the
VTA Conference Room B-106
3331 North First Street, San Jose, CA.

**Eastridge to BART Regional Connector
Policy Advisory Board
April 5, 2018**

The Eastridge to BART Regional Connector Policy Advisory Board (PAB) met on March 21, 2018, to provide an update for the light rail extension to Eastridge and the Bus Rapid Transit (BRT) project along Alum Rock.

Light Rail Extension to Capitol Expressway

The roadway alignment has been finalized based on coordination with the Santa Clara County and City of San José.

The PAB approved the advancement to the Board of a staff recommendation that includes two items for this project:

1. Analysis of the environmental impacts of a grade separated light rail vertical alignment at the Ocala Avenue and Cunningham Avenue intersections and corridor roadway geometry refinement. The impacts, mitigation and environmental clearance will be presented to the Board for certification in August. The environmental review will comply with State CEQA process.
2. Funding strategy to account for the approximately \$75M cost increase resulting from the alignment changes being analyzed.

These items will be brought to the Board in May 2018:

Alum Rock BRT Status

- Major construction was completed in summer 2017 with punch list of minor remaining items through December.
- Ridership and BRT travel times have improved significantly as a result of the project
 - Rapid 522 line, Weekday ridership has increased 26% (4,943 to 6,225) and weekend up as much as 55%
 - Between King and Story, time savings range from 12% to 39% compared to times without the project
 - This equates to savings up to 5 minutes depending on the time of the day and the direction of travel

VTA is working with the City to monitor and review traffic operations along the corridor, especially related to intersections and left turn movements.

Ad Hoc Financial Stability Committee Chairperson's Report
April 5, 2018

The Ad Hoc Financial Stability Committee held its first meeting on March 9th. The committee elected Director Johnny Khamis as vice chair.

The work schedule was approved and shows us meeting monthly through June. It is our intention to have recommendations to the Board to help address the financial challenges we face in time for the second Board Meeting in June.

The stakeholders were engaged and asked a number of clarifying questions. Staff is gathering the information they requested and will have most of their questions answered in time for the next meeting on April 13th.

The committee reviewed VTA's financial history and the purpose of the committee. We received an overview of VTA's budget and the structural deficit we need to address.

It was agreed that we will bring on a consultant to assist with some of the research and examination of best practices by other organizations.

At our next meeting we will have a presentation on "Emerging Trends in Transportation" and then get down to business examining the causes and potential solutions to our financial issues.



BOARD OF DIRECTORS MEETING

Thursday, March 1, 2018

MINUTES

1. CALL TO ORDER AND ROLL CALL

The Regular Meeting of the Santa Clara Valley Transportation Authority's (VTA) Board of Directors (Board) was called to order by Chairperson Liccardo at 5:34 p.m. in the Board of Supervisors' Chambers, County Government Center, 70 West Hedding Street, San José, California.

1.1. ROLL CALL

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

* Alternates do not serve unless participating as a Member.

A quorum was present.

1.2. Pledge of Allegiance

The Pledge of Allegiance commenced.

1.3. Orders of the Day

Chairperson Liccardo referenced the Addendum to the Agenda, noting a status report on the Operations and Maintenance Agreement between VTA and BART was added under **Agenda Item #8.1.B. Receive Silicon Valley Rapid Transit (SVRT) Program Update.**

M/S/C (O'Neill/Jones) to accept the Orders of the Day.

RESULT:	ACCEPTED [UNANIMOUS] – Agenda Item #1.3
MOVER:	Teresa O'Neill, Vice Chairperson
SECONDER:	Chappie Jones, Board Member
AYES:	Carr, Chavez, Davis, Diep, Jones, Liccardo, McAlister, Nuñez, O'Neill, Peralez, Yeager
NOES:	None
ABSENT:	Vaidhyanathan

2. AWARDS AND COMMENDATION

2.1. 2017 Employees of the Year

The Board recognized Naunihal Singh, Assistant Superintendent for Service Management, as the Employee of the Year for 2017.

Ivan Thomas, Fare Inspector for Protective Services, was unable to attend the meeting and was acknowledged as Employee of the Year for 2017.

2.2. Recognition of 2017 and Introduction of 2018 Advisory Committee Chairpersons

The Board recognized the following 2017 VTA Advisory Committee Chairpersons and thanked them for their leadership and commitment:

- Peter Hertan, Bicycle and Pedestrian Advisory Committee (BPAC)
- Herman Wadler, Citizens Advisory Committee (CAC)
- Howard Miller, Policy Advisory Committee (PAC)
- Matt Morley, Technical Advisory Committee (TAC)
- Christine Fitzgerald, Committee for Transportation Mobility and Accessibility (CTMA) was unable to attend the meeting and was acknowledged for her leadership and commitment.

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

The Board introduced and welcomed the following 2018 VTA Advisory Committee Chairpersons:

- Peter Hertan, BPAC
- Sharon Fredlund, CAC
- Howard Miller, PAC
- Matt Morley, TAC
- Christine Fitzgerald, CTMA

On behalf of the Board, Vice Chairperson O'Neill expressed her appreciation to past and present VTA Advisory Committee Chairpersons for their service and leadership.

2.3. Community Partnership Recognition

The Board recognized Mission College Santa Clara for their most recent partnership, The VTA Leadership Academy, and for their commitment to providing ongoing workforce development programs that serve VTA's evolving needs.

3. PUBLIC COMMENT

Mike Flaucher, Interested Citizen, commented on the opening of the Berryessa BART station with the Ridge Trail running through it.

The following Members of the Public expressed support for placing a soundwall behind Gardner Elementary School:

- Dr. Susana Gallardo, Interested Citizen
- Louisa Urbani, Interested Citizen
- Jeremy Taylor, Interested Citizen

Nuria I. Fernandez, General Manager/CEO, noted that there is State Transportation Improvement Program (STIP) funding for the soundwall.

Tessa Woodmansee, Interested Citizen, made the following comments: 1) BART Phase II public outreach has been insufficient; 2) advocated for BART to end in San José, not Santa Clara; and 3) a BART maintenance yard in San José is not necessary.

James Wightman, Interested Citizen, made the following comments: 1) expanding the Closed Caption Television network; and 2) inquired about when the Next Network services changes are going into effect.

Anne Zingale, Interested Citizen, commented on the following: 1) BART does not need to go to Santa Clara and should end at Diridon Station; and 2) expressed concern with VTA acting as a construction company.

Board Member Peralez left his seat at 5:57 p.m.

Emma Mae Hildebrand, Interested Citizen, expressed concern about her safety on buses as a passenger in a wheelchair.

Board Member Peralez returned to his seat at 6:02 p.m.

Board Member Nuñez requested a timeline and background information on the soundwalls.

4. PUBLIC HEARINGS

4.1. Silicon Valley Berryessa Extension (SVBX) Resolutions of Necessity

Ron Golem, Deputy Director of Real Estate, provided an overview of the staff report, noting the properties of interest.

M/S/C (**Chavez/Carr**) to close the Public Hearing.

RESULT:	ACCEPTED [UNANIMOUS]
MOVER:	Cindy Chavez, Board Member
SECONDER:	Larry Carr, Board Member
AYES:	Carr, Chavez, Diep, Jones, Khamis, Liccardo, McAlister, Nuñez, O'Neill, Peralez, Yeager
NOES:	None
ABSENT:	Vaidhyanathan

M/S/C (**Chavez/Khamis**) to adopt **Resolutions of Necessity Nos. 2018.03.03 (Property ID #B2014A), 2018.03.04 (Property ID #B2029), 2018.03.05 (Property ID #B2082), and 2018.03.06 (Property ID #B2563)** determining that the public interest and necessity requires the acquisition of property interests from four properties owned by Union Pacific Railroad Company, a Delaware corporation, successor by merger to Southern Pacific Transportation Company.

Property ID/Assessor's Parcel Number/Owner (Resolution No. 2018.03.03)

B2014A (APN 519-1010-020) owned by Union Pacific Railroad Company, a Delaware corporation, successor by merger to Southern Pacific Transportation Company, as their interest appear of record.

Property ID/Assessor's Parcel Number/Owner (Resolution No. 2018.03.04)

B2029 (APN 086-32-019) owned by Union Pacific Railroad Company, a Delaware corporation, successor by merger to Pacific Subsidiary, a Delaware corporation, as its interest appear of record.

Property ID/Assessor's Parcel Number/Owner (Resolution No. 2018.03.05)

B2082 (APN 022-02-020) owned by Union Pacific Railroad Company, a Delaware corporation, successor by merger to Southern Pacific Transportation Company, as their interest appear of record.

Property ID/Assessor's Parcel Number/Owner (Resolution No. 2018.03.06)

B2563 (APN 028-23-011 and 028-23-020) owned by Union Pacific Railroad Company, a Delaware corporation, successor by merger to Southern Pacific Transportation Company, as their interest appear of record.

RESULT:	ADOPTED [UNANIMOUS] – Agenda Item #4.1
MOVER:	Cindy Chavez, Board Member
SECONDER:	Johnny Khamis, Board Member
AYES:	Carr, Chavez, Diep, Jones, Khamis, Liccardo, McAlister, Nuñez, O'Neill, Peralez, Yeager
NOES:	None
ABSENT:	Vaidhyanathan

5. COMMITTEE REPORTS**5.1. Citizens Advisory Committee (CAC) Chairperson's Report**

Citizens Advisory Committee (CAC) Chairperson Sharon Fredlund provided a brief summary of the February 7, 2018, CAC Regular Meeting and introduced Chris Elias as the 2018 CAC Vice Chairperson.

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

Policy Advisory Committee (PAC) Chairperson Miller provided a brief summary of the February 8, 2018, PAC Regular Meeting, highlighting the Committee unanimously recommended the reprogramming of \$1,070,000 in One Bay Area Grant Cycle 2 funds to the City of Saratoga-Prospect Road Complete Streets Project.

5.3. Policy Advisory Board Chairpersons' Report

State Route (SR) 85 Corridor Policy Advisory Board Chairperson McAlister provided a brief summary of the February 26, 2018, SR 85 PAB Regular Meeting, highlighting concern about funding for the SR 85 Guideway Study running out.

Members of the Board discussed the following: 1) expressed concern that progress of the study may stop; and 2) funding options to complete the study while 2016 Measure B funds are held in escrow.

Public Comment

Roland Lebrun, Interested Citizen, stated that the Eastridge to BART project is receiving money from 2000 Measure A.

6. CONSENT AGENDA

Chairperson Liccardo noted his recusal from **Agenda Item #6.2** - Light Rail Coupler Parts Contract and **Agenda Item #6.3** - Amend the Rail Rehabilitation (Phase 6) and Crossovers & Interlockings Contract (C16189F).

6.1. Board of Directors Regular Meeting Minutes of February 1, 2018

M/S/C (Yeager/Nuñez) to approve the Board of Directors Regular Meeting Minutes of February 1, 2018.

6.2. Light Rail Coupler Parts Contract

M/S/C (Yeager/Nuñez) on a vote of 10 ayes to 0 noes to 1 recusal to authorize the General Manager to execute a sole source contract with Dellner Inc., in an amount up to \$1,795,738 to procure the components needed for the overhaul of 173 couplers on VTA's fleet of Light Rail Vehicles. Chairperson Liccardo recused.

6.3. Amend the Rail Rehabilitation (Phase 6) and Crossovers & Interlockings Contract (C16189F)

M/S/C (Yeager/Nuñez) on a vote of 10 ayes to 0 noes to 1 recusal to authorize the General Manager to amend the Rail Rehabilitation (Phase 6) and Crossovers & Interlockings Contract (C16189F) with DMZ Transit (Joint Venture) by an amount of \$1,100,000 for additional signal work, increasing the total contract amount to \$9,713,750. Chairperson Liccardo recused.

6.4. City of Saratoga - Prospect Road Complete Streets

M/S/C (Yeager/Nuñez) to reprogram \$1,070,000 in One Bay Area Grant Cycle 2 funds to the City of Saratoga's Prospect Road Complete Streets Project.

6.5. Senate Bill (SB) 1, State Transit Assistance/State of Good Repair Program Resolution

M/S/C (Yeager/Nuñez) to adopt **Resolution #2017.03.07** authorizing the General Manager or her designee to file and execute grant applications, agreements, and certifications and assurances with the California Department of Transportation (Caltrans) for all current and future funds available through the Senate Bill (SB) 1, State Transit Assistance/State of Good Repair Program (STA/SGR).

6.6. Fiscal Year 2018 Statement of Revenues and Expenses for the Period Ending December 31, 2017

M/S/C (Yeager/Nuñez) to review and accept the Fiscal Year 2018 Statement of Revenues and Expenses for the period ending December 31, 2017.

RESULT: ADOPTED [UNANIMOUS] – Agenda Items #6.1, 6.4-6.6
MOVER: Ken Yeager, Board Member
SECONDER: Bob Nuñez, Board Member
AYES: Carr, Chavez, Diep, Jones, Khamis, Liccardo, McAlister, Nuñez, O’Neill, Peralez, Yeager
NOES: None
ABSENT: Vaidhyanathan

RESULT: ADOPTED – Agenda Items #6.2-6.3
MOVER: Ken Yeager, Board Member
SECONDER: Bob Nuñez, Board Member
AYES: Carr, Chavez, Diep, Jones, Khamis, McAlister, Nuñez, O’Neill, Peralez, Yeager
NOES: None
RECUSED: Liccardo
ABSENT: Vaidhyanathan

7. REGULAR AGENDA

Administration and Finance Committee

7.1. Joint Development Request for Proposals (RFP’s) for San José Signature Review Sites

Mr. Golem provided a presentation entitled “Joint Development RFP’s for San Jose Light Rail Stations,” highlighting the following: 1) Recommendation; 2) Blossom Hill Joint Development (JD) Site; 3) Curtner Joint Development Site; 4) Ohlone/Chynoweth Joint Development Site; and 5) Background.

Board Member Peralez left his seat at 6:19 p.m.

Board Member Peralez returned to his seat at 6:24 p.m.

Public Comment

Asn Ndiaye, Interested Citizen, made the following comments: 1) Joint Development has many benefits; 2) place a high priority on affordable housing; and 3) focus on an inclusive community engagement process with community meetings scheduled at times when most people can attend.

Mr. Lebrun commented on the following: 1) expressed concern that these sites are in the south with jobs in the north; and 2) Curtner is the perfect place for an affordable housing development and Ohlone/Chynoweth is a disaster now.

Members of the Board commented on the following: 1) the Ohlone/Chynoweth site will be challenging; 2) preserving the parking at Ohlone/Chynoweth; 3) clear public-private agreement, expectations, and accountability; 4) using previous Request for

Proposals (RFPs) as a basis; 5) assessing each site for the needs, tradeoffs, and priorities; and 6) adjacent Caltrans owned areas to the JD sites.

M/S/C (Khamis/O'Neill) to authorize the General Manager to issue competitive developer Request for Proposals (RFP) for Joint Development (JD) at the Blossom Hill and Curtner JD sites, consistent with VTA's Joint Development Policy. The Board of Directors requested staff to report back with more specifics on the Ohlone/Chynoweth JD site at a future meeting.

RESULT:	ADOPTED AS AMENDED [UNANIMOUS]
MOVER:	Johnny Khamis, Board Member
SECONDER:	Teresa O'Neill, Vice Chairperson
AYES:	Carr, Chavez, Diep, Jones, Khamis, Liccardo, McAlister, Nuñez, O'Neill, Peralez, Yeager
NOES:	None
ABSENT:	Vaidhyanathan

8. OTHER ITEMS

8.1. General Manager Report

Ms. Fernandez provided a report, highlighting: 1) VTA's 2017 Annual Report is now available on VTA's website; noting the link to the Annual Report would be provided to the Board of Directors to share with their constituents; 2) Black History Month Symposium held on February 27, 2018; and 3) Clipper Next Generation (Clipper 2) update. Ms. Fernandez noted that the ridership information was included in the reading folder and on the public table.

Board Members Yeager and Chavez
left their seats at 7:03 p.m.

Captain David Lera provided a brief report, highlighting the February 2018 Public Safety Data.

8.1.A. Government Affairs Update

Ms. Fernandez noted the Government Affairs Update was included in the Board Members' reading folders and placed on the public table. She highlighted the Fiscal Year 2019 \$4.4 trillion federal budget proposal released by President Trump and the \$1.5 trillion infrastructure initiative.

On Order of Chairperson Liccardo and there being no objection, the Board of Directors received the Government Affairs Update.

Board Members Chavez and Yeager
returned to their seats at 7:11 p.m.

8.1.B. Silicon Valley Rapid Transit (SVRT) Program

Dennis Ratcliffe, Deputy Director, SVRT/BART Capital Program, provided a brief update on the VTA's BART Silicon Valley Phase I status, highlighting the Berryessa Extension.

Board Member Khamis left his seat at 7:16 p.m.

Members of the Board discussed reasons for the delay in opening for passenger service.

Vic Pappalardo, Senior Assistant Counsel, provided an update on the Operations and Maintenance (O&M) Agreement.

Board Member Khamis returned to his seat at 7:34 p.m.

Board Member Chavez left her seat at 7:41 p.m.

Raj Srinath, Chief Financial Officer, provided additional information on the O&M Agreement, highlighting: 1) competency agreement; 2) cost responsibility with BART staff; and 3) capital costs and use of reserves.

Angelique Gaeta, Chief of Staff, provided an update on the schedule, noting Phase II O&M Agreement will be brought to the Board in May 2018.

Members of the Board and staff discussed the following: 1) using language in the agreement that allows for unknown circumstances; 2) the uniqueness of this agreement; 3) revenue split; 4) shared BART and VTA priorities; and 5) bringing in a mediator to make progress on the O&M Agreement.

Board Member Chavez returned to her seat at 7:50 p.m.

Members of the Board made the following requests: 1) allow time for thorough review of the document by the Board before taking a vote; 2) implications of the agreement with respect to the governance and a clarity of representation on the BART Board; and 3) clarification for dispute resolution.

Board Member Chavez left the meeting at 8:00 p.m.

Board Member Diep left his seat at 8:00 p.m.

Board Member Diep returned at 8:09 p.m.

Board Member Yeager left the meeting at 8:11 p.m.

Board Member Khamis left his seat at 8:11 p.m.

Carolyn Gonot, Chief Engineering and Program Delivery Officer, provided a report on VTA's BART Silicon Valley Phase II status, highlighting: 1) VTA Responsibilities; 2) Single-Bore Tunnel; 3) Twin-Bore Tunnel; 4) Tunnel Technology & Methodology Peer Agency

Review Workshop; 5) Efforts Since Peer Review; 6) Topical Areas of Technical Meetings with BART; 7) Single-Bore Comments Addressed; 8) Twin-Bore Comments Addressed; 9) Utility Relocations - Santa Clara and 1st Street; and 10) Summary of Recent Efforts.

Members of the Board and staff discussed the following: 1) utility relocation; and 2) platform design to accommodate heavy passenger load.

Ms. Gonot continued her presentation, highlighting: 1) Timeline; and 2) Phase II Extension Project Schedule.

Ms. Fernandez provided an overview of the Expedited Project Delivery (EPD) Pilot Program and how it differs from the New Starts Program.

Board Member Peralez left his seat at 8:33 p.m.

Ms. Gonot and Liz Rao, HNTB, provided detailed information about the EPD program.

Discussion ensued on: 1) additional funding for the Phase II extension; and 2) agreement on a design.

Board Member Peralez returned to his seat at 8:43 p.m.

Public Comment

Glenn Hendricks, Interested Citizen, made the following comments: 1) BART system changes; and 2) the BART extension as part of the whole system and not a separate piece for the O&M Agreement.

Eugene Bradley, Interested Citizen, made the following comments: 1) the amount of time and money dedicated to BART; and 2) Line 231 being discontinued due to VTA's event policy.

Mr. Ndiaye commented on service changes relative to BART opening and when those will occur.

Mr. Lebrun commented on the following: 1) collaboration with BART; and 2) peer review of the BART Phase II Design.

On order of Chairperson Liccardo and there being no objection, the Board of Directors received the SVRT Program Update.

8.2. Chairperson's Report

There was no Chairperson's Report.

8.3. ITEMS OF CONCERN AND REFERRAL TO ADMINISTRATION

Board Member McAlister requested that the Eastridge light rail project be paused and re-evaluated for need.

Ex-Officio Board Member Bruins requested an update on the Next Network as related to the delayed BART opening.

8.4. Unapproved Minutes/Summary Reports from VTA Committees, Joint Powers Boards (JPB), and Regional Commissions**8.4.A. VTA Standing Committees**

- Governance and Audit Committee - The February 1, 2018, Notice of Cancellation was accepted as contained in the Agenda Packet.
- Congestion Management Program & Planning (CMPP) Committee - The February 15, 2018, Revised Minutes were accepted as contained on the dais.
- Administration & Finance (A&F) Committee – The February 15, 2018, Minutes were accepted as contained on the dais.
- Safety, Security, and Transit Planning & Operations (SSTP&O) Committee - The February 16, 2018, Minutes were accepted as contained in the Agenda Packet.

8.4.B. VTA Advisory Committees

- Technical Advisory Committee (TAC) – The February 7, 2018, Minutes were accepted as contained in the Agenda Packet.
- Citizens Advisory Committee (CAC) and 2000 Measure A Citizens Watchdog Committee (CWC) – The February 7, 2018, Minutes were accepted as contained in the Agenda Packet.
- Bicycle and Pedestrian Advisory Committee (BPAC) - The February 7, 2018, Notice of Cancellation was accepted as contained in the Agenda Packet.
- Committee for Transportation Mobility and Accessibility (CTMA) - There was no report.
- Policy Advisory Committee (PAC) - The February 8, 2018, Minutes were accepted as contained in the Agenda Packet.

8.4.C. VTA Policy Advisory Boards (PAB)

- Eastridge to BART Regional Connector PAB (formerly Downtown East Valley PAB) - The February 20, 2018, Minutes were accepted as contained on the dais.
- State Route 85 Corridor PAB - There was no report.
- Diridon Station Joint Policy Advisory Board - There was no report.
- El Camino Real Rapid Transit PAB - There was no report.

8.4.D. Joint Powers Boards and Regional Commissions

- Caltrain Peninsula Corridor Joint Powers Board – The March 1, 2018, Summary Notes were accepted as contained on the dais.
- Capitol Corridor Joint Powers Authority – The February 14, 2018, Summary Notes were accepted as contained on the dais.
- Dumbarton Rail Corridor Policy Committee - There was no report.
- Metropolitan Transportation Commission (MTC) - There was no report.
- Sunol Smart Carpool Lane Joint Powers Authority - There was no report.
- Sunol SR 152 Mobility Partnership - There was no report.

8.5. Announcements

There were no Announcements.

9. CLOSED SESSION

There were no Closed Session Items.

10. ADJOURNMENT

On order of Chairperson Liccardo and there being no objection, the meeting was adjourned at 8:55 p.m.

Respectfully submitted,

Thalia Young, Board Assistant
VTA Office of the Board Secretary



Date: April 2, 2018
 Current Meeting: April 5, 2018
 Board Meeting: April 5, 2018

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Business Services, Alberto Lara

SUBJECT: Appointment of Acting General Counsel

Policy-Related Action: No

Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Appoint Deputy General Counsel Evelynn Tran as Acting General Counsel for the Santa Clara Valley Transportation Authority (VTA) and establish a salary differential consistent with VTA policy.

BACKGROUND:

With the resignation of Robert Fabela, VTA's General Counsel, the position is effectively vacant. In order to ensure continued leadership and guidance surrounding VTA's legal matters, it is appropriate to authorize an interim General Counsel.

DISCUSSION:

Staff recommends that Evelynn Tran be appointed to serve as Acting General Counsel, while a search is being conducted. Ms. Tran has been with the VTA's General Counsel Office since 2006 and has served as Mr. Fabela's Deputy General Counsel since March 2015. During that time she has been an invaluable advisor to Mr. Fabela while taking on some of VTA's most important and complex legal issues, including Measure B, BART Phase I right of way, and BART Phase II environmental clearance matters. She understands the major legal issues VTA is facing and has had input in most of them in her current position. She is in the best position to seamlessly take on this interim role while the Board renders a final decision on permanently filling the General Counsel post.

Since the office of General Counsel is effectively vacant, the Board must fill the office by appointment. VTA's Enabling Act, in Public Utilities Code Section 100090, provides that: "The

general manager and general counsel shall be appointed and may be removed by the affirmative votes of a majority of the Board.”

In the past, the Board has utilized the VTA Human Resources Department to manage the recruitment process for Officers of the Corporation. Staff has the necessary expertise and knowledge to provide the Board with a selection of candidates for this position. Because of the significance of this position, staff has engaged the services of an executive recruiting firm to assist with this process.

ALTERNATIVES:

The Board may direct staff to fill this position in another manner or with a different individual.

FISCAL IMPACT:

The cost for this recruitment will be funded within the existing VTA Transit Operating budget and the General Manager’s level of authority.

Prepared by: Sylvester Fadal
Memo No. 6519



Date: April 2, 2018
 Current Meeting: April 5, 2018
 Board Meeting: April 5, 2018

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: "Director of Government Affairs, Jim Lawson

SUBJECT: Board Committee Adjustments

Policy-Related Action: Yes

Government Code Section 84308 Applies: No

CE VIKP 'KGO

RECOMMENDATION:

Decommission the Santa Clara Valley Transportation Authority's (VTA's) Bay Area Rapid Transit (BART) Silicon Valley Ad Hoc Governance Negotiation Committee (formerly called VTA/BART District Temporary Governance Negotiation Committee) and rescind the 2018 appointments to that committee.

Authorize the Board Chairperson to establish Special and/or Ad Hoc committees addressing the relations between VTA and BART and make the appointments to the committee.

Formally decommission the El Camino Real Rapid Transit Policy Advisory Board.

BACKGROUND:

There has been a long history of joint meetings between VTA and BART Board members as well as representatives of other jurisdictions over the years. These were helpful and productive in the planning and construction of the Warm Springs Extension by BART as well as the planning and design of VTA's Extension to Berryessa (SVBX).

At the January 4, 2018 Board of Directors Meeting the Board approved the Chair's appointments to Board Standing Committees, Joint Powers Boards, Policy Advisory Boards, and Ad Hoc Committees for 2018. Among those appointments was VTA's BART Silicon Valley Ad Hoc Governance Negotiation Committee. Chair Liccardo, Vice Chair O'Neil and Director Chavez were appointed and Director Yeager was appointed as an alternate.

DISCUSSION:**VTA's Bay Area Rapid Transit (BART) Silicon Valley Ad Hoc Governance Negotiation Committee**

Because of the progress being made in the construction and testing of the SVBX project, there has arisen a need for VTA Board members to interact with their counter parts at BART in a variety of different areas. To that end meetings have been proposed to address various areas of the project. Our colleagues at BART desire that all meetings between Board members are held in public and subject to Brown Act requirements.

Because the Ad Hoc committee referenced above is no longer functioning in the form and manner as originally proposed, staff recommends rescinding the appointments and decommissioning that committee. Given the fluid nature of the requirements for Board member meetings with BART Board members, staff further recommends the Board authorize the Chair establish the Ad Hoc Committee related to BART and appoint those members of the Board, Alternate Board Members or Ex Officio Board members who are best positioned to represent VTA's interests in meetings with members of the BART Board.

Positions taken by members appointed shall be consistent with the policies and priorities of VTA as well as the reasoned judgment and experience of those members. Given the time constraints of the project, it is essential that VTA's policies and priorities be directly communicated to BART's Board members. However, all final decisions remain with the Board of Directors.

El Camino Real Rapid Transit Policy Advisory Board

The El Camino Real Rapid Transit Policy Advisory Board consisted of appointed local officials representing jurisdictions along El Camino Real Boulevard and one representing VTA. The committee was established to provide local perspective and input on the design of transit service along El Camino Real. The committee has completed its work and no further meetings are necessary.

ALTERNATIVES:

There are no practical alternatives to these recommendations.

FISCAL IMPACT:

There is no fiscal impact as a result of these recommended actions.

Prepared by: Jim Lawson
Memo No. 6534



Date: April 2, 2018
 Current Meeting: April 5, 2018
 Board Meeting: April 5, 2018

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director - Planning & Programming, Chris Augenstein

SUBJECT: 2017/18 Low Carbon Transit Operations Program Resolution

Policy-Related Action: No

Government Code Section 84308 Applies: Yes

Resolution

ACTION ITEM

RECOMMENDATION:

Adopt a resolution authorizing the General Manager or her designee to file and execute grant applications, agreements, designation of alternate authorized agents, certifications and assurances and allocation requests for VTA's 2017/18 Low Carbon Transportation and Operations Program (LCTOP) for the 2019 Zero Emission Bus Purchase and the North First Street Light Rail Improvements with the Metropolitan Transportation Commission (MTC) and the California Department of Transportation (Caltrans).

BACKGROUND:

The California's Global Warming Solutions Act of 2006 was enacted through Assembly Bill 32 (AB 32). AB32 establishes the California Air Resources Board (CARB) as the administering body for the programs and sets a series of policies and programs across all major industry sectors to return California's greenhouse gas (GHG) emissions to 1990 levels by 2020.

One of the mechanisms identified to implement AB 32 was the creation of the Cap & Trade Program. The "cap" in Cap & Trade refers to setting limits on the amount of Greenhouse Gas (GHG) emissions from industries. These limits were enacted on industrial (stationary emissions) sectors in 2013. In 2015, the transportation (mobile emissions) sector was added to the program. The "trade" refers to the creation of a free market for the sale of carbon allowances to companies that exceed their allocated limit. The purchasing companies "trade" the purchase of the allowances in lieu of paying the fines associated with the exceeding their cap. Assembly Bill 1532 (Perez, 2012) created the Greenhouse Gas Reduction Fund (GGRF) and directed that the

proceeds from the auctions of GHG allowances (not to include fines and penalties) be deposited in the GGRF account and be available for appropriation by the legislature to support the implementation of GHG reducing projects. The purchase of the allowances is accomplished through quarterly and reserve auctions.

Senate Bill 862 (2012) uses Cap & Trade proceeds to create the Low Carbon Transportation and Operations Program (LCTOP). LCTOP is a formula program designed to fund transit projects that reduce GHG emissions, improve mobility, and enhance or expand public transit. Beginning in fiscal year 2015/16, five percent (5%) of the annual proceeds of the GGRF are to be continuously appropriated to the LCTOP. The LCTOP apportionments are divided into two funding designations consistent with the California Public Utilities Code Sections 99313 (population based apportionments) and 99314 (revenue based apportionments), similar to the State Transit Assistance program.

DISCUSSION:

VTA is an eligible recipient for both the population and revenue based LCTOP funding, however the Metropolitan Transportation Commission has folded the population based funding into their Transit Capital Priorities (TCP) program and the funding does not come to VTA directly.

VTA's available funds for the revenue-based 2018 LCTOP program include \$3,999,634. We are requesting that these funds be combined with the \$1,215,210 in 2017 LCTOP funds and estimated future 2019 funding of \$2,500,000. Combining these funds over the three years will provide a more substantial fund base of an estimated \$7,714,844 to combine with future federal funding to purchase more electric buses.

VTA is beginning to transition its diesel and diesel-electric hybrid transit bus fleets to zero emission battery electric vehicles. Staff recommends programming these funds to purchase up to eight electric transit buses and related infrastructure in FY 2019.

VTA Staff has conferred with MTC Staff and proposes that the North First Street Light Rail Improvements receive the \$874,631 in population based funds. This project would Improve Signal Priority throughout the First Street Light Rail corridor and would install Adaptive Pedestrian detection radar and Light Rail confirmation signals. Adaptive pedestrian signals detect when pedestrians are within the crosswalk area and allow for signal timing changes which would improve light rail operations and safety.

These planned projects can be modified through the Corrective Action Plan process should the interests of VTA be better served by an earlier or modified expenditure of these funds.

Staff's recommended 2017 through 2019 revenue based LCTOP investments into the electric bus funding plan are summarized in the following table.

Line Item Description	Cost/Funds
Est. cost of 8 Electric Buses and supporting fueling infrastructure	\$9,215,210
2017 Revenue-Based LCTOP funds	(\$1,215,210)
2018 Revenue-Based LCTOP funds ¹	(\$3,999,634)
2019 Estimated Revenue-Based LCTOP funds ¹	(\$2,500,000)

2019 FTA Low/No Emission Vehicle Grant ²	(\$1,500,366)
<i>Subtotal Grant Funding</i>	<i>\$9,215,210</i>
Balance	\$ 0

¹These estimates are based on prior amounts of LCTOP funds received.

²The estimate is based on prior experience with LoNo in 2016 (we received \$2.9 million) and the 2017 allocations

As shown in the plan, all of the funding is anticipated to come from State and Federal grants, however only the first two years of LCTOP are currently programmed to the project.

Pursuant to the Caltrans Guidelines for Low Carbon Transit Operations Plan, a resolution and signed copies of the Certifications and Assurances, an Authorized Agent Form, and the Allocation Request are required from the VTA Board of Directors in order for Caltrans to accept VTA's LCTOP funding applications. VTA staff recommends that the Board adopt the attached resolution and authorize the General Manager or her designee to sign the documents listed.

ALTERNATIVES:

The VTA Board may choose to fund alternative projects. The VTA Board may choose not to accept LCTOP funds.

FISCAL IMPACT:

This action will allow VTA to receive up to \$3,999,634 of revenue-based LCTOP funds for the future purchase of battery-electric buses in 2019/20. It will also allow VTA to receive \$874,631 of population-based LCTOP funds for the North First Street Light Rail Improvements project.

STANDING COMMITTEE DISCUSSION/RECOMMENDATIONS:

The Congestion Management Program and Planning Committee (CMPP) received a presentation on this item at its March 15, 2018 meeting. The Committee unanimously approved the staff recommendation for adoption by the VTA Board.

Prepared by: Bruce Abanathie
Memo No. 6463

RESOLUTION # _____**CALIFORNIA GREENHOUSE GAS REDUCTION FUND (GGRF) –
LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)****RESOLUTION AUTHORIZING THE SUBMITTAL AND EXECUTION OF GRANT
APPLICATIONS AND AGREEMENTS, APPOINTMENTS, CERTIFICATIONS AND
ASSURANCES AND OTHER DOCUMENTS AS MAY BE NECESSARY FOR THE
PURPOSE OF OBTAINING FINANCIAL ASSISTANCE PROVIDED BY THE
CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)**

WHEREAS, the Santa Clara Valley Transportation Authority (VTA) is an eligible project sponsor and may receive Greenhouse Gas Reduction Fund (GGRF) Low Carbon Transit Operations Program (LCTOP) funding from the Cap and Trade Program now or sometime in the future for transit projects; and

WHEREAS, the California Greenhouse Gas Reduction Fund (GGRF) and The Low Carbon Transit Operations Program (LCTOP) were created by Senate Bill 862 (SB 862); and

WHEREAS, SB 862 named the Department of Transportation (Caltrans) as the administrative agency for the SGR and the Santa Clara Valley Transportation Authority (VTA) is an eligible project sponsor/grantee for LCTOP funding through Caltrans; and

WHEREAS, the Caltrans has developed guidelines for the purpose of administering and distributing SGR funds to eligible project sponsors (local agencies); and

WHEREAS, VTA wishes to delegate authorization to execute these documents and any amendments thereto to the General Manager/Chief Executive Officer and/or her designee; and

WHEREAS, VTA has identified specific projects for the revenue-based funding and the population-based funding;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors that VTA agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that the VTA Board of Directors approves the 2019 purchase of Battery-Electric Buses as the project to receive the investment of the LCTOP revenue-based funds.

NOW THEREFORE, BE IT FURTHER RESOLVED that the VTA Board of Directors approves the North First Street Light Rail Improvements as the project to receive the investment of the LCTOP population-based funds.

NOW THEREFORE, BE IT FURTHER RESOLVED that General Manager/Chief Executive Officer or her designee is authorized to execute all required documents of the LCTOP program and any Amendments thereto with Caltrans.

PASSED AND ADOPTED by the Santa Clara Valley Transportation Authority Board of Directors on _____ by the following vote:

AYES:

NOES:

ABSENT:

Sam Licardo, Chairperson
Board of Directors

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

Date: _____

Elaine Baltao, Board Secretary

APPROVED AS TO FORM:

Robert Fabela, General Counsel



Date: April 2, 2018
 Current Meeting: April 5, 2018
 Board Meeting: April 5, 2018

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director - Planning & Programming, Chris Augenstein

SUBJECT: Transit Service Guidelines Policy Update

Policy-Related Action: Yes

Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Adopt a new *Transit Service Guidelines* policy that establishes a revised framework to objectively monitor and evaluate VTA's transit services, develop service change recommendations, and develop annual service plans that move VTA toward achieving the Strategic Plan's goal of providing fast, frequent, and reliable Transit.

BACKGROUND:

VTA's *Transit Sustainability Policy* (including the *Service Design Guidelines* appendix) was adopted by the Board of Directors in 2007 to guide VTA's transit service planning decisions. The policy established four system goals and five core principles, established a variety of service design guidelines, and outlined a service evaluation and recommendation process. While much of the 2007 *Transit Sustainability Policy* remains relevant, there are elements that need to be updated to reflect the Next Network Transit Service Plan.

DISCUSSION:

Why an Update is Necessary

The attached *Transit Service Guidelines* document updates VTA's 2007 *Transit Sustainability Policy* to reflect the network as established in the FY18 & FY19 Next Network Transit Service Plan. The Next Network plan includes a number of fundamental changes to the transit network that necessitate an update to the agency's service planning guidelines, including:

- A new family of service classes

- A new framework to view a route's success based on its goal of ridership or coverage
- A new emphasis on the Frequent Network and transfers as the foundation of the system
- A new emphasis on making transit easier to understand and use for riders

Purpose of the Document

The *Transit Service Guidelines* are intended to build on the success of the 2007 policy by establishing:

- A framework to objectively monitor and evaluate VTA's transit services.
- A process to develop service change recommendations that are based on best practices in the transit industry.
- Objective measures to guide service planning decisions that are equitable, systematic, timely, and move VTA toward achieving the goal of providing Faster, Frequent, Reliable Transit from the VTA Strategic Plan.

Revisions from the 2007 Policy

The new Transit Service Guidelines makes the following substantive updates to the 2007 policy:

1. Revises VTA's **transit service classes** to the following family of services:
 - Light Rail
 - Rapid
 - Frequent
 - Local
 - Express
2. Updates **route design guidelines** with "industry best practices":
 - Routes should be consistent
 - Routes should be fast
 - Routes should operate along a direct path
 - Route deviations should be minimized
 - Rapid and Frequent routes should operate along arterials
 - Routes should be symmetrical
 - Routes should be coordinated
 - Stops should be spaced appropriately
3. Revises the **service level guidelines** for routes in each service class
 - New service span guidelines
 - New service frequency guidelines
 - Re-confirms passenger load guidelines (no changes)

4. Strengthens VTA's current use of a **single measure of productivity** for all fixed route services, by class
 - Boardings per total hour

5. Establishes a **new ongoing service planning process**
 - Quarterly service planning discussions (and more often as necessary) at VTA's Safety, Security, and Transit Planning & Operations (SSTPO) committee
 - Quarterly service performance monitoring discussions
 - Detailed route evaluations on 4-5 selected routes per quarter (about one-third of the system each year, on a rolling basis)
 - Development of service change recommendations that will either be implemented in short order (minor changes) or that will feed into the next annual Transit Service Plan (major changes)
 - Development of an annual Transit Service Plan for each fiscal year, (built on recommendations from the quarterly service planning discussions and community outreach), to be adopted in the spring of each year for implementation coincident with the start of the fiscal year in July

Title VI Systemwide Service Standards & Policies

Within the next few months, staff will also bring an update to VTA's Title VI Systemwide Service Standards & Policies to complement the revised Transit Service Guidelines and Next Network structure. The forthcoming Title VI policy revision will reflect the following changes:

- Rename the Core service class to Frequent
- Eliminate the Community Bus service class and related policies
- Eliminate the Limited Stop service class and related policies
- Rename the Bus Rapid Transit service class to Rapid
- Revise the weekday PM peak period to 2:30 - 6:30 PM
- Revise Frequent routes' Off-Peak vehicle headway standard
- Establish Express routes' vehicle headways standard as a minimum trip count
- Revise service availability (stop spacing) standards
- Establish weekday boardings per total hour as the ridership productivity standard
- Revise ridership productivity standards
- Revise the description of vehicle types currently operated to reflect current fleet
- Revise the description of transit passenger facilities to reflect current amenities
- Revise the description of the real-time information signs to reflect progress to date

ALTERNATIVES:

The Board of Directors may decline to adopt the policy as written, suggest changes, or direct staff to conduct further research.

FISCAL IMPACT:

There is no fiscal impact as a result of this action.

ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:

The Citizens Advisory Committee considered this item on March 7, 2018 and asked for confirmation that the item would be presented to the Committee for Transportation Mobility and Accessibility. The committee unanimously recommended that the VTA Board of Directors approve this item.

The Technical Advisory Committee considered this item on March 7, 2018 and asked the following questions: 1) asked how the new service planning process would engage municipality staff, and 2) if staff could add language clarifying that school-oriented service will be evaluated under separate and unique guidelines. Staff responded 1) municipal staff will be involved when service evaluations identify service improvement opportunities that involve the built environment, such as the pedestrian environment, street grid, amenities, etc., and 2) staff will add clarifying language to the school-oriented service note for the final policy. The committee unanimously recommended that the VTA Board of Directors approve this item.

The Committee for Transportation Mobility and Accessibility considered this item on March 8, 2018 and made the following comments: 1) noted that changes to the fixed route network's service will impact Access paratransit service as well, and 2) noted the relationship between VTA's service guidelines and the service guidelines for BART and Caltrain, with the hope that we are consistent for coordinated service. The committee unanimously recommended that the VTA Board of Directors approve this item.

The Policy Advisory Committee considered this item on March 8, 2018 asked the following questions/comments: 1) encouraged staff to consider community engagement as an integral part of service evaluation, including targeted communities like seniors and individuals with a disability, 2) noted that the service frequency minimum guideline for Local routes is every 60 minutes and would rather service was more frequent, 3) encouraged staff to add criterion to evaluate coverage routes, such as service to senior housing or transit-dependent populations, 4) noted that the Next Network project dealt with the ridership-coverage balance and the overall systemwide level of service, 5) asked for clarification on productivity figures for coverage routes versus ridership routes and asked staff where the productivity minimums came from, 6) asked how the service planning program relates to the 24-month maturation period for Next Network service, 7) asked if the service planning process includes a mechanism to add service, such as to a nearby location off of the transit corridor, 8) suggested adding language requiring barrier-free and accessible transit environments, 9) asked if the policy would impact the Transit Operations Performance Report, and 10) asked if the policy incorporates the impact of the new BART service to Milpitas and Berryessa. Staff responded to questions: 5) the productivity minimums

are established based on industry norms, ridership projections, and current performance, 6) the service planning program will include quarterly improvements starting right away, but that the full Next Network ridership growth increases aren't expected until 24-months in, 7) yes, the route evaluation process will include an assessment of opportunities to add service based on feedback and/or development activity, 9) yes, the policy will impact the report's content, 10) yes, the policy incorporates the Next Network planning process, which was based on the new BART service to Milpitas and Berryessa. The committee unanimously recommended that the VTA Board of Directors approve this item, with the condition that staff add language establishing barrier-free and accessible pedestrian environments are critical.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Congestion Management Program & Planning Committee considered this item on March 15, 2018 and asked the following questions/comments: 1) asked for clarification on major versus minor service changes, 2) asked when would be the appropriate time to discuss adding service such as light rail express trains, 3) asked about the division of responsibilities between VTA and municipalities regarding accessibility and ADA services, 4) asked for clarification regarding how VTA will evaluate school-oriented services, 5) asked if staff could publish light rail boardings by stop monthly, 6) advocated for a robust service planning website/app, and 7) encouraged staff to be smart about how staff resources are spent. Staff responded 1) the definition of major service changes is on page 15 of the document, 2) the quarterly service planning discussion would be the time to discuss adding service, 4) school services will be evaluated on a case-by-case basis, per the goals of each route, and 5) staff will look into publishing light rail boardings by station. The committee unanimously recommended that the VTA Board of Directors approve this item.

The Administration & Finance Committee considered this item on March 15, 2018 and asked the following questions/comments: 1) appreciate the objective, data-driven approach and process, now it is up to policymakers to use them to make smart decisions, 2) asked if the process could include ideas from the community and/or big data, 3) asked how Board members could get involved, 4) encouraged staff to explore technology solutions to get better community input, and 5) asked about stop spacing and the impact on the speed of transit. Staff responded: 2) yes, staff plan on using big data, such as cell phone location movement data, and staff would like to create an online community forum on VTA's website to encourage feedback and ideas from the community, 3) as part of the quarterly service planning process, staff will reach out to municipal staff, elected officials, and the community as service in a particular area is discussed, 5) staff is just starting a major effort to speed up transit and there will be many upcoming discussions on the topic. The committee unanimously recommended that the VTA Board of Directors approve this item.

The Transit Service Guidelines document presented herein to the VTA Board has been updated to incorporate the suggestions from the VTA committees.

Prepared by: Jay Tyree
Memo No. 6413

ATTACHMENTS:

- Transit Service Guidelines 2018 Final for Board (PDF)

Transit Service Guidelines

Transit Service Planning
Spring 2018



Solutions that move you

TABLE OF CONTENTS

1	Background.....	2
2	Ridership and Coverage Balance.....	2
3	The Ridership Recipe.....	3
4	VTA's Family of Services.....	3
5	Route Design Guidelines.....	5
6	Service Level Guidelines.....	9
7	Service Productivity Guidelines.....	12
8	Service Planning Process.....	13

1 BACKGROUND

This document updates VTA's Transit Sustainability Policy and Service Design Guidelines, adopted by VTA's Board of Directors in 2007, to reflect the Next Network Transit Service Plan and VTA's 2017-2022 Strategic Plan. As such, this Transit Service Guidelines document will guide VTA's service planning efforts by establishing:

- A framework to objectively monitor and evaluate VTA's transit services.
- A process to develop service change recommendations for the VTA Board of Directors to consider that are based on best practices in the transit industry.
- Objective measures to guide service planning decisions that are equitable, systematic, timely, and move VTA toward achieving the goal of providing Faster Frequent Reliable Transit from the VTA Strategic Plan.

2 RIDERSHIP AND COVERAGE BALANCE

VTA's FY18 & FY19 Transit Service Plan adopts a new framework for designing and operating transit service, and that change is reflected in this document. Under this new framework, transit routes are classified by their primary purpose: ridership or coverage. These objectives are inherently contradictory. The ridership objective leads agencies to design networks with few routes, but where routes are frequent, direct, and serve transit-supportive areas. The coverage objective leads agencies to maximize access by designing routes that travel to as many places as possible regardless of the level of transit demand. A purely ridership-oriented network would have the highest ridership, while a purely coverage-oriented network would have the lowest ridership.

While the overall transit network is a mix of the two competing goals, each VTA transit route exists somewhere along this ridership-coverage spectrum and will be evaluated according to whether it is achieving its intended purpose. Ridership-oriented routes will be held to ridership-purposed expectations such as productivity, simplicity, and directness, and less to coverage-purposed expectations such as geographic coverage or service to special need facilities. At the same time, coverage-oriented routes will be held to coverage-purposed expectations such as geographic coverage, service to vulnerable groups, and service for specific communities, and less to ridership-purposed expectations such as productivity or speed. Accordingly, this revised Transit Service Guidelines policy establishes guidelines to design and evaluate transit service based on each route's purpose on the ridership-coverage spectrum.

VTA's Next Network Transit Service Plan allocated 83% of VTA's bus operating budget to ridership-oriented service and the remaining 17% to coverage-oriented service (87% ridership and 13% coverage when light rail is included). Subsequent service changes and annual Transit Service Plans will maintain this balance unless otherwise directed by the VTA Board of Directors. Staff will monitor and report changes to this balance over time.

3 THE RIDERSHIP RECIPE

High ridership transit requires three things that are often referred to as transit's three-legged stool, or the "ridership recipe." While this document focuses on the one ingredient within VTA's control, *transit corridors require all three ingredients to generate high ridership*:

1. **Attractive Transit Service.** For transit to generate high ridership, the service itself must be attractive; this is the ingredient within VTA's control. For transit to generate high ridership, it must exhibit the route design guidelines outlined in Section 5. Most importantly, high ridership transit must be frequent, fast, easy to understand and use, reliable, safe, and part of an integrated transit network.
2. **Dense and Transit-Supportive Land Uses.** The homes, schools, theaters, workplaces, shopping centers, and other places people travel to and from as part of daily life are the sources of demand for transit trips. The density and type of land uses along a transit corridor are directly related to transit's usefulness. Low-density land uses like single-story employment campuses, parks, or single-family home neighborhoods do not generate sufficient demand for high ridership transit. Similarly, auto-oriented land uses like drive-through food joints, big box retail centers, and practically any land use surrounded by free parking lots do not generate sufficient demand for high ridership transit. A transit corridor requires high-density land uses that are transit-supportive to generate high ridership.
3. **Pedestrian-Oriented Street Design.** Because nearly all transit riders are pedestrians on at least one end of their trip, high ridership transit service requires streets that are designed to prioritize the pedestrian, not the car. This means high ridership transit streets have ample sidewalks, are easy to cross, are not too wide, have pedestrian-scale lighting, are accessible for users with mobility devices, are free of physical barriers, feel safe, and have slow traffic speeds. Streets designed to maximize traffic throughput and speed, such as expressways and highways, are terrible places for pedestrians and therefore do not generate high ridership for transit.

The ridership recipe prescribes what is necessary for a corridor to have high transit ridership, which guides the planning of ridership-oriented routes. However, ridership is not the only goal of transit. Coverage-oriented routes need not exhibit these qualities because ridership is not the primary measure of their success. In order to properly assess each route's performance against its actual purpose, the Next Network service plan establishes a new family of transit services to clearly define the orientation and goals of every transit route.

4 VTA'S FAMILY OF SERVICES






For people to use transit, they must be able to easily understand the transit system and how to use it, so it is important for VTA to provide clear and concise information on the family of services. Accordingly, VTA's Next Network transit service plan adopts a hierarchy of transit services, where routes are classified into five classes of service that reflect and convey the functional, operational, and ridership-coverage characteristics of the service in each class (see

Transit Service Guidelines

Table 1). Through this new family of services, potential riders will be able to better understand VTA's network at a glance. For example, the color red and term "Frequent" will be used throughout the system to indicate VTA's core "show up and go" routes with 15-minute or better headways from at least 6:30 am to 6:30 pm on weekdays. While frequency is the most important characteristic to convey due to its direct relationship with ridership and usefulness, the service classes will convey a number of important characteristics such as:

- **Frequency.** Ridership-oriented services offer service every 15 minutes or better on weekdays (every 20 minutes or better on weekends) because frequency is a key determinant of ridership. Coverage-oriented services offer less frequent service.
- **Days of Service.** Ridership-oriented services offer service 7 days a week in order to provide attractive service to a broad array of users and travel patterns, while coverage-oriented services offer service on weekdays only to focus resources on critical-need travel patterns (such as medical appointments, school trips, and job commutes).
- **Stop Spacing.** Ridership-oriented services stop less often in order to maximize transit speed and ridership, while coverage-oriented services can stop more often to minimize walking distances. Long-distance Express services travel non-stop on freeways.
- **Capital Investments.** In alignment with VTA's Transit Passenger Environment Plan, ridership-oriented services receive more significant investments such as upgraded stops/stations (with shelters, lighting, ramps for accessibility, etc.), added stop/station amenities, ticketing machines, dedicated rights of way, transit information signage, and real-time information displays.

TABLE 1 - VTA'S FAMILY OF SERVICES

	Light Rail	Rapid	Frequent	Local	Express
Primary Purpose	ridership	ridership	ridership	varies	coverage
Color Brand					
Typical Frequency	15 min	15 min	15 min	30-60 min	n/a
Days per Week	7 days	7 days	7 days	5-7 days	5 days
Stop Spacing	wide	wide	local	local	non-stop
Capital Investments	significant	significant	moderate	low	low
<i>VTA's Frequent Network</i>					

This framework of service classes and characteristics will also form the basis by which services will be developed, evaluated, and modified as described in the Service Planning Process section. Ridership-oriented services will be held to a more strict productivity standard, reflecting their primary objective, while coverage-oriented services will be evaluated by how well they achieve coverage goals.

OTHER SERVICES

- VTA may offer (or partner to offer) dynamic transit services to provide first/last-mile connections to VTA's core transit network under the Core Connectivity program. These coverage-oriented services will be evaluated under specialized criteria developed specifically for each pilot to reflect each pilot's unique design and goals.
- VTA provides supplemental service for major local events such as sports games, concerts, festivals, and community events. Special event service is not subject to the service guidelines in this document. Special event services are provided per VTA's Special Event Service policy, adopted in mid-2017.
- In addition, VTA provides supplemental service at school bell times on a number of routes. In some cases this involves adding extra vehicles to the schedule to alleviate overcrowding, while in other cases it involves specialized routing and schedule adjustments to accommodate school travel patterns. Due to their unique service design, VTA's school-oriented (200-series) routes will be evaluated on a case-by-case basis using specialized criteria appropriate for each route.

5 ROUTE DESIGN GUIDELINES

A well-designed transit route is simple, easy to understand, coordinated, reliable, attractive, and easy to use. This section provides guidelines for the design of a transit route that are generally accepted best practices across the transit industry. These design guidelines are meant to:

1. Improve and maintain the attractiveness of VTA's transit services
2. Ensure consistency of VTA's route structure for existing and new services
3. Provide objective and consistent criteria for making service changes

The following service design guidelines are general best practices for all transit types of transit services, though they are most critical in the design of ridership-oriented services. As such, these guidelines are intended to improve the service design of all VTA routes, though more exceptions to these guidelines will likely occur for coverage-oriented routes.

ROUTES SHOULD BE SIMPLE AND CONSISTENT

Transit should be easy to understand and use. The way service is designed influences how easy it is for people to understand the transportation options available to take them where and when they want to go. Accordingly, transit routes should strive for simplicity and operate along consistent and simple alignments, at regular intervals (headways), have consistent schedules. People can easily remember simple and repeating patterns but have difficulty remembering complex and irregular ones. For example, routes that provide four trips an hour should depart from their terminals every 15 minutes. Limited exceptions can be made where necessary, such as in cases where demand spikes during a short period in order to eliminate or reduce crowding on individual trips.

ROUTES SHOULD BE FAST

Transit service should be fast, with transit vehicles given priority to move quickly along city streets. Faster transit service will attract more riders, reduce operating costs, allow for more frequent service, and better support dense and walkable developments. Routes should be designed to maximize the speed of service through strategies such as minimizing turning movements, reducing dwell delay through bus stop consolidation and advanced fare collection methods (such as *Clipper* and *VTA EZfare*), reducing traffic delay by dedicating unobstructed rights of way to transit, minimizing merging delays with bulb-out stops, and minimizing red-light delay with transit signal priority and queue jumps. It is VTA's goal to maintain an average route speed of at least 15 miles per hour for all non-Express routes.

ROUTES SHOULD OPERATE ALONG A DIRECT PATH

People generally prefer to travel in straight lines, as directly as possible from their origin to their destination, and transit should provide the same. In addition, turning movements are often a major source of transit delay. Special attention should be placed on designing routes to operate as directly as possible to maximize speed for the bus and minimize travel time for passengers. Routes should not deviate from the most direct alignment unless there is a compelling reason to do so. Directness is of particular importance for longer routes, where the cumulative impacts of turning delay can be significant.

ROUTE DEVIATIONS SHOULD BE MINIMIZED

Consistent with the idea that transit service should be as direct as possible, the use of route deviations (traveling off the most direct route) should be minimized.

There are, however, instances when the deviation of service off of the most direct route is appropriate, for example to avoid a bottleneck or to provide service to major shopping centers, employment sites, schools, etc. In these cases, the benefits of operating the route off the most direct path must be weighed against the inconvenience caused to passengers already on board that would have to ride through the deviation. Route deviations should be considered only if each of the following would be true:

- ✓ The deviation will result in an increase in overall route productivity.
- ✓ The number of new passengers that would be served is greater than the number of passengers who would be riding through the deviation.
- ✓ The deviation would not interfere with the provision of regular service frequencies and/or the provision of coordinated service with other routes operating in the same corridor.

In most cases, where route deviations are provided, they should be provided on an all-day basis for rider simplicity. Exceptions may be during times when the sites that the deviation serves have no activity, such as shopping centers and schools.

RAPID AND FREQUENT ROUTES SHOULD OPERATE ALONG ARTERIALS

Rapid and Frequent routes should operate on major roadways and should avoid deviations for local circulation. Riders and potential riders typically have a general knowledge of an area's arterial road system and use that knowledge for geographic points of reference. The operation of bus service along arterials makes transit service faster and easier for riders to understand and use. VTA's goal is utilize transit signal priority infrastructure to prioritize transit vehicle movements along Light Rail, Rapid, and Frequent corridors.

ROUTES SHOULD BE SYMMETRICAL

Routes should operate along the same alignment in both directions to make it easy for riders to know how to return to their trip origin location. For example, if a route serve West San Carlos Street into downtown San Jose, it should serve West San Carlos Street on the reverse trip out of downtown San Jose. Exceptions can be made in cases where such operation is not possible due to one-way streets or turn restrictions. In those cases, routes should be designed so that the opposite directions parallel each other as closely as possible.

ROUTES SHOULD BE COORDINATED

When multiple routes operate through the same corridor but to different destinations, service should be coordinated to maximize its utility and minimize redundancy. To avoid bunching of buses and to balance loads, major routes of the same route type that serve the same corridor should be scheduled to operate at the same frequency and should alternate trips at even intervals as much as possible.

Most routes intersect with other routes at transit centers, rail stations, and street intersections. At major transfer locations, schedules should be coordinated to the greatest extent possible to minimize connection times for the predominant transfer flows, particularly for connections with Caltrain, BART, and light rail service.

STOPS SHOULD BE SPACED APPROPRIATELY

The distance between stops is a key concern for effective transit service. More closely-spaced stops provide customers with more convenient access, as they are likely to experience a shorter walk to the nearest bus stop. However, transit stops are also a chief reason that transit service is slower than general traffic, since each additional stop requires the bus to decelerate, come to a complete stop, load and unload riders, collect fares, and then accelerate and re-merge into traffic. Therefore, the number and location of stops is a balancing act between faster service and shorter walking distances.

The different classes of transit service are tailored toward serving different types of trips and needs. In general, services that emphasize ridership and speed (Rapid and Frequent routes with a ridership purpose) should have fewer stops, while services that emphasize coverage over productivity (Local routes with a coverage purpose) should have more stops. Guidelines for ideal stop spacing are shown in Table 2.

Transit Service Guidelines

TABLE 2 - STOP SPACING GUIDELINES

	Light Rail	Rapid	Frequent	Local	Express
Ideal Stop Spacing	1-2 stops/mile	1-2 stops/mile	4 stops/mile	5 stops/mile	n/a

Though the stop spacing guidelines provide a general target for stop spacing along transit routes, the placement of transit stops will necessarily vary due to localized conditions along the transit corridor. Conditions that may impact the placement of transit stops and justify more or fewer stops per mile include:

- **Ridership Demand.** Transit stops should maintain sufficient ridership activity in order to justify the stop.
- **Major Trip Generators.** Certain places of interest generate significant demand for transit and warrant a stop nearby. These places can include shopping centers, libraries, grocery stores, and social service centers.
- **Places of Community Interest.** Although they may not generate high ridership, some places of interest warrant a nearby stop because they are important destinations for certain populations and the community interest. Such places can include medical offices, senior centers, and veteran facilities.
- **Street Grid.** The street grid along a transit corridor will impact the placement of transit stops. For example, a street with long distances between intersections (such as an Expressway) will necessarily have fewer transit stops, as stops are ideally placed at intersections.
- **Pedestrian Environment.** Because transit users are pedestrians, the street environment around a bus stop must be amenable to pedestrians, accessible for all users, and free of barriers. Intersections that are more walkable and oriented towards the pedestrian are more appropriate for bus stops than intersections with a focus on auto traffic.
- **Land Use Density.** The density of developments surrounding a transit stop is a major driver of ridership demand at the stop. Areas with insufficient land use density would have fewer stops, whereas areas with higher land use density would have more stops.
- **Passengers Onboard Transit Vehicles.** The typical number of riders onboard transit vehicles through an area will impact the tradeoff between more stops for coverage and fewer stops for faster transit. More priority should be given to limiting bus stops in areas where transit vehicles are more full, in order to provide fast service for the greatest number of people.

6 SERVICE LEVEL GUIDELINES

Setting guidelines for the amount of service provided creates structure to guide service planning decisions, helps potential riders understand the transit network, and communicates to stakeholders how service will be provided. Combined with service productivity guidelines, service level guidelines set the framework for service investment. Service level guidelines are established for three aspects of service design:

1. Service span
2. Service frequency
3. Passenger loads

The guidelines listed in this section are used to determine minimum service levels for each transit route, by route class. They set guidelines for the minimum service span and minimum service frequency, as well as passenger loads.

Generally, service levels should be consistent for the entire length of a route in order to provide consistency and improve service simplicity. However, in cases where ridership demand varies considerably along a route's length, the service level can change over its length, where different segments of the route have a different level of service. In such cases where demand warrants uneven service levels on a route, the guidelines in this section apply to the route's predominant segment with the higher service level.

SERVICE SPAN

A route's start and end time, or span of service, and the days of week that it operates are directly related to the usefulness for potential riders. Passenger demand and VTA's financial capacity are key considerations in setting service spans and days of service. VTA's service classes provide a consistent structure to establish minimum service spans.

The minimum span of service guidelines define the minimum period of time that routes in the different service classes should operate (see Table 3). However, service can start earlier and/or end later if demand warrants.

TABLE 3 - SERVICE SPAN GUIDELINES

	Light Rail	Rapid	Frequent	Local	Express
Weekdays					
Begin no later than	5:00 AM	5:00 AM	5:30 AM	6:30 AM	*
End no earlier than	12:00 AM	11:00 PM	12:00 AM	6:30 PM	*
Saturdays					
Begin no later than	6:00 AM	6:00 AM	6:30 AM	<i>Saturday service where appropriate</i>	
End no earlier than	12:00 AM	11:00 PM	12:00 AM	<i>where appropriate</i>	
Sundays					
Begin no later than	6:00 AM	7:00 AM	7:30 AM	<i>Sunday service where appropriate</i>	
End no earlier than	12:00 AM	10:00 PM	11:00 PM	<i>where appropriate</i>	

*Express service typically operates a few trips during each weekday peak period

SERVICE FREQUENCY

Service frequency, or headway, refers to the time interval between two vehicles traveling in the same direction on the same route. Frequency has a major influence on transit usefulness and its ridership; high frequency service is a fundamental requirement for attractive service. At the same time, frequency has a significant impact on operating costs, and service resource requirements increase with improvements in service frequency.

The frequency on a route is determined by demand and policy. Routes with higher ridership demand warrant higher frequency service (more buses per hour, where vehicles come more often), while routes with lower ridership demand warrant lower frequency service (fewer buses per hour, where vehicles come less often). Also, the delineation of minimum service frequencies is a policy decision that gives long-term consistency to the system and helps riders better understand and use the system. The service frequency minimums are used to balance passenger convenience, resources, and costs (see Table 4).

- Minimum headway guidelines are often used to specify a minimum level of service that should be operated on low ridership lines or during off-peak periods. Service frequency could be higher on heavy ridership lines where the level of service operated is more a function of passenger demand and vehicle loading guidelines.
- No route should operate at a lower frequency than every 60 minutes at any time (i.e. buses or light rail vehicles should come at least once every hour).
- Frequencies between 10 and 60 minutes should operate on clock-face headways. A clock-face headway is any frequency that is evenly divisible into 60 minutes, such as 12, 15, 20, 30, or 60 minutes. Although sometimes necessary due to operational scheduling constraints, 45-minute frequencies should be avoided because they are more complicated and difficult for riders making trips involving a transfer.
- For routes with mixed service levels, the service frequency guidelines apply to the route's predominant segment with the higher service level, though ideally all segments have consistent service levels for simplicity.

TABLE 4 - SERVICE FREQUENCY GUIDELINES

	Light Rail	Rapid	Frequent	Local	Express
Weekday Minimum Headways (minutes between vehicles)					
Peak Periods	15	15	15	60	≥ 3 trips*
Midday	15	15	15	60	where appropriate
Saturday Minimum Headways (minutes between vehicles)					
Daytime	30	15	20	Saturday service where appropriate	
Sunday Minimum Headways (minutes between vehicles)					
Daytime	30	15	30	Sunday service where appropriate	

* At least 3 trips per direction in each peak period, typically no more than 60 minutes apart

PASSENGER LOADS

Passenger load guidelines specify the average number of passengers riding on a transit vehicle that is considered acceptable. As with the other guidelines in this document, the guidelines as shown in Table 5 are general guidelines, not strict standards. These guidelines will be used for developing service levels that best meet the needs of VTA's current and future riders and to ensure that riders are not discouraged by overcrowding. These guidelines are based on VTA vehicle capacities and transit industry standards, and are designed to balance safety, passenger comfort, and operating efficiency.

Passenger loads are measured by computing the load factor, which is the number of passengers onboard a vehicle divided by the seated capacity of the vehicle. For example, a transit vehicle carrying a full seated load with no standees has a load factor of 100%. The vehicle load standard is calculated as an average for both the peak and off-peak periods, at the busiest point on the route during the busiest hour. For instance, if a service operates at a 15-minute frequency, then 4 buses would pass the busiest point in an hour. The average number of passengers for these 4 buses must fall within the service standards, even though any one bus may be more crowded than the average. If the standard is consistently exceeded, VTA should evaluate options to alleviate overcrowding. However, the standards are designed to allow standees during peak periods on a regular basis.

If these guidelines are consistently exceeded for a route, two different techniques are used to increase capacity and keep passenger loads within acceptable levels. The first is to adjust vehicle sizes or train consists to match ridership levels (by using a larger bus type or adding a car to light rail trains). The second method is to provide more frequent service to better match demand. (In limited cases, capacity can also be added by operating some buses in tandem, which is referred to as "double-heading.")

TABLE 5 - PASSENGER LOAD GUIDELINES

	Light Rail	Rapid	Frequent	Local	Express
Average Passenger Load Maximum (percent of seated capacity)					
Peak Weekday	120%	120%	120%	120%	100%
All Other Times	100%	100%	100%	100%	100%

For reference, the seated capacity, standing capacity, and maximum passenger loads (seated plus standing) for VTA's current fleet of transit vehicles are shown in Table 6.

TABLE 6 - TRANSIT VEHICLE CAPACITIES

	Light Rail Car	60-Foot Articulated Bus	40-Foot Bus	30-Foot Bus	40-Foot Express Bus
Seated Capacity	65	57	37	26	39
Standing Capacity	150	45	24	10	12
Max Load	215	102	61	36	51

7 SERVICE PRODUCTIVITY GUIDELINES

This section establishes service productivity guidelines, VTA's primary criteria for guiding transit investments. These guidelines set minimum productivity levels by route class as a way to ensure that operating resources are being invested effectively. Because they are set by route class, productivity guidelines reflect the purpose of the service, where ridership-oriented routes are held to a higher standard than coverage-oriented routes.

VTA's guideline to measure route productivity is **boardings per total hour**. This guideline is based on the most widely-used transit productivity metric throughout the industry, and reflects the average number of boardings per total hour of service (including layover/recovery, pull in/out, and deadhead time).¹ Table 7 establishes the minimum productivity guideline for routes in each class. Note the guidelines maintain a categorical minimum productivity of 15 boardings per total hour for any route in the system.

TABLE 7 - SERVICE PRODUCTIVITY GUIDELINES

	Light Rail	Rapid	Frequent	Local	Express
Minimum Boardings per Total Hour*					
Weekdays	60	25	20	15	15
Saturdays	50	15	15	15	15
Sundays	40	15	15	15	15

*All routes must maintain a categorical minimum productivity of 15 boardings per total hour

These guidelines are intended for VTA managers to understand service productivity. In cases where routes do not meet minimum productivity guidelines, service changes should be made to improve route performance, such as modifying the route alignment, adjusting the span of service, eliminating unproductive segments, reducing service levels, or implementing a route marketing plan. If no changes can be identified, or service changes fail to improve productivity to meet the guidelines, service should be discontinued and the resources invested in more productive uses elsewhere in the system. **Any bus route (ridership or coverage) that is not supported by a third-party funding source and consistently (two quarters or more) operates below the categorical minimum standard should be discontinued.**

New transit service takes maturation time to become established and reach its full potential. Accordingly, new routes shall be given two years to reach their productivity guidelines, as shown in Table 8.

TABLE 8 - NEW SERVICE PRODUCTIVITY

Time from Implementation	6 months	12 months	24 months
Compliance with Productivity Guidelines	60%	75%	100%

¹ Previous VTA service productivity guidelines were based on boardings per revenue hour, which excluded deadhead and pull-in/pull-out time. This document establishes total hours as the measure of productivity in order to more accurately reflect the total cost of the route and allow useful comparisons across service types with different service designs.

Due to their service design featuring long distances and low turnover, a secondary measure is also used to understand Express route performance. This measure is the **average peak load factor**, which compares the number of seats on a bus to the number of passengers onboard at its busiest point, expressed as a percentage. For example, a peak load factor of 90% indicates that the average trip during the peak period is 90% full (35 riders on a vehicle with 39 seats). *This measure does not supersede an Express route's requirement to follow the minimum productivity measure of boardings per hour, established above. Rather, this measure is intended to provide additional information to help policymakers and managers better understand the performance of Express routes.*

8 SERVICE PLANNING PROCESS

This section establishes a revised service planning process to regularly monitor, evaluate, and develop service change recommendations for VTA's transit services. The intent of the new service planning process is to establish an ongoing process where VTA iteratively makes improvements to the transit network, route by route, so that the network is continually being updated and improved over time. The main components of the process are:

1. Quarterly **performance monitoring and reporting** of VTA's transit network
2. Quarterly in-depth **route evaluations** to comprehensively assess individual routes
3. Development of **service change recommendations** each quarter
4. Development of an **annual Transit Service Plan** for each fiscal year
5. Ongoing **community engagement** for service change concepts

VTA's service delivery is structured by quarter per VTA's labor contract with the Amalgamated Transit Union, where service changes are made at the beginning of each quarter and apply throughout the quarter. As such, the new transit service planning process is structured to follow and complement the quarterly service structure, where service is evaluated quarterly and service change recommendations are developed for subsequent quarters. The service quarters for each fiscal year beginning in July are:

- Quarter 1: July, August, September
- Quarter 2: October, November, December
- Quarter 3: January, February, March
- Quarter 4: April, May, June

QUARTERLY PERFORMANCE MONITORING

The performance monitoring and reporting component of the new service planning process will be conducted based on service performance for each quarter. At the conclusion of the quarter, performance data (such as boardings by route, service levels by route, etc.) will be collected and staff will compile the results for analysis. Staff will publish a Transit Service Productivity Matrix, which will report performance results for every route, and will include important metrics such as:

Transit Service Guidelines

- Boardings
- Total Hours
- Boardings per Total Hour
- Gross Cost (cost before fares and other revenue)
- Net Cost (cost after fares and other revenue)
- Farebox Recovery Ratio
- Net Cost per Rider
- Miles per Hour
- Revenue-to-Total Hour Ratio

The Transit Service Productivity Matrix will form the cornerstone of a quarterly service planning discussion at VTA's Safety, Security, and Transit Planning and Operations (SSTPO) committee. Staff will conduct a discussion of system performance, individual routes of interest, and special topics as appropriate (such as school service, event service, interagency coordination, etc.). The Transit Service Productivity Matrix will also inform discussion of big-picture topics and policy choices such as the ridership-coverage balance, system design, and long-term strategy.

At each discussion, staff will recommend a selection of routes to be subjected to a more detailed comprehensive route evaluation. Staff will select the routes based on a number of factors, including low performance, heightened community interest, development activity, or nonconformance with service guidelines. The selected routes will undergo a comprehensive evaluation over the next several months and the results will be discussed at the following quarter's service planning discussion.

ROUTE EVALUATIONS

The quarterly service planning discussion at the SSTPO committee will include comprehensive route evaluations for routes chosen the prior quarter. The goal is to evaluate one-third of VTA's routes each year, so that each route is subjected to a comprehensive review at least once every three years. These route evaluations will form the basis for in-depth discussions of a route's service performance and the development of service change recommendations. The route evaluation reports will adopt a standardized format for consistency (with improvements to the content and presentation over time) and will include the following elements:

- Description of the route's alignment, schedule, and other operating details
- Review of public feedback, operator feedback, and any city/town requests
- Analysis of the route's market and purpose
- Analysis of the route's ridership over the course of a day
- Analysis of the route's ridership by stop
- Analysis of the route's speed of service
- Analysis of the route's compliance with each of the transit service guidelines established in this document (route design guidelines, service level guidelines, and service productivity guidelines)

Evaluations can be conducted for any bus or light rail transit route, though options for improving light rail service will be more limited due to the permanence of rail infrastructure investments such as stations, rights of way, way power & signal equipment, etc. Rail service is generally more fixed and there are fewer service planning decisions to be made, whereas bus service is much more flexible and there are ample opportunities to adjust service.

SERVICE CHANGE RECOMMENDATIONS

The findings from each route evaluation will inform the development of a set of service change recommendations at the conclusion of the report. These service change recommendations may run a wide gamut of strategies designed to improve service, such as alignment changes, schedule changes, service level changes, infrastructure investments, service class changes, bus stop consolidation, service discontinuation, and service span adjustments, among others. In addition to service changes, there may be recommendations that involve targeted marketing and promotions to increase awareness and ridership. Staff will seek the committee's feedback and guidance on the service change recommendations.

Minor service changes and schedule adjustments can be implemented in short order, typically for the subsequent quarters beginning in October, January, and April. Major service changes are typically considered annually and implemented each July as part of the fiscal year's annual Transit Service Plan. Proposed changes that meet any of the criteria listed below are considered major service changes² and will be submitted to the VTA Board of Directors for review and approval, typically as part of the annual Transit Service Plan:

- The establishment of a new transit line or service;
- The elimination of a transit line or service;
- A route change that impacts 25% or more of a line's route miles;
- Service span or frequency changes affecting 25% or more of a line's revenue vehicle hours;
- A series of changes on a single route which are included in the annual Transit Service Plan and cumulatively meet any of the above criteria;
- Proposed changes that are anticipated to be controversial with a particular community or interested parties based on public feedback; and
- A systemwide change concurrently affecting 5 percent or more of the total system revenue hours.

Service change proposals that do not meet the above criteria are handled by VTA staff. These proposals are still subject to an appropriate level of public and community review and comment.

² The criteria for major service changes were adopted by VTA's Board of Directors in 2013 as part of the Title VI Systemwide Service Standards & Policies document.

ANNUAL TRANSIT SERVICE PLAN

VTA's Transit Service Plans function as the process and document that implements the policies set forward in the Transit Service Guidelines. The revised service planning process will culminate in the development of a new Transit Service Plan annually for each fiscal year beginning in July.³

VTA's regular service planning efforts were deferred during 2016 through 2018 for development and implementation of the Next Network Transit Service Plan for introduction with BART Silicon Valley Phase 1 in 2018. Following the close of the first full quarter of service under the Next Network Transit Service Plan, the quarterly service planning process as described will begin.

During the final months of each calendar year, staff will develop a draft Transit Service Plan for the next fiscal year. The Plan will be based on the collective set of service change recommendations discussed at the SSTPO committee during the prior four quarters and the budget for VTA transit services for the upcoming fiscal year. The draft Plan will include:

- A review of the existing transit network and its performance
- A review of service analyses and topical discussions conducted at the SSTPO committee since the last annual Transit Service Plan
- A review of feedback collected from riders, operators, and other stakeholders
- A description of changes proposed to the transit network, by route
- Tables and charts outlining the service details for the proposed transit network
- A preliminary Title VI equity analysis of the proposed service network's impact on disadvantaged communities
- A preliminary analysis on the impact to VTA Access ADA paratransit service

Based on feedback collected during community engagement efforts on the draft Transit Service Plan, staff will make revisions and develop a final Transit Service Plan for consideration. The final Plan will include a full Title VI equity analysis and review of feedback received on the draft plan. The final Transit Service Plan will be presented to the SSTPO committee in the spring for the committee's recommendation to the VTA Board of Directors, who would then consider the Plan for adoption.

COMMUNITY ENGAGEMENT

The process to monitor, evaluate, and improve transit service through an ongoing service planning process is built on extensive community engagement:

- Community members will have access to a new **service planning dashboard website**, which will provide timely statistics on service performance, reports and memos for viewing, and opportunities to provide feedback and service suggestions. This website will provide a one-stop place for community members to actively engage in the service planning process at any time during the year.

³ Prior Transit Service Plans covered two-year periods to coincide with VTA's biennial budget.

Transit Service Guidelines

- Regular service planning discussions of service performance, evaluations, and improvement plans will occur in **public SSTPO committee and Board of Directors meetings** where members of the public can provide feedback and suggestions.
- Extensive **community outreach** will be conducted annually, during the first few months of the calendar year to solicit feedback on the draft Transit Service Plan. Outreach efforts could include community meetings, social media polling, webinar-style online meetings, direct engagement at transit centers and stations, and online engagement such as surveys and voting polls. Community engagement opportunities will be advertised through a targeted marketing campaign (including advertisements onboard VTA transit vehicles).
- Staff will continue to welcome feedback through VTA's **Community Outreach team**, which maintain a direct telephone line and email address for feedback and suggestions, which are all logged into a customer service database for consideration at the appropriate time. In addition, VTA regularly monitors social media for community suggestions regarding transit.



Date: April 2, 2018
 Current Meeting: April 5, 2018
 Board Meeting: April 5, 2018

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Financial Officer, Raj Srinath

SUBJECT: Approval of the Parking Access and Revenue Collection System Contractor for the Milpitas and Berryessa/North San Jose Intermodal Transportation Centers

Policy-Related Action: No

Government Code Section 84308 Applies: Yes

ACTION ITEM

RECOMMENDATION:

Authorize the General Manager to execute a contract with SP Plus in the amount of up to \$1,989,000 for a five year period ending in December 2023 for operation of the Parking Access and Revenue Control System (PARCS) and related parking services at the VTA-owned parking garage and surface lots located at the new Milpitas and Berryessa/North San Jose Intermodal Transportation Centers (Centers).

BACKGROUND:

The new Centers contain the first two BART stations in Santa Clara County as well as VTA transit and other transit services. The new Milpitas Center contains approximately 1,635 self-park spaces within a surface lot and seven-level parking garage, and the Berryessa/North San Jose Center contains approximately 1,478 self-park spaces within a surface lot and six-level parking garage.

Both sets of parking at the Centers will operate with a state of the art PARCS, which includes a parking space count system with information signage on available spaces; vehicle parking and enforcement through a mobile license plate recognition (LPR) system; and billing, financial and reconciliation software with integrated web services. Customer payment for daily, monthly, and long term parking will be accepted through 13 Pay on Foot kiosks, a pay-by-phone mobile application, and as well as a dedicated parking webpage set up and managed by the parking operator that can be accessed from both the VTA and BART websites.

DISCUSSION:

VTA advertised a Request for Proposals (RFP S17234) on November 17, 2017 for operation of the PARCS and related services at the Centers. VTA sought proposals from firms with demonstrated operation of large scale parking facilities for public agency owners, and expertise in the operation of advanced hardware and software parking systems. On December 21, 2017 VTA received two qualifying proposals from the following firms:

1. SP Plus
2. Impark

An evaluation panel consisting of two VTA Deputy Directors and a Senior Real Estate Agent reviewed the two proposals. After reviewing the proposals and interviewing both firms, and subsequently receiving revised scope and price proposals, the review panel determined SP Plus as the proposal offering the best value to VTA.

The contractor's scope will include full responsibility for the PARCS system, with multiple daily enforcement sweeps, repair and maintenance of hardware, coordination with other third party vendors for mobile payment and enforcement, maintenance of a dedicated website for parking accounts, preparation of monthly financial reports, and provision of a customer service center, among other items. The scope will also include minor maintenance and regular cleaning to ensure the parking areas are in a clean and orderly condition. Finally, this board authorization includes an allowance for VTA to draw from when additional services are required, in the event that the nature of the garage operation and increased usage require greater contractor support.

ALTERNATIVES:

The Board could direct staff to reissue the RFP with a revised scope of services. However, reissuance would prevent the PARCS contractor from working directly with the company responsible for PARCS installation and configuration, and could result in additional expense for later revisions to the configuration of the PARCS.

FISCAL IMPACT:

This action will authorize up to \$1,989,000 for operation of the PARCS and related services through December 2023. Appropriation for contract expenditures through June 2019 is available in the FY19 Adopted VTA Transit Fund Operating Budget. Appropriation for the remainder of the contract period will be included in subsequent Biennial Operating Budgets. Parking revenues at the new Centers are anticipated to exceed the cost of this contract resulting in net revenues for the VTA Transit Fund.

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION:

No specific SBE goal has been assigned to this contract; however, the Contractor will utilize a MWBE, DBE/SBE certified subcontractor to support VTA's MWBE and SBE program.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Administration & Finance Committee considered this item on March 15, 2018. The Committee unanimously recommended to the VTA Board of Directors that it authorize the General Manager to enter into a contract with SP+.

Prepared by: Ron Golem
Memo No. 6029

ATTACHMENTS:

- Attachment A - PARCS (PDF)

Attachment A**RFP S17234****Parking Access and Revenue Control System****SP Plus Corporation****200 E. Randolph St. Suite 7700****Chicago, IL 60601**

SUBCONSULTANT	OFFICE ADDRESS	CONTACT	PHONE	DBE
SF Parking, LLC	256 Peabody San Francisco, CA 94134	Patricia Rodriguez, Owner	650-740-6928	Yes



Date: March 20, 2018
 Current Meeting: April 5, 2018
 Board Meeting: April 5, 2018

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Board of Directors

FROM: Auditor General, Bill Eggert

SUBJECT: FY 2018 VTA Risk Assessment Refresh

Policy-Related Action: No

Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Review and receive the Auditor General's report on the FY 2018 VTA Risk Assessment Refresh.

BACKGROUND:

VTA's Auditor General's Office is responsible for developing and recommending the annual Internal Audit Work Plan, assigning and managing the resources required to conduct each internal audit or project, and providing project results and progress reports to the Governance & Audit Committee and Board of Directors.

In June 2017, the Board of Directors approved the FY 2018 & 2019 Internal Audit Work Plans. During December 2017 and January 2018, the Auditor General's Office performed the FY 2018 Risk Assessment Refresh that was contained in these plans.

DISCUSSION:

To develop its recommended annual internal audit work plans, the Auditor General's Office annually facilitates a high-level risk assessment of significant current or future potential financial, business or reputation risks to VTA. These risks are derived from a combination of interviews with members of the Board, the General Manager, key executive and senior management, working knowledge of the organization, and knowledge of key industry trends and best practices. The risks are then identified, prioritized based on vulnerability and impact to VTA. Potential projects are subsequently considered and recommend for inclusion in the Internal Audit Work Plan for the upcoming one or two fiscal years or for mid-cycle adjustments to the

final year of a two-year plan.

Between December 2017 and January 2018, the Auditor General's Office completed its FY 2018 Risk Assessment Refresh, the results of which are presented in Attachment A. A theme that continues from previous risk assessments is the significance and ongoing risk of the BART Silicon Valley Extension project, including the Phase I extension to Berryessa, the Phase II extension through downtown San Jose into Santa Clara, and implementation of Phase I service projected for mid-2018. The continued high risk results from the project's size, complexity, regional and local importance, and high-level of public awareness. More detailed observations and explanations are provided in the attached report (Attachment A).

During the Risk Assessment Refresh, new risk categories were identified that merit consideration from the Board. These risks vary in likelihood and potential impact to VTA achieving its objectives. Although not all risks merit an Auditor General project, Board awareness and consideration as part of the existing work plan is paramount. As such, the Auditor General has identified seven new potential project areas as part of the mid-cycle review. Based on a multitude of factors, the Auditor General is proposing three changes to the existing audit plan, which are:

- Defer the *Comprehensive IT Risk Assessment* currently approved as a project in FY18 to FY19 and replace with the *Business Continuity Plan Assessment*, which currently is approved for FY19
- Defer the *Regulatory Compliance Assessment* currently approved as a project in FY19 and replace with *BART Phase II PMO Assessment*, which is a new project identified as part of the Risk Assessment Refresh
- Approve the scope of the Transaction Monitoring Audit (currently to be determined) for *HR and Payroll Master Data Assessment*.

Following review and direction by the Governance & Audit Committee, proposed project revisions will be finalized, and the Auditor General will prepare cost estimates and implementation schedules for each potential project. This information will be used to develop any recommended modification to the FY 2018 & FY 2019 Internal Audit Work Plans, which will be presented for consideration by the Governance & Audit Committee at its March 2018 meeting and by the Board in April 2018.

FISCAL IMPACT:

There is no financial impact associated with acceptance of this report.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Governance & Audit Committee considered this item at its March 1, 2018 meeting as part of its Regular Agenda. The committee, without major comment, unanimously recommended Board approval of this item and placement on the Board's Consent Agenda.

In addition, the Committee strongly supported the Auditor General's recommended specific modifications to the FY 2018 & FY 2019 Internal Audit Work Plans.

Prepared by: Lillian Rogers, Auditor General's Office and Stephen Flynn, Sr. Policy Analyst
Memo No. 6412

ATTACHMENTS:

- A--Risk Assessment Refresh-FY18_01FEB2018 (PDF)

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

FY 2018 Risk Refresh Results and
Mid-Cycle Status Review of Approved FY18 and FY19 Internal Audit Work Plans



February 1, 2018

VTA Auditor General Responsibilities:

VTA's Auditor General is responsible for:

- Assisting the Board to fulfill its fiduciary responsibility through risk management, audit, and efficiency improvement processes
- Developing an annual Internal Audit Work Plan
- Identifying operational enhancements and process improvement opportunities
- Reporting results to the Governance & Audit Committee and the Board
- Monitoring VTA Ethics Hotline and investigating submissions
- Holding an annual public meeting

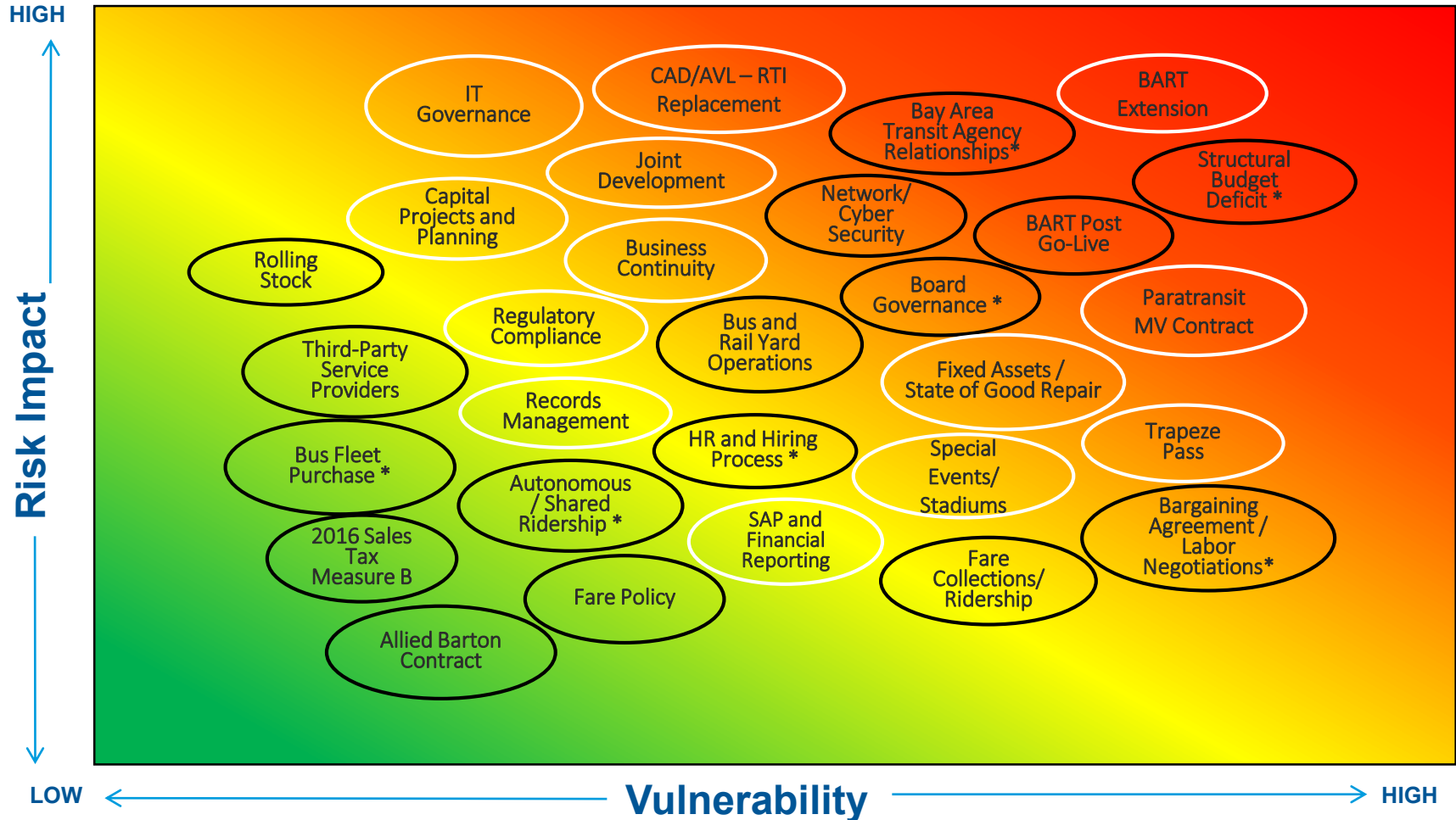
The Auditor General's Office cannot:

- Perform management functions or make management decisions
- Implement any audit recommendations
- Create or develop any VTA policies

Types of Risk



Risk Assessment Refresh - Heat Map (updated Jan. 2018)



Risks in white circles have an existing project approved in the FY18 or FY19 Work Plans, and risks with an asterisk were added to the Heat Map during the FY18 Risk Refresh.



Approved FY 2018 and 2019 Internal Audit Work Plans

FY 2018 IA Work Plan

Approved Project	Proposed Action
Special Events and Stadiums	None – Project Complete
RTI Project CAD / AVL Replacement	None – Project in progress
Transaction Monitoring Audit (<i>AP Master File</i>)	None – Project in progress
Joint Development Program	None
Paratransit Operations Transition	None
Comprehensive IT Risk Assessment	Defer to FY19 and replace with Business Continuity Plan

FY 2019 IA Work Plan

Approved Project	Proposed Action
Trapeze Pass	None
Fixed Assets Program / State of Good Repair	None
Capital Budget and Project Controls	None
Regulatory Compliance Assessment	Defer and replace with BART Phase II PMO Review
Transaction Monitoring Audit (Area TBD)	Proposed scope: HR and Payroll Master Data Assessment
Business Continuity Plan	Move up to FY18 and replace with IT Risk Assessment

Approved FY 2018 and 2019 Projects

Project Area	Description
Joint Development Program Assessment (FY18)	Examine current and future joint development plans. Considerations may include: <ul style="list-style-type: none"> * Land use and zoning * Monetization of assets and property sales * Political pressure * Project planning and development * Community outreach * Risk management
Paratransit Operations Transition Review (FY18)	Examine the controls and processes surrounding VTA's Access paratransit operations. Considerations may include: <ul style="list-style-type: none"> * Transition from previous provider and service model, including process assessment and implementation * Implementation of management response from prior audits * Compliance with new contract * Community outreach
Comprehensive IT Risk Assessment (Defer to FY19)	Examine the risks and efficacy of controls related to VTA's comprehensive IT operations and governance environment. Considerations may include: <ul style="list-style-type: none"> * Business process and IT support structures * IT general controls (ITGC) * Evaluation of other IT risks: cyber security, network administration, business continuity planning, and compliance * Benchmarking of IT practices * IT application controls (ITAC)
Trapeze Pass Review (FY19)	Examine the implementation and controls of the Trapeze Pass system for VTA Access paratransit services, focused on: <ul style="list-style-type: none"> * Software acquisition and configuration * System controls and reporting * System implementation and application go-live * Interface with invoicing and date reporting

Approved FY 2018 and 2019 Projects

Project Area	Description
Fixed Assets Program / State of Good Repair (FY18)	Examine VTA's operational and financial process and controls for fixed assets and state of good repair. Considerations may include: <ul style="list-style-type: none"> * Adequacy of policies and procedures * Financial and reconciliation controls * Depreciation methodology and expense recognition <ul style="list-style-type: none"> * Asset requisition and capital budgeting * Capital budget monitoring and overruns * Transfer and disposal of assets
Capital Budget and Project Controls (FY18)	Examine VTA's Capital Budget planning and monitoring processes. Considerations may include: <ul style="list-style-type: none"> * Methodology for reviewing and approving projects * Capital project and schedule execution * Project change order controls <ul style="list-style-type: none"> * Project feasibility and planning * Contractor selection and oversight * Cost and project monitoring/reporting controls
Regulatory Compliance (Defer and Replace)	Examine the processes for establishing and tracking VTA's regulatory compliance requirements. Considerations may include: <ul style="list-style-type: none"> * Regulators and organizational compliance requirements * Compliance assessment <ul style="list-style-type: none"> * Internal monitoring and controls assessment * Federal, state, and local regulations
Transaction Monitoring: (Proposed Scope)	Examine the process, controls, and transactions related to HR and payroll master data processing. Considerations may include: <ul style="list-style-type: none"> * Data analysis to examine risk and detect anomalies * Unauthorized salary increases <ul style="list-style-type: none"> * Payroll records and timesheet analyses * Unauthorized or inaccurate payments
Business Continuity Plan Assessment (Move to FY18)	Examine VTA's Business Continuity Plan. Considerations may include: <ul style="list-style-type: none"> * Adequacy, completeness, and appropriateness of plan * Adequacy and effectiveness of testing controls * Adequacy and Agency readiness <ul style="list-style-type: none"> * Feasibility: people and processes * Mission critical coverage * Impact on subordinate continuity plans

Potential AG Projects - Identified During FY18 Risk Refresh

Project Area	Description
BART SV Phase II PMO Assessment <i>(Move to FY19)</i>	Examine BART Phase II Project Management Office (PMO) policies, processes, and controls. Considerations may include: <ul style="list-style-type: none"> * PMO Structure and organizational culture * Adequacy of project sponsorship and resources * Change management processes * Alignment of PMO with strategic objectives * Project governance standards * Use of standard processes and tools
HR and Hiring Process Review	Examine HR policies, processes, and controls related to core functions of recruitment, compensation, retention, etc. Considerations may include: <ul style="list-style-type: none"> * Review of HR performance metrics and reporting * Roles, responsibilities, and segregation of duties * Adequacy, legality, and effectiveness of practices * Regulatory and Bargaining Agreement compliance * Staffing procedures and continuity of operations
Structural Budget Deficit	Examine the processes to address budget imbalances and the related policies. Considerations may include: <ul style="list-style-type: none"> * Board monitoring and policy compliance related to budget deficits, fund balance and debt ratios * Readiness for bond issuances, use of reserves and cost cutting measures * Impact of Next Network, fare changes, and new BART service * Forecasted recovery ratio
Board Governance	Examine policies and processes related to core governance functions. Considerations may include: <ul style="list-style-type: none"> * Member skills, objectives, and training * Committee structure, assignments and roles * Board member selection, representation, and term rotation * Allocation of Board seats and alignment with county-wide transportation and mobility objectives

Potential AG Projects - Identified During FY18 Risk Refresh

Project Area	Description
Bay Area Transit Relationship Review	Examine VTA's existing governance processes, agreements, and strategic relationships with Bay Area transportation agencies. Considerations may include: <ul style="list-style-type: none"> * BART, Caltrain, and MTC relationships * Governance structure and negotiating strategies * Long-term strategy and alignment with VTA objectives <ul style="list-style-type: none"> * Financial obligations and agency impact * Funding allocation and methodologies
Bargaining Agreement and Labor Negotiation Review	Examine current CBAs and the related processes to evaluate agreement terms. Considerations may include: <ul style="list-style-type: none"> * Financial and operational assessments (internal and external) * Evaluation of key provisions (to be selected) * Mandatory (salary) vs. non-mandatory costs (benefits) * Salary, benefits, and demographic considerations * Flexibility for future transit transformation, such as new positions, <ul style="list-style-type: none"> * Alignment with VTA organizational objectives * Peer and labor market analysis * Relevancy of current job titles and descriptions
Autonomous / Shared Ridership	Examine VTA's planning process and readiness for transit transformation. Considerations may include: <ul style="list-style-type: none"> * Innovative partnerships with manufacturers, ride share providers and Silicon Valley companies / groups * Risk vs. reward for Disruptor innovator vs. Fast Follower strategies * Impact on planned expenditures (i.e., new buses) and existing infrastructure (i.e., right of way, express lanes and rail track) * Potential federal or state innovation funding, pilot or demonstration project funding * Required Board action, new policies and funding options

Potential AG Projects - Previously Identified

Project Area	Description
Maintenance Operations & Scheduling	Examine VTA's maintenance operations and scheduling processes at bus and rail yards. Considerations may include: <ul style="list-style-type: none"> * Methodology for planning and scheduling maintenance * Key performance indicators (KPIs) and continuous improvement * Productivity and process effectiveness * Internal controls and monitoring programs * Utilization of SAP and other technology * Parts planning and inventory utilization
2016 Sales Tax Measure B	Examine oversight and processes related to the new Sales Tax Measure funding. Considerations may include: <ul style="list-style-type: none"> * VTA oversight and management * Reporting and monitoring of capital expenditures * Role of Citizens Oversight Committee * Political impact, and community outreach
Vendor Management	Examine VTA's Vendor Management process and controls. Considerations may include: <ul style="list-style-type: none"> * Duplicate payments * Ongoing vendor monitoring * Vendor selection processes, including high risk or disqualified vendors * Vendor master data inputs and controls * Segregation of duties and fraud prevention controls
Bus and Rail Yard Operations	Examine VTA's operational processes and controls at bus and rail yards. Assessment considerations may include: <ul style="list-style-type: none"> * Productivity and process effectiveness * Key performance indicators (KPIs) and continuous improvement programs * Internal controls and monitoring programs
Rolling Stock	Examine the process related to the purchase, planning, use, and maintenance of VTA's rolling stock. Considerations: <ul style="list-style-type: none"> * Maintenance schedule and productivity * Supply chain operations related to parts procurement * Mid-life rehabilitation * Equipment shortages * Potential impact on the system and riders * Rail and bus pull-out
Cyber Security	Examine VTA's Cyber Security framework and evaluate adequacy processes and controls. Considerations may include: <ul style="list-style-type: none"> * Risk management and compliance * Information and asset management * Threat and vulnerability assessment * Crisis Management capability and resiliency * Third-party management * Identity and access management * Data management and protection * Security operations, awareness, and training

Previously Completed AG Projects (Selected)

Information Technology

- Network Security
- IT Development & Project Management
- Trapeze Ops implementation

Strategic

- Succession Planning
- Express Lane Operations
- Risk Assessments

Financial Reporting

- Third Party Fare Reporting
- Grants Management
- Timekeeping and Payroll
- ATU Pension Plan

Safety & Security

- Network Security
- Public Safety Process
- Sheriff's Office Contract

Operations

- Operator Scheduling
- Paratransit Operations
- Inventory Management
- Procurement

Special Projects & Programs

- BART SV Project Schedule
- Alum Rock Construction
- BART SV Interagency Agreement



Date: March 21, 2018
 Current Meeting: April 5, 2018
 Board Meeting: April 5, 2018

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Board of Directors

FROM: Auditor General, Bill Eggert
 General Manager, Nuria I. Fernandez

SUBJECT: Amend the FY 2018 and FY 2019 Internal Audit Work Plans

Policy-Related Action: No

Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Approve amending the FY 2018 and FY 2019 Internal Audit Work Plans to: (A) add two new high value, high priority projects for FY 2018; (B) accelerate one current FY 2019 project to FY 2018; (C) modify one existing FY 2018 project to add additional scope; and (D) defer two lower priority FY 2018 projects, one to FY 2019 and the other to a future Work Plan.

BACKGROUND:

The Internal Audit Work Plan (“Work Plan”) specifies the projects that the Board of Directors has authorized the Auditor General’s Office to undertake during a given fiscal year. The FY 2018 and FY 2019 Internal Audit Work Plans were approved by the Board in June 2017 for a maximum amount of \$465,000 for each year.

The Board of Directors has delegated certain specialized discretion to the Governance & Audit Committee in support of its responsibilities in overseeing the activities of the Auditor General function. These responsibilities include approving scope modifications and cost adjustments for Internal Audit Work Plan projects, subject to remaining within the overall budget for that Work Plan. However, the addition of any project (except urgent ones meeting specified criteria), an increase to the overall finding level for any Work Plan, or deletion of any project contained therein requires Board approval.

DISCUSSION:

The Auditor General's ("AG") Office presented the results of the FY 2018 Risk Assessment Refresh to the Governance & Audit Committee at its March 2018 meeting. The Board will consider this same item as part of the Consent Agenda at its April 5, 2018 meeting.

Based on the results of the Risk Assessment Refresh, the AG's Office has re-evaluated all FY 2018 and FY 2019 Work Plan projects and is recommending associated changes, primarily to the implementation schedules, to address the updated assessed risk profile and prioritization.

In overview, the following changes are proposed:

- Two new, high value projects be added for FY 2018
- One FY 2019 project be accelerated to FY 2018
- One FY 2018 project be modified to include additional scope
- Two lower priority FY 2018 projects be deferred, one to FY 2019 and one to a future Work Plan (currently targeted for FY 2020)

The specific recommended changes to the FY 2018 and FY 2019 Work Plans are described in detail in the following.

Projects Added to FY 2018

A. Business Continuity Plan Assessment

[Current FY 2019 project being accelerated to FY 2018 330 hours; \$55,000]

This will examine VTA's Business Continuity Plan. Scope considerations for the proposed review would include, among others:

- Adequacy, completeness, and appropriateness of the plan
- Feasibility: people and processes
- Adequacy and effectiveness of testing controls
- Mission critical coverage
- Adequacy of Agency readiness
- Impact on subordinate continuity plans

B. BART Silicon Valley Project - Phase 1 BART Invoicing Audit

[New project 350 hours; \$75,000]

All risk assessments conducted by the AG's Office, including the FY 2018 Risk Assessment Refresh, have identified the BART Silicon Valley (SV) project as a substantial risk for the organization, primarily due to its magnitude, complexity, importance and community impact.

In 2001, BART and VTA signed a Comprehensive Agreement (Agreement) to govern the relationship between VTA, as the builder and owner of the extension, and BART as the operator of the extension. The Agreement commits BART to provide its considerable expertise to assist in the design and construction of the extension, and for VTA to reimburse BART for its costs on these efforts.

To date, BART has billed VTA approximately \$65 million for costs incurred for services provided under the Agreement since project inception. Of this amount, approximately \$45 million is attributable to work related to Phase 1 of the project (Warm Springs to Berryessa), which will soon be completed and under operation.

Given the Board's commitment to continual quality improvement through ongoing independent review and assessment, combined with the upcoming completion of Phase 1, staff has recommended that an audit of BART's invoices and costs reported be conducted, as is provided under the Agreement. The objective would be to validate that the amounts BART billed VTA, including direct and indirect costs, were accurate and compliant with the terms and conditions of the Agreement, and that BART has adequately maintained project accounting systems to accurately report costs under the agreement. VTA routinely conducts contract compliance and invoicing process reviews for all large-scale capital projects.

Staff, in collaboration with the AG's Office, identified the following high-risk scope areas that may be included in the audit, among other considerations:

- Review of BART's contract administration and billing policies and procedures
- Review of BART's existing internal accounting and operational project controls
- Review of project accounting systems and methodologies for recording time, costs, and expenditures
- Review BART's indirect cost allocation model (i.e. Cost Allocation Plan (CAP) or Indirect Cost Rate Proposal (ICRP)), including indirect cost budget vs. actual analyses and subsequent revisions
- Detailed review of BART invoices and costs reported for fiscal years 2013-2017, including the following analyses:
 - Determination if BART's invoices submitted to VTA comply with contractual requirements (e.g. timeliness, supporting documentation, etc.)
 - Determination if the invoiced amounts are computed correctly
 - Verification that direct costs invoiced are adequately supported
 - Verification that indirect costs invoiced are correctly calculated and allocated
 - Review of any invoice changes, corrections, or reissuances
 - Review and determine evidence of any modifications

The AG's Office recommends conducting the fieldwork in two distinct phases due to the lack of working knowledge and familiarity with BART policies, procedures, systems and availability of documentation. The first phase will serve as a discovery phase, primarily focused on understanding BART's internal processes, controls, systems and information availability that are relevant inputs into the BART SV invoices submitted to VTA. This will allow the AG's Office to further refine audit procedures for the second phase of fieldwork: invoice and cost validation.

At the conclusion of phase one fieldwork, the AG's Office will provide an interim report on any observations identified, the availability of records and information, and the proposed scope and audit procedures for the second phase of the audit. The Governance and Audit Committee would then be able to adjust the proposed scope as desired and approve the final phase two scope at that time. It is estimated that this update would be provided at either the May or June 2018 Governance & Audit Committee meeting.

FY 2018 Projects Being Modified

C. Joint Development Program Assessment

[Existing project of 320 hours at \$55,000 total cost is increased by 150 hours and \$25,000 to a revised total of 470 hours at \$80,000 total cost]

The existing project is to examine VTA's current and future joint development plans and processes. Potential considerations may include: land use and zoning; project planning and development; monetization of assets and property sales; community outreach efforts; political pressure; and risk management.

VTA GM/CEO Nuria Fernandez has requested that the Auditor General review VTA's recent Request for Proposal (RFP) process that resulted in an April 2017 Board award of an Exclusive Negotiations Agreement (ENA) for negotiation of the proposed terms and conditions of an agreement for a joint development project at the Tamien Station in order to independently and objectively assess the process. Potential scope areas that may be included, among other considerations, are:

- Evaluate the adequacy and effectiveness of current policies, procedures, systems, and processes
- Assess adherence to applicable VTA policies and procedures
- Assess the established protest process and any protests submitted

This assessment of the Tamien Station project will be performed in conjunction with the Auditor General's assessment of VTA's overall VTA Joint Development program.

Projects Being Added to FY 2019

D. BART SV Phase 2 Project Management Office (PMO) Assessment

[New project

310 hours; \$52,000]

This will examine the BART Phase II Project Management Office (PMO) policies, processes, and controls. Scope considerations may include, among others:

- PMO Structure and organizational culture
- Alignment of PMO with strategic objectives
- Adequacy of project sponsorship and resources
- Project governance standards
- Change management processes
- Use of standard processes and tools

Projects Being Deferred

E. Comprehensive Information Technology (IT) Risk Assessment

[Current FY 2018 project deferred to FY 2019

370 hours; \$63,000]

This project will examine the risks and efficacy of controls related to VTA's comprehensive Information Technology (IT) operations and governance environment.

F. *Regulatory Compliance Assessment*

[Current FY 2019 project deferred to future year (targeted FY 2020) 310 hours; \$52,000]

This will examine the processes for establishing and tracking VTA's regulatory compliance requirements.

The net fiscal impact of these proposed modifications is that the FY 2018 Work Plan would be increased by \$92,000, from \$465,000 to \$557,000, and the FY 2019 Work Plan would be increased by \$63,000, from \$465,000 to \$528,000.

ALTERNATIVES:

The Board could choose to not approve any or all of the recommended changes to the FY 2018 and/or FY 2019 Internal Audit Work Plans. In addition, it could choose to modify the proposed scope of any of the recommended projects.

FISCAL IMPACT:

This action will authorize an additional \$92,000 for Auditor General services during FY 2018 and an additional \$63,000 during FY 2019. Sufficient appropriation for the increases for FY 2018 and FY 2019 is available in the Adopted FY 2018 and FY 2019 VTA Transit Fund Operating Budgets and the Adopted FY 2018 2000 Measure A Transit Improvement Program Fund Capital Budget.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Governance & Audit Committee considered the Auditor General's recommended changes at its March 1, 2018 meeting as part of the Regular Agenda. The Committee expressed strong support for the recommended changes, and unanimously recommended Board approval of this item and placement on the Board's Consent Agenda.

However, Chairperson Liccardo and Director Chavez recused themselves from the vote on recommending amendment of the existing Joint Development Program Assessment project to increase the scope to assess the RFP process for the Tamien Station Joint Development Project. Due to this, this specific modification is being forward for Board consideration without a recommendation from the Governance & Audit Committee.

Prepared by: Lily Rogers, Auditor General's Office and Stephen Flynn, Sr. Policy Analyst
Memo No. 6510



Date: March 20, 2018
 Current Meeting: April 5, 2018
 Board Meeting: April 5, 2018

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Board of Directors

FROM: Auditor General, Bill Eggert

SUBJECT: Special Events & Stadiums Service Assessment

Policy-Related Action: No

Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Review and receive the Auditor General's report on the Special Events & Stadiums Service Assessment.

BACKGROUND:

VTA's Auditor General's Office is responsible for conducting the internal audits specified in the Board-approved Internal Audit Work Plan. It is also responsible for determining the implementation status, adequacy and timeliness of corrective actions that VTA management committed to implement on reported observations and recommendations contained in these internal audits.

Prior to the mid-2014 opening of Levi's Stadium, as part of a risk assessment the Auditor General's Office had assigned special events service an elevated risk due to the initial efforts needed to implement and maintain special service to Levi's Stadium and other venues. The Auditor General (AG) and the Governance and Audit Committee subsequently agreed to defer this project to following completion of Super Bowl 50 at Levi's Stadium in February 2016.

The Board approved this Special Events and Stadiums Service Assessment as a component project of the FY 2018 Internal Audit Work Plan.

DISCUSSION:

VTA regularly provides special bus or light rail service to venues in addition to regularly scheduled routes or service. These special events can range from small gatherings to larger sporting or other events held at Levi's Stadium, Avaya Stadium, the SAP Center, and other venues in the county. Providing special service to these events has risks, including impacts to existing service, staffing and equipment resources as well as financial considerations.

The AG's Office completed the Special Events and Stadiums Service Assessment from September to December 2017. Based on the work performed, an overall *Low* level of risk was issued, based on two identified areas of potential process improvement, both judged as *Low* risk, supplemented by three detailed observations and recommendations for process improvement.

VTA management agreed with all the Auditor General's Office recommendations for process improvement, which primarily addressed formalizing existing procedures. It committed to implement the recommendations by July 31, 2018, with completion of one dependent of successful negotiation of certain changes to the labor contract with the Amalgamated Transit Union 265 (ATU).

Recommendations of opportunities for improvement contained in that report were presented by the Auditor General for consideration by the VTA Board of Directors, Governance & Audit Committee and management, which are solely responsible for the effective implementation of any recommendation.

FISCAL IMPACT:

There is no financial impact associated with acceptance of this report.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Governance & Audit Committee considered this item at its March 1, 2018 meeting as part of its Regular Agenda. The committee, without major comment, unanimously recommended Board approval of this item and placement on the Board's Consent Agenda.

Prepared by: Lily Rogers, Auditor General's Office and Stephen Flynn, Sr. Policy Analyst
Memo No. 6289

ATTACHMENTS:

- A--Special Events and Stadiums Service Assessment (PDF)



Special Events and Stadiums Service Assessment

Auditor General Report No. 2018-01

January 23, 2018

EXECUTIVE SUMMARY

Background

VTA regularly provides special bus or light rail service to venues in addition to regularly scheduled routes or service. These special events can range from small gatherings to larger sporting or other events held at Levi's Stadium, Avaya Stadium, the SAP Center, and other venues in the county.

The Auditor General's Office previously assigned special events service an elevated risk due to the initial efforts needed to service Levi's Stadium, which opened in 2014, as well as other factors including Levi's being selected to host Super Bowl 50 in February 2016. Refer to Appendix C for detailed timeline.

Due to this, a component project then contained in the Board-approved FY 2015 Internal Audit Work Plan is this Special Events and Stadiums Service Assessment. The Auditor General (AG) and the Governance and Audit Committee subsequently agreed to defer this project to FY 2017 to follow completion of Super Bowl 50 service.

The AG's Office completed this assessment from September to December 2017. It was performed in accordance with the Standards for Consulting Services issued by the American Institute of Certified Public Accountants.

This report was prepared for use by VTA's Board of Directors, G&A Committee, and management. Recommendations for improvement are presented for management's consideration and management is responsible for the effective implementation of corrective action plans.

Objective and Scope

The primary objectives of this assessment were to:

- Obtain an understanding of VTA's Special Events objectives, processes, controls, and related policies and procedures
 - Obtain an understanding of the roles and obligations of outside parties, including partner and/or affected cities and municipalities, police departments, and volunteer and security personnel
 - Assess the adequacy and effectiveness of policies, procedures, systems, and processes to manage special events requirements
 - Identify opportunities for process/control improvements or enhancement
- Please see to Appendix B for more detailed information on project objectives and scope.

Overall Rating (See Appendix A for definitions)

	Report Rating	Number of Observations by Risk Rating		
		High	Medium	Low
Special Events and Stadiums Review	Low	0	0	2

Overall Summary and Review Highlights

Since the Auditor General's Office first planned its review, management has taken numerous proactive steps to address several special events service areas:

- VTA successfully met the transit needs of the Super Bowl, and regularly provides service to NFL games, concerts and other major events held at Levi's Stadium.
- VTA's Board adopted a Special Event Service Policy in June 2017.
- VTA negotiated a Reimbursement Agreement with Levi's Stadium.

VTA has made significant progress in addressing the risks associated with special events and stadiums, including impacts to existing service and staffing and equipment resources. However, the agency faces an increased risk as special events grow in size and frequency. Many of the procedures that VTA has developed to service special events are informal. Opportunities for continuous improvement and best practices exist related to formalizing these procedures. Overall, to manage future or new special events we recommend that VTA:

- Finalize and implement Special Events operational processes and procedures related to:
 - Special Events Ambassador Program and staffing
 - Special Events service performance monitoring
- Consider including Operator scheduling for special events in the quarterly bidding process.

Based on the work performed, an overall rating of *Low* was assigned based on two observations. Questions on the report should be addressed to Bill Eggert, VTA Auditor General, at Auditor.GeneralOffice@VTA.org.

OBSERVATIONS SUMMARY

Following is a summary of observations noted in the areas reviewed. Definitions of the observation rating scale are included in Appendix A.

Ratings by Observation	
Observation Title	Rating
1. AGENCY-WIDE SPECIAL EVENTS PROCEDURES	Low
2. OPERATOR SCHEDULING FOR SPECIAL EVENTS	Low

DETAILED OBSERVATIONS

1. Agency-Wide Special Events Procedures

Observation: VTA has not formalized processes and procedures for special events operations related to Ambassador Program and staffing and overall event service performance monitoring.

Recommendation: VTA formalize processes, procedures, and/or guidance over the special events Ambassador Program and special event service monitoring.

Management’s Response and Action Plan:

Observation Rating: Low

1.1 VTA has made significant progress in responding to the evolving transit demands for special events in Santa Clara County, including the Special Event Service Policy that was approved by the VTA Board in June 2017. Although the policy and operational processes have been implemented over time, the Ambassador Program and special event service monitoring processes have not been sufficiently formalized to ensure consistency and effective knowledge capture and transfer among special events, operations, and planning personnel.

Ambassador Program:

VTA has dedicated many resources towards planning for and servicing special events. Management has assigned responsibilities for special events and developed practices and procedures governing communication and coordination with outside parties before special events, internal planning and the need for resources, and operations during special events. In addition, VTA has negotiated a Reimbursement Agreement with Levi’s Stadium to recover certain costs of service for events based on the number of train cars and resources deployed.

VTA has not established formal procedures or guidelines governing management’s evaluation criteria for determining if and when to use volunteer ambassadors for individual special events. In addition,

1.1 VTA should formally establish centralized processes, procedures, and/or guidelines for the following:

- a) The Ambassador Program and special event staffing and operator scheduling
- b) Special events service monitoring and post-event analyses

VTA should ensure that any changes are reviewed with Human Resources, if necessary, and promulgated entity-wide. By formalizing these processes, VTA will promote consistency in operations and continuous improvement for future special events service planning and operations.

1.1 Management agrees.

a) VTA will formalize its processes, procedures, and/or guidance to use and deploy ambassador volunteers, operator scheduling, and physical resources. This process will include enhancing existing procedures and/or guidelines and developing new ones where needed, and will include suitable documentation, approval by the required departments and management, and appropriate promulgation. It should be noted that completion of any procedures or guidelines addressing use of part time operators for weekend work are contingent on completion of negotiated changes to the ATU contract.

b) VTA will formalize its processes, procedures, and/or guidance for special events service monitoring, including management’s post-event management analysis meetings, including relevant event objectives, such as:

- Post-event crowd clearance
- Customer experience, as identified by customer compliments and complaints
- Monitoring of equipment failure and mechanical breakdowns

1. Agency-Wide Special Events Procedures

Observation: VTA has not formalized processes and procedures for special events operations related to Ambassador Program and staffing and overall event service performance monitoring.

the current practices have not formally been approved by Human Resources, increasing the risk that ambassador volunteer activities may interfere with staff's daily obligations and activities.

Special Events Service Monitoring

Each special event that VTA services has distinct attributes that management incorporates into the planning process. VTA has developed experience serving special events, including recurring events at Levi's Stadium such as 49ers games and smaller events held at locations other than stadiums. The planning process includes a best estimate of event attendance, the Scheduling Department's assessment of the number of vehicles needed or the estimated event attendance, and an assessment of how many vehicles and resources are available from Operations.

Although VTA monitors special event service in real-time, as well as at the completion of an event, management has not formalized processes or procedures that have been implemented to ensure that special event service objectives and performance is monitored on an ongoing and consistent basis, and that lessons learned inform future planning decisions.

Recommendation: VTA formalize processes, procedures, and/or guidance over the special events Ambassador Program and special event service monitoring.

Management's Response and Action Plan:

- Cost containment and recapture per Special Event Service Policy

Responsible Party: Operations -- Special Events Management staff

Target Date: 7/31/18

2. Operator Scheduling for Special Events

<p>Observation: Special events use a manual and ad-hoc signup process shortly before events, resulting in short notice of operator availability to schedulers and potential impacts to service.</p>	<p>Recommendation: VTA should consider implementing special events into the standard quarterly bidding process, where feasible.</p>	<p>Management’s Response and Action Plan:</p>
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Observation Rating: Low

<p>2.1 VTA operators bid on regularly scheduled runs on a quarterly basis. Operators bid on regularly scheduled runs during normal service hours but sign up to serve special events separately using a manual and ad-hoc process, which often results in short notice to schedulers of Operator availability for these events and potential adverse impacts to service for both regular runs and special events. Additionally, contractual constraints prevent VTA from hiring part time Operators to assist with shortcomings such as weekends, special events, or vacations.</p> <p>When VTA management identifies special events, they alert the schedulers of the event, who in turn alert the Operators of the event date. Because special events bids are not included in the quarterly bidding, signups are governed by the Work Day Off and Extra Board process by which Operators fill in for shifts on short notice. This process results in greater flexibility in assigning Operators to runs as needed, but also leads to a lack of notice to Schedulers on which Operators are available to serve these events. We learned that certain “cherry pickers” may wait until the day before an event or run, review the runs available, and choose to sign up or not to sign up based on run desirability. This practice results in an ongoing need to assess short-term Operator availability against immediate run needs. In rare instances, VTA canceled regularly scheduled bus runs while servicing special events due to a lack of point Operators, Operators calling out, and scheduled Operators not reporting to their regular service shifts.</p>	<p>2.1 VTA should consider implementing special events into the standard quarterly bidding process to the extent possible, or consider hiring part time Operators. Although certain events that will take place during the bidding period are not known in advance and event attendance may be difficult to predict, events such as San Francisco 49ers games at Levi’s Stadium are known in advance and could be included as part of the standard Trapeze bidding system along with regular runs.</p> <p>Consideration should be given to event location, time of day and week, type of event and expected attendance in order to develop a standard framework or baseline for these events. If a baseline is developed, VTA can then use new information to adjust personnel to meet the expected demand.</p>	<p>2.1 Management agrees that obtaining operators for events can be a demanding process since it relies on operators to sign up for work on their days off. The use of part time operators would be very helpful but would require significant changes to the part time operator language in the current collective bargaining agreement (CBA) with ATU. Adding special events for 49ers games into the quarterly bid could be done, but it would only replicate the current process at a much earlier date. Since events are extra work there is no requirement that operators “bid” on this work without some incentive, pay or otherwise. Again, using part time operators that would be available for weekend work would be a helpful solution.</p> <p>Also, as suggested above, VTA already does have baseline service levels for events of varying sizes at Levi’s Stadium.</p> <p>Responsible Party: Transit Planning and Operations Administration</p> <p>Target Date: 7/31/18, contingent on ATU contract changes</p>
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APPENDIX A—RATING DEFINITIONS

Observation Risk Rating Definitions	
Rating	Definition
Low	Process improvements exist but are not an immediate priority for VTA. Taking advantage of these opportunities would be considered best practice for VTA.
Medium	Process improvement opportunities exist to help VTA meet or improve its goals, meet or improve its internal control structure, and further protect its brand or public perception. This opportunity should be considered in the near term.
High	Significant process improvement opportunities exist to help VTA meet or improve its goals, meet or improve its internal control structure, and further protect its brand or public perception presents. This opportunity should be addressed immediately.
Not Rated	Observation identified is not considered a control or process improvement opportunity but should be considered by management or the board, as appropriate.

Report Rating Definitions	
Rating	Explanation
Low	Adequate internal controls are in place and operating effectively. Few, if any, improvements in the internal control structure are required. Observation should be limited to only low risk observations identified or moderate observations which are not pervasive in nature.
Medium	Certain internal controls are either: <ul style="list-style-type: none"> • Not in place or are not operating effectively, which in the aggregate, represent a significant lack of control in one or more of the areas within the scope of the review. • Several moderate control weaknesses in one process, or a combination of high and moderate weaknesses which collectively are not pervasive.
High	Fundamental internal controls are not in place or operating effectively for substantial areas within the scope of the review. Systemic business risks exist which have the potential to create situations that could significantly impact the control environment. <ul style="list-style-type: none"> • Significant/several control weaknesses (breakdown) in the overall control environment in part of the business or the process being reviewed. • Significant non-compliance with laws and regulations. • High risk observations which are pervasive in nature.
Not Rated	Adequate internal controls are in place and operating effectively. No reportable observations were identified during the review.

APPENDIX B – DETAILED SCOPE AND WORK PLAN

Our engagement consisted of a review of existing policies, processes and procedures; staff interviews; and process walkthroughs to validate effectiveness of processes and controls.

Fieldwork Dates:

- September 7, 2017 to December 11, 2017

Project Objectives:

- Obtain an understanding of VTA's Special Events processes and controls
- Assess the effectiveness of design and operation of operator scheduling
- Identify opportunities for process and control improvements, and efficiency

Project Scope:

- Examine Special Events controls, costs and compliance, focusing on –
 - Adequacy of infrastructure and equipment to deliver service
 - Quality of service and impact to VTA riders
 - Service sustainability and impact on organizational staffing and morale
 - Availability of Operators/Field Supervisors and possible effects on standard operations
 - Accounting methodologies; effects of ambassadors and personnel on cost centers
 - Memorandums of understanding (MOUs) and the cost to VTA

Walkthroughs Completed / Personnel Interviewed:

- Protective Services
- Light Rail Operations
- Bus Operations
- Operations Analysis, Reporting, and Systems
- Finance
- Special Events
- Scheduling
- Human Resources

APPENDIX C – SPECIAL EVENTS HISTORY AND TIMELINE

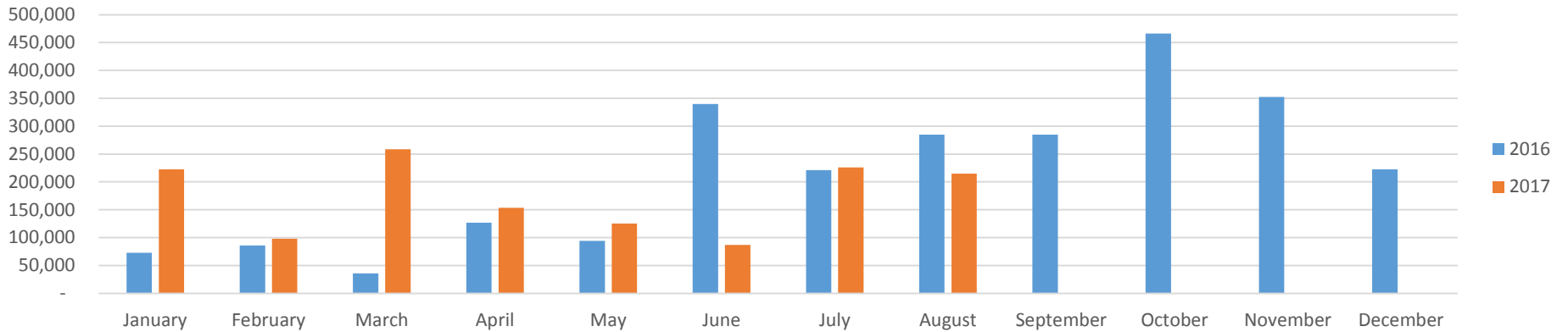
Key Special Event Dates and History:

- **June 2010:** City of Santa Clara voters approve Measure J to lease City property for a football stadium.
- **April 2012:** Levi's Stadium breaks ground.
- **May 2012:** VTA authorizes the General Manager to execute a contract for system infrastructure planning.
- **May 2013:** NFL selects Levi's Stadium as the host of Super Bowl 50 (February 2016).
- **October 2013:** VTA begins development of Levi's Stadium service plan.
- **February 2014:** First meeting of the VTA Levi's Stadium Transit Program Committee.
 - VTA appoints a dedicated Levi's Stadium and Special Events Manager.
- **Spring 2014:** Auditor General identifies Special Events as having a higher risk impact to VTA.
- **July 2014:** Grand opening of Levi's Stadium.
- **August 2014:** First sporting event played at Levi's Stadium (Major League Soccer – San Jose Earthquakes).
- **August 17, 2014:** First San Francisco 49ers game held at Levi's Stadium.
- **June 2015:** Auditor General Special Events review deferred until after Super Bowl 50.
- **February 2016:** Levi's Stadium hosts Super Bowl 50.
- **June 2017:** VTA Board of Directors approves a Special Events Service Policy.
 - Allows for cost recovery for augmented service provided for special events.
- **Fall 2017:** Auditor General performs its review of Special Events and Stadiums.

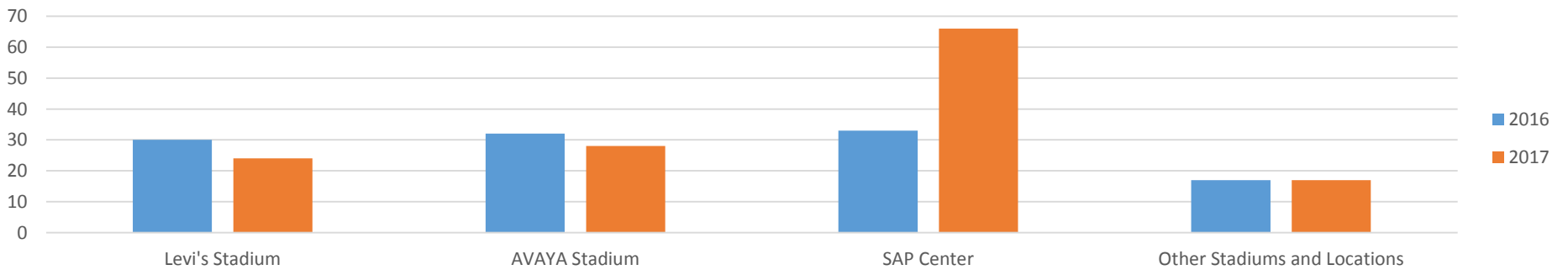
APPENDIX D – SPECIAL EVENTS HISTORICAL INFORMATION

SOURCE: VTA SPECIAL EVENTS CALENDAR

Special Events Attendance by Month
Yearly Comparison - 2016 and 2017*
* as of September 2017

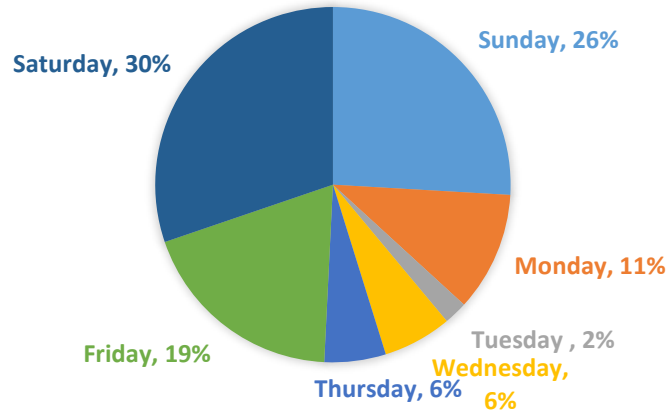


Events by Location
2016 and 2017*
* - as of September 2017

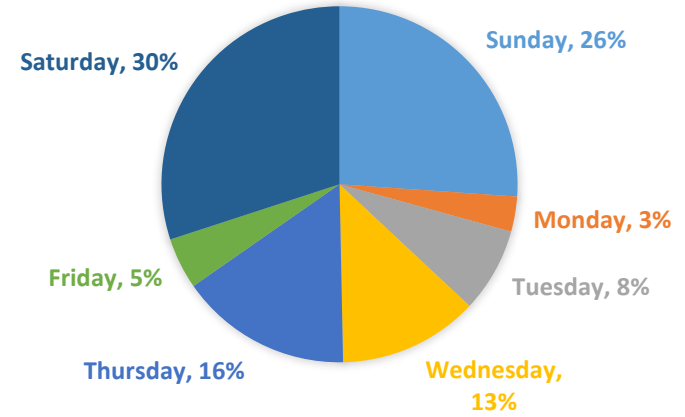


APPENDIX D – SPECIAL EVENTS HISTORICAL INFORMATION (CONTINUED)

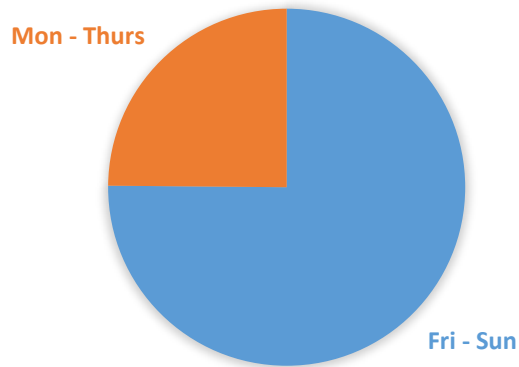
2016 ATTENDANCE BY DAY



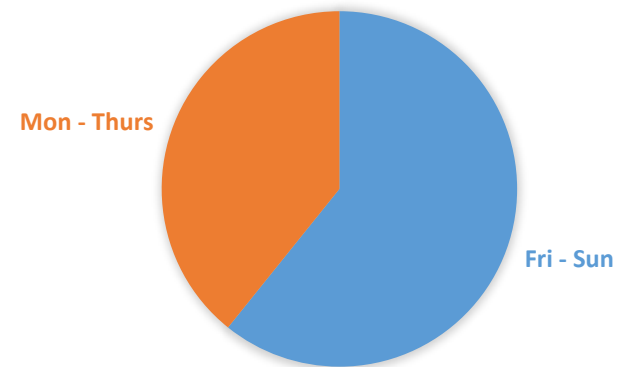
2017 ATTENDANCE BY DAY



2016 ATTENDANCE BY DAY



2017 ATTENDANCE BY DAY





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Date: March 27, 2018
 Current Meeting: April 5, 2018
 Board Meeting: April 5, 2018

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director - Planning & Programming, Chris Augenstein

SUBJECT: Transit Service Changes - April 9, 2018

FOR INFORMATION ONLY

BACKGROUND:

VTA implements transit service changes quarterly in January, April, July, and October. Major changes are typically planned for January and July, while minor changes are implemented in April and October. Proposed “major” service changes must be submitted to the VTA Board of Directors for review and approval. For Title VI compliance purposes, all “major” service changes also require that VTA staff perform a Service Equity Analysis.

The following modifications are considered “major” service changes as adopted by the VTA Board of Directors:

- Establishment of a new transit line or service.
- Elimination of a transit line or service.
- Route change that impacts 25 percent or more of a line’s route miles.
- Span of service or frequency changes affecting 25 percent or more of a line’s revenue vehicle hours.
- Series of changes on a single route which are included in the two-year Transit Service Plan and cumulatively meet any of the above criteria.
- Proposed changes that are anticipated to be controversial with a particular community or interested parties based on public feedback.
- Systemwide change concurrently affecting five percent or more of the total system revenue hours.

Service change proposals that do not meet the criteria for “major” service changes are handled at the staff level and are still subject to an appropriate level of community review and comment.

DISCUSSION:

In June 2017, the VTA Board of Directors approved the FY18-19 Next Network Transit Service Plan, for implementation coincident with the introduction of BART service at Milpitas and San Jose / Berryessa stations. In the interim, quarterly transit service changes, such as this one, focus on adjustments to current services to improve schedules and connections.

The following service changes will take effect on Monday, April 9, 2018:

Major Service Changes

No major service changes for this quarter.

Minor Service Changes

The following routes will have minor schedule adjustments:

Route 57 West Valley College -- Great America: Buses will no longer operate into Mission College on Sundays. Buses will remain on Great America Parkway and will stop at Mission College Boulevard.

Route 60 Winchester Transit Center -- Great America: Buses will no longer operate into Mission College on Sundays. Buses will remain on Great America Parkway and will stop at Mission College Boulevard.

Express 185 Gilroy -- Mountain View: Due to passenger requests from a rider survey conducted in January, the 7:21 a.m. northbound trip will leave at 7:37 a.m. and the 6:06 p.m. southbound trip will leave at 5:47 p.m.

The following bus routes will have minor schedule adjustments to improve running times, on-time performance, transfers, and operators layovers:

- **Route 22 Palo Alto Transit Center -- Eastridge Transit Center**
- **Route 32 San Antonio Shopping Center -- Santa Clara Transit Center**
- **Route 35 Downtown Mountain View -- Stanford Shopping Center**
- **Route 48 Los Gatos -- Winchester Transit Center via Winchester**
- **Route 49 Los Gatos -- Winchester Transit Center via Los Gatos Blvd**
- **Route 57 West Valley College -- Great America**
- **Route 60 Winchester Transit Center -- Great America**
- **Route 70 Capitol LRT Station -- Great Mall/Main Transit Center**

ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:

This item was on the Consent Agenda for the Committee for Transportation Mobility & Accessibility on March 8, 2018 and was received without comment.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This item was on the Consent Agenda for the Administration & Finance Committee (due to the cancellation of the March meeting of the Safety, Security, Transit Planning & Operations Committee) on March 15, 2018 and was received without comment.

Prepared By: Jay Tyree
Memo No. 6395



Date: April 2, 2018
 Current Meeting: April 5, 2018
 Board Meeting: April 5, 2018

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director - Planning & Programming, Chris Augenstein

SUBJECT: Santa Clara Countywide Bicycle Plan: Public Review Draft

FOR INFORMATION ONLY

BACKGROUND:

VTA's Countywide Bicycle Plan takes a comprehensive look at the state of bicycling in Santa Clara County, identifies and prioritizes infrastructure improvements, and provides guidance to VTA and Member Agencies for bicycle-related planning and funding decisions. The plan supports VTA's long-range countywide transportation planning document, the Valley Transportation Plan.

Since 2008, when the last Countywide Bicycle Plan was adopted by VTA, there has been significant growth in the county. More children are learning bicycle safety in school, and several middle and high schools are seeing hundreds of students bicycling to school each day. Additionally, many employers encourage their employees to bike to work, and bicycling in general is becoming more mainstream. New, European-style bikeway designs have come into favor, and cities are building more bicycle infrastructure. VTA has updated the Countywide Bicycle Plan to respond to these changes and new opportunities.

DISCUSSION:

The development of the draft 2018 Countywide Bicycle Plan was supported by a substantial outreach process, and includes input from members of the public, Member Agency staff, elected officials, and other stakeholders. The full draft plan can be downloaded from www.vta.org/bikeplan.

The plan:

- Summarizes **existing bicycling conditions** and trends in Santa Clara County, including local efforts Member Agencies have made to support bicycling.
- Designates a 975-mile conceptual network of **Cross County Bicycle Corridors**

(CCBCs)--on and off-street bikeways that provide for cross-jurisdictional bicycle travel to major destinations. The plan prioritizes the implementation of approximately 365 miles of CCBCs.

- Identifies ten CCBCs that can be upgraded to **Bicycle Superhighways**-long-distance, high-quality bikeways that provide unbroken bicycle travel physically separated from motorists. Bicycle Superhighways include major trails such as the Guadalupe River Trail and San Tomas Aquino Creek Trail, as well as potential on-street east-west corridors that can be realized through cycle tracks or parallel bicycle paths.
- Identifies 283 **Across Barrier Connections (ABCs)**-locations where improvements are needed to help bicyclists cross freeways, creeks, or railroad tracks. ABCs include 82 freeway interchanges that need improvements, 107 roadway crossings that need improvements, and 94 locations where a new bicycle pedestrian bridge may be appropriate. The plan prioritizes 41 ABCs for implementation.
- Illustrates five **Demonstration Projects** to showcase the possibilities for world-class, innovative bicycle infrastructure in Santa Clara County.
- Describes over a dozen bicycle-focused **education and encouragement programs** that could be delivered at a county scale, and identifies VTA's potential role in supporting programs.

In addition to prioritizing CCBCs and ABCs, the plan describes ways in which VTA can implement the recommendations, and includes cost estimates for full build-out of the CCBC network and 41 priority ABCs.

All projects and programs identified in the Countywide Bicycle Plan are eligible for 2016 Measure B funding, a variety of other competitive grant fund programs, and contributions from private development.

NEXT STEPS:

Following a public review period, and receipt of comments from VTA committees, Member Agencies, stakeholders, and members of the public, VTA will finalize the Countywide Bicycle Plan and present it to the VTA Board of Directors for adoption.

ADVISORY COMMITTEE DISCUSSION:

The Technical Advisory Committee discussed this item at its March 7, 2018 meeting. Committee members had the following comments and questions: 1) asked if the plan would support bike share, specifically dockless bike share; 2) requested clarification on the Across Barrier Connection (ABC) categories; 3) asked if the future funding estimates included One Bay Area Grant funding, to which the staff answered they do; 4) City of Campbell representative requested including Bascom Avenue in the Cross County Bicycle Corridors (CCBC), given that VTA is pursuing a Complete Streets study with cities along that corridor.

The Bicycle and Pedestrian Advisory Committee discussed this item at its March 7, 2018

meeting. Committee members had the following comments and questions: 1) suggested that priority CCBCs consider the near-term feasibility of providing improved bicycling conditions, with the example of Mary Avenue in Sunnyvale being a better candidate for a priority CCBC than Sunnyvale-Saratoga; 2) Five Wounds Trail, while included on the CCBC map, is not named and should be; 3) specific additions to CCBCs, including Arastradero Road, a conceptual connection through Moffett Field, and Montecito in Mountain View; 4) plan should clarify that providing bicycling facilities on CCBCs may require de-prioritizing other elements of the roadway (e.g. parking); 5) Monte Sereno helped fund and adopted the recently updated Los Gatos Bicycle Plan; 6) suggestion that VTA reach out to local bicycle groups to request comments on the network; 7) VTA should formalize and lead the coordination of CCBCs across jurisdictional boundaries; 8) VTA should set wayfinding standards for bikeways in the county.

The Policy Advisory Committee discussed this item at its March 8, 2018 meeting. Committee members had the following comments and questions: 1) requested that priority CCBCs consider future traffic conditions, with the note that Tantau in Cupertino would continue to see more vehicular traffic and requested that a separate connection over 280 at John Mise Park be prioritized instead; 2) supported plan's goal of addressing long commutes and crossing freeway barriers and requested that the plan in the future focus on local connections to shopping and schools; 3) requested VTA provide jurisdictional maps and project lists to assist local officials and staff implement the plan; 4) suggested a countywide policy that all traffic engineers that are physically able ride bicycles in their community; 5) desire to see improved treatments at left turns; 6) look for opportunity to provide two-way cycle track along Evelyn Avenue adjacent to Caltrain tracks; 7) new development should create paseos; 8) request to add Camden Avenue, Hicks Road as CCBCs; 9) Latimer Avenue crossing of Lawrence expressway is important ABC; 10) plan should address if people using mobility devices can use bikeways; 11) request to address local connections at jurisdictional boundaries particularly where school commutes cross boundaries; 12) publicize draft plan through Nextdoor; 13) congestion is only going to get worse due to increased population growth in county main goal of plan is to make biking safe.

STANDING COMMITTEE DISCUSSION:

The Congestion Management Program and Planning Committee discussed this item at its March 15, 2018 meeting. Members were supportive of the plan, and requested that VTA staff take a strong lead on delivering projects identified in the plan, particularly the Bicycle Superhighways. Committee members had the following comments and questions: 1) elevating bicycle planning to the level of vehicle planning, like the Countywide Bicycle Plan does, could be a "game changer" for Santa Clara County in terms of reducing congestion and changing modes; 2) VTA should be a proactive leader in bringing different parties together, such as Cities, the County, and the Water District, to deliver projects in the plan; 3) specific discussion of connecting the Los Alamitos Creek Trail to Guadalupe River Trail, and increasing use of the Don Burnett (Mary Avenue) bridge over I-280.

Prepared By: Lauren Ledbetter
Memo No. 5633



Date: March 15, 2018
 Current Meeting: April 5, 2018
 Board Meeting: April 5, 2018

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director - Planning & Programming, Chris Augenstein

SUBJECT: Programmed Project Monitoring - Quarterly Report

FOR INFORMATION ONLY

Every quarter, the Programmed Projects Quarterly Monitoring Report is presented to the Technical Advisory Committee (TAC), Policy Advisory Committee (PAC) and the VTA Board of Directors. The purpose of the report is to assist the VTA Board, committees, staff and project sponsors in tracking progress of Federal or State-funded projects that are sponsored by VTA Member Agencies and funded through programming actions of the VTA Board. Additionally, the report helps to ensure implementing agencies comply with Metropolitan Transportation Commission's (MTC) Regional Project Funding Delivery Policy and do not lose any funds due to missing a federal or state funding deadline.

The Programmed Projects Quarterly Monitoring Report for October - December 2017 is attached for review. This report provides the latest status on discretionary funded projects. The report consists of a project summary sheet highlighting status of projects with funds expiring in FY2017/18 (Attachment A), a detailed listing for each project (Attachment B) and a List of Acronyms (Attachment C).

The project summary sheet identifies projects in three categories:

- Red: Projects at the risk of losing funds due to delivery difficulties.
- Yellow: Projects that need extra attention, and are at risk running into difficulties.
- Green: Projects are progressing smoothly.

This quarter, three of San Jose's FY2017/18 projects are labeled "yellow." The Almaden Ave & Vine St Safety Improvement project required elimination of flashing beacons to obtain environmental clearance. The Meridian Bike/Ped Improvements project encountered unsolvable right-of-way difficulties and the city has requested that the funding be moved to the "Better Bikeways" project. Finally, the city is still working to resolve how the East San Jose Bikeways project will be delivered and they are finalizing the construction Request for Assistance package.

The next Programmed Projects Quarterly Monitoring Report will cover the period for January - March 2018.

ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:

The Technical Advisory Committee and Policy Advisory Committee considered this item as part of their March 2018 Consent Agendas and approved it unanimously without comment.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Congestion Management Program & Planning Committee considered this item as part of its March 2018 agenda. After a brief discussion, the Committee approved the item.

Prepared By: Bill Hough
Memo No. 6419

Attachment A: Status summary of FY2017/18 Projects

Red = Project at risk of losing funds due to delivery difficulties.
 Yellow = Project may need extra attention or will risk running into difficulties.
 Green = Project is progressing smoothly.

Sponsor	Project Title	Project #	Federal/State Funds for 2016/17	Status			Comments
				Green	Yellow	Red	
Palo Alto	Arastradero Road Schoolscape/Multiuse Trail	SCL130034	\$1,000,000	●			Obligated 12/21/2017.
San Jose	Almaden Ave & Vine St Safety Improvements	SCL090004	\$1,035,000		●		City received NEPA and is waiting for Caltrans to provide the ROW cert. Once they receive it, will send the RFA package to Caltrans.
San Jose	San Jose - Meridian Bike/Ped Improvements	SCL130004	\$1,150,000			●	Right of way issues have made project infeasible. City requesting money to be moved to another project.
San Jose	East San Jose Bikeways	SCL130016	\$2,000,000			●	City needs a couple more weeks to finalize the specifications based on the revised scope and quantities. City also reached out to Caltrans Environmental team to determine if NEPA and ROW need to be updated (based on fact that NEPA is over 1 year old).
SC County	Capitol Expressway ITS and Bike/Ped Improvements	SCL130037	\$794,776	●			The project has been advertised as of January 9th. The bid opening date is set for February 15th.
Saratoga	Saratoga Village Sidewalk Rehabilitation	SCL130027	\$162,000	●			Obligated 1/10/2018 .
Sunnyvale	Sunnyvale/Saratoga Traffic Signal, Bike/Ped Safety	SCL130028	\$524,000	●			Obligated 10/18/2017.
Sunnyvale	Fair Oaks Avenue Bikeway and Street Enhancements	SCL130029	\$812,300	●			Obligated 2/28/2018.
Sunnyvale	Maude Avenue Bikeway and Streetscape	SCL130030	\$918,065	●			Obligated 12/05/2017.



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		City of Campbell	Project Title:		Winchester Boulevard Overlay Project					
1 of 2	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments		
	SC170035	Install asphalt concrete overlay on Winchester Boulevard from northern city limit near Rosemary Lane to Alice Avenue.			Programmed Year	Start mm/yyyy	End mm/yyyy			
Fund Source			Local \$1,171 STP \$554	Field Review				Add new OBAG2 project to amendment 17-25.		
				ENV	\$5	2018	11/2017			05/2018
				Design	\$220		06/2018			10/2018
Manager Name		Fred Ho		ROW	\$0					
Phone/Fax		(408) 866-2156	Construction	\$1,500	2019	07/2019	12/2019	Funding Deadline	11/01/2018	
E-Mail		fredh@cityofcampbell.com	Total	\$1,725	E-76 Const (sub/app)			Last Updated	1/24/2018	
					Last Invoice (sub/app)					

Sponsor:		City of Campbell	Project Title:		Eden Avenue Sidewalk Improvements					
2 of 2	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL170036	On Eden Avenue between Hamilton Avenue and north city limits: Install sidewalk, curb, gutter, curb ramps, flashing beacon system, storm drain inlet, pipes, striping, signs and other improvements.			Programmed Year	Start mm/yyyy	End mm/yyyy			
Fund Source			CMAQ \$555 Local \$147	Field Review				Add new OBAG2 project in amentmernt 17-25.		
				ENV	\$5	2018	11/2017			5/2018
				Design	\$115	2018	6/2018			10/2018
Manager Name		Fred Ho		ROW	\$0					
Phone/Fax		408-866-2156	Construction	\$582	2019	9/2019	3/2020	Funding Deadline	11/1/2018	
E-Mail		fredh@citfofcampbell.com	Total	\$702	E-76 Const (sub/app)			Last Updated	1/18/2018	
					Last Invoice (sub/app)					



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		City of Cupertino		Project Title:		Cupertino Pavement Maintenance Phase 2			
1 of 1	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170037	On Bollinger Rd (Lawrence to Miller) and on Wolfe Rd (I-280 bridge to 350' N of I-280 bridge) - asphalt overlay, On portions of S Stelling Rd, Prospect Rd and McClellan Rd - rubberized asphalt chip seal.			Programmed Year	Start mm/yyyy	End mm/yyyy		
Fund Source	Field Review								
Local \$110 STP \$769	ENV		\$0	2018	4/2018	6/2018			
	Design		\$5	2018	6/2018	8/2018			
	ROW		\$0		8/2018	10/2018			
Manager Name	Jo Anne Johnson	Construction	\$869	2019	6/2019	12/2019	Funding Deadline	11/1/2018	
Phone/Fax	408-777-3245	Total	\$874	E-76 Const (sub/app)			Last Updated	1/24/2018	
E-Mail	joannej@cupertino.org			Last Invoice (sub/app)					



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		City of Gilroy	Project Title:		Downtown Monterey Road Rehabilitation				
1 of 2	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	6856	Rehabilitate Monterey Road between 1st street and 8th Street segment. The improvements may consist of pavement rehabilitation, resurfacing, roadway reconstruction, and/or spot reconstruction.			Programmed Year	Start mm/yyyy	End mm/yyyy		
Fund Source			Field Review					Add new OBAG2 project.	
Local \$175 STP \$1,028			ENV	\$175	2019	6/2018	9/2018		
			Design	\$0		9/2018	3/2019		
Manager Name			Christine Salmo	ROW	\$0				
Phone/Fax		(408) 846-0413	Construction	\$1,028	2020	6/2019	11/2019		Funding Deadline
E-Mail		Christine.Salmo@ci.gilroy.ca.us	Total	\$1,203	E-76 Const (sub/app)			Last Updated	1/31/2018
					Last Invoice (sub/app)				

Sponsor:		City of Gilroy	Project Title:		New Ronan Channel and Lions Creek Trail-BEP G02				
2 of 2	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL110032	Project will convert existing unpaved creek-side maintenance road closed to the public to a multi-use public trail along the New Ronan Channel.			Programmed Year	Start mm/yyyy	End mm/yyyy		
Fund Source			Field Review				10/2010	Awarded.	
CMAQ \$1,706 Local \$1,270			ENV	\$760	2011	10/2011	7/2015		
			Design	\$0		5/2015	11/2015		
Manager Name			Christine Salmo	ROW	\$0		4/2016		4/2016
Phone/Fax		(408) 846-0413	Construction	\$2,216	2017	12/2017	10/2018		Funding Deadline
E-Mail		Christine.Salmo@ci.gilroy.ca.us	Total	\$2,976	E-76 Const (sub/app)	4/2016		Last Updated	12/19/2017
					Last Invoice (sub/app)	5/10/2016	7/22/2016		



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		City of Los Altos		Project Title:		Miramonte Ave Bike Ped Accessimprovements			
1 of 2	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170034	Install new sidewalk and buffered Class II bike lanes, along with improving crosswalks and rechannelize traffic for an improved bicycle and pedestrian access to three schools and a public park within the project vicinity.				Programmed Year	Start mm/yyyy		
Fund Source			Field Review						
CMAQ \$1,000 Local \$581			ENV	\$331	2017	11/2017	03/2018	Add new OBAG1 project.	
			Design	\$0		04/2016	11/2017		
Manager Name			ROW	\$0					
Phone/Fax		Construction	\$1,250	2019	4/2018	10/2018	Funding Deadline		11/1/2018
E-Mail		Total	\$1,581	E-76 Const (sub/app)			Last Updated		1/16/2018
				Last Invoice (sub/app)					

Sponsor:		City of Los Altos		Project Title:		Fremont Avenue Preservation			
2 of 2	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170038	Rehabilitate roadway along Fremont Avenue, between Grant Road and Stevens Creek (City Limit).				Programmed Year	Start mm/yyyy		
Fund Source			Field Review						
Local \$179 STP \$336			ENV	\$60	2018	01/2018	02/2018	Add new OBAG2 project in amendment 17-25.	
			Design	\$0					
Manager Name			ROW	\$0					
Phone/Fax		Construction	\$455	2019	06/2019	10/2019	Funding Deadline		11/1/2018
E-Mail		Total	\$515	E-76 Const (sub/app)			Last Updated		1/16/2018
				Last Invoice (sub/app)					



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		City of Milpitas		Project Title:		Milpitas Street Resurfacing			
1 of 1	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170039	In Milpitas, rehabilitation of roadway and upgrade ADA facilities on various city streets.			Programmed Year	Start mm/yyyy	End mm/yyyy		
Fund Source	Field Review								
	ENV		\$100	2018	02/2018	09/2018			
	Design		\$0						
Manager Name		Steve Chan		ROW	\$0				
Phone/Fax		(408) 586-3324		Construction	\$1,819	2019	05/2019	05/2020	Funding Deadline 11/1/2018
E-Mail		schan@ci.milpitas.ca.gov		Total	\$1,919	E-76 Const (sub/app)			Last Updated 1/24/2018
						Last Invoice (sub/app)			



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		City of Morgan Hill		Project Title:		Dunne Avenue Pavement Rehabilitation Project					
1 of 1	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments			
	6701	Pavement Rehabilitation on Dunne Avenue.			Programmed Year	Start mm/yyyy	End mm/yyyy	Add new OBAG2 project.			
Fund Source			Field Review								
Local \$395 STP \$857			ENV	\$30	2018	01/2019	11/2019				
			Design	\$65	2018	03/2018	10/2019				
Manager Name			David Gittleston	ROW	\$0						
Phone/Fax		(408) 776-4642	Construction	\$1,088	2020	04/20	09/2020	Funding Deadline	11/1/2019		
E-Mail		david.gittleston@morganhill.ca.gov	Total	\$1,183	E-76 Const (sub/app)			Last Updated	2/6/2018		
					Last Invoice (sub/app)						



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		City of Mountain View		Project Title:		West Middlefield Road Improvements			
1 of 1	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170040	Resurface W. Middlefield Road and reconstruct the median island between Rengstorff Avenue and N. Shoreline Boulevard.			Programmed Year	Start mm/yyyy	End mm/yyyy		
Fund Source			Field Review						
CMAQ \$1,136 Local \$414			ENV	\$414	2019	12/2018	06/2019		
			Design	\$0					
Manager Name		Quan Tran	ROW	\$0					
Phone/Fax		650-903-6311	Construction	\$1,136	2020	04/2020	08/2020	Funding Deadline	11/1/2019
E-Mail		quan.tran@mountainview.gov	Total	\$1,550	E-76 Const (sub/app)			Last Updated	1/17/2018
					Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		City of Palo Alto	Project Title:		El Camino Real Pedestrian Safety and Streetscape				
1 of 6	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	6630	Install complete streets improvements focused on pedestrian safety, enhanced bus operations, and new urban design amenities on El Camino Real between Stanford Avenue and Grant Avenue.			Programmed Year	Start mm/yyyy	End mm/yyyy		
Fund Source			Local \$709 STP \$4,655	Field Review				Add new OBAG2 project.	
				ENV	\$10	2019	03/2019		08/2019
				Design	\$635	2019	05/2019		
Manager Name		Philip Kamhi		ROW	\$0				
Phone/Fax		650-329-2520	Construction	\$4,655	2020	05/2020	05/2021	Funding Deadline 11/1/2019	
E-Mail		philip.kamhi@cityofpaloalto.org	Total	\$5,300	E-76 Const (sub/app)			Last Updated 8/24/2017	
					Last Invoice (sub/app)				

Sponsor:		City of Palo Alto	Project Title:		Waverley, E. Meadow & Fabian Enhanced Bikeways				
2 of 6	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	6655	Upgrades on Waverley Path, protected bicycle facility on East Meadow Drive, protected bicycle facility on Fabian Way.			Programmed Year	Start mm/yyyy	End mm/yyyy		
Fund Source			CMAQ \$919 local \$480	Field Review				Add new OBAG2 project.	
				ENV	\$295	2019	01/2019		03/2019
				Design	\$185	2019	07/2019		09/2019
Manager Name		Philip Kamhi		ROW	\$0				
Phone/Fax		650-329-2520	Construction	\$919	2020	01/2020	08/2020	Funding Deadline 11/1/2019	
E-Mail		philip.kamhi@cityofpaloalto.org	Total	\$1,399	E-76 Const (sub/app)			Last Updated 8/28/2017	
					Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		City of Palo Alto	Project Title:		Arastradero Road Schoolscape/Multiuse Trail				
3 of 6	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130034	Reconstruct the sidewalk along the south side of Arastradero Road between the Hetch Hetchy Los Altos Pathway and Miranda Avenue to a multiuse trail.			Programmed Year	Start mm/yyyy	End mm/yyyy		
Fund Source			CMAQ \$1,000 Local \$502	Field Review			5/2016	Obligated 12/21/2017.	
	ENV			\$196	2015	4/2016	10/2016		
	Design			\$0		1/2016	10/2017		
	Manager Name			Holly Boyd	ROW	\$0			5/2017
	Phone/Fax	650-329-2612		Construction	\$1,306	2018	5/2018		6/2019
	E-Mail	holly.boyd@cityofpaloalto.org	Total	\$1,502	E-76 Const (sub/app)	10/2017	121/2017	Last Updated	1/17/2018
					Last Invoice (sub/app)				

Sponsor:		City of Palo Alto	Project Title:		Adobe Creek / Highway 101 Bicycle Pedestrian Bridge				
4 of 6	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130041	In Palo Alto, provide a year round ped crossing of Highway 101 to replace the existing Lefkowitz tunnel, which is a seasonal underpass subject to repeated and unanticipated closures that limit its use to less than half the year.			Programmed Year	Start mm/yyyy	End mm/yyyy		
Fund Source			Local \$6,500 OBAG2 4,350 RTP-LRP \$3,150	Field Review				Environmental assessment CEQA and NEPA is complete and city is starting ROW and final design.	
	ENV			\$750	2014	1/2013	12/2017		
	Design			\$1,750	2014	6/2015	11/2018		
	Manager Name			Elizabeth Ames	ROW	\$0	2016		2/2018
	Phone/Fax	650-329-2502		Construction	\$11,500	2022	1/2019		4/2020
	E-Mail	elizabeth.ames@cityofpaloalto.org	Total	\$14,000	E-76 Const (sub/app)	9/2018	11/2018	Last Updated	1/18/2018
					Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		City of Palo Alto	Project Title:		North Ventura Coordinated Area Plan			
5 of 6	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments
	SCL170021	Develop a comprehensive planning document similar to a specific plan for a mixed-use neighborhood in proximity to the California Avenue Caltrain station, the California Avenue business district, the El Camino Real corridor, and the Stanford Research Park.			Programmed Year	Start mm/yyyy	End mm/yyyy	
Fund Source			Local \$112 STP \$638	Field Review				Add new PDA planning project in amendment 17/25.
	ENV			\$112	2019	12/2017	10/2019	
	Design			\$638	2019	12/2017	10/2019	
	Manager Name	Philip Kamhi		ROW	\$0			
Phone/Fax		650-329-2520	Construction	\$0			Funding Deadline	11/1/2018
E-Mail		philip.kamhi@cityofpaloalto.org	Total	\$750	E-76 Const (sub/app)		Last Updated	1/24/2018
					Last Invoice (sub/app)			

Sponsor:		City of Palo Alto	Project Title:		Palo Alto Street Resurfacing				
6 of 6	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170041	Street resurfacing various streets.			Programmed Year	Start mm/yyyy	End mm/yyyy		
Fund Source			Local \$170 STP \$1,009	Field Review				In TIP amendment 17-25. Arastradero Rd requires functional classification change.	
	ENV			\$30	2019	10/2018	01/2019		
	Design			\$0		01/2019	06/2019		
	Manager Name	Holly Boyd		ROW	\$0	04/2019			
Phone/Fax		650-329-2612	Construction	\$1,149	2020	03/2020	12/2020	Funding Deadline	11/1/2019
E-Mail		holly.boyd@cityofpaloalto.org	Total	\$1,179	E-76 Const (sub/app)		Last Updated	1/24/2018	
					Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		City of San Jose		Project Title:		DTSJ Mobility Streetscape and Public Life Plan			
1 of 18	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	6751	DTSJ Mobility Streetscape and Public Life Plan.			Programmed Year	Start mm/yyyy	End mm/yyyy		
Fund Source			Field Review					Add new PDA planning project.	
Local \$143 STP \$813			ENV	\$956	2019	02/2018	06/2021		
			Design	\$0					
Manager Name			Beza Kedida	ROW	\$0				
Phone/Fax		(408) 535-3534	Construction	\$0				Funding Deadline	11/1/2018
E-Mail		beza.kedida@sanjoseca.gov	Total	\$956	E-76 Const (sub/app)			Last Updated	2/3/2018
					Last Invoice (sub/app)				

Sponsor:		City of San Jose		Project Title:		West San Carlos Urban Village Streets Improvements			
2 of 18	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	6752	Implement safety elements on West San Carlos Street between I-880 and McEvoy Street.			Programmed Year	Start mm/yyyy	End mm/yyyy		
Fund Source			Field Review					Add new project.	
CMAQ \$3,582 Local \$2,168 STIP \$4,350			ENV	\$2,883	2020	11/2019	05/2020		
			Design	\$0					
Manager Name			Beza Kedida	ROW	\$0				
Phone/Fax		(408) 535-3534	Construction	\$7,217	2022	06/2021	06/2022	Funding Deadline	11/1/2018
E-Mail		beza.kedida@sanjoseca.gov	Total	\$10,100	E-76 Const (sub/app)			Last Updated	2/8/2018
					Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		City of San Jose		Project Title:		East Side Alum Rock (east of 680) Urban Village			
3 of 18	Project No	Project Description		Project Milestone	Funds (\$000)	Schedule			Comments
	6775	PDA planning on Alum Rock between I-680 and King Road.				Programmed Year	Start mm/yyyy	End mm/yyyy	
Fund Source				Field Review				Add new PDA planning project.	
Local \$46 STP \$400				ENV	\$446	2019	08/2018		04/2020
				Design	\$0				
Manager Name				Lesley Xavier		ROW	\$0		
Phone/Fax		408-535-7852		Construction	\$0			Funding Deadline	11/1/2018
E-Mail		lesley.xavier@sanjoseca.gov		Total	\$446	E-76 Const (sub/app)		Last Updated	2/3/2018
						Last Invoice (sub/app)			

Sponsor:		City of San Jose		Project Title:		Bay Trail Reach 9 & 9B			
4 of 18	Project No	Project Description		Project Milestone	Funds (\$000)	Schedule			Comments
	SCL050082	Preparation of CON and ENV documents for 1.2 miles of trail, a pedestrian bridge, and underpass with safety and enhancement improvements.				Programmed Year	Start mm/yyyy	End mm/yyyy	
Fund Source				Field Review				The project is proposed for funding as part of the Bridge Toll Ballot Measure.	
Earmark \$675 Local \$7,863				ENV	\$815	06/07			complete
				Design	\$0	08/09	3/2008		12/2013
Manager Name				Yves Zsutty		ROW	\$63		08/09
Phone/Fax		(408) 793-5561		Construction	\$7,660	not determined		Funding Deadline	no expiration
E-Mail		yves.zsutty@sanjoseca.gov		Total	\$8,538	E-76 Const (sub/app)		Last Updated	2/3/2018
						Last Invoice (sub/app)			



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		City of San Jose		Project Title:		Coyote Creek Trail (Hwy 237-Story Rd)					
5 of 18	Project No	Project Description		Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL050083	Master Plan, design of 9.8 miles transportation trail, including safety and improvements between SR 237 and Story Rd.				Programmed Year	Start mm/yyyy	End mm/yyyy			
	Fund Source				Field Review					PRNS and DPW have resubmitted the E-76 paperwork request, including an update to the NEPA documentation. All paperwork has been developed to Caltrans Local Assistance as of January 26.	
	Earmark \$3,674 Local \$5,095 RTP-LRP \$6,000				ENV	\$572	08/09		complete		
					Design	\$1,077	08/09	9/2008			
Manager Name		Yves Zsutty		ROW	\$0						
Phone/Fax		(408) 793-5561		Construction	\$13,120	13/14			Funding Deadline	No expiration	
E-Mail		yves.zsutty@sanjoseca.gov		Total	\$14,769	E-76 Const (sub/app)			Last Updated	2/3/2018	
						Last Invoice (sub/app)					

Sponsor:		City of San Jose		Project Title:		Almaden Ave & Vine St Safety Improvements					
6 of 18	Project No	Project Description		Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL090004	In San Jose: Construct pedestrian safety improvements along Almaden Ave and Vine Street.				Programmed Year	Start mm/yyyy	End mm/yyyy			
	Fund Source				Field Review					City received NEPA and is waiting for Caltrans to provide the ROW cert. Once they receive it, will send the RFA package to Caltrans immediately.	
	CMAQ \$1,500 Local \$315				ENV	\$0		12/2016	12/2017		
					Design	\$562	2016	4/2017	12/2017		
Manager Name		Beza Kedida		ROW	\$0						
Phone/Fax		408-535-3534		Construction	\$1,252	2018	5/2018	8/2018	Funding Deadline	11/1/2017	
E-Mail		beza.kedida@sanjoseca.gov		Total	\$1,814	E-76 Const (sub/app)	11/2015	12/2015	Last Updated	2/3/2018	
						Last Invoice (sub/app)	9/5/2017				



Programmed Projects Quarterly Monitoring Report October - December 2017

Sponsor:		City of San Jose		Project Title:		Los Gatos Creek Reach 5 Underpass		
7 of 18	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments
	SCL110029	Develop construction drawings for trail improvements			Programmed Year	Start mm/yyyy	End mm/yyyy	
Fund Source			CMAQ \$1,200 Local \$1,350 RTP-LRP \$2,500	Field Review				Caltrain has substantially completed construction of its bridge. PRNS has restarted preparation of the 65% Design Package as of January 19. Plans to be completed in November 2018.
	ENV			\$1,450	2011	3/2011	6/2013	
	Design			\$0			11/2018	
	ROW	\$100		2013		TBD		
Phone/Fax	408-793-5561	Construction	\$3,500	not yet determined		TBD	Funding Deadline	CMAQ PE obligated
E-Mail	yves.zsutty@sanjoseca.gov	Total	\$5,050	E-76 Const (sub/app)		2/23/2012	Last Updated	2/3/2018
				Last Invoice (sub/app)				

Sponsor:		City of San Jose		Project Title:		Meridian Bike/Ped Improvements		
8 of 18	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments
	SCL130004	Complete the connection between Scott Street and Auzerais Avenue, providing a functional cross-town bikeway to San Carlos Street all the way into downtown.			Programmed Year	Start mm/yyyy	End mm/yyyy	
Fund Source			CMAQ \$1,150 Local \$306	Field Review				City requesting money to be moved to Better Bikeways project
	ENV			\$120	2014			
	Design			\$0	2015	11/2015	10/2017	
	ROW	\$37		2014				
Phone/Fax	408-975-3206	Construction	\$1,299	2018	5/2018	10/2018	Funding Deadline	11/1/2017
E-Mail	john.brazil@sanjoseca.gov	Total	\$1,456	E-76 Const (sub/app)	11/2017	2/2018	Last Updated	2/3/2018
				Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report

October - December 2017

Sponsor:		City of San Jose		Project Title:		San Jose Citywide SRTS Program			
9 of 18	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130006	Implement walking route improvements around schools.			Programmed Year	Start mm/yyyy	End mm/yyyy		
Fund Source			CMAQ \$1,150 Local \$157	Field Review					Obligated. Possible ROW issue. City hoping to advertise by March
	ENV			\$173	2014	1/2016	10/2016		
	Design			\$0		7/2015	9/2016		
Manager Name	Sam Koosha	ROW		\$0					
Phone/Fax	408-794-1950	Construction	\$1,133	2018	3/2017	9/2018	Funding Deadline	obligated	
E-Mail	sam.koosha@sanjoseca.gov	Total	\$1,306	E-76 Const (sub/app)	3/31/2017	5/17/2017	Last Updated	2/3/2018	
				Last Invoice (sub/app)	1/16/2018				

Sponsor:		City of San Jose		Project Title:		San Jose Pedestrian Oriented Traffic Safety Signals			
10 of 18	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130010	Traffic signal controlled crossings will be implemented at 6 key intersections.			Programmed Year	Start mm/yyyy	End mm/yyyy		
Fund Source			CMAQ \$3,000 Local \$798	Field Review					Construction near completion for 4/6 intersections. Fifth location, Bascom & Pamlar: Re-advertise on 10/4/17 and bids came in \$243k over estimate. Not moving forward with construction due to funding shortfall. Currently in discussion with a potential development for improvements at Bascom / Pamlar. Henry Stevens Creek awarded 12/13/17.
	ENV			\$1,899	2014	2/2014	7/2014		
	Design			\$0	2014	4/2014	6/2014		
Manager Name	Ken Jung	ROW		\$0					
Phone/Fax	408-975-3262	Construction	\$1,899	2015/17	1/2015	12/2018	Funding Deadline	obligated	
E-Mail	ken.jung@sanjoseca.gov	Total	\$3,798	E-76 Const (sub/app)	11/2016	2/2017	Last Updated	2/3/2018	
				Last Invoice (sub/app)	1/16/2018				



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		City of San Jose		Project Title:		The Alameda Grand Blvd Phase 2			
11 of 18	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130012	Extends work on The Alameda that enhances pedestrian and vehicle safety in accordance with the Grand Boulevard Initiative.				Programmed Year	Start mm/yyyy		
Fund Source			Field Review			complete			
CMAQ \$3,150 Local \$930			ENV	\$30	2014				
			Design	\$900	2014	complete			
Manager Name			Beza Kedida	ROW	\$0	2014			
Phone/Fax		408-353-3534	Construction	\$3,150	2015	7/2017	3/2018	Funding Deadline	awarded
E-Mail		beza.kedida@sanjoseca.gov	Total	\$4,080	E-76 Const (sub/app)	2/2015	4/2015	Last Updated	2/3/2018
					Last Invoice (sub/app)		11/25/2018		

Sponsor:		City of San Jose		Project Title:		East San Jose Bikeways			
12 of 18	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130016	Make improvements to the bikeway network including the installation of new bikeways, traffic calming features, public bike racks, bike-friendly signal detection and pavement markings.				Programmed Year	Start mm/yyyy		
Fund Source			Field Review			3/2014			
CMAQ \$2,000 Local \$532			ENV	\$75	2014				
			Design	\$382	2014	7/2015	10/2016		
Manager Name			John Brazil	ROW	\$75	2014			
Phone/Fax		408-975-3206	Construction	\$2,000	2018	4/2018	10/2018	Funding Deadline	11/1/2017
E-Mail		john.brazil@sanjoseca.gov	Total	\$2,532	E-76 Const (sub/app)	2/1/2018		Last Updated	2/3/2018
					Last Invoice (sub/app)	7/2017			



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		City of San Jose	Project Title:		San Jose Smart Intersections Program					
13 of 18	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL130036	Upgrade traffic signal controls at 35 intersections along six miles of Tully Road and Saratoga Avenue.			Programmed Year	Start mm/yyyy	End mm/yyyy			
Fund Source			CMAQ \$1,150 Local \$157	Field Review			8/2015	Under construction		
				ENV	\$0					
				Design	\$410	2015	2/2015			6/2016
		ROW		\$0						
Manager Name		Ho Nguyen	Construction	\$897	2016	10/2017	6/2018	Funding Deadline	awarded	
Phone/Fax		408-975-3254	Total	\$1,307	E-76 Const (sub/app)	11/1/2015	12/1/2015	Last Updated	2/3/2018	
E-Mail		ho.nguyen@sanjoseca.gov			Last Invoice (sub/app)	1/16/2018				

Sponsor:		City of San Jose	Project Title:		San Jose Transportation Demand Management					
14 of 18	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL150012	Encourage the use of transit, bike, walking and other alternative transportation modes in San Jose, beginning with the Downtown and Central City.			Programmed Year	Start mm/yyyy	End mm/yyyy			
Fund Source			CMAQ \$1,500 Local \$194	Field Review				Completing data collection and analysis process for Cycle 1 evaluation. Completed data collection and program design for Cycle 2 (downtown employees). Outreach for Cycle 2 began in October with one large employer and will continue in early 2018 with two other large and several medium-sized employers. Planning for Cycle 3 will begin in late November, overlapping the completion of Cycle 2.		
				ENV	\$0					
				Design	\$0					
		ROW		\$0						
Manager Name		Laura Stuchinsky	Construction	\$1,694	2016	6/2016	Funding Deadline	awarded		
Phone/Fax		408-975-3226	Total	\$1,694	E-76 Const (sub/app)	9/29/2015	Last Updated	2/3/2018		
E-Mail		laura.stuchinsky@sanjoseca.gov			Last Invoice (sub/app)					



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		City of San Jose		Project Title:		Tully Road Safety Improvements			
15 of 18	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170029	Implement safety elements on Tully Road between Monterey Road and Capital Expressway.				Programmed Year	Start mm/yyyy		
Fund Source			Field Review						
CMAQ \$7,599 Local \$8,112 STP \$1,000			ENV	\$3,614	2019	11/2019	05/2020		
Manager Name			Design	\$0					
Phone/Fax		Lam Cruz	ROW	\$0					
E-Mail		408-794-1962	Construction	\$7,336	2021	06/2021	06/2022	Funding Deadline	11/1/2018
E-Mail		lam.cruz@sanjoseca.gov	Total	\$10,950	E-76 Const (sub/app)			Last Updated	2/3/2018
					Last Invoice (sub/app)				

Sponsor:		City of San Jose		Project Title:		McKee Road Safety Improvements			
16 of 18	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170030	Implement safety elements On McKee Road between Route 101 and Toyon Ave.				Programmed Year	Start mm/yyyy		
Fund Source			Field Review						
CMAQ \$333 Local \$8,134 STP \$8,290			ENV	\$3,624	2019	11/2019	05/2020		
Manager Name			Design	\$0	2019	01/2019	05/2020		
Phone/Fax		Lam Cruz	ROW	\$0					
E-Mail		408-794-1962	Construction	\$7,356	2021	06/2021	06/2022	Funding Deadline	11/1/2018
E-Mail		lam.cruz@sanjoseca.gov	Total	\$10,980	E-76 Const (sub/app)			Last Updated	2/3/2018
					Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		City of San Jose	Project Title:		Mt Pleasant Ped & Bike Traffic Safety Improvements				
17 of 18	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170031	On Mount Pleasant Area, traffic safety improvements to serve students population of seven schools.			Programmed Year	Start mm/yyyy	End mm/yyyy		
Fund Source				Field Review				Add new project.	
CMAQ \$1,000 Local \$260		ENV		\$500	2019	08/2017	09/2018		
		Design		\$0					
Manager Name		Lam Cruz		ROW	\$0				
Phone/Fax		408-794-1962	Construction	\$760	2020	05/2019	12/2019	Funding Deadline	11/1/2018
E-Mail		lam.cruz@sanjoseca.gov	Total	\$1,260	E-76 Const (sub/app)			Last Updated	2/3/2018
					Last Invoice (sub/app)				

Sponsor:		City of San Jose	Project Title:		San Jose Pavement Maintenance				
18 of 18	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170044	Pavement maintenance and rehabilitation for various streets in City of San Jose.			Programmed Year	Start mm/yyyy	End mm/yyyy		
Fund Source				Field Review				Add new OBAG2 project to amendment 17-25.	
Local \$3,540 STP \$14,597		ENV		\$1,648	2018	12/2017	06/2018		
		Design		\$0					
Manager Name		Rick Scott		ROW	\$0				
Phone/Fax		408-794-1925	Construction	\$16,488	2019	04/2019	09/2020	Funding Deadline	11/1/2018
E-Mail		rick.scott@sanjoseca.gov	Total	\$18,136	E-76 Const (sub/app)			Last Updated	2/3/2018
					Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		City of Santa Clara		Project Title:		San Tomas Aquino Creek Trail Underpass					
1 of 5	Project No	Project Description		Project Milestone	Funds (\$000)	Schedule			Comments		
	6634	San Tomas Aquino Creek Trail underpass between Tasman Drive and 1/4 mile south of Tasman Drive.				Programmed Year	Start mm/yyyy	End mm/yyyy			
	Fund Source				Field Review					Add new OBAG2 project.	
	CMAQ \$2,449 Local \$1,271				ENV	\$155	2019	01/2019	12/2019		
					Design	\$465	2020	02/2020	09/2020		
Manager Name		Carol Shariat		ROW	\$0						
Phone/Fax		408-615-3024		Construction	\$3,100	2022	02/2022	09/2023	Funding Deadline	11/1/2021	
E-Mail		cshariat@santaclaraca.gov		Total	\$3,720	E-76 Const (sub/app)			Last Updated	1/24/2018	
						Last Invoice (sub/app)					

Sponsor:		City of Santa Clara		Project Title:		Hetch-Hetchy Trail Phase 1					
2 of 5	Project No	Project Description		Project Milestone	Funds (\$000)	Schedule			Comments		
	6668	Build Class I bicycle and pedestrian facility along 1/3 miles of Hetch-Hetchy right-of-way and along .6 miles of east bank of San Tomas Aquino Creek Trail.				Programmed Year	Start mm/yyyy	End mm/yyyy			
	Fund Source				Field Review					Add new project.	
	CMAQ \$790 Local \$460				ENV	\$100	2019	01/2019	08/2019		
					Design	\$150	2019	06/2019	09/2019		
Manager Name		Carol Shariat		ROW	\$0						
Phone/Fax		408-615-3024		Construction	\$1,000	2021	03/2021	09/2022	Funding Deadline	11/1/2020	
E-Mail		cshariat@santaclaraca.gov		Total	\$1,250	E-76 Const (sub/app)			Last Updated	1/24/2018	
						Last Invoice (sub/app)					



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		City of Santa Clara		Project Title:		Santa Clara School Access Improvements					
3 of 5	Project No	Project Description		Project Milestone	Funds (\$000)	Schedule			Comments		
	6669	Improve bicycle and pedestrian access to multiple Santa Clara Schools.				Programmed Year	Start mm/yyyy	End mm/yyyy			
Fund Source				Field Review				Add new VERBS project.			
CMAQ \$1,145 Local \$504				ENV	\$0						
				Design	\$200	2019	05/2018				07/2019
				ROW	\$0						
Manager Name		Carol Shariat		Construction	\$1,450	2020	02/2020	11/2020	Funding Deadline	11/1/2019	
Phone/Fax		408-615-3024		Total	\$1,650	E-76 Const (sub/app)			Last Updated	1/24/2018	
E-Mail		cshariat@santaclaraca.gov				Last Invoice (sub/app)					

Sponsor:		City of Santa Clara		Project Title:		Santa Clara Streets and Roads Preservation					
4 of 5	Project No	Project Description		Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL170042	Rehabilitate and reconstruct portions of Homestead Road, Scott Boulevard, and Newhall Street.				Programmed Year	Start mm/yyyy	End mm/yyyy			
Fund Source				Field Review				Add new OBAG2 project in amendment 17-25.			
Local \$1,057 STP \$2,356				ENV	\$0						
				Design	\$200	2018	10/2017				10/2018
				ROW	\$0						
Manager Name		Falguni Amin		Construction	\$3,213	2019	04/2019	09/2019	Funding Deadline	11/1/2018	
Phone/Fax		(408) 615-3015		Total	\$3,413	E-76 Const (sub/app)			Last Updated	1/24/2018	
E-Mail		famin@santaclaraca.gov				Last Invoice (sub/app)					



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		City of Santa Clara		Project Title:		Saratoga Creek Trail Phase 1			
5 of 5	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170045	Build class I bicycle and pedestrian trail between Homeridge Park and Central Park.			Programmed Year	Start mm/yyyy	End mm/yyyy		
Fund Source			Field Review						
CMAQ \$3,735 Local \$1,591			ENV	\$120	2018	11/2015	04/2018		
			Design	\$450	2018	11/2015	08/2018		
Manager Name			Vincent Luchessi	ROW	\$0				
Phone/Fax		408-615-3048	Construction	\$4,756	2019	11/2018	11/2019	Funding Deadline	11/1/2018
E-Mail		vluchessi@santaclaraca.gov	Total	\$5,326	E-76 Const (sub/app)			Last Updated	1/24/2018
					Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		City of Saratoga	Project Title:		Saratoga Village Crosswalks and Sidewalk Rehab				
1 of 3	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	6664	Along Big Basin Way between 6th street and Hwy 9: Install curb bulbouts and crosswalk and rehabilitate sidewalk.			Programmed Year	Start mm/yyyy	End mm/yyyy		
Fund Source			Local \$84 STP \$338	Field Review				Add new OBAG2 project.	
				ENV	\$10	2019	03/2018		08/2018
				Design	\$30	2019	09/2018		05/2019
Manager Name		Macedonio Nunez		ROW	\$0				
Phone/Fax		(408) 868-1218	Construction	\$382	2020	05/2020	04/2021	Funding Deadline 11/1/2019	
E-Mail		mnunez@saratoga.ca.us	Total	\$422	E-76 Const (sub/app)			Last Updated 2/5/2018	
					Last Invoice (sub/app)				

Sponsor:		City of Saratoga	Project Title:		Prospect Road Complete Streets				
2 of 3	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130026	Traffic calming on Prospect Road between Saratoga/Sunnyvale Rd and Lawrence Expressway and on Saratoga Ave between Highway 85 to the City Limits to the north.			Programmed Year	Start mm/yyyy	End mm/yyyy		
Fund Source			CMAQ \$4,205 Local \$560	Field Review				Under construction.	
				ENV	\$260	2014	1/2015		11/2015
				Design	\$0		1/2015		5/2016
Manager Name		Macedonio Nunez		ROW	\$5	2014	3/2016		6/2016
Phone/Fax		408-868-1218	Construction	\$4,500	2017	11/2017	2/2019	Funding Deadline awarded	
E-Mail		mnunez@saratoga.ca.us	Total	\$4,765	E-76 Const (sub/app)	2/2016	4/2016	Last Updated 2/6/2018	
					Last Invoice (sub/app)	2/2018	2/2018		



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		City of Saratoga		Project Title:		Saratoga Village Sidewalk Rehabilitation			
3 of 3	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130027	Sidewalk Rehabilitation along Big Basin Way between 6th Street and Hightway 9.			Programmed Year	Start mm/yyyy	End mm/yyyy	Obligated 01/10/2018	
Fund Source			Field Review						
CMAQ \$162 Local \$40			ENV	\$19			Complete		
			Design	\$0					
Manager Name			Macedonio Nunez	ROW	\$0				
Phone/Fax		408-868-1218	Construction	\$183		4/2018	9/2018	Funding Deadline	obligated
E-Mail		mnunez@saratoga.ca.us	Total	\$202	E-76 Const (sub/app)	10/2017	1/2018	Last Updated	2/6/2018
					Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		City of Sunnyvale		Project Title:		Pedestrian and Bike Infrastructure Improvements				
1 of 13	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments		
	6764	Enhance and/or install signs, striping, and ADA compliant curb ramps at 34 locations. The project will also install Rectangular Rapid Flashing Beacons at five locations.			Programmed Year	Start mm/yyyy	End mm/yyyy	Add new OBAG2 project.		
Fund Source			CMAQ \$919 local \$244	Field Review						
	ENV			\$244	2019	11/2018	04/2019			
	Design			\$0						
Manager Name	Shahid Abbas	ROW	\$0							
Phone/Fax	408-730-7330	Construction	\$919	2021	04/2020	12/2021	Funding Deadline	11/1/2018		
E-Mail	sabbas@sunnyvale.ca.gov	Total	\$1,163	E-76 Const (sub/app)			Last Updated	1/29/2018		
				Last Invoice (sub/app)						

Sponsor:		City of Sunnyvale		Project Title:		Sunnyvale/Saratoga Road Bike/Ped Safety				
2 of 13	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL130028	In Sunnyvale: On Sunnyvale-Saratoga Road at Mathilda: Upgrade the existing traffic signal and install new ramps, bike detection and ped signals.			Programmed Year	Start mm/yyyy	End mm/yyyy	Obligated 18-Oct-2017.		
Fund Source			CMAQ \$524 Toll Credits \$21	Field Review			5/2016			6/2016
	ENV			\$90	2015	5/2016	2/2017			
	Design			\$0		5/2016	6/2017			
Manager Name	Shahid Abbas	ROW	\$0							
Phone/Fax	408-730-733	Construction	\$524	2018	3/2018	12/2018	Funding Deadline	obligated		
E-Mail	sabbas@sunnyvale.ca.gov	Total	\$614	E-76 Const (sub/app)	7/2017	10/2017	Last Updated	1/29/2018		
				Last Invoice (sub/app)						



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		City of Sunnyvale	Project Title:		Fair Oaks Avenue Bikeway and Streetscape				
3 of 13	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130029	In Sunnyvale: On three separate sections of Fair Oaks Avenue, construct bike lanes and two-way left turn lanes.			Programmed Year	Start mm/yyyy	End mm/yyyy		
Fund Source			CMAQ \$956 Local \$254	Field Review			3/2015	RFA paperwork at Caltrans.	
				ENV	\$0	2015	5/2017		9/2017
				Design	\$174	2015	6/2017		10/2017
Manager Name		Shahid Abbas		ROW	\$0	n.a.			
Phone/Fax		408-730-7330	Construction	\$1,036	2018	5/2018	1/2019	Funding Deadline	11/1/2017
E-Mail		sabbas@sunnyvale.ca.gov	Total	\$1,210	E-76 Const (sub/app)	11/2017	1/2018	Last Updated	1/29/2018
					Last Invoice (sub/app)	7/27/2017			

Sponsor:		City of Sunnyvale	Project Title:		Maude Avenue Bikeway and Streetscape				
4 of 13	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130030	In Sunnyvale, on Maude Avenue between Mathilda Avenue and Fair Oaks Avenue, install bike lanes, remove on street parking and center turn lane. Modify road geometry at Sunnyvale intersection. Curb ramp/curb/gutter repairs and ped. Crossing improvements.			Programmed Year	Start mm/yyyy	End mm/yyyy		
Fund Source			CMAQ \$695 Local \$135	Field Review		12/2016	1/2017	Obligated 12/05/17.	
				ENV	\$135	2015	12/2016		3/2017
				Design	\$0		12/2016		9/2017
Manager Name		Shahid Abbas		ROW	\$0				
Phone/Fax		408-730-7330	Construction	\$695	2018	4/2018	1/2019	Funding Deadline	obligated
E-Mail		sabbas@sunnyvale.ca.gov	Total	\$830	E-76 Const (sub/app)	8/2017	10/2017	Last Updated	1/28/2018
					Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		City of Sunnyvale		Project Title:		Sunnyvale SRTS Ped Infrastructure Improvements			
5 of 13	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130032	In Sunnyvale: Construct sidewalks, bulb-outs, and curb ramps; install in-pavement crosswalk lights, signs, and pavement markings; upgrade (reduce) corner radius.			Programmed Year	Start mm/yyyy	End mm/yyyy	Under construction-60% complete.	
Fund Source	Field Review						8/2012		
CMAQ \$1569 Local \$331	ENV		\$331	2014	6/2015	10/2016			
Manager Name	Shahid Abbas		Design	\$0	10/2015	3/2017			
Phone/Fax	408-730-7330	ROW	\$0						
E-Mail	sabbas@sunnyvale.ca.gov	Construction	\$1,569	2017	9/2017	1/2018	Funding Deadline	awarded	
		Total	\$1,900	E-76 Const (sub/app)	6/2016	10/2016	Last Updated	1/29/2018	
				Last Invoice (sub/app)					

Sponsor:		City of Sunnyvale		Project Title:		Bernardo Avenue Bicycle Underpass			
6 of 13	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170020	In Sunnyvale: The project will fund the Bernardo Avenue Bicycle Underpass environmental analysis and preparation of the Environmental Impact Report (EIR).			Programmed Year	Start mm/yyyy	End mm/yyyy	Add new OBAG2 project in amendment 17-25.	
Fund Source	Field Review								
CMAQ \$500 Local \$633	ENV		\$633	2019	04/2017	12/2018			
Manager Name	Shahid Abbas		Design	\$500	2019				
Phone/Fax	408-730-7330	ROW	\$0						
E-Mail	sabbas@sunnyvale.ca.gov	Construction	\$0		01/2020	09/2021	Funding Deadline	11/1/2018	
		Total	\$1,133	E-76 Const (sub/app)			Last Updated	1/24/2018	
				Last Invoice (sub/app)					



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		City of Sunnyvale		Project Title:		Java Dr Road Diet and Bike Lanes					
7 of 13	Project No	Project Description		Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL170022	construct approximately 5,000 linear feet of Class II bike lanes each side via a road diet on Java Dr.						Programmed Year			Start mm/yyyy
	Fund Source				Field Review					add new OBAG2 project in amendment 17-25.	
	CMAQ 500 Local \$133				ENV	\$272	2019	11/2018	02/2019		
					Design	\$0					
	Manager Name		Shahid Abbas		ROW	\$0					
	Phone/Fax		408-730-7330		Construction	\$362	2020	03/2020	06/2021	Funding Deadline	11/1/2018
E-Mail		sabbas@sunnyvale.ca.gov		Total	\$634	E-76 Const (sub/app)			Last Updated	1/29/2018	
						Last Invoice (sub/app)					

Sponsor:		City of Sunnyvale		Project Title:		Peery Park "Sense of Place" Improvements					
8 of 13	Project No	Project Description		Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL170023	The project will include bike, pedestrian, and transit improvements throughout in Peery Park are in the City of Sunnyvale.						Programmed Year			Start mm/yyyy
	Fund Source				Field Review					Add new OBAG2 project in amendment 17-25.	
	CMAQ \$2,686 Local \$714				ENV	\$1,457	2020	11/2019	12/2020		
					Design	\$0					
	Manager Name		Shahid Abbas		ROW	\$0					
	Phone/Fax		408-730-7330		Construction	\$1,943	2021	11/2021	12/2012	Funding Deadline	11/1/2018
E-Mail		sabbas@sunnyvale.ca.gov		Total	\$3,400	E-76 Const (sub/app)			Last Updated	1/24/2018	
						Last Invoice (sub/app)					



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		City of Sunnyvale		Project Title:		East Sunnyvale Area "Sense of Place"				
9 of 13	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL170024	The East Sunnyvale Area Sense of Place Plan was developed through a collaboration of the community and the City. This project will provide improved bike, pedestrians and transit facilities identified in the plan..			Programmed Year	Start mm/yyyy	End mm/yyyy			
Fund Source			CMAQ \$3,047 Local \$810	Field Review				Add new OBAG2 project in amendment 17-25.		
				ENV	\$1,653	2020	11/2019			12/2020
				Design	\$0					
Manager Name		Shahid Abbas		ROW	\$0					
Phone/Fax		408-730-7330	Construction	\$2,203	2021	11/2021	12/2022	Funding Deadline	11/1/2018	
E-Mail		sabbas@sunnyvale.ca.gov	Total	\$3,856	E-76 Const (sub/app)			Last Updated	1/24/2018	
					Last Invoice (sub/app)					

Sponsor:		City of Sunnyvale		Project Title:		Fair Oaks Avenue Bikeway - Phase 2				
10 of 13	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL170025	The project will reconfigure Fair Oaks Avenue to install Bikeway/routes enhancements and will close the bike way gaps throughout along Fair Oaks Avenue.			Programmed Year	Start mm/yyyy	End mm/yyyy			
Fund Source			CMAQ \$783 Local \$208	Field Review				Add new OBAG2 project in amendment 17-25.		
				ENV	\$425	2020	11/2019			8/2020
				Design	\$0					
Manager Name		Shahid Abbas		ROW	\$0					
Phone/Fax		408-730-7330	Construction	\$566	2021	11/2021	12/2022	Funding Deadline	11/1/2018	
E-Mail		sabbas@sunnyvale.ca.gov	Total	\$991	E-76 Const (sub/app)			Last Updated	1/24/2018	
					Last Invoice (sub/app)					



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		City of Sunnyvale	Project Title:		Lawrence Station Area Sidewalks & Bike Facilities				
11 of 13	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170026	In Sunnyvale at Lawrence Caltrain Station. The project incorporates multiple complete street design elements. Sidewalks and Bike lanes with buffers and colored pavements at conflict areas will be installed.			Programmed Year	Start mm/yyyy	End mm/yyyy		
Fund Source			CMAQ \$500 Local \$133	Field Review					Add new OBAG2 project to amendment 17-25.
				ENV	\$272	2019	11/2018	02/2019	
				Design	\$0	2019	06/2019	01/2020	
Manager Name		Shahid Abbas		ROW	\$0				
Phone/Fax		408-730-7337	Construction	\$362	2021	11/2021	12/2022	Funding Deadline	11/1/2018
E-Mail		sabbas@sunnyvale.ca.gov	Total	\$634	E-76 Const (sub/app)			Last Updated	1/24/2018
					Last Invoice (sub/app)				

Sponsor:		City of Sunnyvale	Project Title:		Sunnyvale Traffic Signal Upgrades/Replacements				
12 of 13	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170027	The traffic signals and intersections will be upgraded to have pedestrian-friendly designs and improved bicycle detection for the traffic signals.			Programmed Year	Start mm/yyyy	End mm/yyyy		
Fund Source			CMAQ \$2,566 Local \$333	Field Review					Add new OBAG2 project to amendment 17-25.
				ENV	\$533	2019	11/2018	05/2019	
				Design	\$0				
Manager Name		Shahid Abbas		ROW	\$0				
Phone/Fax		408-730-7330	Construction	\$2,366	2021	11/2021	12/2022	Funding Deadline	11/1/2018
E-Mail		sabbas@sunnyvale.ca.gov	Total	\$2,899	E-76 Const (sub/app)			Last Updated	1/24/2018
					Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		City of Sunnyvale		Project Title:		Homestead Rd at Homestead High School Improvements			
13 of 13	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170043	The project will install improvements at Homestead and Mary, and Homestead and Kennewick Dr. intersections. The traffic signals will be upgraded to improve pedestrian and bike crossings.			Programmed Year	Start mm/yyyy	End mm/yyyy		
Fund Source	Field Review								
CMAQ \$1,000 Local \$265	ENV		\$265	2019	11/2018	04/2019			
	Design		\$0		02/2019	12/2019			
	ROW		\$0						
Manager Name	Shahid Abbas		Construction	\$1,000	2020	04/2020	12/2021	Funding Deadline	11/1/2019
Phone/Fax	408-730-7330		Total	\$1,265	E-76 Const (sub/app)			Last Updated	1/24/2018
E-Mail	sabbas@sunnyvale.ca.gov				Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		County of Santa Clara	Project Title:		San Tomas Aquino Spur Trail Multi-Use Trail Phase 2					
1 of 5	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL130022	Construct an extension of the San Tomas Aquino Spur Trail (a Class I bicycle/pedestrian trail) on the west side of San Tomas Expressway from SR 82 (El Camino Real) to Homestead Road.			Programmed Year	Start mm/yyyy	End mm/yyyy			
Fund Source			CMAQ \$1,884 Local \$1,760 TAP \$1,350	Field Review				complete	Under construction.	
				ENV	\$400	2013				complete
				Design	\$0					complete
Manager Name				Craig Petersen	ROW	\$0				complete
Phone/Fax		408-573-2490		Construction	\$4,994	2015	6/2016	6/2018		Funding Deadline awarded
E-Mail		craig.petersen@rda.sccgov.org	Total	\$5,394	E-76 Const (sub/app)	2/2015	5/1/2015	Last Updated 1/28/2018		
					Last Invoice (sub/app)	10/2017				

Sponsor:		County of Santa Clara	Project Title:		Capitol Expressway ITS and Bike/Ped Improvements				
2 of 5	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130037	In San Jose: Install Intelligent Transportation System infrastructure, fill in sidewalk gaps, install pedestrian sensors and bike detection at all intersections and implement traffic responsive and adaptive signal timing.			Programmed Year	Start mm/yyyy	End mm/yyyy		
Fund Source			CMAQ \$6,085 Local \$1,899	Field Review				12/2013	The project has been advertised as of January 9th. The bid opening date is set for February 15th.
				ENV	\$0		5/2014	6/2016	
				Design	\$1,434	2014	3/2014	5/2016	
Manager Name				Jamil Salas	ROW	\$0		12/2015	
Phone/Fax		408-494-1375		Construction	\$8,200	2017	3/2018	3/2019	
E-Mail		jamil.salas@rda.sccgov.org	Total	\$9,634	E-76 Const (sub/app)	11/2016	12/2017	Last Updated 1/30/2018	
					Last Invoice (sub/app)	1/2018			



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		County of Santa Clara	Project Title:		Uvas Road Pavement Rehabilitation				
3 of 5	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170019	Pavement rehabilitation on Uvas Rd (entire County maintained limit, approximately 5.8 miles).			Programmed Year	Start mm/yyyy	End mm/yyyy		
Fund Source	Field Review					Add new OBAG2 project in amendment 17-25. Initiating the E-76 process for PE.			
Local \$220 STP \$1,700	ENV		\$158	2019	10/2019		12/2019		
	Design		\$0	2019	12/2019		04/2020		
Manager Name	Khoa Vo	ROW	\$0						
Phone/Fax	(408) 573-2491	Construction	\$1,763	2020	08/2020	10/2020	Funding Deadline	11/01/2018	
E-Mail	khoa.vo@rda.sccgov.org	Total	\$1,921	E-76 Const (sub/app)			Last Updated	1/24/2018	
				Last Invoice (sub/app)					

Sponsor:		County of Santa Clara	Project Title:		McKean Rd Pavement Rehabilitation				
4 of 5	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170032	Pavement rehabilitation on McKean Road (entire County maintained limits, approximately 4.1 miles).			Programmed Year	Start mm/yyyy	End mm/yyyy		
Fund Source	Field Review					Add new OBAG2 project to amentment 17-25. Initiating the E-76 process for PE.			
Local \$149 STP \$1,151	ENV		\$147	2019	10/2019		12/2019		
	Design		\$0						
Manager Name	Khoa Vo	ROW	\$0						
Phone/Fax	(408) 573-2491	Construction	\$1,153	2020	08/2020	10/2020	Funding Deadline	11/1/2018	
E-Mail	khoa.vo@rda.sccgov.org	Total	\$1,300	E-76 Const (sub/app)			Last Updated	1/24/2018	
				Last Invoice (sub/app)					



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		County of Santa Clara	Project Title:		Capitol Expressway Pavement Rehabilitation				
5 of 5	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170033	Capitol Expressway pavement rehabilitation between Capitol Auto Mall Parkway to McLaughlin Avenue.			Programmed Year	Start mm/yyyy	End mm/yyyy	Add new OBAG2 project to amendment 17-25. Initiating the E-76 process for PE.	
Fund Source	Field Review								
Local \$648 STP \$5,000	ENV		\$226	2019	10/2019	12/2019			
	Design		\$0						
Manager Name	Khoa Vo	ROW	\$0						
Phone/Fax	(408) 573-2491	Construction	\$5,422	2021	05/2021	10/2021	Funding Deadline	11/1/2018	
E-Mail	khoa.vo@rda.sccgov.org	Total	\$5,648	E-76 Const (sub/app)			Last Updated	1/24/2018	
				Last Invoice (sub/app)					



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		Town of Los Gatos		Project Title:		Los Gatos Creek Trail to Highway 9 Trailhead design			
1 of 1	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170028	This will fund the design of a bike and pedestrian connector to the Los Gatos Creek Trail at Highway 9.			Programmed Year	Start mm/yyyy	End mm/yyyy		
Fund Source			Field Review						
CMAQ \$343 Local \$44			ENV	\$2,019	2019	5/2018	1/2019		
			Design	\$0	2019	5/2018	11/2019		
Manager Name			Bobby Gonzales	ROW	\$0	2019	5/2018	11/2019	
Phone/Fax		408-399-5776	Construction	\$0		12/2019	3/2020	Funding Deadline	11/1/2019
E-Mail		bgonzalez@losgatosca.gov	Total	\$2,019	E-76 Const (sub/app)			Last Updated	1/17/2018
					Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		VTA		Project Title:		Route 152 New Alignment Study			
1 of 4	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL090016	Route 152 new alignment from Rte 101 to Rte 156. Realign highway and evaluate route management strategies, including potential roadway pricing. Also includes SR152 "trade corridor" study from 101 to I-5.			Programmed Year	Start mm/yyyy	End mm/yyyy		
	Fund Source		Field Review					VTA is requesting additional funding from CTC to continue project efforts, including PA/ED. An additional \$20 million is needed to complete the environmental clearance.	
	IIP \$5 Local \$5 STP \$2.86		ENV	\$5	2008/09	2008	6/2020		
	Design		\$5						
Manager Name	Gene Gonzalo	ROW	\$0						
	Phone/Fax	408-952-4236	Construction	\$0				Funding Deadline	
	E-Mail	gene.gonzalo@vta.org	Total	\$10	E-76 Const (sub/app)			Last Updated	11/6/2017
					Last Invoice (sub/app)				

Sponsor:		VTA		Project Title:		I-680 Soundwalls - Capitol Expwy to Mueller Ave			
2 of 4	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL150001	Construct sound walls on I-680 between Capitol Expressway and Mueller Avenue.			Programmed Year	Start mm/yyyy	End mm/yyyy		
	Fund Source		Field Review					Consultant contract executed in August 2016. PDT meetings held on 2nd Wednesday of each month.	
	Local \$1002 STIP \$4,456		ENV	\$721	2016	8/2016	3/2018		
	Design		\$831	2018	3/2018	2/2019			
Manager Name	Brian Pantaleon	ROW	\$631	2019	3/2018	2/2019			
	Phone/Fax	408-952-4283	Construction	\$3,275	2020	8/2019	4/2020	Funding Deadline	2020
	E-Mail	brian.pantaleon@vta.org	Total	\$5,458	E-76 Const (sub/app)			Last Updated	11/6/2017
					Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report
October - December 2017

Sponsor:		VTA		Project Title:		I-280/Winchester Study			
3 of 4	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL150014	Conduct environmental studies and prepare environmental document for improvements in the vicinity of the I-280/Winchester Boulevard interchange.			Programmed Year	Start mm/yyyy	End mm/yyyy		
	Fund Source		Field Review					VTA is requesting additional funding from the City of San Jose and 2016 Measure B to complete the environmental clearance.	
Local \$250 San Jose \$250 STP \$500	ENV		\$1,000	2015	12/2015	12/2019			
	Design	\$0							
Manager Name		Lam Trinh		ROW	\$0				
Phone/Fax		408-952-4217		Construction	\$0			Funding Deadline	obligated
E-Mail		lam.trinh@vta.org		Total	\$1,000	E-76 Const (sub/app)		Last Updated	11/6/2017
						Last Invoice (sub/app)			

Sponsor:		VTA		Project Title:		Regional Planning Activities and PPM - Santa Clara			
4 of 4	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170001	Santa Clara: Regional Planning Activities and Planning, Programming and Monitoring			Programmed Year	Start mm/yyyy	End mm/yyyy		
	Fund Source		Field Review						
Local \$787 STIP \$1,836 STP \$6,078	ENV		\$2,620	2017-19					
	Design	\$6,865	2018						
Manager Name		Amin Surani		ROW	\$0				
Phone/Fax		408-546-7989		Construction	\$0			Funding Deadline	
E-Mail		amin.surani@vta.org		Total	\$9,485	E-76 Const (sub/app)		Last Updated	4/24/2013
						Last Invoice (sub/app)			

Programmed Projects Quarterly Monitoring Report

Attachment C

List of Acronyms

ABAG-Association of Bay Area Governments	NPDES-National Pollution Discharge Elimination System
ABC-Across Barrier Connections	PCC-Portland Concrete Cement
AC-Asphalt Concrete	PDR-Planned Development Rezoning
ACE-Altamont Commuter Express	PE-Preliminary Engineering
ADA-Americans with Disabilities Act	PTG-VTA Pedestrian Technical Guidelines
ARRA-American Recovery and Reinvestment Act	PUC-Public Utilities Commission
BART-Bay Area Rapid Transit	PUD-Planned Urban Development
BEP-Bicycle Expenditure Program	R&D-Research & Development
BRT-Bus Rapid Transit	RFA-Request for Assistance
BTG-VTA Bicycle Technical Guidelines	RFP-Request for Proposals
CDT-Community Design & Transportation	ROW-Right-Of-Way
CEQA-California Environmental Quality Act	RTP/LRP-Long Range Undefined Funds
CIP-Capital Improvement Program	SCVWD-Santa Clara Valley Water District
CMAQ-Congestion Mitigation and Air Quality Improvement Program	SF-Square Foot
CMIA-Corridor Mobility Improvement Account	SHOPP-State Highway Operation and Protection Program
CMP-Congestion Management Program	SPA-Specific Plan Amendment
CTC-California Transportation Commission	STIP-State Transportation Improvement Program
CUP-Conditional Use Permit	STP-Surface Transportation Program
CWC-Citizen Watchdog Committee	SVRT-Silicon Valley Rapid Transit (BART extension)
DEIR-Draft Environmental Impact Report	SWPPP-Storm Water Pollution Prevention Program
DU/AC-Dwelling Units per Acre	TDM-Transportation Demand Management
E76-Formally called "Authorization to Proceed"	TE-Transportation Enhancements
EIR-Environmental Impact Report	TFCA-Transportation Fund for Clean Air
EIS-Environmental Impact Statement	TIA-Transportation Impact Analysis
ER-Environmental Review	TOD-Transit-Oriented Development
ETS-Electronic Toll System	UPRR-Union Pacific Railroad
FAR-Floor Area Ratio	VPPP-Value Pricing Pilot Program
FEIR-Final Environmental Impact Report	
GPA-General Plan Amendment	
HBRR- Highway Bridge Replacement and Rehabilitation	
HOV-High-Occupancy Vehicle	
HPP-High Priority Project	
HSR-High-Speed Rail	
IS-Initial Study	
ITS-Intelligent Transportation System	
LPR-Local Program Reserve	
LRT-Light Rail Transit	
LU/TD-Land Use/Transportation Diagram	
MND-Mitigated Negative Declaration	
MTC-Metropolitan Transportation Commission	
ND-Negative Declaration	
NEPA-National Environmental Policy Act	
NOI-Notice of Intent	
NOP-Notice of Preparation	



Date: March 27, 2018
 Current Meeting: April 5, 2018
 Board Meeting: April 5, 2018

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Engineering & Program Delivery Officer, Carolyn M. Gonot
 Director - Planning & Programming, Chris Augenstein

SUBJECT: VTP Highway Program Semi-Annual Report Ending October 31, 2017

FOR INFORMATION ONLY

BACKGROUND

The VTP Highway Program includes projects from the approved long range countywide transportation plan, Valley Transportation Plan 2040 (VTP), for Santa Clara County. The VTP feeds projects into the Regional Transportation Plan (RTP), and projects must be included in the RTP as a prerequisite for eligibility to receive Federal, State, regional and local discretionary fund programming. One hundred percent of VTP Highway Program expenditures are funded by grants (Federal, State, regional or local) or other local funding. No VTA Transit funds are used for these projects.

DISCUSSION

Please find attached the Semi-Annual Report for the VTP Highway Program for the period ending October 30, 2017. A few highlights for this reporting period include the following accomplishments:

- In November 2016, the VTA Board of Directors adopted scoring criteria to prioritize projects in the **Countywide Bicycle Plan Update**. Corridor prioritization results and staff recommended priority corridors were released in summer 2017. A draft plan will be issued in spring 2018; adoption is anticipated in summer 2018.
- The first round of outreach for **Story - Keyes Corridor Complete Streets Study** was held in November 2016 and a second round of public meetings were held in May 2017. The final report and design basis for preferred alternatives for the corridor are being prepared.
- The first round of public forums for the **Tasman Corridor Complete Streets Study**

were held in April 2017. The second round of public forums and stakeholder outreach is scheduled for spring 2018.

- Two public forums for the **Bascom Corridor Complete Streets Study** were held in June 2017. The second round of public forums are scheduled for April 2018. The project team is developing design alternatives for each segment of the corridor.
- The Project Initiation Document (PID) phase including alternative analysis, for the **US 101/Zanker Rd/Skyport Dr/N 4th St Interchange** project started in April 2016 and was completed in July 2017. The Project Approval/Environmental Document (PA/ED) phase is in progress.
- Work on the PA/ED phase of the **I-680 Soundwalls** project started in September 2016 and is targeted for completion by mid-2018.
- The PID phase including alternative analysis and development of a Project Study Report-Project Development Support (PSR-PDS) document for the **I-280/Wolfe Rd Interchange Improvement** project started in June 2016 and was completed in June 2017. The PA/ED phase is in progress.
- The PA/ED phase, including alternatives analysis, for the **I-280/Winchester Boulevard Improvements** project started in July 2016 and is planned for completion in early 2020.
- The PA/ED phase for the **Mathilda Avenue Improvements at SR 237 and US 101** project was completed in early 2017. Final design is in progress and is targeted for completion by mid-2018. Construction is dependent on securing funding.
- Design for the **Landscaping at I-280/I-880/Stevens Creek Blvd** project started in September 2015 and has been completed. The construction contract is planned for advertisement in early 2018.
- The construction contract for the **Pedestrian Connection at Eastridge Transit Center** project was advertised for bids in April 2017. The contract was awarded at the August 2017 VTA Board meeting. Construction started in September 2017 and is expected to be completed in summer of 2018.
- The design phase for the **Silicon Valley Express Lanes Program Phases 3 and 4** project is ongoing. System Integrator collaboration by TransCore with the civil roadway designer began in August 2017. Design for Phase 4 will start in early 2018.
- Final Engineering for the **SR 237 Express Lanes Phase 2** project is complete and the construction contract was advertised for bids in October 2017 (and subsequently was awarded to FBD Vanguard at the December 2017 VTA Board meeting). Electronic Toll Systems (ETS) development is on-going and is expected to be completed in early 2018. Revenue service is targeted for late 2019.

ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:

The Citizens Advisory Committee received the VTP Highway Program Semi-Annual Report ending Oct 31, 2017 as part of its March 7 Consent Agenda.

The Technical Advisory Committee received the VTP Highway Program Semi-Annual Report

ending Oct 31, 2017 as part of its March 7, 2018 Consent Agenda.

The Policy Advisory Committee received the VTP Highway Program Semi-Annual Report ending Oct 31, 2017 as part of its March 8, 2018 Consent Agenda.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Congestion Management Program and Planning Committee received the VTP Highway Program Semi-Annual Report ending October 31, 2017 as part of its March 15, 2018 regular agenda and approved it moving forward to the VTA Board.

Prepared By: Suja Prasad, Sr. Cost & Schedule Coordinator
Memo No. 6259

Semi-Annual Report

October 2017

TABLE OF CONTENTS

<u>Section</u>	<u>Title</u>	<u>Page</u>
1	EXECUTIVE SUMMARY	
A	Background	1-2
B	Executive Summary	1-3
C	Secured Funding.....	1-8
D	Incurred Costs	1-10
2	PROJECT SUMMARY REPORTS	
A	Conceptual Study Projects	
1.	El Camino Real/SR 85/237/Middlefield.....	2-4
2.	I-280 Corridor Study	2-6
3.	Innovation Transportation Technology Program.....	2-8
4.	Bicycle Related Projects	2-10
5.	Intelligent Transportation System Project	2-12
6.	Local PDA Planning – Santa Clara	2-14
7.	Story – Keyes Corridor Complete Streets Study.....	2-16
8.	Tasman Corridor Complete Streets Study	2-18
9.	Bascom Corridor Complete Streets Study	2-20
10.	SR 87 Corridor Study	2-22
11.	Traffic Analysis Software Procurement	2-24
B	Projects in the Environmental/Preliminary Engineering Phase	
1.	Freeway Performance Initiative.....	2-26
2.	SR 152 Trade Corridor	2-28
3.	US 101 Widening - Monterey Road to Route 129	2-30
4.	US 101 De La Cruz Boulevard/Trimble Road Interchange.....	2-32
5.	US101/Zanker Rd/Skyport Dr/N. 4th St. Interchange	2-34
6.	I-680 Sound Walls	2-36
7.	I-280/Wolfe Rd Interchange Improvement Project	2-38
8.	I-280 Winchester Blvd Improvements.....	2-40
C	Projects in Final Design (PS&E)	
1.	Mathilda Avenue Improvements at SR 237 and US 101 ...	2-42
2.	I-280/Foothill Expressway Ramp Improvements	2-44
3.	Landscaping @ I-280/I-880/Stevens Creek Blvd	2-46

TABLE OF CONTENTS

	D	Projects Under Construction	
	1.	US 101 Auxiliary Lanes – Embarcadero to SR 85 (CMIA) ...	2-48
	2.	I-880 HOV Widening (CMIA)	2-50
	3.	Ramp Metering Implementation.....	2-52
	4.	US 101 Capitol Expressway – Yerba Buena Int. (CMIA).....	2-54
	5.	I-880/I-280/Stevens Creek Improvements (CMIA).....	2-56
	6.	Combined Landscaping and Maintenance Project	2-58
	7.	Pedestrian Connection to Eastridge Transit Center	2-60
	E	Silicon Valley Express Lanes Program	
	1	Program Overview.....	2-62
	2.	SR 237/I-880 Express Connectors.....	2-64
	3.	SR 85 Express Lanes (PA/ED).....	2-66
	4.	US 101 Express Lanes (PA/ED).....	2-68
	5.	SR 237 Express Lanes-Phase 2.....	2-70
	6.	SV Express Lanes -US101/SR85, PH 3.....	2-72
	7.	SV Express Lanes -US101/SR85, PH 4	2-74
	8.	SV Express Lanes -Electronic Toll System (ETS)	2-76
	9.	Noise Reduction Program on SR85	2-78
3		APPENDIX – COST ESTIMATE CLASSES	3-1
	<u>Section</u>	<u>List of Figures</u>	<u>Page</u>
	1	1.1 VTP Highway Program Identified Funding Sources.....	1-4
		1.2 VTP Highway Projects Identified Funding Levels.....	1-5
		1.3 VTP Highway Program Secured Funding	1-9
		1.4 VTP Highway Program Incurred Costs.....	1-10
		1.5 VTP Highway Program Overview Map	1-11
A	1.6	Cost Estimate Classification Matrix	3-1

SECTION 1

EXECUTIVE SUMMARY

SECTION 1 – EXECUTIVE SUMMARY

A. BACKGROUND

The VTP Highway Program includes projects from the currently approved long range countywide transportation plan, Valley Transportation Plan 2040 (VTP), for Santa Clara County. The VTP feeds projects into the Regional Transportation Plan (RTP), and projects must be included in the RTP as a prerequisite for eligibility to receive Federal, State, regional and local discretionary fund programming. One hundred percent of VTP Highway Program expenditures are funded by grants (Federal, State, regional or local) or other local funding. No VTA Transit funds are used for these projects.

B. EXECUTIVE SUMMARY

The Valley Transportation Plan (VTP) Highway Program consists of potentially over \$1 billion of highway improvement projects in various phases from conceptual study to construction. The projects are located throughout Santa Clara County (and adjoining areas) and seek to improve key elements of the highway transportation system, utilizing a variety of funding sources.

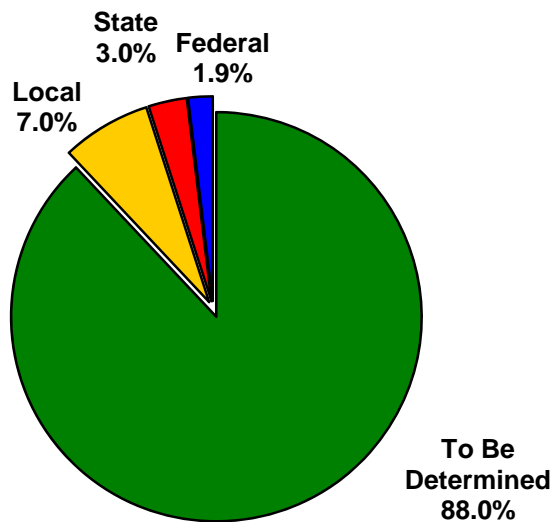
Funding is a key issue for many of the highway projects. VTA, as the congestion management agency (CMA) for Santa Clara County, assembles funding from a variety of sources as needed in order to advance each project through its various phases to completion. As a consequence, in this report there are references to several terms associated with a project's funding level. These terms, arranged in order of increasing certainty of funding availability, are as follows:

1. Estimated Cost – An estimate of the total cost of a project given the currently known scope and configuration of the project. For early stage projects, this estimate may be based on very conceptual information and, therefore, has associated with it a high level of uncertainty and a correspondingly low level of accuracy. In the individual project information sheets, we have included the “Estimate Class” in order to give an idea of the level of uncertainty associated with the estimated cost. A more detailed discussion of this topic is included in the appendix.
2. Identified Funding –Funding identified as being ultimately available from project funding agencies to complete the work, as of the writing of this report. Depending on the stage of the project, the identified funding may be less than the estimated cost of a project. In such cases, we use the term “To Be Determined” (TBD) funding to describe the difference between the estimated cost and identified funding.
3. Appropriation - The most recent Adopted Budget includes appropriations, based on an estimate of expenditures during fiscal years 2018 and 2019, for various VTP Highway Program projects. Since these projects can run beyond FY19, the appropriation amount is only a time-constrained slice of total estimated expenditures.
4. Secured Funding – Funding that has been committed by funding agencies and is now available to VTA for project expenditures. In many cases, secured funding is at a lower level than the appropriation in the Adopted Budget. For these projects, it is anticipated that additional funding may be secured during the FY18/19 period. It is important to note that, regardless of the level of appropriation, actual expenditures will not exceed secured funding at any time.

Figure 1.1 shows the total estimated cost of all projects contained in this report, broken down by the currently identified funding sources.

Figure 1.1

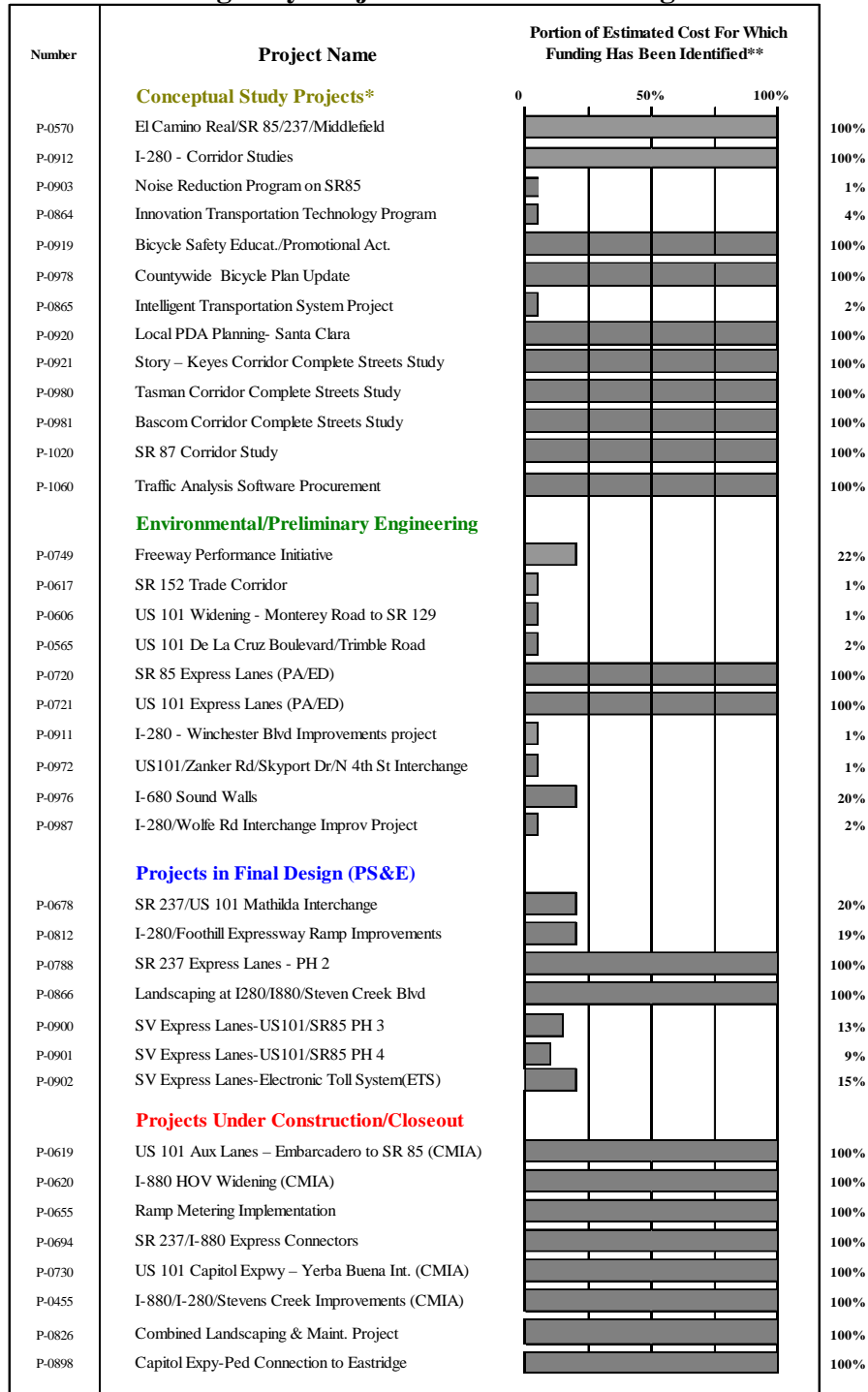
VTP Highway Program Identified Funding Sources



Note the large proportion of funding shown in Figure 1.1 that is designated as “To Be Determined.” Clearly, significant sources of federal, state, and/or local funding will be required to complete many of these projects. VTA’s strategy continues to be to advance a number of projects through the early (and relatively low-cost) stages of project development so that they will be ready to take advantage of funding that may become available in the future.

Figure 1.2, on the next page, shows the projects categorized by phase of development, and shows what portion of the estimated cost has been identified for each project.

Figure 1.2
VTP Highway Projects Identified Funding Levels



*Estimated cost for projects in the Conceptual Study category includes only the conceptual study.
 ** (Identified Funding) / (Estimated Cost) x 100%
 See page 1-3 for definitions of Identified Funding and Estimated Cost

The following are activities of note that took place during the six-month period from May 2017 to October 2017 covered by this report:

- a. The **I-280 corridor study** started in January 2016. Data collection is complete and existing conditions evaluation is under review by Stakeholders. Public meetings in City of San Jose and City of Cupertino were held in September 2016. Final report was completed in October 2017 and will be presented at the January 2018 VTA Board meeting.
- b. Analysis of existing conditions and outreach efforts for the **Countywide Bicycle Plan Update** was completed in July 2016. In November 2016, VTA Board of Directors adopted scoring criteria to prioritize projects in the plan. Corridor prioritization results and staff recommended priority corridors were released in summer 2017. Draft plan will be issued in spring 2018, with adoption anticipated in summer 2018.
- c. First round of outreach for **Story – Keyes Corridor Complete Streets Study** was held in November 2016; second round of public meetings were held in May 2017. Final report and design basis for preferred alternatives for the corridor are currently being prepared.
- d. First round of public forum for the **Tasman Corridor Complete Streets Study** were held in April 2017. The second round of public forum and stakeholder outreach is scheduled for spring 2018.
- e. Two public forums for the **Bascom Corridor Complete Streets Study** were held in June 2017. Currently, the Consultant staff, VTA and project partners are developing design alternatives for each segment of the corridor. The second round of public forums are scheduled for April 2018.
- f. Project Initiation Document (PID) phase including alternative analysis, for the **US101/Zanker Rd/Skyport Dr/N 4th St Interchange** started in April 2016 and was completed in July 2017. PA/ED phase is in progress.
- g. Work on the PA/ED phase of the **I-680 Soundwalls** project started in September 2016 and is targeted for completion by mid-2018.
- h. Project Initiation Document (PID) phase including alternative analysis and Project Study Report-Project Development Support (PSR-PDS) for **I-280/Wolfe Rd Interchange Improvement** project started in June 2016 and was completed in June 2017. PA/ED phase is in progress.
- i. Project Approval/Environmental Document (PA/ED) phase, including alternatives analysis, for the **I-280/Winchester Boulevard Improvements** Project started in July 2016 and is planned for completion in early 2020.
- j. The Project Initiation Document (PID) phase for the **Mathilda Avenue Improvements at SR 237 and US 101** project was completed in February 2015. Project Approval and Environmental Document (PA/ED) began in early 2015 and was completed in early 2017. Final design is in progress and is targeted for completion by mid-2018. Construction is dependent on securing funding.

- k. Design for **Landscaping at I-280/I-880/Stevens Creek Blvd** project started in September 2015 and has been completed. Construction contract is planned for advertisement in early 2018.
- l. Construction contract for the **SR 237/ McCarthy Blvd. Medians Landscaping** contract was advertised for bids in March 2017. Contract was awarded in April 2017 and field work started in July 2017. Planting and plant establishment will be completed by December 2017.
- m. Construction contract for the **Pedestrian Connection at Eastridge Transit Center** was advertised for bids in April 2017. Contract was awarded at the August 2017 VTA Board meeting. Construction started in September 2017 and is expected to be completed in summer of 2018.
- n. Project Approval & Environmental Document (PA/ED) for **SR 85 Express Lanes** and **US 101 Express Lanes** were completed in April 2015 and July 2015, respectively. Design services contract for the **Silicon Valley Express Lanes Program Phases 3 and 4 project** was awarded to HNTB Corporation. Design for Phase 3 is currently ongoing. Contract for the System Integrator has been awarded to TransCore. Collaboration with civil design began in August 2017.
- o. Final Engineering for **SR 237 Express Lanes Phase 2** is complete and construction contract was advertised for bids in October 2017 and is expected to be awarded at the December 2017 VTA Board meeting. Electronic Toll Systems (ETS) development is on-going and expected to be completed in early 2018. Revenue service is targeted for late 2019.

C. SECURED FUNDING

Figure 1.3 shows the prior and current period funding for the VTP Highway projects. Secured funding increased by a net \$6.4 million to \$241.7 million during this reporting period, as discussed below:

Changes in Secured Funding

1. Conceptual Study Projects

Secured funding increased by \$0.2 million to a total of \$6.9 million for projects in the conceptual phase. This was primarily due to securing funding for:

Traffic Analysis Software Procurement - \$0.225 mil

New project Traffic Analysis Software Procurement was approved as part of FY18/19 Biennial budget process.

2. Projects in the Environmental/Preliminary Engineering Phase

Secured funding increased by \$1.0 million to a total of \$26.7 million for projects in the Environmental/Preliminary Engineering phase. This was primarily due to securing funding for:

I-680 Sound Walls - \$0.5 mil of Vehicle Registration Fees (VRF) funds.

I-280/Wolfe Rd Interchange Improvement project - \$0.5 mil from City of Cupertino.

3. Projects in Final Design (PS&E)

Secured funding remained at \$12 million.

4. Projects Under Construction

Secured funding remained same at \$135.7million

5. Silicon Valley Express Lanes

Secured funding increased by \$5.2 million from \$55.1 to \$60.3 million. This was primarily due to \$5.2 million increase in secured budget for SR 237 Express Lanes Phase II Extension project as follows:

\$0.82 mil from Silicon Valley Express Lane Phase 1 Revenue

\$0.38 million from City of Sunnyvale and

\$4.00 million Vehicle Registration Fees (VRF) funds

Figure 1.3
VTP Highway Program Secured Funding

in millions

Project/Category	a	b	c = (b - a) Changes This Period	d Text Reference
	Previous Secured Funding Apr-17	Current Secured Funding Oct-17		
Conceptual Study Projects				
El Camino Real/SR 85/SR 237/Middlefield	\$0.8	\$0.8	\$0.0	
I-280 Corridor Study	\$0.8	\$0.8	\$0.0	
Innovat. Transportation Technology Prog.	\$0.1	\$0.1	\$0.0	
Bicycle Related Projects	\$0.8	\$0.8	\$0.0	
Intelligent Transportation System Proj.	\$0.3	\$0.3	\$0.0	
Local PDA Planning- Santa Clara	\$1.0	\$1.0	\$0.0	
Story – Keyes Corridor Complete Streets Study	\$0.5	\$0.5	\$0.0	
Tasman Corridor Complete Streets Study	\$1.1	\$1.1	\$0.0	
Bascom Corridor Complete Streets Study	\$1.1	\$1.1	\$0.0	
SR 87 Corridor Study	\$0.2	\$0.2	\$0.0	
Traffic Analysis Software Procurement	\$0.0	\$0.2	\$0.2	1
Total	\$6.7	\$6.9	\$0.2	
Projects in the Environmental/Preliminary Engineering Phase				
Freeway Performance Initiative	\$1.6	\$1.6	\$0.0	
SR 152 Trade Corridor	\$13.0	\$13.0	\$0.0	
US 101 Widening - Monterey Rd to SR 129	\$5.9	\$5.9	\$0.0	
US101 De La Cruz Blvd/Trimble Rd	\$0.9	\$0.9	\$0.0	
I-280/Winchester Blvd Improvements Project	\$1.0	\$1.0	\$0.0	
US101/Zanker Rd/Skyport Dr/N 4th St Inte	\$1.5	\$1.5	\$0.0	
I-680 Sound Walls	\$0.6	\$1.1	\$0.5	2
I-280/Wolfe Rd Interchange Improv Proj	\$1.2	\$1.7	\$0.5	3
Total	\$25.7	\$26.7	\$1.0	
Projects In Final Design (PS&E)				
I-280/Foothill Expressway Ramp Improvements	\$0.7	\$0.7	\$0.0	
SR 237/US 101/ Mathilda Interchange	\$8.0	\$8.0	\$0.0	
Landscaping at I-280/I-880/StevensCrk Blvd	\$3.3	\$3.3	\$0.0	
Total	\$12.0	\$12.0	\$0.0	
Projects Under Construction				
US 101 Auxiliary Lanes - Embarcadero to SR 85 (CMIA)	\$16.8	\$16.9	\$0.0	
I-880 HOV Widening (CMLA)	\$18.9	\$18.9	\$0.0	
Ramp Metering Implementation	\$2.6	\$2.6	\$0.0	
US 101 Capitol Expressway-Yerba Buena Interchange	\$30.5	\$30.5	\$0.0	
Combined Landscaping & Maint. Project	\$3.8	\$3.8	(\$0.0)	
Capitol Expy-Ped Connection to Eastridge	\$1.5	\$1.5	\$0.0	
I-880/I-280/Stevens Creek Improvements (CMIA)	\$61.6	\$61.57	\$0.0	
Total	\$135.7	\$135.7	\$0.0	
Silicon Valley Express Lanes Program				
SVEL Program Development	\$2.93	\$2.93	\$0.0	
SR 237/I-880 Express Connectors	\$11.7	\$11.7	\$0.0	
SR 85 Express Lanes	\$6.9	\$6.9	\$0.0	
US 101 Express Lanes	\$8.2	\$8.2	\$0.0	
SR 237 Express Lanes-PH 2	\$13.4	\$18.6	\$5.2	4
SV Express Lanes-US101/SR85 PH 3	\$5.1	\$5.1	\$0.0	
SV Express Lanes-US101/SR85 PH 4	\$2.9	\$2.9	\$0.0	
SV Express.Lanes-Electronic Toll System (ETS)	\$3.7	\$3.7	\$0.0	
Noise Reduction Program on SR85	\$0.3	\$0.3	\$0.0	
Total	\$55.1	\$60.3	\$5.2	
GRAND TOTAL	\$235.3	\$241.7	\$6.4	

D. INCURRED COSTS

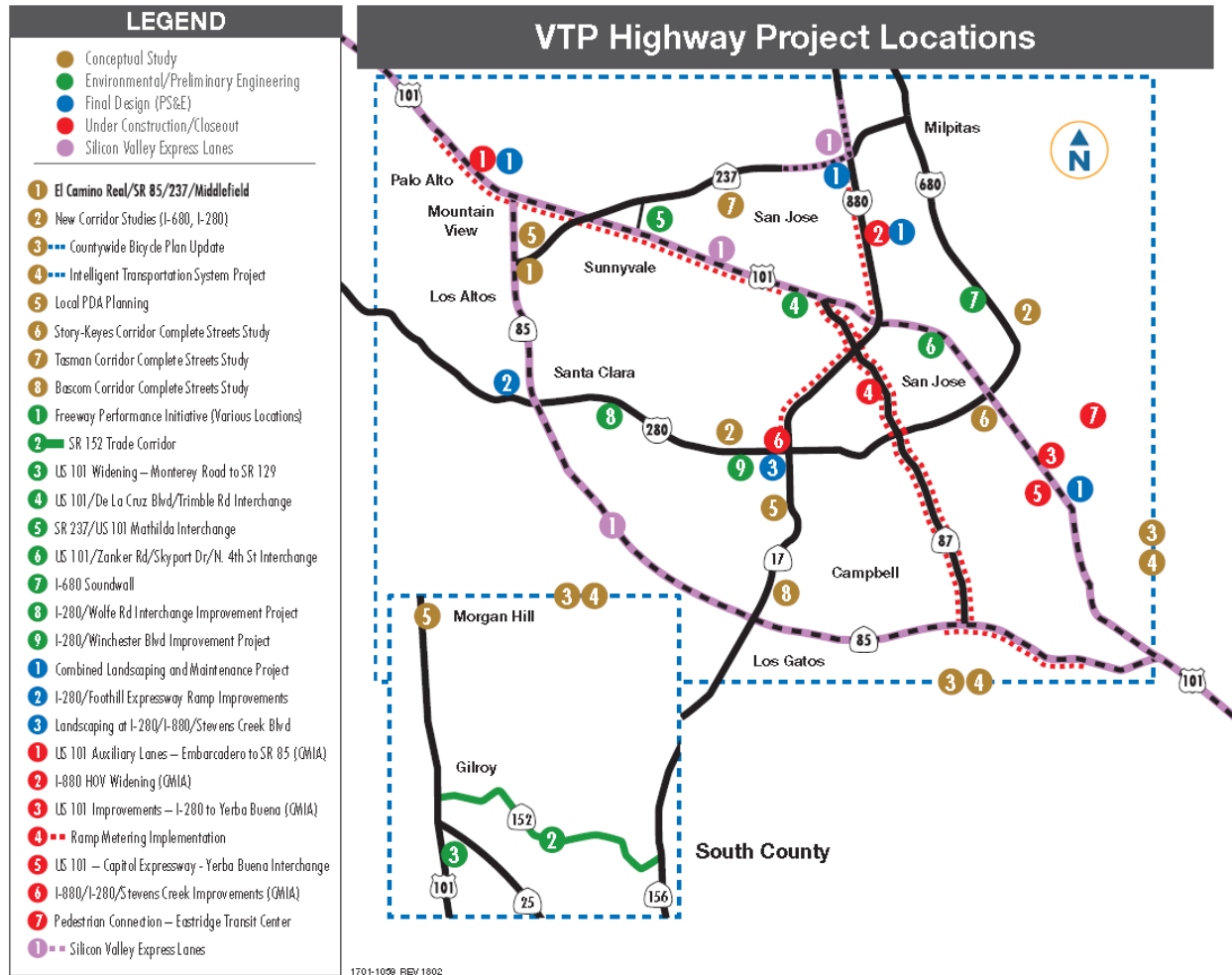
Figure 1.4 below shows the incurred costs for the VTP Highway Program at the beginning and end of the period as well as the percent of the secured funding incurred as of October 2017.

Figure 1.4
VTP Highway Program Incurred Costs

<i>in millions</i>				
Project/Category	a Incurred Costs Through Apr-17*	b Incurred Costs Through Oct-17	c = (b - a) Incurred Costs This Period	d Percent of Secured Funding Incurred Oct-17
Conceptual Study Projects				
El Camino Real/SR 85/SR 237/Middlefield	\$0.8	\$0.8	\$0.0	100.0%
I-280 Corridor Study	\$0.6	\$0.7	\$0.1	93.6%
Innovat. Transportation Technology Prog.	\$0.1	\$0.1	\$0.0	89.0%
Bicycle Related Projects	\$0.6	\$0.7	\$0.1	77.9%
Intelligent Transportation System Proj.	\$0.0	\$0.1	\$0.1	40.8%
Local PDA Planning- Santa Clara	\$0.5	\$0.7	\$0.1	65.2%
Story – Keyes Corridor Complete Streets Study	\$0.2	\$0.3	\$0.1	66.4%
Tasman Corridor Complete Streets Study	\$0.1	\$0.3	\$0.2	27.4%
Bascom Corridor Complete Streets Study	\$0.1	\$0.2	\$0.2	21.5%
SR 87 Corridor Study	\$0.0	\$0.0	\$0.0	5.7%
Traffic Analysis Software Procurement	\$0.0	\$0.0	\$0.0	0.0%
Total	\$2.9	\$3.9	\$0.9	55.8%
Projects in the Environmental/Preliminary Engineering Phase				
Freeway Performance Initiative	\$1.6	\$1.6	\$0.0	100.0%
SR 152 Trade Corridor	\$8.2	\$8.2	\$0.0	63.0%
US 101 Widening - Monterey Rd to SR 129	\$5.9	\$5.9	\$0.0	100.0%
US101 De La Cruz Blvd/Trimble Rd	\$0.9	\$0.9	\$0.0	97.8%
I-280/Winchester Blvd Improvements Project	\$0.5	\$0.8	\$0.4	82.2%
US101/Zanker Rd/Skyport Dr/N 4th St Inte	\$0.9	\$1.2	\$0.4	78.5%
I-680 Sound Walls	\$0.4	\$0.6	\$0.2	51.2%
I-280/Wolfe Rd Interchange Improv Proj	\$0.6	\$1.1	\$0.5	63.1%
Total	\$18.7	\$20.2	\$1.4	75.6%
Projects In Final Design (PS&E)				
I-280/Foothill Expressway Ramp Improvements	\$0.7	\$0.7	\$0.0	100.0%
SR 237/US 101 Mathilda Interchange	\$3.6	\$5.8	\$2.2	72.0%
Landscaping at I-280/I-880/StevensCrk Blvd	\$0.7	\$0.8	\$0.1	24.0%
Total	\$5.0	\$7.3	\$2.3	60.3%
Projects Under Construction				
US 101 Auxilliary Lanes - Embarcadero to SR 85 (CMIA)	\$16.7	\$16.77	\$0.0	99.4%
I-880 HOV Widening (CMIA)	\$18.4	\$18.4	\$0.0	97.7%
Ramp Metering Implementation	\$2.5	\$2.5	\$0.0	98.6%
US 101 Capitol Expressway - Yerba Buena Int. (CMIA)	\$29.1	\$29.1	\$0.0	95.2%
Combined Landscaping & Maint. Project	\$2.7	\$3.1	\$0.4	80.8%
Capitol Expy-Ped Connection to Eastridge	\$0.5	\$0.6	\$0.0	35.9%
I-880/I-280/Stevens Creek Improvements (CMIA)	\$58.2	\$58.2	\$0.0	94.6%
Total	\$128.3	\$128.6	\$0.4	94.8%
Silicon Valley Express Lanes Program				
SVEL Program Development	\$2.9	\$2.9	\$0.0	100.0%
SR 237/I-880 Express Connectors	\$11.7	\$11.7	\$0.0	100.0%
SR 85 Express Lanes	\$6.9	\$6.9	\$0.0	100.0%
US 101 Express Lanes	\$8.2	\$8.2	\$0.0	100.0%
SR 237 Express Lanes-PhII Extension	\$8.7	\$9.6	\$0.8	51.5%
SV Express Lanes-US101/SR85 PH 3	\$1.2	\$2.4	\$1.2	47.8%
SV Express Lanes-US101/SR85 PH 4	\$0.1	\$0.1	\$0.0	4.4%
SV Exp.Lanes-Electronic Toll System(ETS)	\$0.7	\$0.8	\$0.1	22.0%
Noise Reduction Program on SR85	\$0.3	\$0.3	\$0.1	99.7%
Total	\$40.8	\$43.0	\$2.3	71.3%
GRAND TOTAL	\$195.6	\$202.9	\$7.4	84.0%

* Does not include projects completed and closed out.

Figure 1.5 - VTP Highway Program Overview Map



SECTION 2

PROJECT SUMMARY REPORTS

VTP HIGHWAY PROJECT SUMMARY REPORTS

A. CONCEPTUAL STUDY PROJECTS

1. El Camino Real/SR 85/SR 237/Middlefield
2. I-280 Corridor Study
3. Innovation Transportation Technology Program
4. Bicycle Related Projects
5. Intelligent Transportation System Project
6. Local PDA Planning- Santa Clara
7. Story – Keyes Corridor Complete Streets Study
8. Tasman Corridor Complete Streets Study
9. Bascom Corridor Complete Streets Study
10. SR 87 Corridor Study
11. Traffic Analysis Software Procurement

B. PROJECTS IN THE ENVIRONMENTAL/PRELIMINARY ENGINEERING PHASE

1. Freeway Performance Initiative
2. SR 152 Trade Corridor
3. US 101 Widening - Monterey Road to Route 129
4. US 101/De La Cruz Boulevard/ Trimble Road Interchange
5. US101/Zanker Road/ Skyport Dr /N. 4th St Intersection
6. I-680 Sound Walls
7. I-280/Wolfe Rd Interchange Improvement Project
8. I-280/Winchester Blvd Improvements Project

- C. PROJECTS IN FINAL DESIGN (PS&E)
 - 1. Mathilda Avenue Improvements at SR237 and US101
 - 2. I-280/Foothill Expressway Ramp Improvements
 - 3. Landscaping @I-280/I-880/Stevens Creek Blvd

- D. PROJECTS UNDER CONSTRUCTION
 - 1. US 101 Auxiliary Lanes – Embarcadero to SR 85 (CMIA)
 - 2. I-880 HOV Widening (CMIA)
 - 3. Ramp Metering Implementation
 - 4. US 101 Capitol Expressway – Yerba Buena Interchange (CMIA)
 - 5. I-880/I-280/Stevens Creek Improvements (CMIA)
 - 6. Combined Landscaping & Maintenance Project
 - 7. Pedestrian Connection – Eastridge Transit Center

- E. SILICON VALLEY EXPRESS LANES PROGRAM
 - 1. Program Overview
 - 2. SR 237/I-880 Express Connectors
 - 3. SR 85 Express Lanes (PA/ED)
 - 4. US 101 Express Lanes (PA/ED)
 - 5. SR 237 Express Lanes – PH 2
 - 6. SV Express Lanes – US101/SR85, PH 3
 - 7. SV Express Lanes – US101/SR85, PH 4
 - 8. SV Express Lanes – Electronic Toll System (ETS)
 - 9. Noise Reduction Program on SR 85

VTP Highway Projects

October 2017

El Camino Real/SR 85/SR 237/Middlefield

Estimated Cost: 0.80 million (study only)

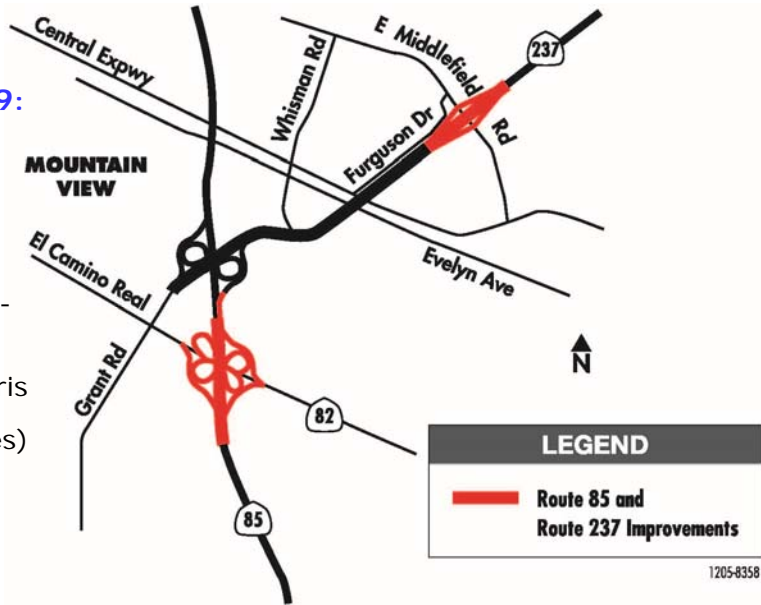
Appropriation through FY 19: \$0.8 million

Secured Funding to Date: \$0.8 million

Year of Completion: TBD (Project Initiation Document (PSR-PDS) completed 2013)

Project Manager: Metzger, Chris

Designer: NV5 (Nolte Associates)



Project Description:

Project alternatives include operational improvements to the El Camino Real/SR 85 Interchange, auxiliary lanes on SR 85 from El Camino Real to the SR 85 / SR 237 Interchange, and operational improvements at the Middlefield Road / SR 237 Interchange. The approved funding was solely for the production of a Project Study Report – Project Development Support (PSR-PDS) for the Project Initiation Document (PID) phase.

Project Status:

VTA and City of Mountain View prepared a PSR-PDS. Caltrans approved the PSR-PDS in early 2013.

Preparation of environmental document and preliminary engineering are dependent upon funding.

Project Schedule:

Schedule is dependent upon funding.



Cost:

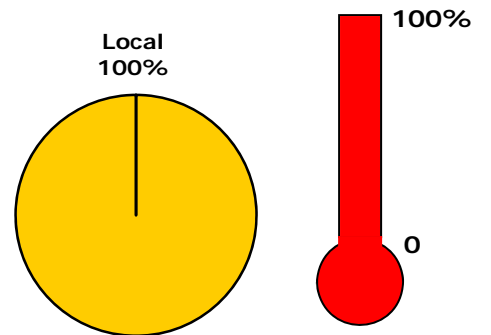
Project Cost Element	Secured Funding <i>a</i>	Oct-17 Committed Costs <i>b</i>	Oct-17 Incurred Costs <i>c</i>	Secured Funding Balance <i>d = (a-c)</i>
Construction and Major Procurement	-	-	-	-
Real Estate	-	-	-	-
Labor, Services and Support	792	801	801	(9)
Financing Costs	-	(9)	(9)	9
Total	792	792	792	-

Secured Funding Incurred	100%
Secured Funding Committed	100%

NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions):

Funding Source	Identified	Secured
Meas B Swap	\$0.54	\$0.54
Local (Mountain View)	\$0.25	\$0.25
Total	\$0.79	\$0.79



Portion of Estimated Cost for which funding has been identified (PID only)



SR 237 looking west towards SR 85



SR 85 Northbound, approaching SR 237/US 101

VTP Highway Projects

October 2017

I-280 Corridor Studies

Estimated Cost: \$0.75 million
(study only)

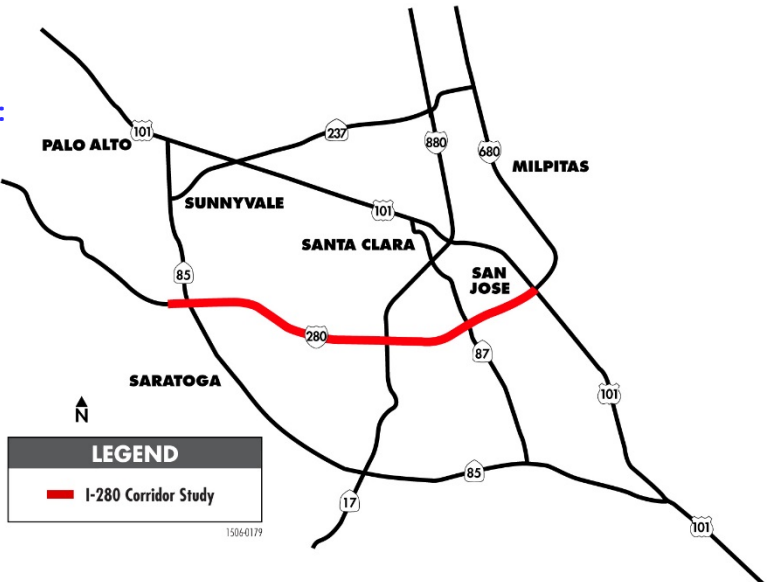
Appropriation through FY 19:
\$0.75 million

Secured Funding to Date:
\$0.75 million

Year of Completion: 2018

Project Manager: Chatradhi, Shanthi

Designer/Consultant: Kimley Horn & Associates



Project Description:

The I-280 Corridor Study will develop a strategic plan for the for the 22 mile I-280 corridor from the US 101/I-680 interchange in San Jose to Page Mill Road in Palo Alto in Santa Clara County. Through a collaborative effort with local, State and regional stakeholders, the study will identify transportation improvement projects along the corridor that relieve congestion, improve operations and enhance safety, for programming and implementation.

Project Status:

Cooperative agreement with the City of Cupertino was executed in May 2015. Request for proposal for consulting services to conduct the study was issued in July 2015 and Contract was awarded to Kimley Horn and Associates. Study started in January 2016. Public meetings in City of San Jose and City of Cupertino were held in September 2016. Final report was completed in October 2017 and will be presented at the January 2018 VTA Board.

Project Schedule:

Activity	Start	End	2015	2016	2017	2018
Consultant Procurement	Mid 2015	Late 2015	■			
Existing Condition Evaluation	Early 2016	Early 2016		■		
Concept Plan Analysis	Early 2016	Late 2016		■		
Study Report	Late 2016	Early 2018			■	■

Cost:

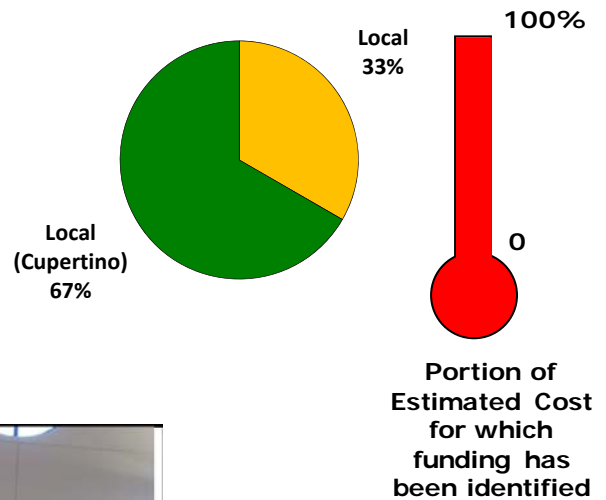
<u>Project Cost Element</u>	<u>Secured Funding <i>a</i></u>	<u>Oct-17 Committed Costs <i>b</i></u>	<u>Oct-17 Incurred Costs <i>c</i></u>	<u>Secured Funding Balance <i>d = (a-c)</i></u>
Construction and Major Procurement	-	-	-	-
Real Estate	-	-	-	-
Labor, Services and Support	750	730	702	48
Contingency				-
Total	750	730	702	48

Secured Funding Incurred	94%
Secured Funding Committed	97%

NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions):

<u>Funding Source</u>	<u>Identified</u>	<u>Secured</u>
Local	\$0.25	\$0.25
Local (Cupertino)	\$0.50	\$0.50
Total	\$0.75	\$0.75



VTP Highway Projects

October 2017

Innovation Transportation Technology Program

Estimated Cost: \$2.0 million (study only)

Appropriation through FY 19: \$2.0 million

Secured Funding to Date: \$0.09 million

Year of Completion: 2017

Project Manager: Ramanujam, Murali

Consultant: Texas Transportation Institute

Project Description:

This program will provide Intelligent Transportation System (ITS)/technology related improvements through projects to involve advanced express lanes enforcement technology, demand responsive/adaptive ramp metering, remote ramp metering control system, credit-based congestion pricing, mobile/web apps to report graffiti/pothole.

As part of this program, an effort was undertaken to do a paper and workshop on anticipating how future technologies could impact the Silicon Valley Express Lanes. VTA hosted a workshop on October 9, 2015 to assess how the Silicon Valley Express Lanes could be impacted by emerging technologies. The attendees for the workshop formed an expert panel that provided guidance for VTA staff. The panel consisted of a variety of individuals representing small and large technology companies, government agencies, enforcement personnel, and financial service organizations.

Project Status:

Workshop was completed in October 2015, presented information at Transportation Research Board via committee meeting and poster board session. Final report was completed in spring 2017. Future efforts will depend on securing funds.

Project Schedule:

Final report was completed in spring 2017. Future efforts are dependent on funding.

Cost:

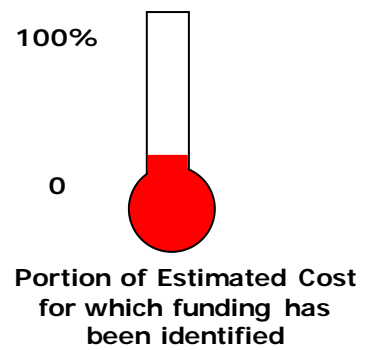
<u>Project Cost Element</u>	<u>Secured Funding <i>a</i></u>	<u>Oct-17 Committed Costs <i>b</i></u>	<u>Oct-17 Incurred Costs <i>c</i></u>	<u>Secured Funding Balance <i>d = (a-c)</i></u>
Construction and Major Procurement	-	-	-	-
Real Estate	-	-	-	-
Labor, Services and Support	85	76	76	9
Project Contingency	-	-	-	-
Total	85	76	76	9

Secured Funding Incurred	89%
Secured Funding Committed	89%

NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions):

<u>Funding Source</u>	<u>Identified</u>	<u>Secured</u>
Swap/SVSX	\$0.09	\$0.09
TBD	\$1.92	\$0.00
Total	\$2.00	\$0.09



Workshop hosted by VTA to assess how the Silicon Valley Express Lanes could be impacted by emerging technologies

VTP Highway Projects

October 2017

Bicycle Related Projects

Estimated Cost: \$0.84 million (study only)

Appropriation through FY 19: \$0.84 million

Secured Funding to Date: \$0.84 million

Year of Completion:
P-0919 : 2018 – P-0978: 2017

Project Manager: Ledbetter, Lauren

Designer: Fehr & Peers

Project Description:

Bicycle Safety Education: This project will deliver up to three pilot educational and/or encouragement programs to promote bicycling and bicyclist safety.

Countywide Bicycle Plan Update: Update VTA 2008 Countywide Bicycle Plan with an emphasis on serving disadvantaged communities.

Project Status:

Contract for the **County Wide Bicycle Plan Update** project was awarded to Fehr & Peers in September 2015. VTA held three public meetings in March 2016 in three different parts of the County. In addition, VTA publicized an online mapping tool to solicit input from community members, tabled numerous local events and festivals, spoke at numerous organizations, and conducted a text-based survey. In November 2016, VTA Board of Directors adopted scoring criteria to prioritize projects in the plan. Corridor prioritization results and staff recommended priority corridors in summer 2017. Draft plan will be issued in spring 2018, with adoption anticipated in summer 2018.

Bicycle Safety Educational project will deliver up to three pilot educational and/or encouragement programs to promote safe utilitarian bicycling. In May 2016 VTA published an updated Countywide Bicycle Map, printing 35,000 English maps and 600 Spanish maps. In September 2017, VTA hired the County Public Health Department to organize adult bicycle safety education training and instructor certification courses to support safe routes to school programs. Courses will be delivered in spring and fall 2018. VTA has also funded the development of three video shorts highlighting the City of Palo Alto's nationally recognized safe routes to school program. These will be delivered in summer 2018.

Project Schedule:

Activity	Start	End	2015	2016	2017	2018
Existing Condition Evaluation	Oct-15	Mar-16	█			
Public Outreach	Jan-16	Aug-16		█		
Develop Draft Plan	Apr-16	Jan-18		█	█	
Draft Plan - Public Comments	Feb-18	Mar-18				█
Plan Adoption	Apr-18	Jun-18				█

P-0919,P-0978



Cost:

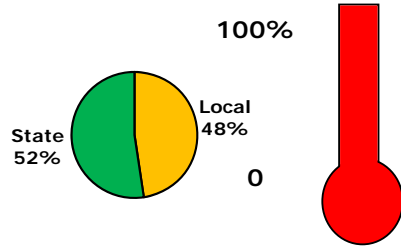
Project Cost Element	Secured Funding <i>a</i>	Oct-17 Committed Costs <i>b</i>	Oct-17 Incurred Costs <i>c</i>	Secured Funding Balance <i>d = (a-c)</i>
Construction and Major Procurement	-	-	-	-
Real Estate	-	-	-	-
Labor, Services and Support	843	826	656	186
Project Contingency				-
Total	843	826	656	186

Secured Funding Incurred	78%
Secured Funding Committed	98%

NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions):

Funding Source	Bicycle Safety Ed	Countywide Bicycle Plan	Total Identified	Total Secured
CMP		0.26	\$0.26	\$0.26
State		0.44	\$0.44	\$0.44
MeasB Swap	0.14		\$0.14	\$0.14
Total	0.14	0.70	\$0.84	\$0.84



Portion of Estimated Cost for which funding has been identified



Public meeting held in Cupertino

VTP Highway Projects

October 2017

Intelligent Transportation System Project

- Estimated Cost:** \$14.0 million
- Appropriation through FY 19:** \$14.0 million
- Secured Funding to Date:** \$0.3 million
- Year of Completion:** 2018 (Strategic Plan only)
- Project Manager:** Kobayashi, David
- Designer/Consultant:** DKS Associates



Project Description:

VTA developed a strategic Intelligent Transportation System (ITS) Plan in 2008. This plan has been used as a roadmap to deploy ITS in Santa Clara County for both roadways and public transportation. A new effort to update this plan began in late 2016 called “Transportation Technology Strategic Plan” (TTSP) and is expected to be completed by mid-2018. The TTSP will focus on the contributions that modern and evolving technology can make to improving transportation throughout the county. The goals of the TTSP are as follows:

- The TTSP will update the current ITS Strategic Plan to a county-wide smart region plan.
- The TTSP will provide a common vision of the future of transportation technology for local agencies and other stakeholders throughout the county and, in doing so, will assist agencies in securing and allocating future funding.

Subsequent work on this project will depend on the scope adopted by the Board and securing funding.

Project Status:

Request for Proposal (RPF) was issued in July 2016 and the Contract was awarded to DKS Associates in November 2016. Since the award, five stakeholder workshops on the topic areas of the plan (arterial management, freeway management, transit management, smart mobility, share and use of information, and interfacing with 21st Century traveler) were held to develop the plan. A draft will be presented to the stakeholders by Spring 2018, and final plan to be completed by Summer 2018 for a Board approval.

Activity	Start	End	2016	2017	2018
Consultant Procurement	Jul-16	Dec-16	■		
Stake Holder Outreach	Jan-17	Jun-17		■	
Develop Draft Plan/review	May-17	Mar-18		■	
Final Report and Plan Adoption	Apr-18	Aug-18			■

Cost:

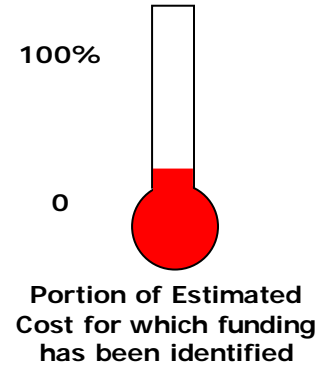
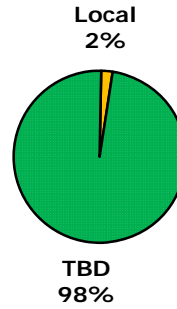
<u>Project Cost Element</u>	<u>Secured Funding <i>a</i></u>	<u>Oct-17 Committed Costs <i>b</i></u>	<u>Oct-17 Incurred Costs <i>c</i></u>	<u>Secured Funding Balance <i>d = (a-c)</i></u>
Construction and Major Procurement	-	-	-	-
Real Estate	-	-	-	-
Labor, Services and Support	300	299,012	122	178
Project Contingency				-
Total	300	299,012	122	178

Secured Funding Incurred	41%
Secured Funding Committed	99671%

NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions):

<u>Funding Source</u>	<u>Identified</u>	<u>Secured</u>
Local	\$0.30	\$0.30
TBD	\$13.70	\$0.00
Total	\$14.00	\$0.30

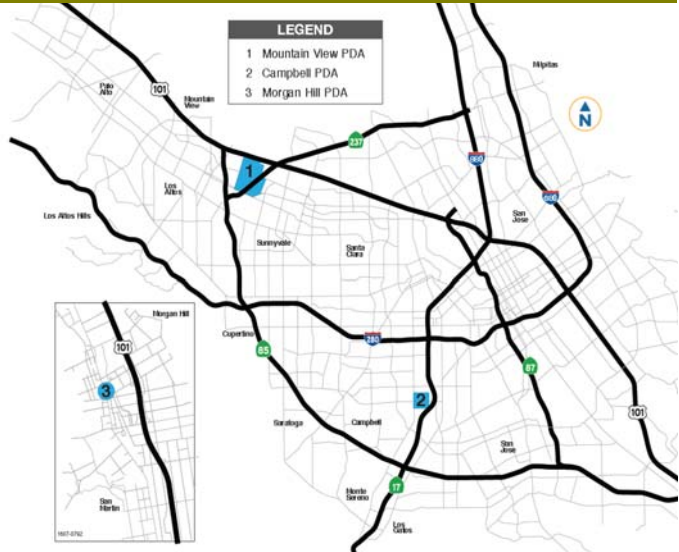


VTP Highway Projects

October 2017

Local PDA Planning – Santa Clara

Estimated Cost: \$1.0 million
Appropriation through FY 19: \$1.0 million
Secured Funding to Date: \$1.0 million
Year of Completion: 2018
Project Manager: Sighamony, John
Designer: CD+A



Project Description:

This project supports transportation investments to improve performance in Priority Development Areas (PDA) in:

- City of Morgan Hill for Downtown Specific Plan Advanced Planning Activities,
- City of Mountain View for East Whisman Precise Plan and,
- City of Campbell for Transportation Improvement Plan

PDAs are areas that communities identified as possible areas to grow, nominated by the city or town council via resolution. They are generally areas of at least 100 acres where there is local commitment to developing more housing along with amenities and services to meet the day-to-day needs of residents in a pedestrian-friendly environment served by transit. It is envisioned that these grants will help local jurisdictions enhance their planning activities to enable developments in the planned or potential PDAs. The objective of this work effort is to assist VTA Member Agencies in preparing the deliverables of the Grant program.

Project Status:

CD+A is the consultant for the project. Project is nearing completion. Morgan Hill is finalizing Station Area Master Plan. Mountain View is drafting Precise Plan report. Campbell is finalizing report for Council review.

Project Schedule:

Activity	Start	End	2015	2016	2017	2018
Consultant Procurement	Sep-15	Feb-16	█			
Public Outreach	Mar-16	Dec-16		█		
City of Campbell Transportation Improvement Plan	Mar-16	Mar-18		█	█	
City Mountain View Precise Plan (E. Whisman)	Apr-16	Jun-18		█	█	
City of Morgan Hill Downtown Specific Plan	Apr-16	Mar-18		█	█	
Project Closeout	Jun-18	Sep-18				█

Cost:

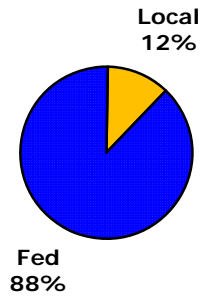
<u>Project Cost Element</u>	<u>Secured Funding</u> <i>a</i>	<u>Oct-17 Committed Costs</u> <i>b</i>	<u>Oct-17 Incurred Costs</u> <i>c</i>	<u>Secured Funding Balance</u> <i>d = (a-c)</i>
Construction and Major Procurement	-	-	-	-
Real Estate	-	-	-	-
Labor, Services and Support	1,010	899	658	351
Project Contingency				-
Total	1,010	899	658	351

Secured Funding Incurred	65%
Secured Funding Committed	89%

NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions):

<u>Funding Source</u>	<u>Identified</u>	<u>Secured</u>
Local	\$0.12	\$0.12
Fed	\$0.89	\$0.89
Total	\$1.01	\$1.01



VTP Highway Projects

October 2017

Story – Keyes Corridor Complete Streets Study

Estimated Cost: \$0.5 million (study only)

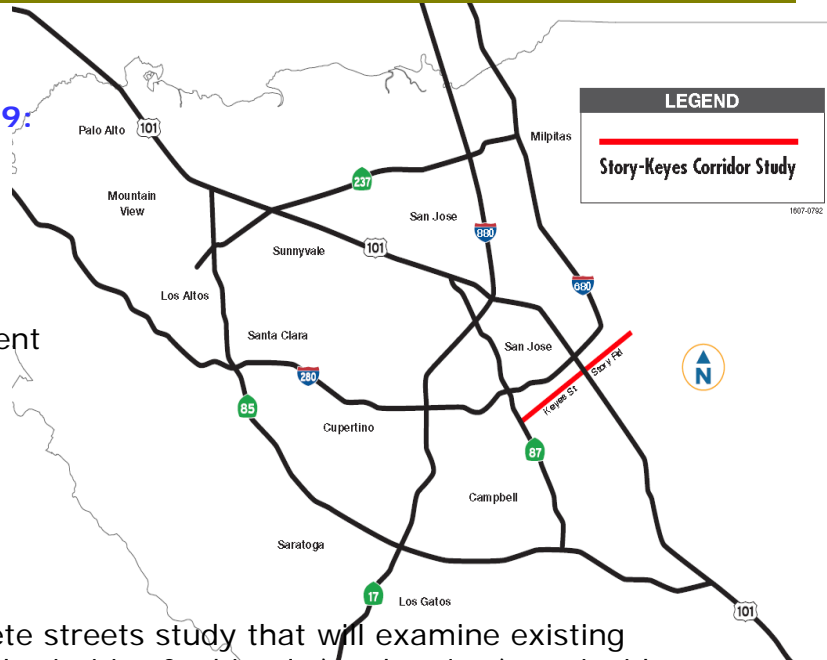
Appropriation through FY 19: \$0.5 million (study only)

Secured Funding to Date: \$0.5 million (study only)

Year of Completion: 2018

Project Manager: Pearse, Brent

Designer: Fehr & Peers



Project Description:

Prepare comprehensive complete streets study that will examine existing conditions, identify multi-modal priorities for bicycle/ pedestrian/transit riders, analyze conceptual design alternatives & provide recommendations for funding & project implementation. Story Road and Keyes Street is an important commercial and transportation corridor connecting multiple low income and minority neighborhood in Central San Jose. The goal is to transform Story-Keyes into a high quality multimodal corridor that provides safe and comfortable accommodation for bicyclists, pedestrians and transit riders while still serving motorists.

Project Status:

A Request for Proposal (RFP) for the study was issued by VTA in April 2016. Three proposals were received. Contract was awarded to Fehr and Peers in July 2016. The project kicked off in late July 2016. First round of outreach was held in November 2016; second round of public meetings was held in May 2017. Preparing final report and design basis for preferred alternatives for the corridor.

Project Schedule:

Activity	Start	End	2016	2017	2018
Consultant Procurement	Apr-16	Aug-16	█		
Existing Condition Evaluation	Sep-16	Oct-16	█		
Public Outreach	Oct-16	Jul-17		█	
Develop Plan Alternatives	Nov-16	Sep-17		█	
Draft Plan Issue and Review	Oct-17	Dec-17			█
Final Report	Dec-17	Feb-18			█
Project Closeout	Mar-18	Apr-18			█

Cost:

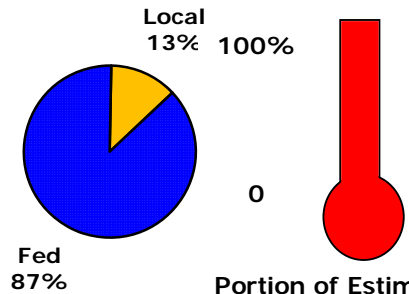
<u>Project Cost Element</u>	<u>Secured Funding <i>a</i></u>	<u>Oct-17 Committed Costs <i>b</i></u>	<u>Oct-17 Incurred Costs <i>c</i></u>	<u>Secured Funding Balance <i>d = (a-c)</i></u>
Construction and Major Procurement	-	-	-	-
Real Estate	-	-	-	-
Labor, Services and Support	452	436	300	152
Project Contingency				-
Total	452	436	300	152

Secured Funding Incurred	66%
Secured Funding Committed	96%

NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions) – Study Only :

<u>Funding Source</u>	<u>Identified</u>	<u>Secured</u>
Local	\$0.06	\$0.06
Fed	\$0.40	\$0.40
Total	\$0.46	\$0.46



Portion of Estimated Cost for which funding has been identified



Asian Americans for Community Involvement: ACCI - Stakeholder Meeting

VTP Highway Projects

October 2017

Tasman Corridor Complete Streets Study

Estimated Cost: \$1.1 million (study only)

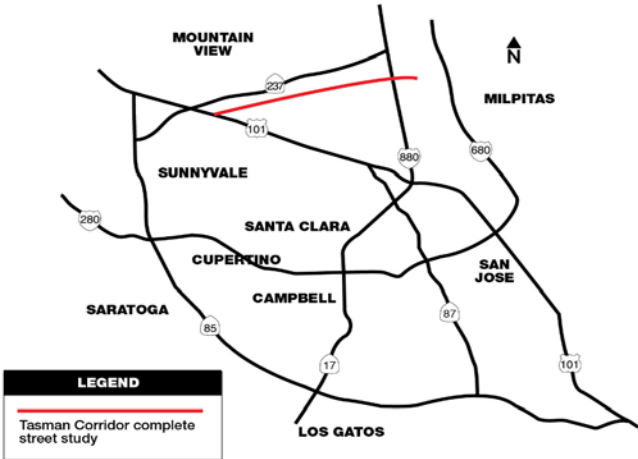
Appropriation through FY 19: \$1.1 million (study only)

Secured Funding to Date: \$1.1 million (study only)

Year of Completion: 2018

Project Manager: Sighamony, John

Designer: Kimley Horn & Associates



Project Description:

The Tasman Drive Corridor Complete Streets Study is one of the three individual “Great Streets” corridor studies that VTA initiated in partnership with member Agencies. The purpose of these multi-jurisdictional planning studies is to evaluate opportunities along selected transportation corridors in Santa Clara County to demonstrate and advance Complete Streets improvements and to transform these roadways into high-quality, multimodal corridors that prioritize improvements for bicyclists, pedestrians and transit riders while still serving motorists. The key objective of this study is to identify multi modal access needs and improvements, safety, and connectivity. The study will develop and analyze conceptual design alternatives and provide recommendations for funding & project implementation. Following the completion of this study, VTA anticipates that individual Complete Streets projects may be pursued by local agencies to advance all or portions of the corridors through the environmental process, final design and implementation.

Project Status:

The project started in December 2016. After segment by segment needs analysis and assessment on the corridor the first round of public forum were held in April 2017. During summer and fall 2017, the consultant team developed design concepts and internal staff meetings were held to review the concept by project partners. Currently, the consultant team is refining the design alternatives. The second round of public forum and stakeholder outreach is scheduled for spring 2018.

Project Schedule:

Activity	Start	End	2016	2017	2018
Consultant Procurement	Jun-16	Nov-16	█		
Existing Condition Evaluation	Dec-16	Mar-17		█	
Public Outreach	Feb-17	Nov-18		█	█
Develop Plan Alternatives	Jun-17	Jun-18		█	
Draft Plan Issue and Review	Jun-18	Sep-18			█
Final Report	Sep-18	Nov-18			█
Project Closeout	Nov-18	Dec-18			█

Cost:

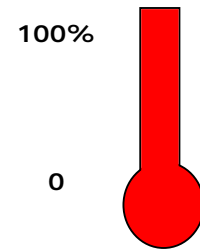
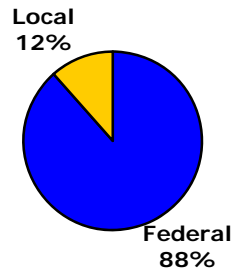
<u>Project Cost Element</u>	<u>Secured Funding <i>a</i></u>	<u>Oct-17 Committed Costs <i>b</i></u>	<u>Oct-17 Incurred Costs <i>c</i></u>	<u>Secured Funding Balance <i>d = (a-c)</i></u>
Construction and Major Procurement	-	-	-	-
Real Estate	-	-	-	-
Labor, Services and Support	1,117	877	309	808
Project Contingency	11			11
Total	1,128	877	309	819

Secured Funding Incurred	27%
Secured Funding Committed	78%

NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions) – Study Only :

<u>Funding Source</u>	<u>Identified</u>	<u>Secured</u>
Federal	\$1.00	\$1.00
Local	\$0.13	\$0.13
Total	\$1.13	\$1.13



Portion of Estimated Cost for which funding has been identified



Tasman Corridor Study – Public Meeting April 2017

VTP Highway Projects

October 2017

Bascom Corridor Complete Streets Study

Estimated Cost: \$1.1 million (study only)

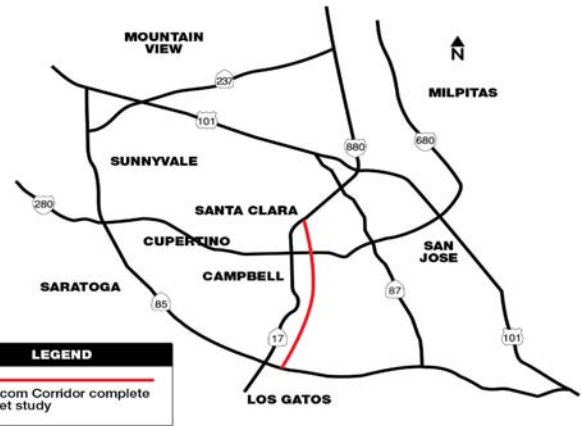
Appropriation through FY 19: \$1.1 million (study only)

Secured Funding to Date: \$1.1 million (study only)

Year of Completion: 2018

Project Manager: Owrang, Malahat

Designer: Moore Iacofano Goltsman (MIG) Inc



Project Description:

VTA has initiated a “Great Streets” Corridor Study effort to evaluate opportunities along select transportation corridors in Santa Clara County to demonstrate and advance Complete Streets improvements. The Bascom Corridor Complete Streets Study is one of three individual studies currently being developed under the overall “Great Streets” Corridor Study effort. This multi-jurisdictional complete streets study will examine existing conditions, identify priorities for bicyclists, pedestrians, transit riders while still serving motorists. The study will develop and analyze conceptual design alternatives and provide recommendations for funding & project implementation. Following the completion of this study, VTA anticipates that individual Complete Streets projects may be pursued by local agencies to advance all or portions of the corridors through the environmental process, final design and implementation.

Project Status:

The project started in December 2016. After segment-by-segment needs assessment and evaluation, two public forums were held in June 2017. Currently, the Consultant staff, VTA and project partners are developing design alternatives for each segment of the corridor. The second round of public forums are scheduled for April 2018.

Project Schedule:

Activity	Start	End	2016	2017	2018
Consultant Procurement	Jun-16	Nov-16	■		
Existing Condition Evaluation	Dec-16	Mar-17		■	
Public Outreach	Dec-16	Nov-18		■	
Develop Plan Alternatives	Jun-17	Jun-18		■	
Draft Plan Issue and Review	Jun-18	Sep-18			■
Final Report	Sep-18	Nov-18			■
Project Closeout	Nov-18	Dec-18			■

Cost:

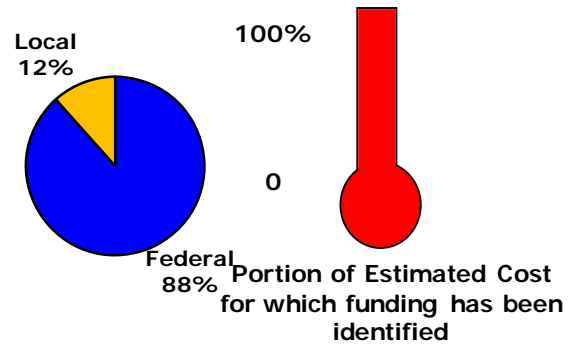
<u>Project Cost Element</u>	<u>Secured Funding <i>a</i></u>	<u>Oct-17 Committed Costs <i>b</i></u>	<u>Oct-17 Incurred Costs <i>c</i></u>	<u>Secured Funding Balance <i>d = (a-c)</i></u>
Construction and Major Procurement	-	-	-	-
Real Estate	-	-	-	-
Labor, Services and Support	1,101	846	241	860
Project Contingency	19			19
Total	1,119	846	241	878

Secured Funding Incurred	21%
Secured Funding Committed	76%

NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions) – Study Only:

<u>Funding Source</u>	<u>Identified</u>	<u>Secured</u>
Federal	\$0.99	\$0.99
Local	\$0.13	\$0.13
Total	\$1.12	\$1.12



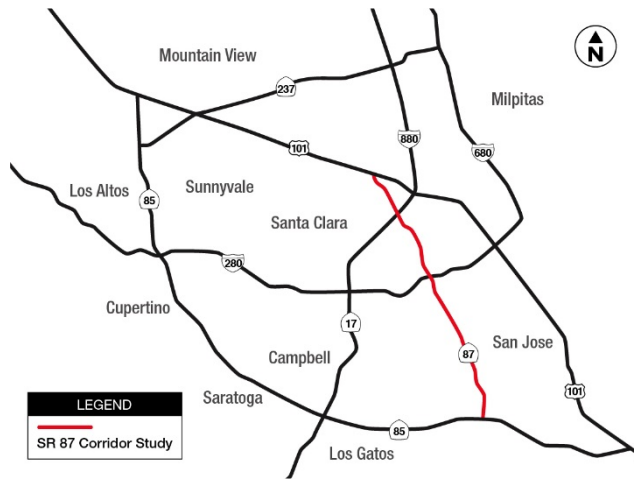
Bascom Corridor Study – Public Meeting June 2017

VTP Highway Projects

Oct 2017

SR 87 Corridor Study

Estimated Cost: \$0.2 million
Appropriation through FY 19: \$0.2 million
Secured Funding to Date: \$0.2 million
Year of Completion: 2018
Project Manager: Chatradhi, Shanthi
Designer: NA



Project Description:

The scope of work includes assessment of existing and future conditions, development of a study framework and evaluation matrix of improvement alternatives, and identifying strategies and projects for improving mobility in 10 miles of SR 87 Corridor from SR 87/SR 85 interchange to SR 87/US 101. This study is to enhance SR 87 corridor that will focus on operational treatments, assessment of all modes of travel and programs that could be implemented to encourage commuters to consider modes other than driving solo.

Project Status:

Data collection for existing conditions and identifying technology enhancement projects along the corridor is ongoing. Web-based public survey is in progress and plan to open for input in March 2018.

Project Schedule:

Activity	Start	End	2017	2018	2019
Existing Condition Evaluation	Mid 2017	Early 2018	■		
Concept Plan Analysis	End 2017	Early 2018	■		
Study Report	Early 2018	Mid 2018		■	

Cost:

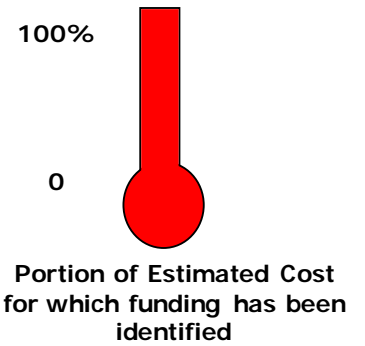
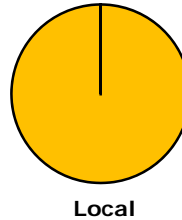
<u>Project Cost Element</u>	<u>Secured Funding</u> <i>a</i>	<u>Oct-17 Committed Costs</u> <i>b</i>	<u>Oct-17 Incurred Costs</u> <i>c</i>	<u>Secured Funding Balance</u> <i>d = (a-c)</i>
Construction and Major Procurement	-	-	-	-
Real Estate	-	-	-	-
Labor, Services and Support	225	37	13	212
Project Contingency				-
Total	225	37	13	212

Secured Funding Incurred	6%
Secured Funding Committed	16%

NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions):

<u>Funding Source</u>	<u>Identified</u>	<u>Secured</u>
City (SJ)	\$0.08	\$0.08
Local	\$0.15	\$0.15
Total	\$0.23	\$0.23



Potential ideas – using freeway shoulder for buses; improving Guadalupe bike trail; providing information via CMS signs or apps

VTP Highway Projects

October 2017

Traffic Analysis Software Procurement

Estimated Cost: \$0.15 million

Appropriation through FY 19:

\$0.15 million

Secured Funding to Date: \$0.15 million

Year of Completion: 2019

Project Manager: Maeda Eugene

Designer: NA

Project Description:

The traffic analysis software procurement will replace an outdated software that is used by all member agencies and consultants in Santa Clara County to analyze transportation impacts from land use developments at signalized intersections. A consultant will be hired to assist with the technical analysis.

Project Status:

The Systems Operations & Management Working Group and VTA staff are currently evaluating potential software to replace the legacy traffic analysis software.

Project Schedule:

Activity	Start	End	2018	2019	2020
Evaluate Software Options	Early 2018	Mid 2018	■		
Procure Software	Mid 2018	Late 2018	■		
Customize Software	Early 2019	Early 2019		■	
Train and Install Software	Early 2019	Mid 2019		■	

Cost:

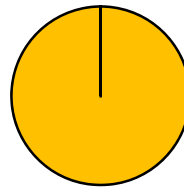
<u>Project Cost Element</u>	<u>Secured Funding</u> <i>a</i>	<u>Oct-17 Committed Costs</u> <i>b</i>	<u>Oct-17 Incurred Costs</u> <i>c</i>	<u>Secured Funding Balance</u> <i>d = (a-c)</i>
Construction and Major Procurement	-	-	-	-
Real Estate	-	-	-	-
Labor, Services and Support	133	-	-	133
Project Contingency	13	-	-	13
Total	145	-	-	145

Secured Funding Incurred	X
Secured Funding Committed	X

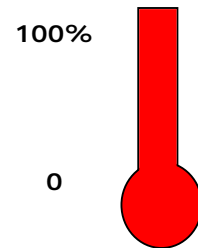
NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions):

<u>Funding Source</u>	<u>Identified</u>	<u>Secured</u>
Local	\$0.15	\$0.15
Total	\$0.15	\$0.15



Local
100%



Portion of Estimated Cost for which funding has been identified

VTP Highway Projects

October 2017

Freeway Performance Initiative

Estimated Cost: \$7.0 million

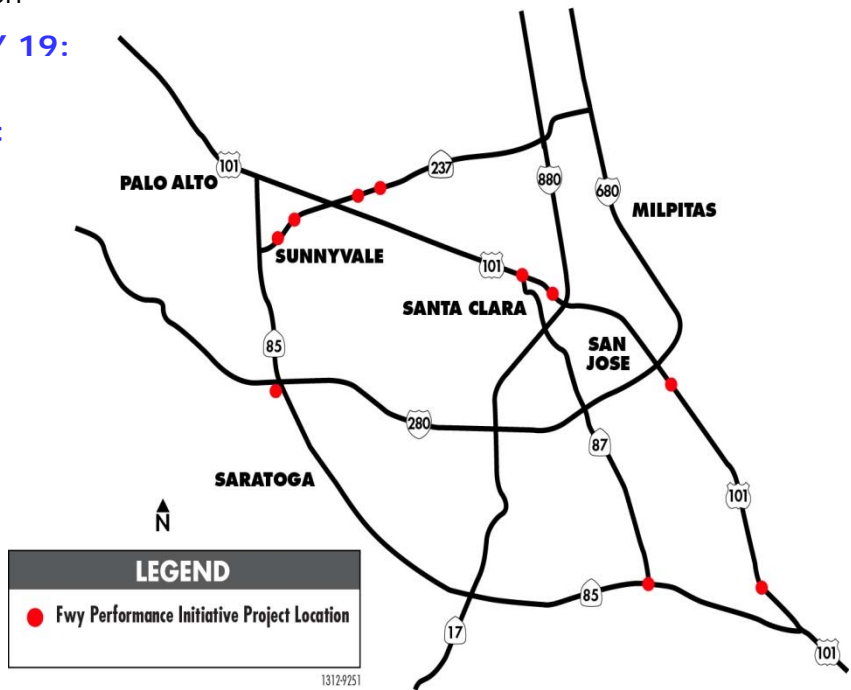
Appropriation through FY 19:
\$7.0 million

Secured Funding to Date:
\$1.6 million

Year of Completion:
TBD

Project Manager:
Le, Peter

Designers:
AECOM Corporation
BKF Engineers



Project Description:

As part of MTC’s Freeway Performance Initiative, this program will include a variety of projects to improve highway operations along six freeway corridors within Santa Clara County: SR 87, 17, 237, I-280, I-880, and US 101.

VTA, at the request of MTC and Caltrans, will act as the project manager for the design of proposed freeway improvements including on- and off-ramp widening, additional on- and off-ramp metering, and other Intelligent Transportation Systems (ITS) that are intended to gain additional throughput on the existing freeway systems.

Project Status:

The project is funded through the environmental and design phases, with construction funding to be identified in the future.

The AECOM Corporation and BKF Engineers teams completed environmental, data collection, and final design early 2015. Supporting environmental studies and final design packages have been approved by Caltrans. Construction for the SB US101 to SB SR87 connector ramp is dependent on securing 2016 Measure B funds.

Project Schedule:

Activity	Start	End	2011	2012	2013	2014	2015	2016	2017
Environmental	Mid 2011	End 2013		█					
Design (PS&E)	Early 2012	Early 2015		█					
Construction	TBD								
Open to Traffic	TBD								
Closeout	TBD								

Cost:

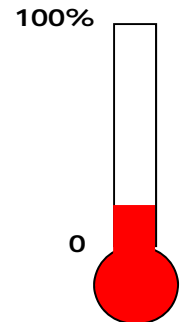
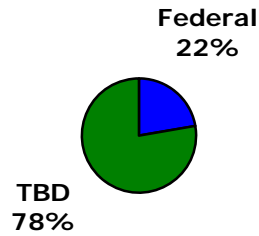
<u>Project Cost Element</u>	<u>Secured Funding</u> <i>a</i>	<u>Oct-17 Committed Costs</u> <i>b</i>	<u>Oct-17 Incurred Costs</u> <i>c</i>	<u>Secured Funding Balance</u> <i>d = (a-c)</i>
Construction and Major Procurement	-	-	-	-
Real Estate	-	-	-	-
Labor, Services and Support	1,563	1,563	1,563	-
Contingency	-	-	-	-
Total	1,563	1,563	1,563	-

Secured Funding Incurred	100%
Secured Funding Committed	100%

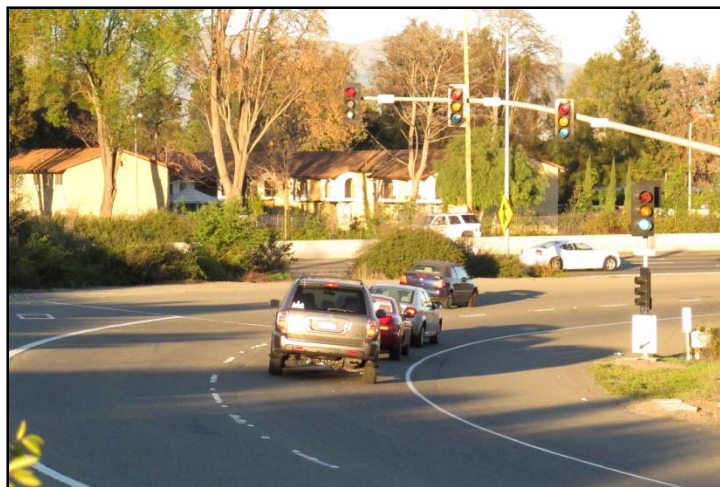
NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions):

<u>Funding Source</u>	<u>Identified</u>	<u>Secured</u>
Federal	\$1.56	\$1.56
TBD	\$5.44	\$0.00
Total	\$7.00	\$1.56



Portion of Estimated Cost for which funding has been identified



Typical Configuration of Freeway On-ramp Layout with Ramp Metering

VTP Highway Projects

SR 152 Trade Corridor

October 2017

Estimated Cost: \$1,136 million
Estimate Class 5 (see appendix)

Appropriation through FY 19:
\$31.4 million

Secured Funding to Date:

\$13 million

Year of Completion: TBD

(Project Initiation Document (PSR- PDS) completed 2015)

Project Manager:

Metzger, Chris

Designer: HDR

Project Description:

VTA is studying the development of an east-west trade and mobility corridor on SR 152 between US 101 and I-5. This study was requested by CTC.

The study will evaluate highway improvements and financing strategies that could benefit the movement of goods and the mobility of commuters throughout the corridor. It includes evaluation of SR 152 realignment alternatives between US 101 and SR 156 to enhance travel safety and improve travel times while upgrading to expressway standards.

Major improvements within Santa Clara County include: New Alignment of SR 152 from US 101 to SR 156, including the SR 25/US 101 interchange, safety and operational improvements from SR 156 to Pacheco Pass, and new Eastbound Pacheco Pass climbing lanes.

Major improvements outside Santa Clara County may include: improvements to the SR 152/I-5 interchange and other safety and operational improvements along the corridor.

Project Status:

Major accomplishments to date include:

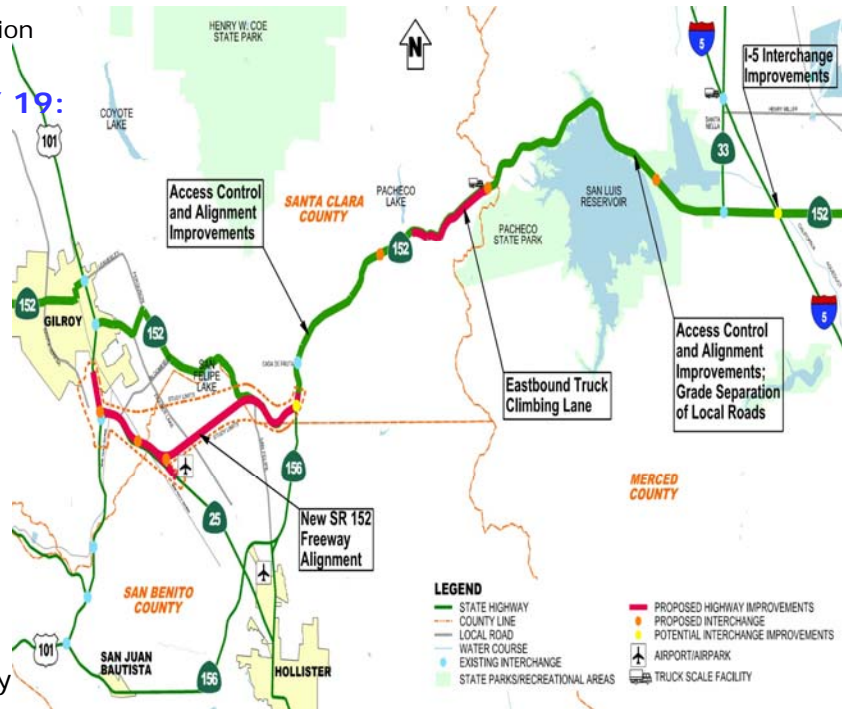
- Completed Preliminary Traffic and Revenue (T&R) Study
- Completed Trade Corridor Summary Report
- Completed Project Study Report/Project Development Support (PSR-PDS)
- Initiated environmental and engineering technical studies
- Developed a range of corridor improvements
- Prepared preliminary financial model
- PSR-PDS was approved by Caltrans in March 2015

The **Next Steps** are to:

- Secure funding to continue engineering and environmental studies and complete Project Approval/Environmental Document (PA/ED)
- Develop and execute necessary agreements

Project Schedule:

Additional funds are required to complete PA/ED. Schedule is dependent upon funding.



Cost:

<u>Project Cost Element</u>	<u>Secured Funding <i>a</i></u>	<u>Oct-17 Committed Costs <i>b</i></u>	<u>Oct-17 Incurred Costs <i>c</i></u>	<u>Secured Funding Balance <i>d = (a-c)</i></u>
Construction and Major Procurement	-	-	-	-
Real Estate	-	-	-	-
Labor, Services and Support	10,209	8,416	8,199	2,010
Contingency	2,803	-	-	2,803
Total	13,012	8,416	8,199	4,813

Secured Funding Incurred	63%
Secured Funding Committed	65%

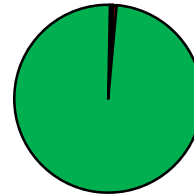
NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions):

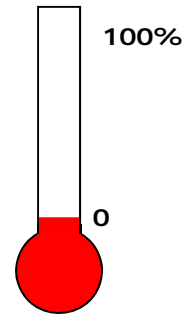
<u>Funding Source</u>	<u>Identified</u>	<u>Secured</u>
Local (Other)	\$0.15	\$0.15
Measure A/STIP Swap	\$5.00	\$5.00
Federal	\$2.86	\$2.86
State - STIP	\$5.00	\$5.00
TBD*	\$1,122.99	\$0.00
Total	\$1,136.00	\$13.01

* includes \$300 million included in P-0606 also for the US101/Rt25 interchange

Local 0.5% Fed State 0.3% 0.4%



TBD 98.9%



Portion of Estimated Cost for which funding has been identified



VTP Highway Projects

October 2017

US 101 Widening - Monterey Road to SR 129

Estimated Cost: \$450 million
Estimate Class 4 (see appendix)

Appropriation through FY 19: \$5.9 million

Secured Funding to Date: \$5.9 million

Year of Completion: TBD

(Environmental documents approved 2013)

Project Manager: Metzger, Chris

Designer: AECOM Corporation

Project Description:

The project proposes to widen US 101 from four to six lanes in Santa Clara and San Benito Counties to meet future traffic demands and to provide access control. The project also includes constructing a new interchange at the intersection of US 101 and SR 25, extending Santa Teresa Boulevard to connect to SR 25 at the US 101/SR 25 Interchange, and improvements on SR 25 that are required for efficient traffic operations at the US 101/SR 25 interchange.

The project proposes approximately 4.1 miles of freeway improvements on US 101 into Santa Clara County and approximately 2.6 miles of improvements on US 101 in San Benito County. VTA is in partnership with San Benito Council of Government, Caltrans District 4, Caltrans District 5, local agencies and developers to deliver the project.

The project is contemplated to be delivered in two segments. The first segment extends from the northern limit of the project to the US 101/SR 25 interchange. The second segment extends from just south of the US 101/SR 25 interchange to the US 101/SR 129 interchange.

The US 101/SR 25 Interchange reconstruction is a central element to both the US 101 Widening Project and the SR 152 Trade Corridor Project. The interchange construction is included in the description of both VTP Highway Project Descriptions as it is crucial to improve operations of both of the proposed projects. Budget for the northern limit segment is also included in the SR 152 Trade Corridor Project estimated cost in the amount of \$300 million.

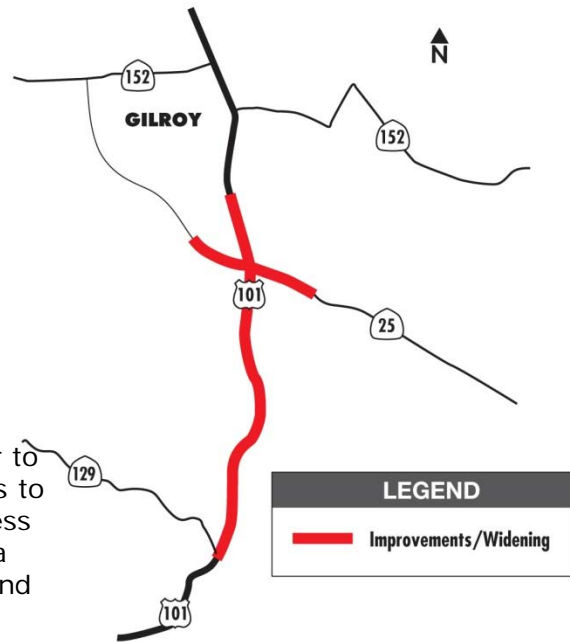
Project Status:

Environmental/Preliminary Engineering:

The Final Environmental Impact Report (FEIR) was approved at the June 2013 Board Meeting. Project report was approved by Caltrans in November 2013. Design and construction is dependent upon funding.

Project Schedule:

Schedule is dependent upon funding.



Cost:

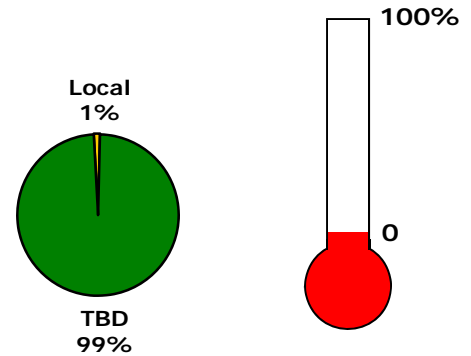
Project Cost Element	Secured Funding <i>a</i>	Oct-17 Committed Costs <i>b</i>	Oct-17 Incurred Costs <i>c</i>	Secured Funding Balance <i>d = (a-c)</i>
Construction and Major Procurement	-	-	-	-
Real Estate	68	68	68	-
Labor, Services and Support	5,832	5,832	5,832	-
Contingency	-	-	-	-
Total	5,900	5,900	5,900	-

Secured Funding Incurred	100%
Secured Funding Committed	100%

NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions):

Funding Source	Identified	Secured
Meas A/STIP Swap	\$4.90	\$4.90
Meas B Swap	\$1.00	\$1.00
TBD	\$444.10	-
Total	\$450.00	\$5.90



Portion of Estimated Cost for which funding has been identified



Northbound US 101 approaching SR 129 Overcrossing



Northbound US 101 at SR 25 Overcrossing

VTP Highway Projects

October 2017

US 101 De La Cruz Boulevard/Trimble Road Interchange Improvements

Estimated Cost: \$50 million

Estimate Class 4 (see appendix)

Appropriation through FY 19:

\$4.9 million

Secured Funding to Date:

\$0.9 million

Year of Completion: 2023

Project Manager: Le, Peter

Designer: Rajappan & Meyer Consulting

Engineers, Inc. (PA/ED)

TBD (PS&E)



Project Description:

The project evaluates improvements to the US 101- De La Cruz Boulevard/Trimble Road interchange in San Jose, including:

- Replacing the existing US 101 overcrossing
- Widening De La Cruz Blvd/Trimble Road to six travel lanes through the interchange limits
- Reconstructing the southbound exit loop to a partial cloverleaf design and incorporating a new intersection on De La Cruz Boulevard
- Configuring interchange and surface street improvements for multi-modal uses, including pedestrian and bicycle users.

Project Status:

A Cooperative Agreement was executed with Caltrans in February 2012 to facilitate the completion of the Project Initiation Document. A Draft Project Study Report/Project Development Support PSR/PDS was submitted to Caltrans in Spring 2012 and final PSR/PDS was completed in November 2012.

With VTA as the Environmental Lead Agency, the Project Report and Environmental Document (State-CEQA only) for the interchange improvements was approved in March 2016. Additional funding from City of San Jose to begin final design is expected in early 2018. Additional Measure B funds will be required to complete the design phase. Construction is dependent upon on securing funding.

Project Schedule:

Design and construction schedule will be updated once funds are secured.

Activity	Start	End	2008	2009	2010	2011	2012	2013	2014	2015	2016
Environmental/PE	2008	2016									
Design PS&E	TBD										



Cost:

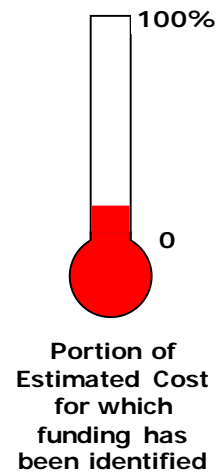
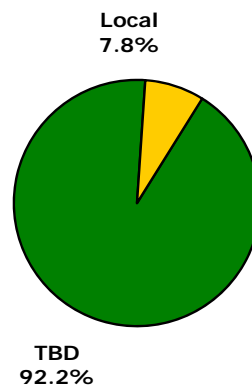
<u>Project Cost Element</u>	<u>Secured Funding</u> <i>a</i>	<u>Oct-17 Committed Costs</u> <i>b</i>	<u>Oct-17 Incurred Costs</u> <i>c</i>	<u>Secured Funding Balance</u> <i>d = (a-c)</i>
Construction and Major Procurement	-	-	-	-
Real Estate	-	-	-	-
Labor, Services and Support	904	902	902	1
Financing Costs	-	(19)	(19)	19
Total	904	884	884	20

Secured Funding Incurred 98%
 Secured Funding Committed 98%

NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions):

<u>Funding Source</u>	<u>Identified</u>	<u>Secured</u>
Local (San Jose)	\$3.85	\$0.85
Meas A Swap	\$0.05	\$0.05
TBD	\$46.10	-
Total	\$50.00	\$0.90



Rendering of Proposed Overcrossing



Rendering of US 101/De La Cruz Blvd Interchange

VTP Highway Projects

October 2017

US101/Zanker Rd/Skyport Dr/N 4th St Interchange

Estimated Cost: \$150 million
Appropriation through FY 19: \$10.0 million
Secured Funding to Date: \$1.5 million

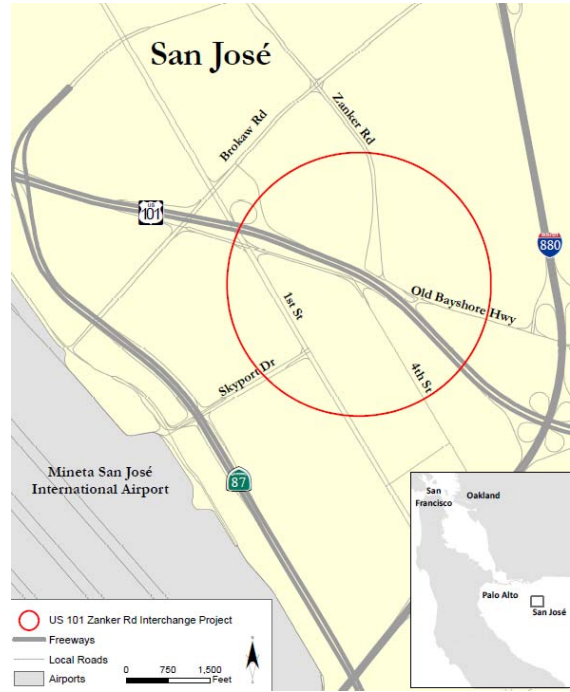
Year of Completion: 2024

Project Manager: Ayupan, Marilou

Designer: AECOM

Project Description:

VTA, City of San Jose and California Department of Transportation (Caltrans), proposes to construct a new bridge overcrossing connecting Zanker Road to Skyport Dr. and N.Fourth St. over US 101, modify US 101 on- and off-ramps and implement Complete Streets to improve /provide access for pedestrian and bicyclist.



This project will improve traffic operations, local network circulation, accommodate all modes and improve access to and from Mineta San Jose International Airport (SJIA).

Project Status:

Project Initiation Document (PID) phase was completed in July 2017. Additional City of San Jose funds are expected to be secured in November 2017 to enable Project Approval/ Environmental Document (PA/ED) to start. PA/ED phase is scheduled to be completed by mid 2020 but is dependent on securing Measure B funds.

Project Schedule:

Activity	Start	End	2016	2017	2018	2019	2020	2021	2022	2023	2024
PID Phase	Mid 2016	Mid 2017	█								
PAED Phase	Mid 2017	Mid 2020		█							
Design (PS&E)	Early 2020	Late 2021				█					
Right-of-Way	Early 2020	Late 2021				█					
Construction	Early 2022	Mid 2024					█		█		
Closeout	Mid 2024	Late 2024									█

█ Funding not identified, schedule is tentative

Cost:

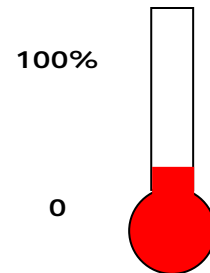
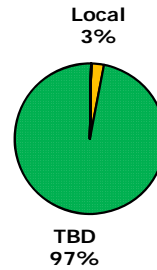
Project Cost Element	Secured Funding <i>a</i>	Oct-17 Committed Costs <i>b</i>	Oct-17 Incurred Costs <i>c</i>	Secured Funding Balance <i>d = (a-c)</i>
Construction and Major Procurement	-	-	-	-
Real Estate	-	-	-	-
Labor, Services and Support	1,500	1,375	1,177	323
Project Contingency	0			0
Total	1,500	1,375	1,177	323

Secured Funding Incurred	78%
Secured Funding Committed	92%

NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions):

Funding Source	Identified	Secured
Local	\$4.10	\$1.50
TBD	\$145.90	\$0.00
Total	\$150.00	\$1.50



Portion of Estimated Cost for which funding has been identified



Conceptual Aerial Map

VTP Highway Projects

October 2017

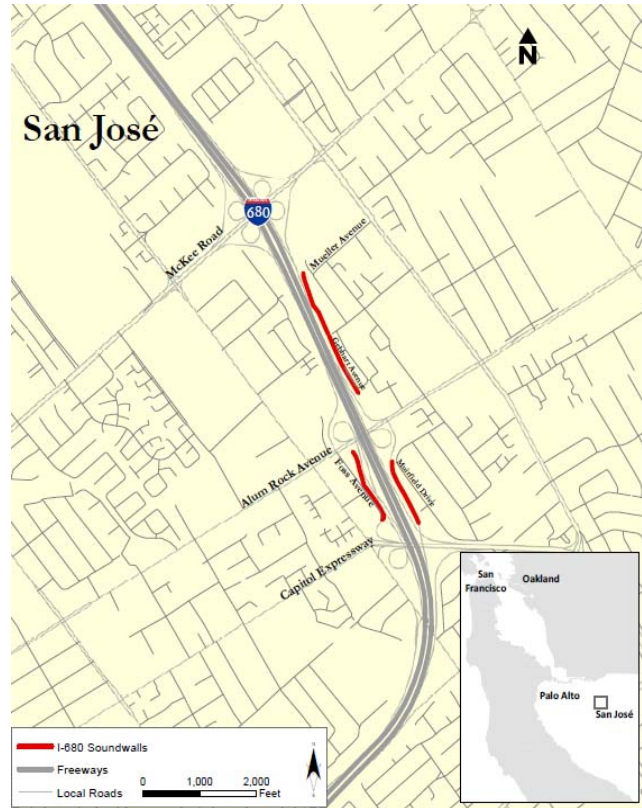
I-680 Sound Walls

Estimated Cost: \$ 6.0 million
Appropriation through FY 19: \$6.0 million
Secured Funding to Date: \$1.1 million

Year of Completion: 2020
Project Manager: Brian Pantaleon
Designer: BKF Engineers

Project Description:

VTA and California Department of Transportation (Caltrans), proposes to construct new soundwalls along I-680 between Capitol Expressway and Mueller Avenue in San Jose. The purpose of this project is to reduce noise by constructing soundwalls as an effective noise abatement measure.



Project Status:

Request for Proposal (RFP) was issued in February 2016 for selection of designer to complete Project Approval/Environmental (PA/ED) phase. Contract was awarded to BKF Engineers in August 2016. Work on the PA/ED phase started in September 2016 and is targeted for completion by mid 2018. Design and construction phases are dependent on securing funding.

Project Schedule:

Activity	Start	End	2016	2017	2018	2019	2020
PAED Phase	Mid 2016	Mid 2018					
Design (PS&E)	Mid 2018	Mid 2019					
Construction	Mid 2019	Mid 2020					
Closeout	Mid 2020	End 2020					

■ Funding not Identified, schedule is tentative

Cost:

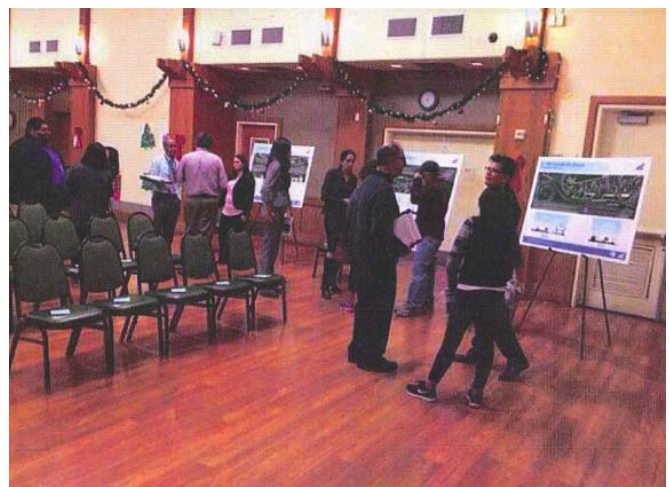
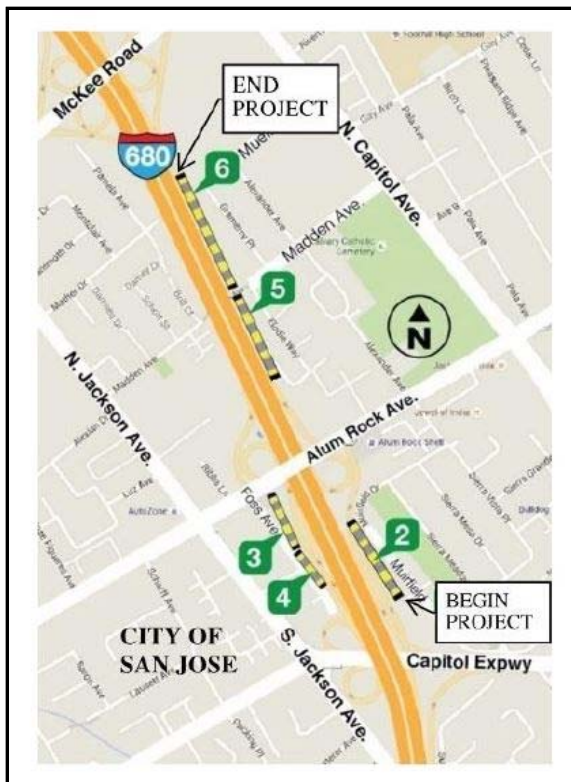
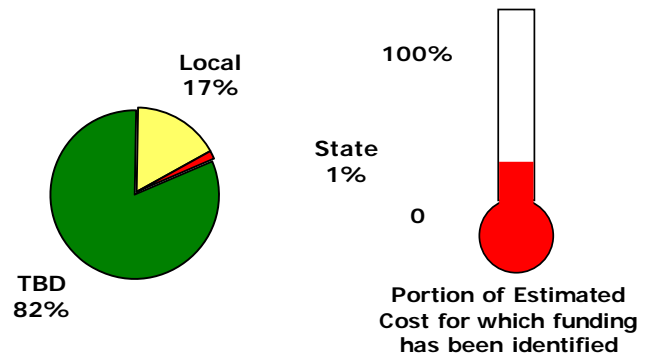
Project Cost Element	Secured Funding <i>a</i>	Oct-17 Committed Costs <i>b</i>	Oct-17 Incurred Costs <i>c</i>	Secured Funding Balance <i>d = (a-c)</i>
Construction and Major Procurement	-	-	-	-
Real Estate	275	-	-	275
Labor, Services and Support	822	775	562	260
Project Contingency				-
Total	1,097	775	562	535

Secured Funding Incurred	51%
Secured Funding Committed	71%

NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions):

Funding Source	Identified	Secured
Local	\$1.00	\$1.00
State	\$0.10	\$0.10
TBD	\$4.90	\$0.00
Total	\$6.00	\$1.10



I-680 Soundwall project Informational Open House at Mayfair Community Center, San Jose

VTP Highway Projects

October 2017

I-280/Wolfe Rd Interchange Improvement Project

Estimated Cost: \$ 70 million
Appropriation through FY 19: \$6.4 million
Secured Funding to Date: \$1.7 million

Year of Completion: 2024

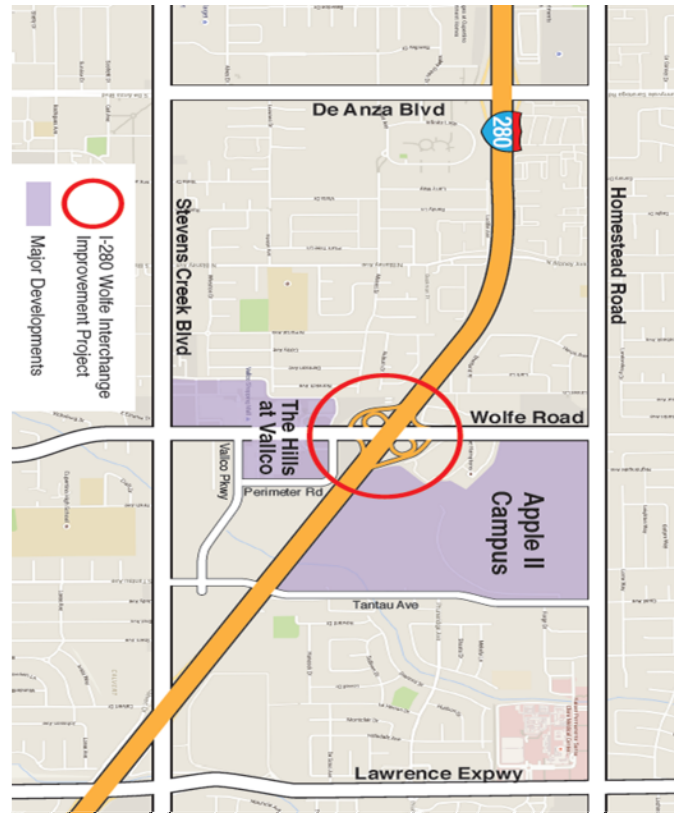
Project Manager: Lam Trinh

Designer: HMM Engineers

Project Description:

VTA, City of Cupertino and California Department of Transportation (Caltrans), proposes to modify the Wolfe Road interchange on I-280 in the City of Cupertino.

The purpose of this project is to improve traffic operations, and facilities for multimodal forms of transportation including bicycle, pedestrian and high occupancy vehicles at the I-280 and Wolfe Road interchange in the City of Cupertino.



Project Status:

Project Initiation Document (PID) phase including alternative analysis and Project Study Report-Project Development Support (PSR-PDS) started June 2016 and was completed in June 2017. Project Approval/Environmental Document phase is in progress.

Project Schedule:

Activity	Start	End	2016	2017	2018	2019	2020	2021	2022	2023	2024
PID Phase	Mid 2016	Mid 2017									
PAED Phase	Mid 2017	Late 2019									
Design (PS&E)	Early 2020	End 2021									
Right-of-Way	Early 2020	End 2021									
Construction	Early 2022	Mid 2024									
Closeout	Mid 2024	Late 2024									

■ Funding not Identified, schedule is tentative

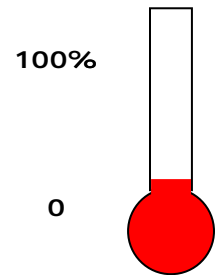
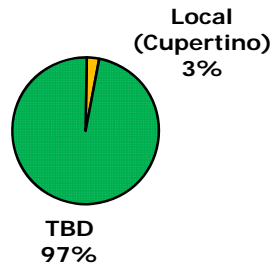
Cost:

Project Cost Element	Secured Funding <i>a</i>	Oct-17 Committed Costs <i>b</i>	Oct-17 Incurred Costs <i>c</i>	Secured Funding Balance <i>d = (a-c)</i>
Construction and Major Procurement	-	-	-	-
Real Estate	-	-	-	-
Labor, Services and Support	1,700	1,497	1,073	627
Project Contingency	-	-	-	-
Total	1,700	1,497	1,073	627

Secured Funding Incurred	63%
Secured Funding Committed	88%

NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding Source	Identified	Secured
Local	\$1.70	\$1.70
TBD	\$60.80	\$0.00
Total	\$62.50	\$1.70



Portion of Estimated Cost for which funding has been identified



Conceptual Aerial Map

VTP Highway Projects

October 2017

I-280/Winchester Boulevard Improvements Project

Estimated Cost: \$75.0 million

Appropriation through FY 19:

\$5.0 million

Secured Funding to Date:

\$1.0 million

Year of Completion: 2025

Project Manager: : Lam Trinh

Designer: Mark Thomas and Company



Project Description:

The I-280/Winchester Boulevard Improvements Project proposes to construct improvements in the vicinity of the Interstate 280 (I-280)/Winchester Boulevard Interchange to relieve congestion, improve traffic operations on the freeways and local roadway, provide new access from northbound I-280 to Winchester Boulevard, and improve bicycle, pedestrian, and transit accessibility and connectivity.

Project Status:

Project Approval/Environmental Document (PA/ED) phase including alternatives analysis started July 2016 and is planned for completion in early 2020.

Project Schedule:

Activity	Start	End	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Alternative Analysis	8/8/2016	Mid 2017	█	█								
PAED Phase	Mid 2017	Early 2020		█	█	█	█	█	█			
Design (PS&E)	Early 2020	Early 2022					█	█	█			
Right-of-Way	Early 2020	Early 2022					█	█	█			
Construction	Early 2022	Early 2025							█	█	█	█
Closeout	Early 2025	Late 2025										█

█ Funding not Identified, schedule is tentative

Cost:

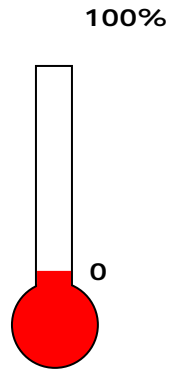
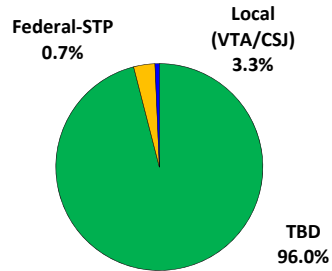
<u>Project Cost Element</u>	<u>Secured Funding <i>a</i></u>	<u>Oct-17 Committed Costs <i>b</i></u>	<u>Oct-17 Incurred Costs <i>c</i></u>	<u>Secured Funding Balance <i>d = (a-c)</i></u>
Construction and Major Procurement	-	-	-	-
Real Estate	-	-	-	-
Labor, Services and Support	1,000	970	822	178
Contingency				-
Total	1,000	970	822	178

Secured Funding Incurred	82%
Secured Funding Committed	97%

NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions):

<u>Funding Source</u>	<u>Identified</u>	<u>Secured</u>
Local (VTA/CSJ)	\$2.50	\$0.50
Federal-STP	\$0.50	\$0.50
TBD	\$72.00	\$0.00
Total	\$75.00	\$1.00



Portion of Estimated Cost for which funding has been identified



Project Location Map

VTP Highway Projects

October 2017

Mathilda Avenue Improvements at SR 237 and US 101

Estimated Cost: \$42.0 million
Estimate Class 5 (see appendix)

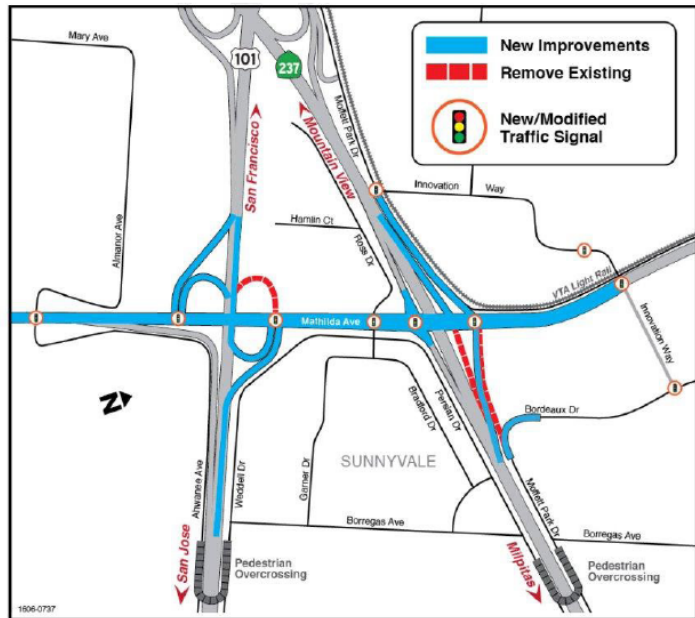
Appropriation through FY 19:
\$42.0 million

Secured Funding to Date:
\$8.0 million

Year of Completion: 2020

Project Manager: Ayupan, Marilou

Designer: WMH Corporation



Project Description:

The project proposes to reduce congestion and improve traffic operations on Mathilda Avenue at SR 237 and US 101 in Sunnyvale and enhance bicycle and pedestrian movements through both interchange areas.

Project Status:

Environmental/ Preliminary Engineering: The preparation of the Project Study Report – Project Development Support (PSR-PDS) for the Project Initiation Document (PID) phase was completed in February 2015. Project Approval and Environmental Document (PA/ED) was completed in January 2017. Final design is in progress and is targeted for completion by mid 2018. Construction phase is dependent on securing funding.

Project Schedule:

Activity	Start	End	FY14	FY15	FY16	FY17	FY18	FY19	FY20
			2013	2014	2015	2016	2017	2018	2019
Environmental/PE	Mid 2013	Early 2017							
Design (PS&E)	Late 2016	Mid 2018							
Right-of-Way	Early 2017	Mid 2018							
Construction	Mid 2018	Mid 2020							
Closeout	Mid 2020	Late 2020							

Funding not Identified, schedule is tentative



Cost:

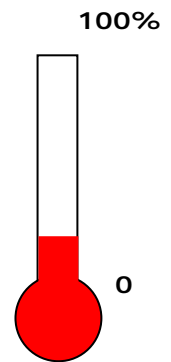
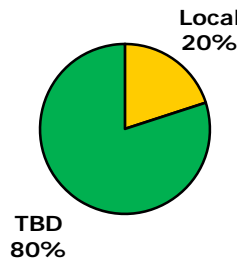
<u>Project Cost Element</u>	<u>Secured Funding</u> <i>a</i>	<u>Oct-17 Committed Costs</u> <i>b</i>	<u>Oct-17 Incurred Costs</u> <i>c</i>	<u>Secured Funding Balance</u> <i>d = (a-c)</i>
Construction and Major Procurement	150	119	-	150
Real Estate	649	348	225	424
Labor, Services and Support	7,201	6,967	5,537	1,664
Contingency	0	-	-	0
Total	8,000	7,434	5,763	2,237

Secured Funding Incurred	72%
Secured Funding Committed	93%

NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions) :

<u>Funding Source</u>	<u>Identified</u>	<u>Secured</u>
Local (City)	\$8.00	\$8.00
TBD	\$34.00	\$0.00
Total	\$42.00	\$8.00



Portion of Estimated Cos for which funding has been identified



Aerial View of Mathilda Avenue between US 101 and SR 237



Aerial View of Mathilda Avenue at SR 237

VTP Highway Projects

October 2017

I-280/Foothill Expressway Ramp Improvements

Estimated Cost: \$3.7 million
 Estimate Class 1 confirm (see appendix)

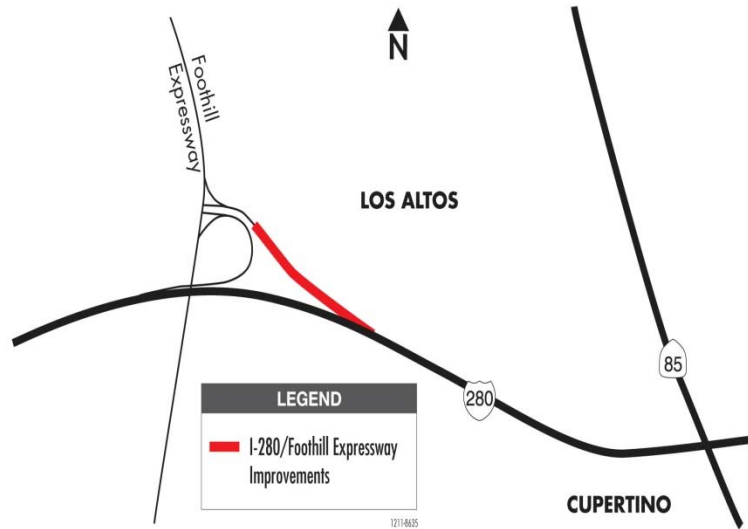
Appropriation through FY 19:
 \$3.2 million

Secured Funding to Date:
 \$0.7 million

Year of Completion: TBD

Project Manager: Michelle Jiang

Designer:
 Transportation Infrastructure Group



Project Description:

The I-280/Foothill Expressway Ramp Improvements scope includes widening the existing northbound I-280 exit ramp to Foothill Expressway from one lane to two lanes and constructing a 4ft-wide shoulder with retaining wall and concrete barrier. The project area extends from the SR 85 connector ramp to NB I-280 and to Foothill Expressway.

Project Status:

Environmental studies and final design have been completed. The project is currently on hold; design revalidation and construction is contingent on funding.

Project Schedule:

Activity	Start	End	2012	2013	2014	2015
Design (PS&E)	Early 2012	Mid 2014				
Design Revalidation and Construction is contingent upon funding						

Cost:

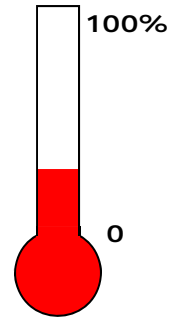
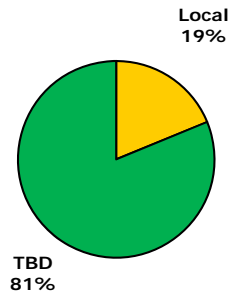
<u>Project Cost Element</u>	<u>Secured Funding</u> <i>a</i>	<u>Oct-17 Committed Costs</u> <i>b</i>	<u>Oct-17 Incurred Costs</u> <i>c</i>	<u>Secured Funding Balance</u> <i>d = (a-c)</i>
Construction and Major Procurement	-	-	-	-
Real Estate	-	-	-	-
Labor, Services and Support	700	700	700	0
Contingency	-	-	-	-
Total	700	700	700	0

Secured Funding Incurred	100%
Secured Funding Committed	100%

NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions)

<u>Funding Source</u>	<u>Identified</u>	<u>Secured</u>
Meas A Swap	\$0.70	\$0.70
TBD	\$3.03	\$0.00
Total	\$3.73	\$0.70



Portion of Estimated Cost for which funding has been identified



I-280 Northbound, approaching Foothill Expressway



Aerial View of I-280/Foothill Expressway Project Location

VTP Highway Projects

October 2017

Landscaping at I-280/I-880/Stevens Creek Blvd

Estimated Cost: \$3.3 million

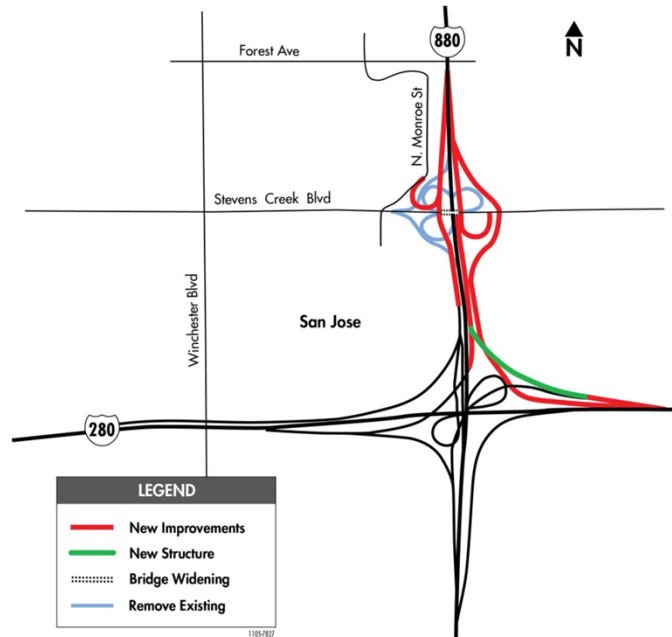
Appropriation through FY 19:
\$3.5 million

Secured Funding to Date:
\$3.3 million

Year of Completion: 2021

Project Manager: Michelle Jiang

Designer: HMM Engineers



Project Description:

This project includes landscape planting, irrigation and plant establishment period and is follow-on project to civil construction of the I-280/I-880/Stevens Creek Boulevard Improvements Interchange project that was completed in 2015.

Project Status:

Cooperative agreement with Caltrans was executed in May 2015. Design started in July 2015 and has been completed. Construction contract is planned to be advertised in early 2018.

Project Schedule:

Activity	Start	End	FY							
			2015	2016	2017	2018	2019	2020	2021	
Design (PS&E/Bid)	Mid 2015	Late 2017								
Construction and PEP	Early 2018	Late 2021								
Closeout	Late 2021	Late 2021								

Cost:

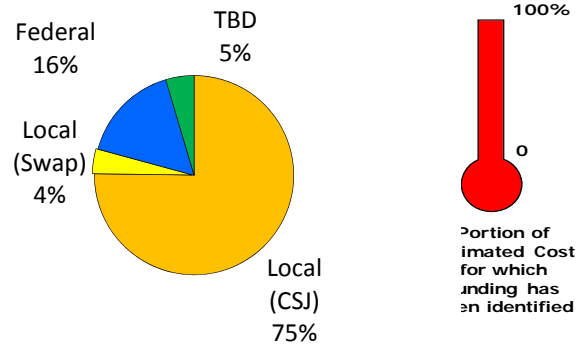
<u>Project Cost Element</u>	<u>Secured Funding</u> <i>a</i>	<u>Oct-17 Committed Costs</u> <i>b</i>	<u>Oct-17 Incurred Costs</u> <i>c</i>	<u>Secured Funding Balance</u> <i>d = (a-c)</i>
Construction and Major Procurement	1,827	1,583	44	1,783
Real Estate	-	-	-	-
Labor, Services and Support	1,461	812	757	704
Contingency	51			51
Total	3,339	2,395	801	2,538

Secured Funding Incurred	24%
Secured Funding Committed	72%

NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions)

<u>Funding Source</u>	<u>Identified</u>	<u>Secured</u>
MeasB/SWAP	\$0.14	\$0.14
City	\$2.63	\$2.63
Federal	\$0.57	\$0.57
Total	\$3.34	\$3.34



VTP Highway Projects

October 2017

US 101 Auxiliary Lanes – Embarcadero Road to SR 85

Estimated Cost: \$71 million
 (includes \$54.2M construction cost administered by Caltrans. Estimate Class 1 - see appendix)

Appropriation through FY 19:
 \$17.1 million

Secured Funding to Date:
 \$16.9 million

Year of Completion: 2018

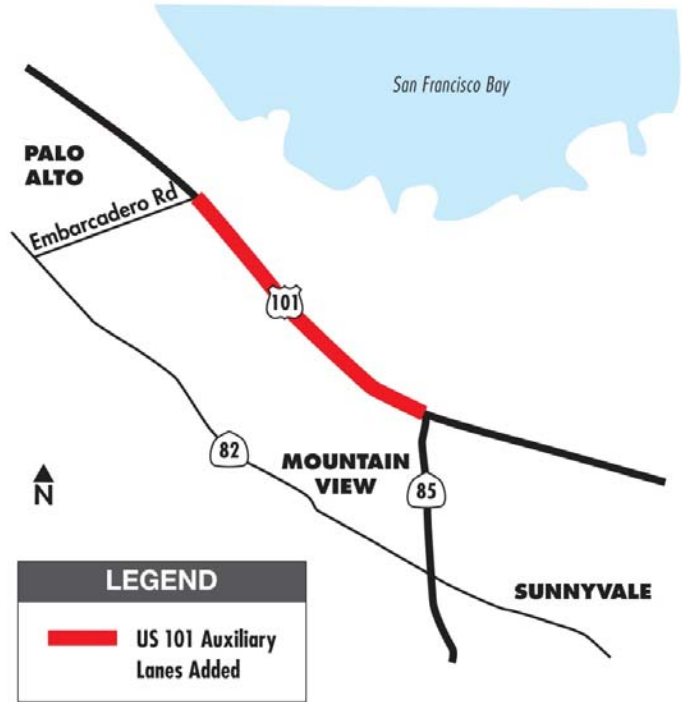
Project Manager: Lam Trinh

Designer: URS Corporation

Contractor: O.C. Jones Sons, Inc.

Project Description:

Construct auxiliary lanes and extended dual HOV lanes in each direction of a 3.2 mile segment of US 101 between SR 85 in Mountain View and Embarcadero Road in Palo Alto.



This project has been selected by the California Transportation Commission (CTC) for construction funding through the Corridor Mobility Improvement Account (CMIA) Proposition 1B Funding Program.

Project Status:

Environmental/Preliminary Engineering: The Environmental Document and Project Study Report/Project Report were approved in July 2009.

Final Design: The final engineering design – Plans, Specifications, and Estimate (PS&E) – work was completed in July 2011.

Construction and Right-of-Way: Right-of-way certification was completed in April 2011. Utility relocations were completed in late 2011.

Construction began on February 27, 2012. New lanes were opened to traffic in August 2014. First year of plant establishment period (PEP) was completed by Caltrans in July 2015. Year 2 and year 3 PEP was completed by VTA in summer 2017 (P-0826). Project closeout is expected to be completed by early 2018.

Project Schedule:

Activity	Start	End	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Environmental/PE	Mid 2007	Mid 2009	█									
Design (PS&E)	Mid 2009	Mid 2011	█	█	█							
Right-of-Way	Mid 2009	Early 2011	█	█	█							
Right-of-Way Certification	4/19/2011				◆							
Caltrans Bidding Process	Mid 2011	Early 2012			█							
Construction	Early 2012	Early 2015				█	█	█	█			
Open to Traffic	Mid 2014							◆				
Plant Establishment Period	Mid 2014	Mid 2017						█	█	█	█	
Closeout	Early 2015	Early 2018							█	█	█	█



Cost:

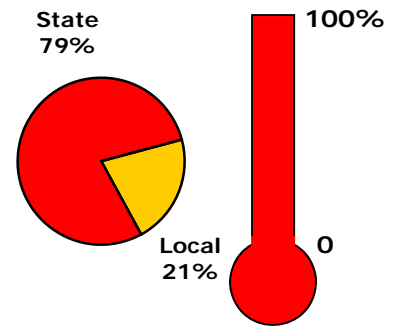
Project Cost Element	Secured Funding <i>a</i>	Oct-17 Committed Costs <i>b</i>	Oct-17 Incurred Costs <i>c</i>	Secured Funding Balance <i>d = (a-c)</i>
Construction and Major Procurement	1,499	1,499	1,499	(0)
Real Estate	1,766	1,766	1,746	20
Labor, Services and Support	13,596	13,529	13,527	70
Contingency	4	-	-	4
Total	16,865	16,794	16,771	94

Secured Funding Incurred	99%
Secured Funding Committed	100%

NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions):

Funding Source	Identified	VTA Administered	Administered By Others	Total
Meas A/STIP Swap	\$15.12	\$15.12		\$15.12
State (CMIA)	\$55.90	\$1.72	\$54.18	\$55.90
Total	\$71.02	\$16.84	\$54.18	\$71.02



Portion of Estimated Cost for which funding has been identified



US 101 - Looking south at Shoreline Blvd Interchange



US 101 - Looking north at Old Middlefield Way on and off ramp

VTP Highway Projects

October 2017

I-880 HOV Widening

Estimated Cost: \$63.8 million
 (includes \$45M construction cost administered by Caltrans. Estimate Class 1 - see appendix)

Appropriation through FY 19: \$19.3 million

Secured Funding to Date: \$18.8 million

Year of Completion: 2017

Project Manager: Lam Trinh

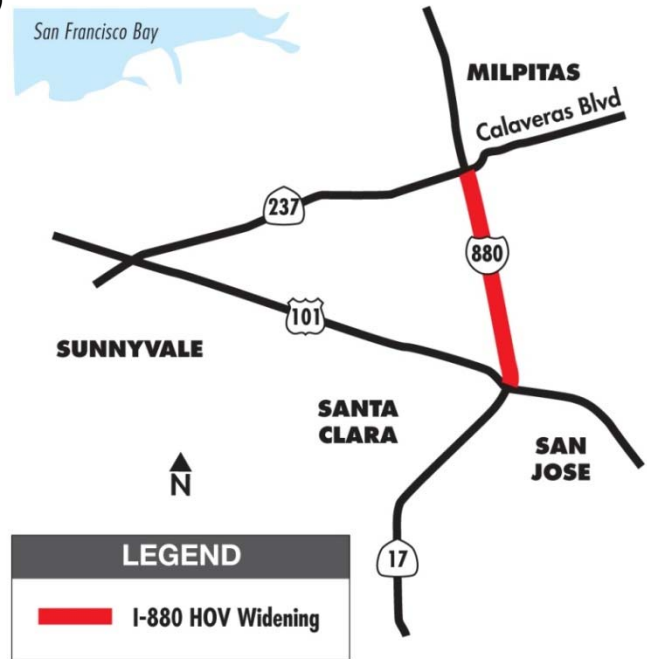
Designer: Mark Thomas & Company, Inc.

Contractor: Bay City Paving and Grading

Project Description:

This project adds a High Occupancy Vehicle (HOV) lane in each direction of 4.6 miles of Interstate 880 between US 101 in San Jose and SR 237 in the City of Milpitas.

This project has been selected by the California Transportation Commission (CTC) for construction funding through the Corridor Mobility Improvement Account (CMIA) Proposition 1B Funding Program.



Project Status:

Environmental/Preliminary Engineering: The Environmental Document and Project Study Report/Project Report were approved in June 2009.

Final Design: The final engineering design –Plans, Specifications, and Estimate (PS&E) – work was completed in July 2011.

Construction and Right-of-Way: Right-of-way certification was completed in May 2011. VTA completed early utility relocation in October 2012, and construction began in April 2012. Civil construction was completed and opened to traffic in June 2013. One year plant establishment period was completed by Caltrans and project was accepted in April 2014. Year 2 and year 3 PEP was completed by VTA in April 2016 (P-0826). Right of way transfers to Caltrans was completed. Project closeout is expected by end 2017.

Project Schedule:

Activity	Start	End	2009	2010	2011	2012	2013	2014	2015	2016	2017
Environmental/PE Design (PS&E)	Mid 2007	Mid 2009									
Right-of-Way	Mid 2009	Mid 2011									
Right-of-Way Certification	5/4/2011										
Caltrans Bidding Process	Mid 2011	Early 2012									
Construction	Early 2012	Mid 2013									
Open to Traffic	6/22/2013										
Plant Establishment Period	Early 2013	Early 2016									
Closeout	Early 2016	Late 2017									



Cost:

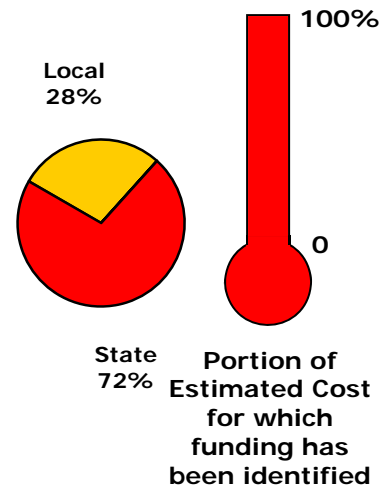
<u>Project Cost Element</u>	<u>Secured Funding <i>a</i></u>	<u>Oct-17 Committed Costs <i>b</i></u>	<u>Oct-17 Incurred Costs <i>c</i></u>	<u>Secured Funding Balance <i>d = (a-c)</i></u>
Construction and Major Procurement	2,939	2,939	2,939	-
Real Estate	4,349	4,349	4,349	0
Labor, Services and Support	11,148	11,148	11,148	-
Contingency	429	-	-	429
Total	18,865	18,436	18,435	430

Secured Funding Incurred	98%
Secured Funding Committed	98%

NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions):

<u>Funding Source</u>	<u>Identified</u>	<u>Secured</u>		<u>Total</u>
		<u>VTA Administered</u>	<u>Administered By Others</u>	
Meas A/STIP Swap	\$17.94	\$17.94	\$0.00	\$17.94
State (CMIA)	\$45.93	\$0.93	\$45.00	\$45.93
Total	\$63.87	\$18.87	\$45.00	\$63.87



I-880/SR 237 Interchange



I-880 at Brokaw

VTP Highway Projects

October 2017

Ramp Metering Implementation

Estimated Cost: \$2.6 million
 Estimate Class 1 (see appendix)

Appropriation through FY 19:

\$11.8 million

Secured Funding to Date:

\$2.6 million

Year of Completion:

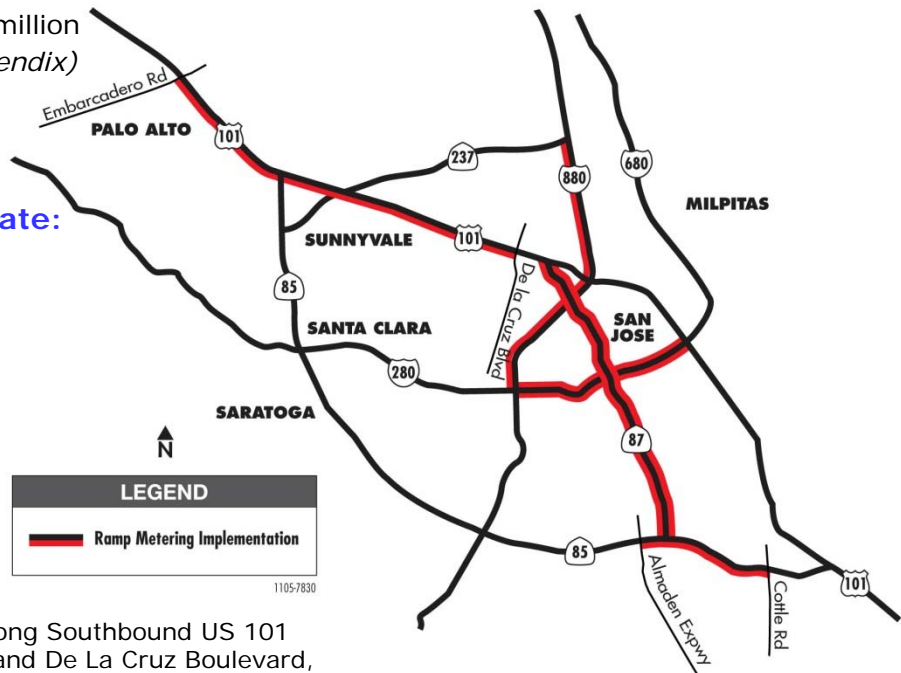
2016

Project Manager:

David Kobayashi

Designer:

Mark Thomas & Company



Project Description:

Implement ramp metering along Southbound US 101 between Embarcadero Road and De La Cruz Boulevard, the entire length of SR 87, and southbound Route 85 between Almaden Expressway and Cottle Road during the AM and PM peak periods. Ramp metering improvements to the I-880 corridor between SR 237 and SR 280 were subsequently added and implemented. Caltrans has recently requested assistance with similar ramp metering improvements on the I-280 corridor between US 101 and I-880.

The goals of the project are to minimize overall corridor delay by managing access at on-ramps during peak commute periods, and to minimize the impact on local street traffic resulting from the implementation of ramp metering.

Project Status:

Ramp metering plans have been developed for southbound I-280 corridor and a public informational meeting was held in late April 2012. Metering on southbound I-280 corridor was implemented in late May 2012 and north bound in early 2013. Evaluation of the metering effectiveness was completed and reported to VTA Board in October 2014. The finding was that further monitoring of the corridor is required due to change in traffic volumes after the economic recovery.

VTA worked in conjunction with MTC to implement metering on SR85 (De Anza Blvd to US 101 North) and I-680 Corridor (US101 to Alameda County line). VTA will continue to work with MTC on the US101 (SR85 South to San Benito County line). All tasks have been completed including supporting MTC on the last few corridor implementations. Project will be closed soon.

Project Schedule:

Activity	Start	End	2008	2009	2010	2011	2012	2013	2014	2015	2016
US 101, Route 87, I-880, and Route 85											
Design	Early 2008	Late 2010	[Bar]								
Construction	Late 2008	Early 2011		[Bar]							
Evaluation	Mid 2010	Late 2011			[Bar]						
I-280 Corridor											
Design	Mid 2011	Late 2011				[Bar]					
Construction	Early 2012	Mid 2013					[Bar]				
Evaluation	Mid 2013	Late 2013						[Bar]			
Closeout	Late 2013	Late 2014							[Bar]		
VTA Support SR85/I-680/US-101											
									[Bar]		



Cost:

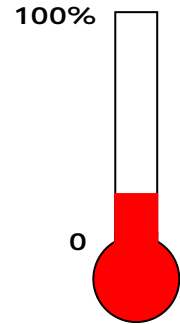
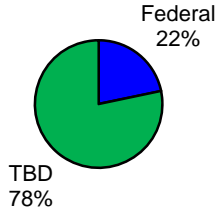
Project Cost Element	Secured Funding <i>a</i>	Oct-17 Committed Costs <i>b</i>	Oct-17 Incurred Costs <i>c</i>	Secured Funding Balance <i>d = (a-c)</i>
Construction and Major Procurement	191	191	191	-
Real Estate	-	-	-	-
Labor, Services and Support	2,360	2,334	2,334	25
Contingency	10	-	-	10
Total	2,561	2,526	2,526	35

Secured Funding Incurred	99%
Secured Funding Committed	99%

NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions):

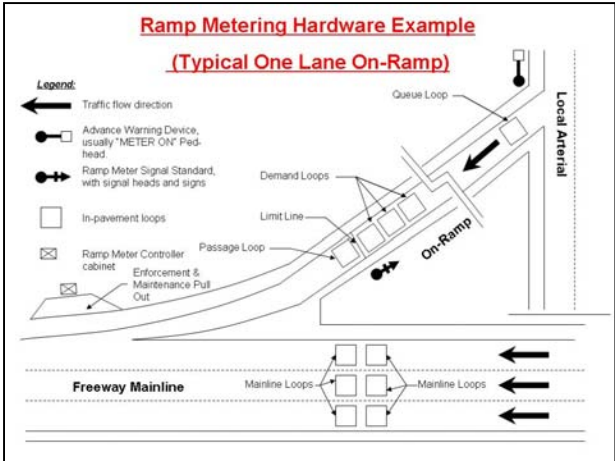
Funding Source	Identified	Secured
Federal (CMAQ)	\$2.56	\$2.56
TBD	\$9.23	\$0.00
Total	\$11.79	\$2.56



Portion of Estimated Cost for which funding has been



Metered Onramp



Ramp Metering Schematic

VTP Highway Projects

October 2017

US 101 Capitol Expwy – Yerba Buena Interchange

Estimated Cost: \$29.1 million
 Estimate Class 1 (see appendix)

This is Phase 2 of a US 101 Improvements Effort; see page 2-23 for Phase 1.

Appropriation through FY 19:
 \$33.2 million

Secured Funding to Date: \$30.5 million

Year of Completion: 2018

Project Manager: Ven Prasad

Designer: HMM Engineers

Contractor: Granite Rock dba Pavex

Project Description:

This project complements the US 101 Improvements – I-280 to Yerba Buena Road project (see page 2-23), and its environmental clearance was approved in the same environmental document as US 101 Improvements – I-280 to Yerba Buena Road. This project will improve highway operations along US 101 by reducing congestion at the Capitol Expressway and Yerba Buena Road Interchanges. The improvements include:

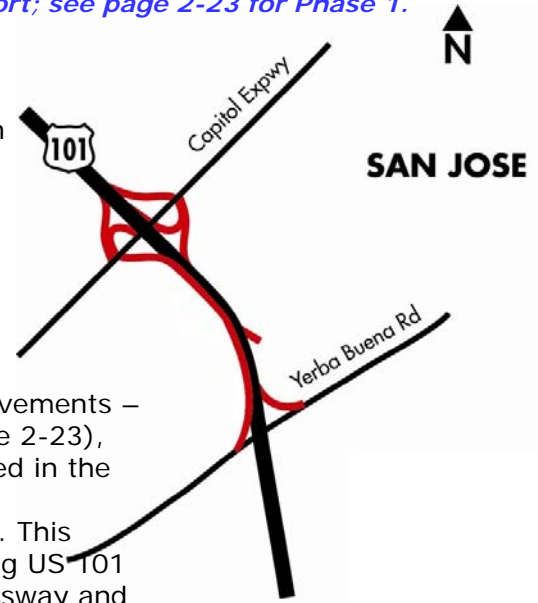
- Modifying the Capitol Expressway Interchange from full cloverleaf to partial cloverleaf
- Extending the fifth southbound lane on US 101 from north of Capitol Expressway to Yerba Buena Road
- Modifying the northbound US 101 on-ramp from Yerba Buena Road
- Constructing a northbound US 101 slip on-ramp from the northbound collector distributor road
- Adding a southbound US 101 auxiliary lane between Capitol Expressway and Yerba Buena Road
- Constructing a two-lane southbound US 101 off-ramp to Yerba Buena Road
- Landscaping extending from Tully Road to Yerba Buena Road

Project Status:

The construction contract was awarded in August 2012, construction began in September 2012. Construction was completed in March 2014 and 1-year plant establishment was completed in April 2015. VTA administered the construction contract. Construction contract has been closed. Project closeout is currently ongoing and is expected by early 2018.

Project Schedule:

Activity	Start	End	2010	2011	2012	2013	2014	2015	2016	2017	2018
Environmental	Early 2010	Early 2011	[Green bar]								
Design PS&E	Early 2011	Early 2012		[Blue bar]							
Right-of-Way	Early 2011	Mid 2012		[Yellow bar]							
Construction	Mid 2012	Early 2014			[Red bar]						
Open to Traffic	Early 2014						◆				
Plant Establish	Early 2014	Early 2015					[Green bar]				
Closeout	Early 2015	Early 2018						[Purple bar]			



Cost:

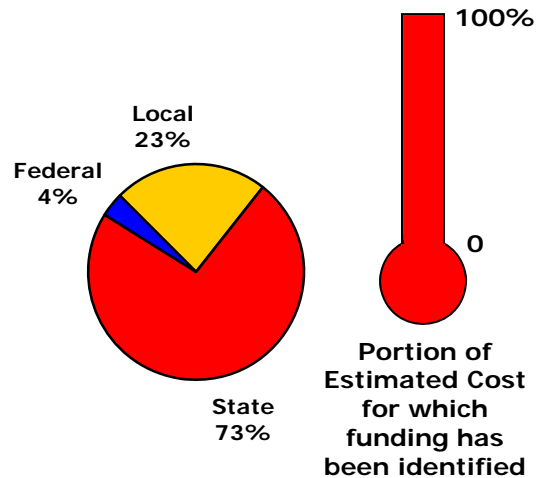
<u>Project Cost Element</u>	<u>Secured Funding <i>a</i></u>	<u>Oct-17 Committed Costs <i>b</i></u>	<u>Oct-17 Incurred Costs <i>c</i></u>	<u>Secured Funding Balance <i>d = (a-c)</i></u>
Construction and Major Procurement	21,663	21,663	21,663	0
Real Estate				-
Labor, Services and Support	7,450	7,392	7,392	59
Contingency	1,410	-	-	1,410
Total	30,523	29,055	29,055	1,469

Secured Funding Incurred	95%
Secured Funding Committed	95%

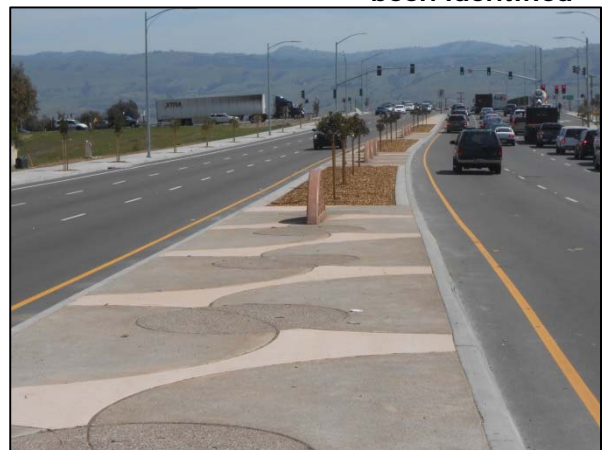
NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions):

<u>Funding Source</u>	<u>Identified</u>	<u>Secured</u>
Local (San Jose)	\$1.57	\$1.57
Meas A/STIP Swap	\$5.48	\$5.48
State (CMIA)	\$22.37	\$22.37
Federal - Others	\$1.10	\$1.10
Total	\$30.52	\$30.52



Aerial Photo of US 101 Capitol Expressway Interchange



Median Enhancements and Landscaping at Tully Interchange

VTP Highway Projects

April 2017

I-880/I-280/Stevens Creek Improvements

Estimated Cost: \$58.3million
 Estimate Class 1 (see appendix)

Appropriation through FY 19: \$62.5 million

Secured Funding to Date: \$61.6 million

Year of Completion: 2018

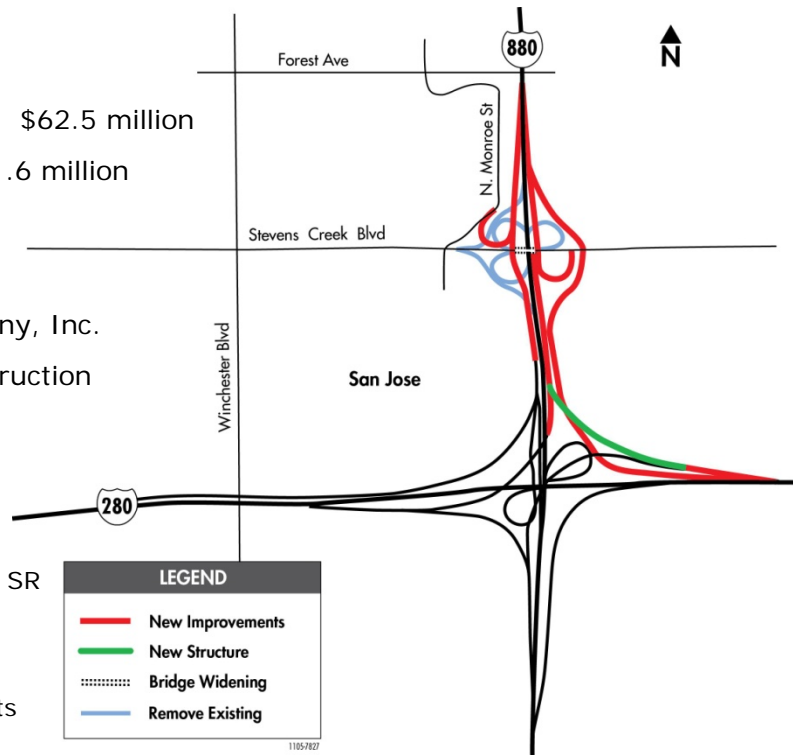
Project Manager: Ven Prasad

Designer: Mark Thomas & Company, Inc.

Contractor: DeSilva Gates Construction

Project Description:

The project improves traffic operations, enhances safety, and improves access between the I-880 and I-280 freeway corridors, including modifications to the SR 17/I-280/I-880 freeway-to-freeway interchange itself, as well as to the two adjacent interchanges at I-880/Stevens Creek Boulevard. Specific improvements include:



- Reconfiguring the existing full cloverleaf I-880/Stevens Creek Boulevard Interchange to improve traffic flow in the interchange area by widening and realigning ramps, widening the overcrossing structure at Stevens Creek Boulevard over I-880, improving intersections, and providing enhanced access to pedestrians and bicyclists.
- Separating freeway-to-freeway traffic from local traffic by constructing a new direct connector from northbound I-280 to northbound I-880.
- Constructing direct off-ramp to Monroe Street from southbound I-880.

Project Status:

The construction contract was awarded in September 2012. Construction began in October 2012 and was completed in September 2015. VTA is administering the construction contract. Construction contract closeout and project closeout is currently ongoing. Project was selected by the American Public Work Association (APWA) Silicon Valley Chapter for the 2016 Project of the Year Award. Project also earned a national recognition award in the American Council of Engineering Companies (ACEC) 2016 Engineering Excellence Award competition. Right-of-Way closeout is the only remaining work in the project and is expected to be completed by early 2018

Project Schedule:

Activity	Start	End	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Environmental/PE	Early 2007	Mid 2011										
Design PS&E	Early 2009	Mid 2012										
Right-of-Way	Early 2011	Mid 2012										
Construction	Oct-12	Sep-15										
Open to Traffic	Sep-15								◆			
Closeout	Mid 2015	Early 2018										



Cost:

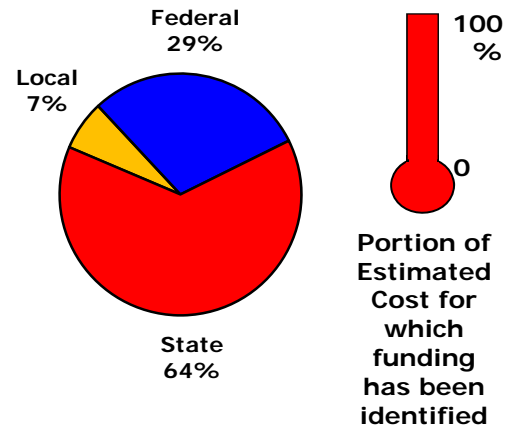
<u>Project Cost Element</u>	<u>Secured Funding <i>a</i></u>	<u>Oct-17 Committed Costs <i>b</i></u>	<u>Oct-17 Incurred Costs <i>c</i></u>	<u>Secured Funding Balance <i>d = (a-c)</i></u>
Construction and Major Procurement	38,380	38,374	38,374	6
Real Estate	2,413	2,413	2,392	21
Labor, Services and Support	17,602	17,517	17,512	89
Financing Costs	-	(40)	(40)	-
Contingency	3,173		-	3,173
Total	61,567	58,264	58,238	3,289

Secured Funding Incurred	95%
Secured Funding Committed	95%

NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions):

<u>Funding Source</u>	<u>Identified</u>	<u>Secured</u>
Meas A/STIP Swap	\$1.05	\$1.05
Meas B/STIP Swap	\$1.51	\$1.51
Local (San Jose)	\$1.55	\$1.55
State (CMIA)	\$39.23	\$39.23
Federal (Earmark, STP)	\$18.23	\$18.23
Total	\$61.57	\$61.57



Aerial Photo of I-880/Stevens Creek



American Public Work Association (APWA) Silicon Valley Chapter 2016 Project of the Year Award

VTP Highway Projects

October 2017

Combined Landscaping and Maintenance Project

Estimated Cost: \$3.8 million
 Estimate Class 1 (see appendix)

Appropriation through FY 19:
 \$3.8 million

Secured Funding to Date:
 \$3.8 million

Year of Completion: 2018

Project Manager:

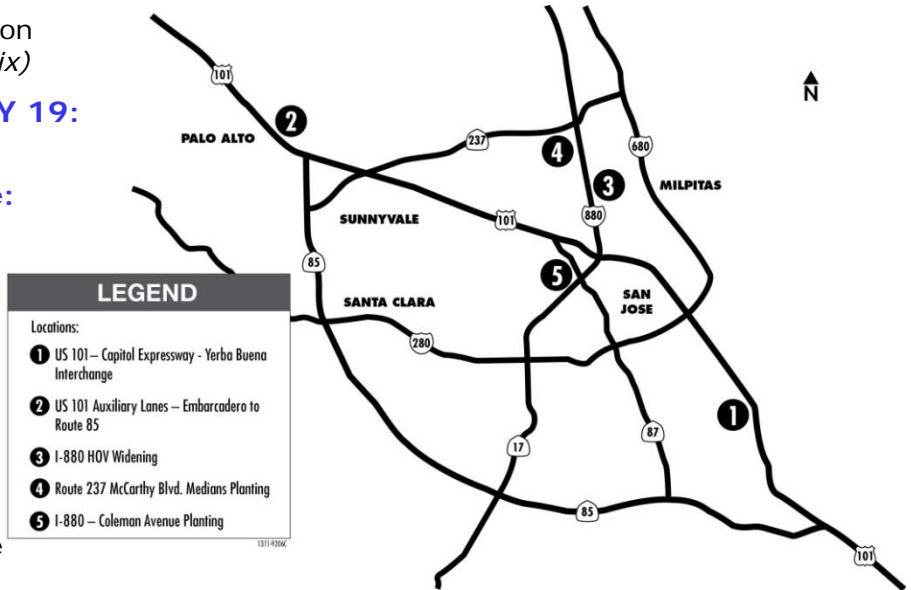
Michelle Jiang

Designers:

HMH Engineers

Contractor:

Habitat Restoration Sciences;
 JJ Ngyuen; Marina Landscape



Project Description:

The project consists of landscape planting, irrigation installation and plant establishment period (PEP)/ landscape maintenance for five separate locations, under three contracts, as follows:

- Contract 1 **I-880/ Coleman Ave. Landscaping**; A follow-on replacement planting project to the highway interchange improvements project that was completed in 2007. The project provides landscape planting and irrigation installation at Coleman Avenue and slope planting within adjacent Caltrans right-of-way.
- Contract 2 **I-880 HOV Widening**; a follow-on 2-year plant establishment period (PEP)/ landscape maintenance contract to complete the 3-year PEP requirements by Caltrans.
- **US 101/ Aux Lanes**; a follow-on 2-year plant establishment period (PEP)/ landscape maintenance contract to complete the required Caltrans 3-year PEP.
- **US 101/ Yerba Buena Rd – Tully Rd**; a follow-on 2-year plant establishment (PEP)/ landscape maintenance contract to complete the required Caltrans 3-year PEP.
- Contract 3 **SR 237/ McCarthy Blvd. Medians Landscaping**; The project provides landscape planting and irrigation installation at McCarthy Blvd. in Milpitas.

Project Status:

Contract 1: Advertisement for bids was issued in February 2015 and was awarded to the lowest bidder in May 2015. Construction started in June 2015 and was completed in October 2015. PEP period will be completed in Oct 2018.

Contract 2: PEP/maintenance contract was awarded at the October 2014 Board meeting. Work was completed in July 2017.

Contract 3: Final design was completed and construction contract was advertised for bids in March 2017. Contract was awarded in April 2017. Construction started in July 2017 and PEP will be completed by December 2017.

Project Schedule:

Activity	Start	End	2013	2014	2015	2016	2017	2018
Design	April 2013	Feb 2017						
Planting	Apr 2015	Aug 2017						
Plant Establishment	Sept 2014	Oct 2018						



Cost:

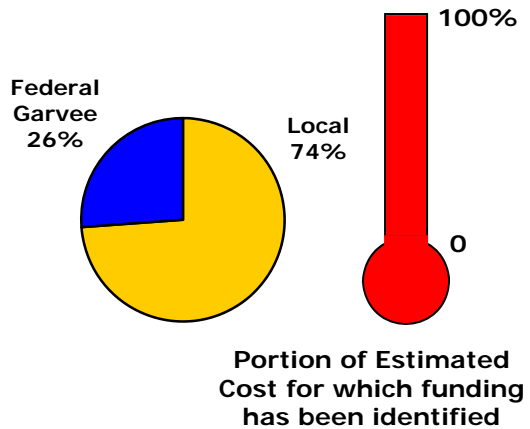
Project Cost Element	Secured Funding <i>a</i>	Oct-17 Committed Costs <i>b</i>	Oct-17 Incurred Costs <i>c</i>	Secured Funding Balance <i>d = (a-c)</i>
Construction and Major Procurement	1,483	1,432	1,155	328
Real Estate	-	-	-	-
Labor, Services and Support	2,176	1,909	1,882	294
Operation	115	34	34	81
Contingency	25	-	-	25
Total	3,799	3,375	3,071	729

Secured Funding Incurred	81%
Secured Funding Committed	89%

NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions):

Funding Source	Identified	Secured
City of Milpitas	\$0.50	\$0.50
City of San Jose	\$0.12	\$0.12
Measure A/Swap	2.18	2.18
GARVEE	1.00	1.00
Total	\$3.80	\$3.80



Ongoing PEP along the I -880 HOV widening project location



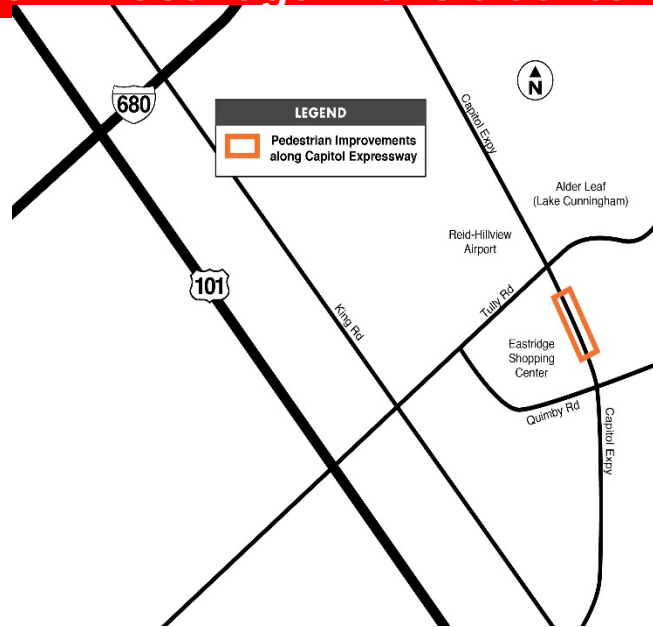
McCarthy Blvd Median Landscaping

VTP Highway Projects

October 2017

Pedestrian Connection - Eastridge Transit Center

Estimated Cost: \$1.5 million
 Estimate Class 1 (See appendix)
Appropriation through FY 19:
 \$1.5 million
Secured Funding to Date:
 \$1.5 million
Year of Completion: 2018
Project Manager: Michelle Jiang
Designer: Rajappan & Meyer
Contractor: St. Francis Electric



Project Description:
 The project will construct pedestrian improvements along Capitol Expressway in San Jose near Eastridge Transit Center. Improvements include:

- Upgrading the signal at the intersection of Capitol Expressway/Eastridge Loop Drive to include a pedestrian phase.
- Installing a pedestrian crosswalk at the intersection of Capitol Expressway and Eastridge Loop Drive.
- Installing a median fence on Capitol Expressway between Tully Road and Eastridge Loop.
- Coordinate work with adjacent City of San Jose recreational trail project.
- Installing street lighting along East side of Capitol Expressway between shopping center and Eastridge Loop Drive.

Project Status:

Design is complete and contract was advertised for bids in April 2017. Bid opening occurred on May 1, 2017 with only one bid received. The bid was deemed non-responsive and decision was made to rebid the contract. Bid advertisement for the rebid package occurred on May 15, 2017. Contract was awarded at the August 2017 VTA Board meeting. Construction started in September 2017 and will be completed in summer 2018.

Project Schedule:

			FY15	FY16	FY17	FY18	
Activity	Start	End	2014	2015	2016	2017	2018
Environmental/PE	Late 2014	Mid 2015					
Design (PS&E/Bid)	Mid 2015	Early 2017					
Construction	Late 2017	Early 2018					
Closeout	Early 2018	Mid 2018					



Cost:

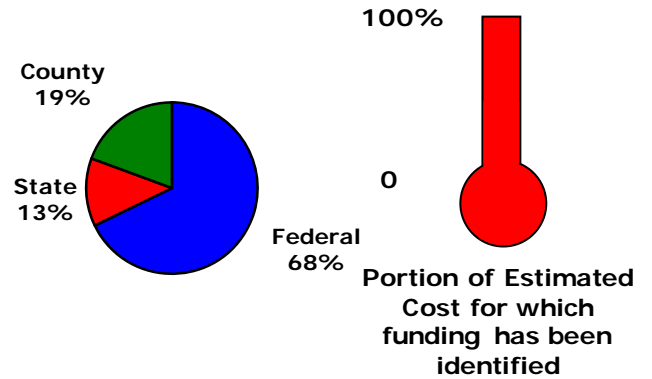
Project Cost Element	Secured Funding <i>a</i>	Oct-17 Committed Costs <i>b</i>	Oct-17 Incurred Costs <i>c</i>	Secured Funding Balance <i>d = (a-c)</i>
Construction and Major Procurement	851	851		851
Real Estate	-	-	-	-
Labor, Services and Support	691	571	556	135
Contingency	5	-		5
Total	1,547	1,422	556	992

Secured Funding Incurred	36%
Secured Funding Committed	92%

NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions):

Funding Source	Identified	Secured
State - TFCA	\$0.20	\$0.20
Federal	\$1.05	\$1.05
County - TDA	\$0.30	\$0.30
Total	\$1.55	\$1.55



VTP Highway – Silicon Valley Express Lanes October 2017

Program Overview

Estimated Cost: \$763.4 mil

Initial Study/SR 85/US 101PAED - \$18.1 million, Estimate Class 1

SR 237/I-880 Express Connector Phase 1 \$11.8 million, Estimate Class 1

SR 237 Express Lanes Extension Phase 2 - \$42.56 million, Estimate Class 1

SR 85/101 Civil Ph 3 Express Lanes- \$39.1 million, Estimate Class 5

SR 85/101 Civil Ph 4 Express Lanes - \$33.4 million, Estimate Class 5

SR 85/101 ETS Ph 3 & 4 Express Lanes - \$25.1 million, Estimate Class 5

Noise Reduction Study SR85 - \$29 million

See appendix for description of estimate classes

Appropriation through FY 19: \$163.7 million

Secured Funding to Date: \$84.3 million

Year of Completion (Target Opening Year):

Phase 1 SR237 – Open to Traffic 2012; Phase 2 SR 237– 2019; Phase 3/4 – 2021; Future Phases – TBD; dependent on funding

Program Overview:

The benefits of the Silicon Valley Express Lanes program include:

- Increased efficiency of existing roadway - Carpool lanes are underutilized and have the capacity to accommodate more vehicles. Encouraging transit and carpools, and allowing solo drivers to pay a fee to access the lanes, will result in more efficient use of existing roadways.
- Option for reliable travel - Through the use of dynamic pricing, VTA can manage the amount of traffic in the express lanes and maintain free-flowing speeds even when the general purpose lanes are congested. Motorists who choose to use the Express Lanes can count on reliable travel times.
- Revenue reinvested in the corridor - Tolls collected will be used to operate the lanes and for other transportation improvements in the Express Lanes corridors including transit.

Tolls for solo drivers will vary based on the level of congestion in the lanes. When traffic is light, toll prices are low. When congestion increases, toll prices go up to regulate the number of drivers entering the express lanes. The California Highway Patrol (CHP) will provide enforcement of express lanes using a combination of new technologies and visual checks for occupancy (as with HOV lanes).



Cost:

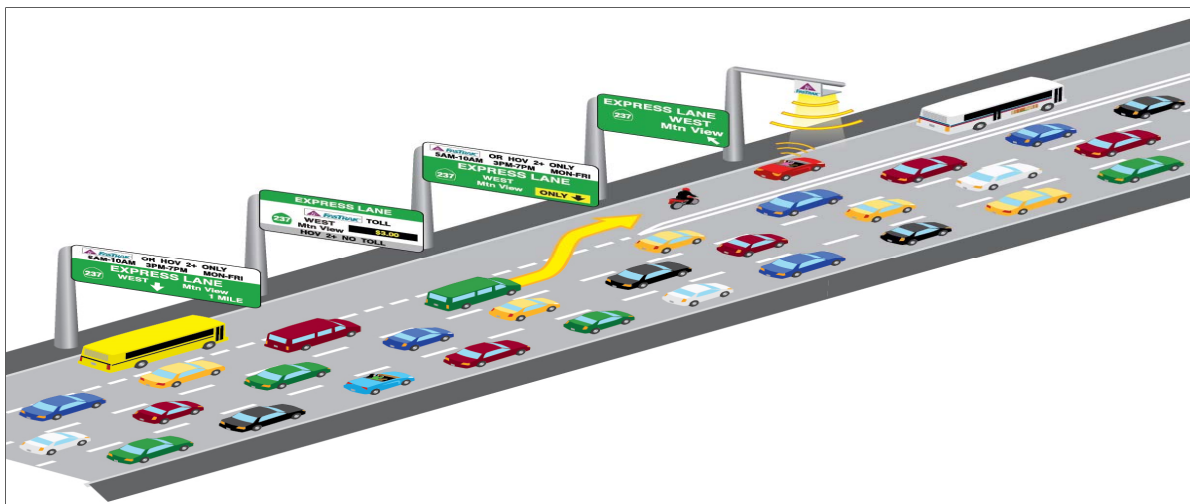
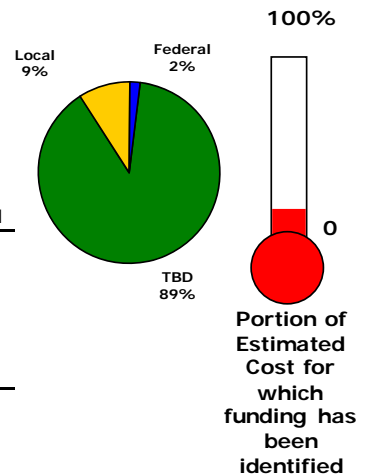
<u>Project Cost Element</u>	<u>Secured Funding a</u>	<u>Apr-17 Committed Costs b</u>	<u>Apr-17 Incurred Costs c</u>	<u>Secured Funding Balance d = (a-c)</u>
Construction and Major Procurement	5,835	5,790	5,790	45
Real Estate	73	35	-	73
Labor, Services and Support	47,772	42,405	34,361	13,411
Contingency	809	-	-	809
Operations (P-0694 Only)	650	650	650	-
Total	55,138	48,880	40,800	14,337

Secured Funding Incurred	74%
Secured Funding Committed	89%

NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions):

Funding Source	Initial Study/PAED	P-0478	P-0694	P-0788	P-0900	P-0901	P-0902	P-0903	P-0XXX	Total	Secured
		P-0720	SR 237 I-880 Conn. Ph 1	SR 237 Express Lane Ph 2	US101 SR85 EL Civil Ph 3	US101 SR85 EL Civil Ph 4	US101 SR85 EL ETS	Noise Reduction Study SR85	US101 SR85 EL Civil ETS Future Phases		
Local	\$13.26	\$4.27	\$40.96	\$5.10	\$2.86	\$3.70	\$0.29			\$70.44	\$70.44
Federal	\$4.79	\$7.46	\$1.60							\$13.85	\$13.85
TBD	-	-	-	\$34.00	\$30.54	\$21.40	\$28.72	\$564.50		\$679.16	-
Total	\$18.05	\$11.73	\$42.56	\$39.10	\$33.40	\$25.10	\$29.00	\$564.50		\$763.45	\$84.29



VTA Express Lanes provide improved access and reliable travel for everyone.

- Solo drivers with a prepaid FasTrak transponder can choose to pay a toll and use the Express Lanes.
- Transit vehicles, carpools, vanpools, motorcycles, and eligible hybrids can use the Express Lanes at no charge.

P-0478, P-0720, P-0721, P-0694, P-0788, P-0900, P-0901, P-0902, P-0903

VTP Highway – Silicon Valley Express Lanes October 2017

SR 237/I-880 Express Connectors - Phase 1

Estimated Cost: \$11.7 Million,
Estimate Class 1

Appropriation through FY 19:
\$11.7 Million

Secured Funding to Date:
\$11.7 Million

Year of Completion: 2017
(Open to Traffic: 2012)

Project Manager: Jane Yu

Designer: PB Americas

System Integrator: Transcore



Project Description:

The SR 237/I-880 Express Connectors project converts the direct carpool lane to carpool lane connector ramps at the SR 237/I-880 interchange to Express Lanes operation. This project is funded through local and federal funds, including the American Recovery and Reinvestment Act (ARRA) and the Value Pricing Pilot Program.

Project Status:

Construction was completed and opened to traffic in March 2012.

The SR 237 Express Lanes have served over 3.05 million toll paying customers (about 18 percent of the just over 17 million users that have used the express lanes since inception). It is estimated that about 250,000 vehicle hours of travel time savings have been gained in the corridor since the express lanes opened for tolling in March 2012. VTA continues to monitor usage and revenue of the Express Connector.

Construction of the new Express Lane Operations Center was completed in June 2016 and project was closed in March 2017.

Project Schedule:

Activity	Start	End	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Preliminary Engineering	Early 2007	Late 2008	█										
Design	Early 2009	Mid 2011			█								
Construction	Mid 2011	Early 2012					█						
Tolling Operational	Early 2012						◆						
Warrant Maintenance	Early 2012	Early 2013						█					
Maintenance Contract	Early 2013	Early 2017							█				
Project Closeout	Early 2017	Early 2017											█

Cost:

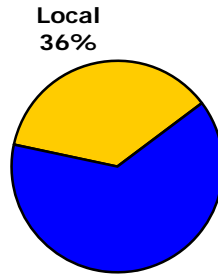
<u>Project Cost Element</u>	<u>Secured Funding <i>a</i></u>	<u>Oct-17 Committed Costs <i>b</i></u>	<u>Oct-17 Incurred Costs <i>c</i></u>	<u>Secured Funding Balance <i>d = (a-c)</i></u>
Construction and Major Procurement	5,642	5,642	5,642	-
Real Estate	-	-	-	-
Labor, Services and Support	5,441	5,441	5,441	-
Contingency			-	-
Operations	650	650	650	-
Total	11,733	11,733	11,733	-

Secured Funding Incurred	100%
Secured Funding Committed	100%

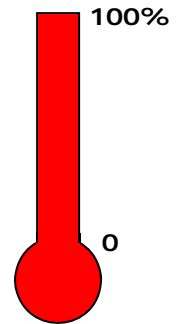
NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions):

<u>Funding Source</u>	<u>Identified</u>	<u>Secured</u>
Meas B Swap	\$4.27	\$4.27
Federal	\$7.46	\$7.46
Total	\$11.73	\$11.73



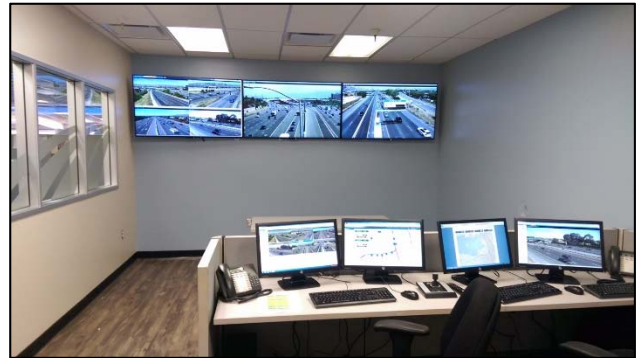
Federal 64%



Portion of Estimated Cost for which funding has been identified



Express Lanes entrance from Eastbound SR 237 Express Lanes



New Express Lane Operations Center

VTP Highway – Silicon Valley Express Lanes October 2017

SR 85 Express Lanes (PA/ED)- Closed

Estimated Cost: \$6.9 Million
 Estimate Class 1
Appropriation through FY 19:
 \$6.9 Million
Secured Funding to Date:
 \$6.9 Million
Year of Completion: 2016
Project Manager: Maren Schram
Designer: URS Corporation



Project Description:

This project covers the PA/ED phase only and includes conversion of 24 miles of the existing high-occupancy vehicle (HOV) lanes along SR 85 to combination HOV/Express Lanes. The proposed facility will allow single occupancy vehicles to gain access to the combination HOV/express lanes by paying a toll. A second Express Lane will also be added to create a double Express Lane between I-280 and SR 87 to provide added congestion relief and operational benefits to users.

Project Status:

Environmental/Preliminary Engineering: The draft Environmental Document was circulated for public review/comments in December 2013. The circulation period ended in February 2014. Project Approval & Environmental Document (PA/ED) was completed in April 2015. Project close-out is in progress and will be completed by May 2016. Final design and construction phases will be done under separate projects (P-0900, P-0901 and P-0902).

Project Schedule:

			FY11	FY12	FY13	FY14	FY15	FY16	
Activity	Start	End	2010	2011	2012	2013	2014	2015	2016
Environmental/PE	Late 2010	Mid 2015							
Closeout	Late 2015	Mid 2016							

Refer to 2-54 to 2-59 for subsequent phases

Cost:

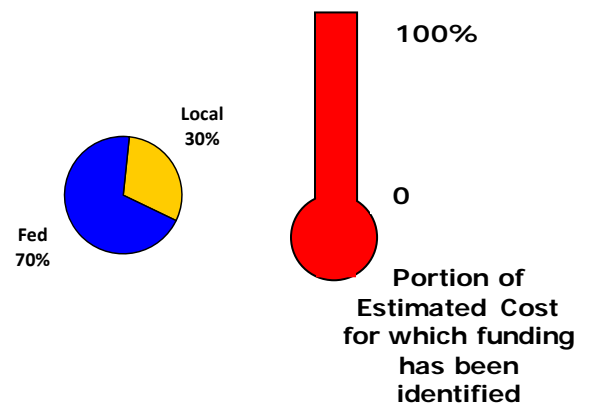
Project Cost Element	Secured Funding <i>a</i>	Oct-17 Committed Costs <i>b</i>	Oct-17 Incurred Costs <i>c</i>	Secured Funding Balance <i>d = (a-c)</i>
Construction and Major Procurement	-	-	-	-
Real Estate	-	-	-	-
Labor, Services and Support	6,892	6,892	6,892	-
Contingency	-	-	-	-
Total	6,892	6,892	6,892	-

Secured Funding Incurred	100%
Secured Funding Committed	100%

NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions):

Funding Source	Identified	Secured
Measure A Swap	\$0.97	\$0.97
Measure B Swap	\$1.13	\$1.13
Federal	\$4.79	\$4.79
Total	\$6.89	\$6.89

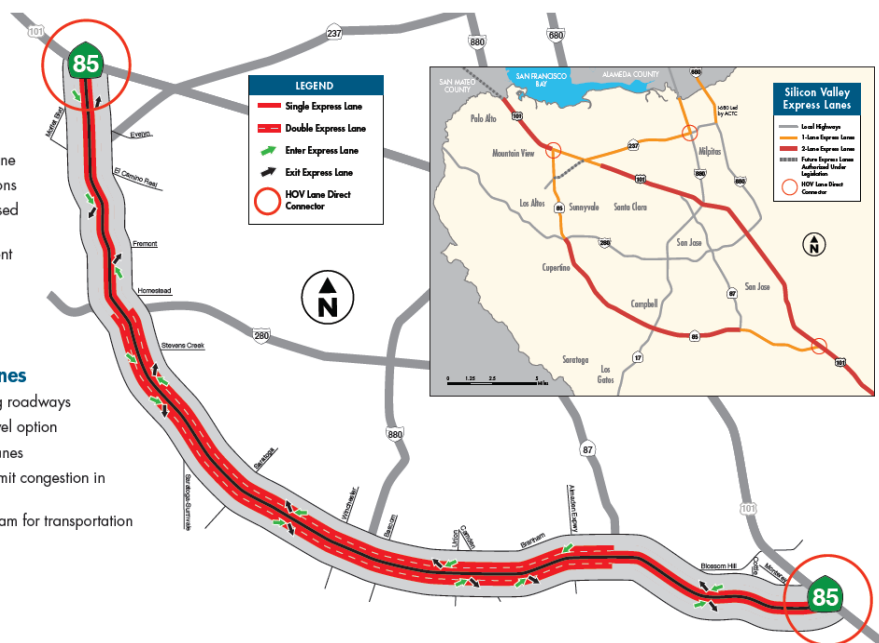


Project Features

- 27-miles South San Jose to Mountain View
- Converts existing carpool lane
- No change to truck restrictions
- Second express lane proposed between SR 87 and I-280
- Final environmental document published in mid 2015

Benefits of Express Lanes

- More efficient use of existing roadways
- Provides a new, reliable travel option
- Travel times improve in all lanes
- Dynamic toll pricing helps limit congestion in express lane
- Provides a new revenue stream for transportation and corridor improvements



VTP Highway – Silicon Valley Express Lanes October 2017

US 101 Express Lanes (PA/ED) - Closed

Estimated Cost: \$8.2 Million

Estimate Class 1

Appropriation through FY 19:

\$8.2 Million

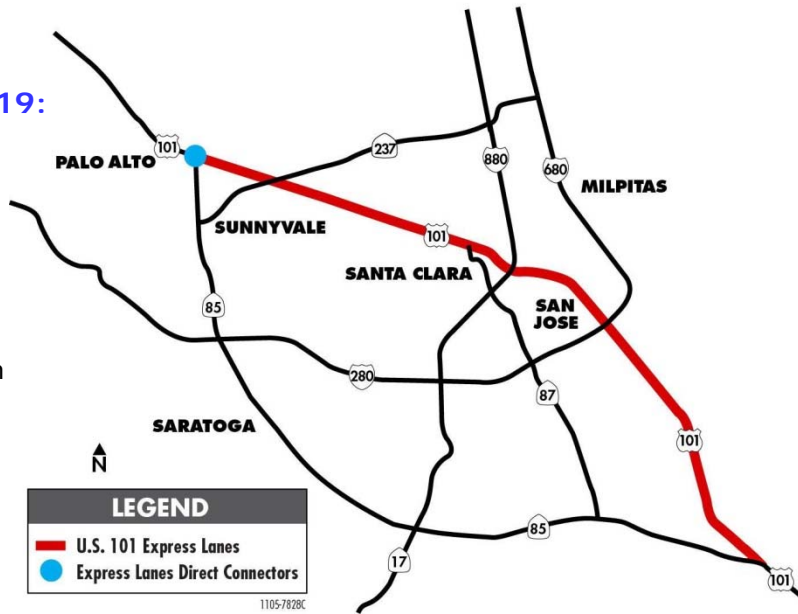
Secured Funding to Date:

\$8.2 Million

Year of Completion: 2016

Project Manager: Lam Trinh

Designer: AECOM Corporation



Project Description:

The project covers the PA/ED phase only and involves converting 36 miles of the existing high-occupancy vehicle (HOV) lanes along US 101 between Dunne Avenue in Morgan Hill and the San Mateo County line to combined HOV/Express Lanes. The proposed facility will allow single occupancy vehicles to gain access to the combination HOV/Express Lanes by paying a toll. The current recommendation is to implement a combination of single and dual Express Lanes where feasible to provide added congestion relief and operational benefits to users.

Project Status:

Environmental/Preliminary Engineering: Project Study Report-Preliminary Development Study (PSR-PDS) was approved by Caltrans in August 2012. Draft Initial Study/Environmental Assessment was completed and circulated for public review in January and February 2015. Project Approval & Environmental Documentation (PA/ED) phase was completed on August 11, 2015. Project for the PA/ED phase (P-0721) was closed in April 2016. Final design and construction phases will be done under separate projects (P-0900, P-0901 and P-0902).

Project Schedule:

			FY11	FY12	FY13	FY14	FY15	FY16	
Activity	Start	End	2010	2011	2012	2013	2014	2015	2016
Environmental/PE	Late 2010	Mid 2015							
Closeout	Late 2015	Early 2016							

Refer to 2-54 to 2-59 for subsequent phases

Cost:

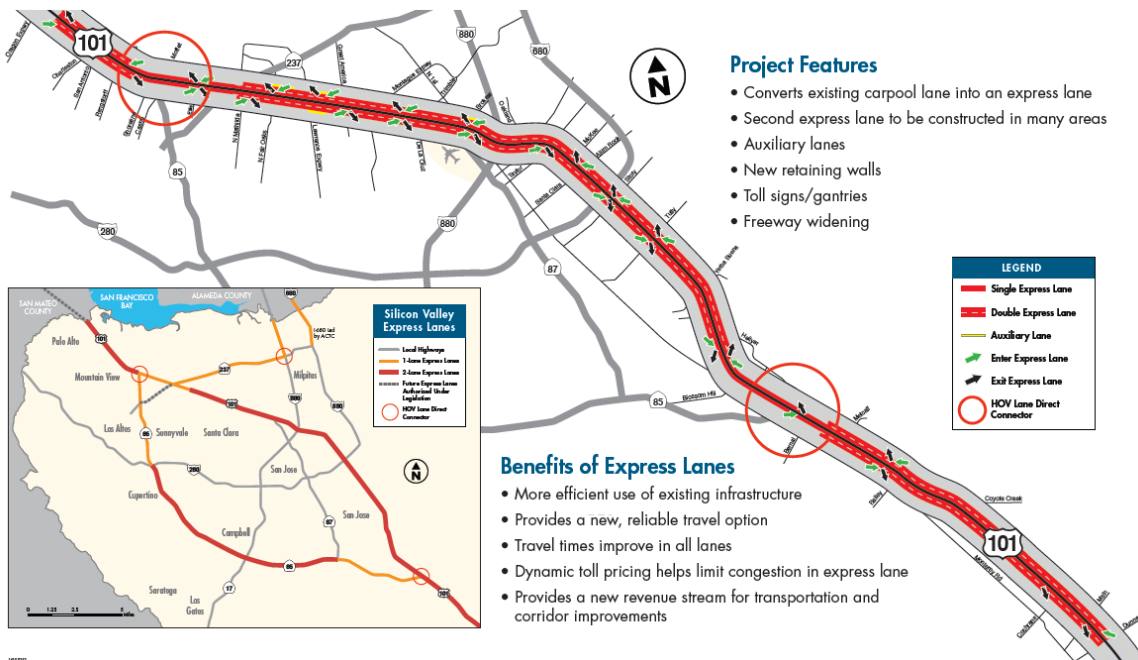
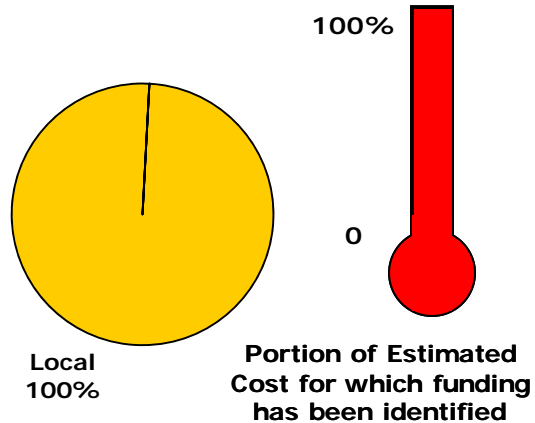
Project Cost Element	Secured Funding <i>a</i>	Oct-17 Committed Costs <i>b</i>	Oct-17 Incurred Costs <i>c</i>	Secured Funding Balance <i>d = (a-c)</i>
Construction and Major Procurement	-	-	-	-
Real Estate	-	-	-	-
Labor, Services and Support	8,228	8,228	8,228	-
Contingency	-	-	-	-
Total	8,228	8,228	8,228	-

Secured Funding Incurred	100%
Secured Funding Committed	100%

NOTE: All amounts are Year Of Expenditure dollars in \$,000's

Funding (millions):

Funding Source	Identified	Secured
Measure A Swap	\$7.88	\$7.88
Measure B Swap	\$0.35	\$0.35
Total	\$8.23	\$8.23



VTP Highway – Silicon Valley Express Lanes October 2017

State Route 237 Express Lanes - Phase 2

Estimated Cost: \$42.6 Million

Estimate Class 2

Appropriation through FY 19:

\$42.6 Million

Secured Funding to Date:

\$18.6 Million

Year of Completion: 2020

Project Manager: Lam Trinh

Designer: Mark Thomas & Company, Inc.



Project Description:

The SR 237 Express Lanes Phase 2 project is an extension of the SR 237/I-880 Express Connectors (Phase 1) project. The project proposes to extend express lanes operations by converting the remaining HOV lanes to express lanes, beginning at the current phase 1 project limits and extending to approximately Mathilda Avenue in Sunnyvale. The Project will implement a roadway pricing system to allow for the use of unused capacity in the High Occupancy Vehicle (HOV) lanes to provide congestion relief. Access to the available capacity in the HOV lanes would be made available to commuters meeting the carpool requirement and to solo commuters for a fee.

Project Status:

Environmental/Preliminary Engineering: Project Study Report/ Project Report (PSR/PR) and Environmental Document were completed in June 2015.

Final Design and Electronic Tolling System (ETS) Development: Final Engineering is complete and construction contract was advertised for bids in October 2017. Contract is expected to be awarded in December 2017. ETS development is ongoing and expected to be completed in late 2017. Revenue service is targeted for late 2019.

Project Schedule :

Activity	Start	End	2012	2013	2014	2015	2016	2017	2018	2019	2020
Environmental/PE	Late 2012	Mid 2015		█	█	█					
Design (PS&E)	Mid 2014	Late 2017			█	█	█	█			
ETS ⁽¹⁾	Mid 2015	Late 2019			█	█	█	█	█	█	
Right-of-Way	Mid 2014	Late 2017			█	█	█	█			
Construction ⁽²⁾	Late 2017	Late 2019						█	█	█	
Revenue Service	Late 2019									◆	
Closeout	Late 2019	Early 2020									█

(1) ETS includes development and implementation
 (2) Construction includes advertisement and contract award

Cost:

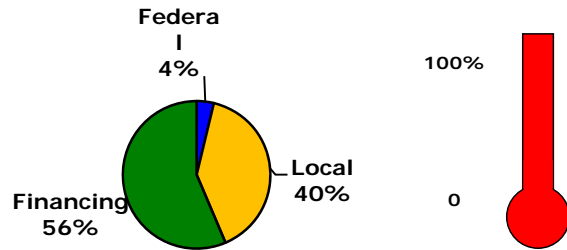
Project Cost Element	Secured Funding <i>a</i>	Oct-17 Committed Costs <i>b</i>	Oct-17 Incurred Costs <i>c</i>	Secured Funding Balance <i>d = (a-c)</i>
Construction and Major Procurement	1,121	132	132	989
Real Estate	-	-	-	-
Labor, Services and Support	17,258	11,553	9,436	7,823
Contingency	185	-	-	185
Total	18,564	11,685	9,568	8,997

Secured Funding Incurred	52%
Secured Funding Committed	63%

NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions):

Funding Source	Identified	Secured
Measure A/Swap	\$9.03	\$9.03
SVEL Ph 1	\$0.82	\$0.82
VRF	\$4.00	\$4.00
City (San Jose)	\$1.00	\$1.00
City (Sunnyvale)	\$2.12	\$2.12
Federal	\$1.60	\$1.60
Financing	\$24.00	\$0.00
Total	\$42.56	\$18.56



Portion of Estimated Cost for which funding has been identified



Aerial View of SR 237 from Zanker Road to Mathilda Avenue

VTP Highway – Silicon Valley Express Lanes October 2017

SV Express Lanes – US 101/SR 85 PH 3

Estimated Cost: \$39.1 Million
Appropriation through FY 19: \$45.0 Million
Secured Funding to Date: \$5.1 Million
Year of Completion: 2021
Project Manager: Charmaine Zamora
Designer: HNTB



Project Description:

This project converts existing carpool/ High Occupancy Vehicles (HOV)lanes to Express Lanes on US 101 (from San Mateo /Santa Clara County line to near SR 237) and on SR 85 (from US 101 in Mountain View to SR 237) including conversion of the US 101/SR 85 HOV connector north in Mountain View.

Project Status:

Work began in December 2015 with express lane access analysis. Final design is in progress. Construction is planned for early 2019 but is contingent on securing funding.

Project Schedule:

Activity	Start	End	2016	2017	2018	2019	2020	2021
Design (PS&E)*	Late 2015	Late 2018	[Solid Blue Bar]					
ETS ** (P-0902)	Mid 2017	Mid 2021		[Grey Bar]	[Grey Bar]	[Grey Bar]	[Grey Bar]	[Grey Bar]
Right-of-Way	Mid 2016	Late 2018	[Solid Yellow Bar]					
Construction	Early 2019	Mid 2021				[Red Bar]	[Red Bar]	[Red Bar]
Revenue Service	Mid 2021							[Small Diamond]
Closeout	Mid 2021	Late 2021						[Purple Bar]

[Grey Box] Funding not fully Identified, schedule is tentative
 * Includes construction bid and award
 ** ETS includes development and implementation

Cost:

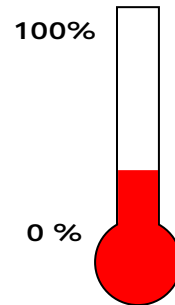
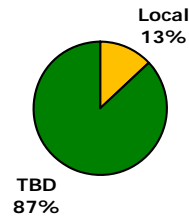
<u>Project Cost Element</u>	<u>Secured Funding <i>a</i></u>	<u>Oct-17 Committed Costs <i>b</i></u>	<u>Oct-17 Incurred Costs <i>c</i></u>	<u>Secured Funding Balance <i>d = (a-c)</i></u>
Construction and Major Procurement	28	-	-	28
Real Estate	73	35	19	53
Labor, Services and Support	4,821	4,470	2,420	2,401
Contingency	179			179
Total	5,100	4,505	2,439	2,661

Secured Funding Incurred	48%
Secured Funding Committed	88%

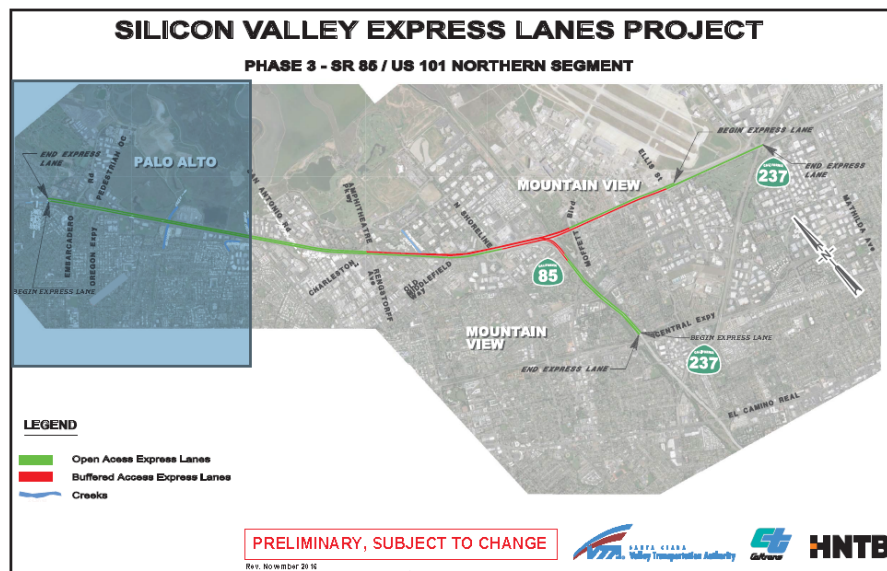
NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions):

<u>Funding Source</u>	<u>Identified</u>	<u>Secured</u>
Swap SVSX	\$5.10	\$5.10
TBD	\$34.00	\$0.00
Total	\$39.10	\$5.10



Portion of Estimated Cost for which funding has been identified



Location Map

VTP Highway – Silicon Valley Express Lanes October 2017

SV Express Lanes – US 101/SR 85 PH 4

Estimated Cost: \$33.4 Million

Appropriation through FY 19:

\$24.0 Million

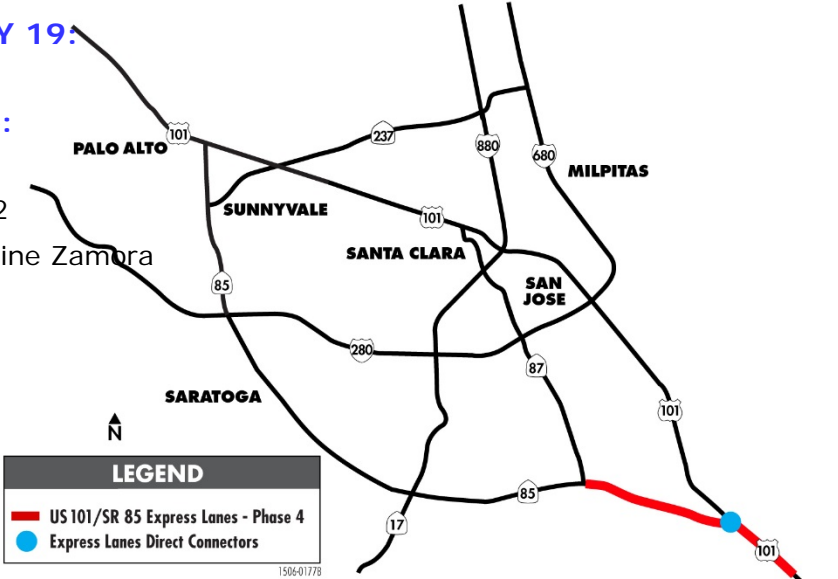
Secured Funding to Date:

\$2.9 Million

Year of Completion: 2022

Project Manager: Charmaine Zamora

Designer: HNTB



Project Description:

The project converts existing carpool /High Occupancy Vehicles (HOV) lanes to Express Lanes on SR 85 (from US 101 in South San Jose to SR 87), including SR 85/US 101 direct connector ramps and the approaches to/from US 101.

Project Status:

Final design work will begin in January 2018 with concept plans and express lanes access analysis. Construction is planned for early 2020 but is contingent on securing funding.

Project Schedule:

Activity	Start	End	2016	2017	2018	2019	2020	2021	2022
Design (PS&E)*	Late 2015	Late 2019	█		█	█	█		
ETS ** (P-0902)	Mid 2018	Late 2021			█	█	█	█	
Right-of-Way	Early 2018	Late 2019			█	█			
Construction	Early 2020	End 2021					█	█	
Revenue Service	Late 2021								█
Closeout	Early 2022	Mid 2022							█

█ Funding not fully Identified, schedule is tentative
 * Includes construction bid and award
 ** ETS includes development and implementation

Cost:

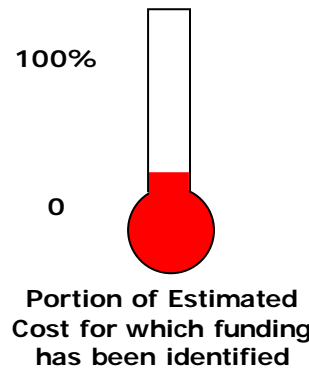
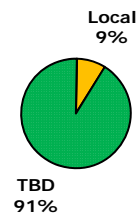
Project Cost Element	Secured Funding <i>a</i>	Oct-17 Committed Costs <i>b</i>	Oct-17 Incurred Costs <i>c</i>	Secured Funding Balance <i>d = (a-c)</i>
Construction and Major Procurement			-	-
Real Estate	15	15	2	13
Labor, Services and Support	2,686	2,141	124	2,561
Project Contingency	154			154
Total	2,855	2,156	126	2,729

Secured Funding Incurred	4%
Secured Funding Committed	76%

NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions):

Funding Source	Identified	Secured
Swap SVSX	\$2.86	\$2.86
TBD	\$30.54	\$0.00
Total	\$33.40	\$2.86



Aerial view of SR 85 - US 101 Interchange in South San Jose

VTP Highway – Silicon Valley Express Lanes October 2017

SV Express Lanes-Electronic Toll System (ETS)

Estimated Cost: \$25.1 Million
Appropriation through FY 19: \$20.0 Million
Secured Funding to Date: \$3.7 Million
Year of Completion: 2024
Project Manager: Charmaine Zamora
Designer: TransCore



Project Description:

This project will develop and implement an Electronic Toll System (ETS) for the SR 85/ US 101 corridor. Current authorized scope covers **Phase 3** - US 101 (from San Mateo /Santa Clara County line to near SR 237) and on SR 85 (from US 101 in Mountain View to SR 237), and **Phase 4** - SR 85 (between US 101/SR 85 Interchange South to SR 87) and approaches to/from US 101. The estimated cost of \$25.1 million is for Phase 3 and Phase 4. Future phases are dependent on securing funding.

Project Status:

Request for Proposal (RFP) was issued in October 2016. Contract was awarded to TransCore. First task order was issued in August 2017. Phase 3 collaboration with civil design is ongoing and design development for Phase 3 will begin in 2018.

Project Schedule:

Activity	Start	End	2015	2016	2017	2018	2019	2020	2021	2022
Develop RFP, Bid and Award	Early 2015	Mid 2017	█							
ETS Development	Mid 2017	Mid 2020			█					
ETS Implementation	Mid 2020	Late 2021						█		
Revenue Service	Late 2021									█
Closeout	Early 2022	Mid 2022								█

█ Funding not fully identified, schedule is tentative

Cost:

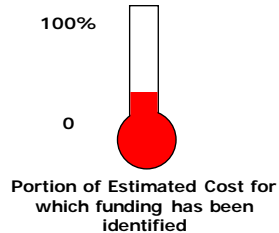
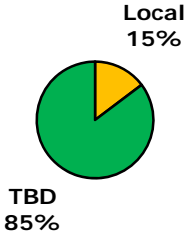
<u>Project Cost Element</u>	<u>Secured Funding <i>a</i></u>	<u>Oct-17 Committed Costs <i>b</i></u>	<u>Oct-17 Incurred Costs <i>c</i></u>	<u>Secured Funding Balance <i>d = (a-c)</i></u>
Construction and Major Procurement	15	15	15	-
Real Estate	-	-	-	-
Labor, Services and Support	3,552	1,188	810	2,743
Project Contingency	180			180
Total	3,747	1,203	825	2,922

Secured Funding Incurred	22%
Secured Funding Committed	32%

NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions):

<u>Funding Source</u>	<u>Identified</u>	<u>Secured</u>
Swap/SVSX	\$3.70	\$3.70
TBD	\$21.40	\$0.00
Total	\$25.10	\$3.70



VTP Highway – Silicon Valley Express Lanes

October 2017

Noise Reduction Program on SR85

Estimated Cost: \$0.3 Million (Study only) \$29 Million (All Phases)

Appropriation through FY 19:

\$2.4 Million

Secured Funding to Date:

\$0.3 Million

Year of Completion: 2016 (Study only)

Project Manager: Brian Pantaleon

Designer: CSDA Design Group



Project Description:

During the environmental circulation period for the SR 85 Express Lanes project, residents expressed their concerns toward the existing noise from the SR 85 corridor and added noise from the proposed express lanes, in particular, the double express lanes between SR 87 and I-280 within the cities of San Jose, Campbell, Los Gatos, Saratoga and Cupertino. To address noise concerns on SR 85, VTA will implement a three-phase noise reduction program along SR 85. **Phase 1** (noise reduction study) will review existing noise conditions, establish the ambient noise conditions along SR 85, and provide available types of noise reduction strategies that could be implemented with Caltrans approval. **Phase 2** (noise reduction pilot project) will implement noise reduction treatments identified in Phase 1 as pilot project at specified test location(s). Noise measurements before and after the implementation of the noise reduction treatment will be performed. With revenue generated from the SR 85 express lanes and based on Phase 2 results, **Phase 3** (noise reduction projects) will implement noise reduction treatments at other locations within SR 85.

Project Status:

Draft report was issued for comments to stakeholders in May 2016. Final report was completed in September 2016. Request for Proposal for Phase 2 (Pilot project) is dependent on securing funding.

Project Schedule: Future phases to implement recommendations of the study are dependent on securing funding.

Cost:

Project Cost Element	Secured Funding <i>a</i>	Oct-17 Committed Costs <i>b</i>	Oct-17 Incurred Costs <i>c</i>	Secured Funding Balance <i>d = (a-c)</i>
Construction and Major Procurement	-	-	-	-
Real Estate	-	-	-	-
Labor, Services and Support	285	285	284	1
Project Contingency	-	-	-	-
Total	285	285	284	1

Secured Funding Incurred	100%
Secured Funding Committed	100%

NOTE: All amounts are Year Of Expenditure dollars in \$1,000's

Funding (millions):

Funding Source	Identified	Secured
Swap/SV SX	\$0.29	\$0.29
TBD	\$28.72	\$0.00
Total	\$29.00	\$0.29

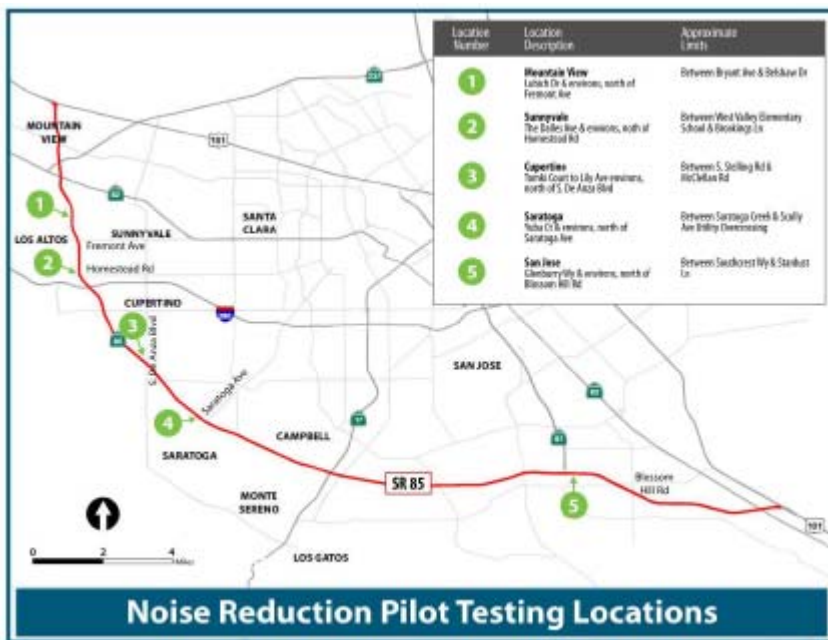
Local
1%

TBD
99%

100%

0

Portion of Estimated Cost for which funding has been identified



Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-over at 300m (1000 ft)	110	Rock Band
Gas Lawn Mower at 1 m (3 ft)	100	
Diesel Truck at 15 m (50 ft), at 80 km (50 mph)	90	Food Blender at 1 m (3 ft)
Noisy Urban Area, Daytime	80	Garbage Disposal at 1 m (3 ft)
Gas Lawn Mower, 30 m (100 ft) Commercial Area	70	Vacuum Cleaner at 3 m (10 ft)
Heavy Traffic at 90 m (300 ft)	60	Normal Speech at 1 m (3 ft)
Quiet Urban Daytime	50	Large Business Office
Quiet Urban Nighttime	40	Dishwasher Next Room
Quiet Suburban Nighttime	30	Theater, Large Conference Room (Background)
Quiet Rural Nighttime	20	Library
	10	Bedroom at Night, Concert Hall (Background)
	0	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Noise Levels of Common Activities

APPENDIX – COST ESTIMATE CLASSES

Figure 1.6 – Cost Estimate Classification Matrix

(Adapted from *ACE Skills & Knowledge of Cost Engineering, 4th ed., Chapter 1*)

Estimate Class	Level of Project Definition Expressed as engineering percent completion at time of estimate	Expected Accuracy Range Typical variation in low and high ranges
Class 5	0% to 5%	-50% to +100%
Class 4	5% to 25%	-30% to +50%
Class 3	35%	-20% to +30%
Class 2	65%	-15% to +20%
Class 1	90% to 100%	-10% to +15%

Figure 1.5 shows a mapping of Estimate Class to Level of Project Definition. Intuitively, estimates become more accurate and have less uncertainty as project definition increases. This table provides a rough framework to describe the accuracy of project estimated costs in this report. A discussion of cost estimate classes, in order of increasing accuracy, is presented below:

- **Class 5** (Order-of-Magnitude Estimates) – Order-of-magnitude estimates are sometimes referred to as “conceptual” or “ballpark” estimates. These estimates are made without detailed engineering data using only basic criteria such as area or distance. An estimate of this type would normally be expected to be accurate within +100 percent to -50 percent. Order-of-magnitude estimates are used to quickly screen several types of alternative designs.
- **Classes 4 and 3** (Preliminary Estimates) – Preliminary estimates are prepared once enough preliminary engineering has taken place to further define the project scope. An estimate of this type is normally expected to be accurate within +50 percent to -30 percent. Since the preliminary estimate is more definitive than the order-of-magnitude estimate, it is better suited for determining project feasibility.
- **Classes 2 and 1** (Final Estimates) – Final estimates are prepared from very defined engineering data. This data includes, as a minimum, fairly complete plans and specifications. An estimate of this type is usually expected to be accurate within +15 percent to -15 percent. The final estimate has a level of accuracy that is appropriate for setting project budgets.

Agenda Item #8.1

General Manager's Report

Speaker: Nuria I. Fernandez

2018 VTA Bus and Light Rail Roadeo Winners

Bus:

Thomas Dominguez
Harnam Singh Sindhu
Dennis Medina
Ricardo Martinez
Ron Langston

Light Rail:

Maroun Najm
Robert Ainsworth
Rudy Alcantar
Luoc Nguyen
Hossein Ramirez
Kuljinder Bath



2018 VTA Bus and Light Rail Roadeo Winners

Maintenance
Curtis Rodriguez
Mike Faso
Jeff Poyer



Solutions that move you

Construction underway for SR 237 Express Lanes Project Phase 2



Clipper Customer Service now available at VTA Customer Centers Downtown and River Oaks

Locations	How Card is Provided	
	YOUTH	SENIOR
South Bay VTA Downtown Customer Service Center 55-A West Santa Clara St., San Jose Monday–Friday, 9 a.m.–6 p.m.	Immediately	Immediately
VTA River Oaks Administrative Offices 3331 North First St., San Jose Monday–Friday, 8 a.m.–4:30 p.m.	Immediately	Immediately



**Government Finance Officers
Association of the United States and
Canada's Certificate of Achievement
for Excellence in Financial Reporting
for the 2017 Comprehensive Annual
Financial Report (CAFR)**



Government Finance Officers Association
203 North LaSalle Street, Suite 2700
Chicago, Illinois 60601-1210
312.977.9700 fax: 312.977.4806

March 27, 2018

Nuria L. Fernandez
General Manager / CEO
Santa Clara Valley Transportation Authority
3331 North First Street
Building B-2
San Jose, CA 95134

Dear Ms. Fernandez:

We are pleased to notify you that your comprehensive annual financial report (CAFR) for the fiscal year ended 2017 qualifies for GFOA's Certificate of Achievement for Excellence in Financial Reporting. The Certificate of Achievement is the highest form of recognition in governmental accounting and financial reporting, and its attainment represents a significant accomplishment by a government and its management.

When a Certificate of Achievement is awarded to a government, an Award of Financial Reporting Achievement (AFRA) is also presented to the individual(s) or department designated by the government as primarily responsible for its having earned the Certificate. This award has been sent to the submitter as designated on the application.

We hope that you will arrange for a formal presentation of the Certificate and Award of Financial Reporting Achievement, and that appropriate publicity will be given to this notable achievement. A sample news release is enclosed to assist with this effort.

We hope that your example will encourage other government officials in their efforts to achieve and maintain an appropriate standard of excellence in financial reporting.

Sincerely,

A handwritten signature in cursive script that reads "Michele Mark Levine".

Michele Mark Levine
Director, Technical Services Center



Solutions that move you

March 2018 Public Safety Data

Enforcement – Sheriff Transit Patrol

Events	February 2018	March 2018	Year-to-Date
Total Incident Reports	122	148	396
Misdemeanors	51	68	176
Felonies	46	46	138
Other	25	34	82
Serious/Violent Offenses	9	9	29
Mental Health Commitments	10	12	34
Alcohol/Drug-Related	46	52	144
Arrests	77	74	231
Misdemeanor Cite and Release	27	28	82
Light Rail Cases	51	61	166

VTA Fare Inspectors

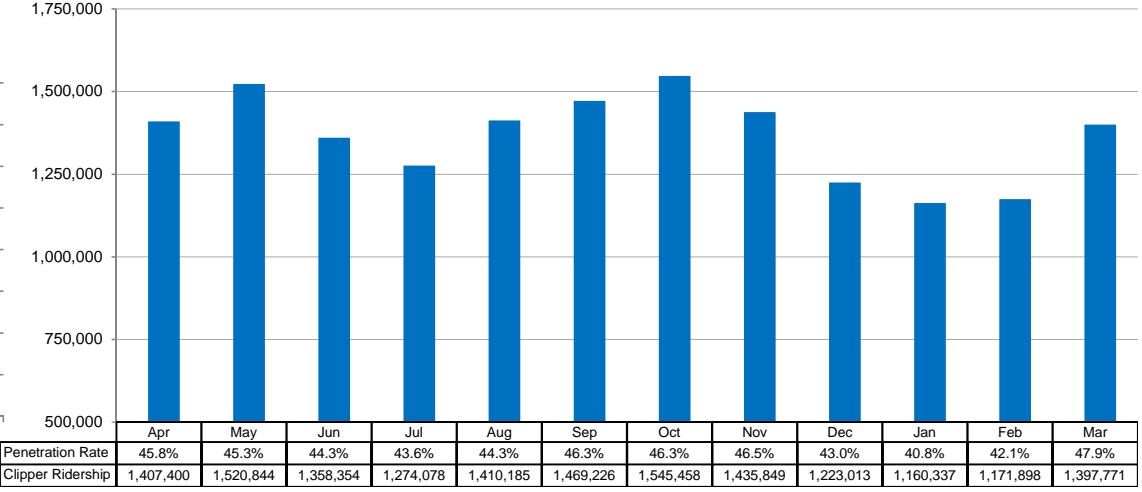
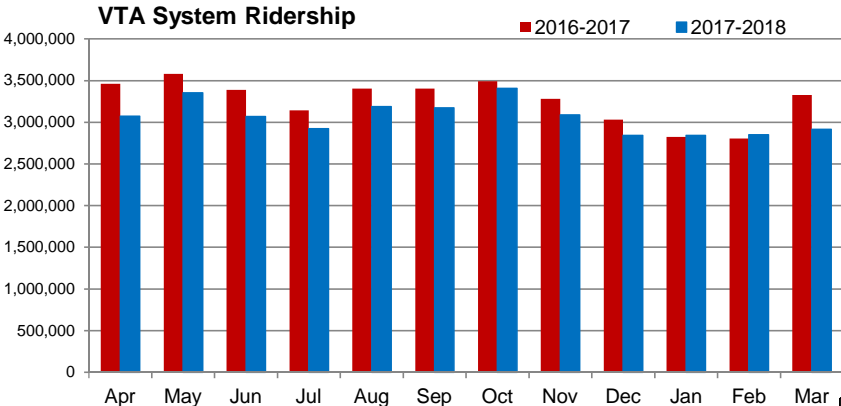
	February 2018	March 2018
Total Passengers Checked	24,582	33,203
Total Citations	53	65



**Valley Transportation Authority
PRELIMINARY Ridership- March 2018**

Ridership	Monthly				Year-to-Date (calendar)				Prior month	
	March 2018	March-2017	Difference	Percent Change	Current (Jan' 18-Mar' 18)	Prior (Jan' 17-Mar' 17)	Difference	Percent Change	Feb-2018	Percent Change
	Bus	2,256,908	2,569,949	-313,041	-12.2%	6,656,692	6,867,984	-211,292	-3.1%	2,193,968
Light Rail	659,426	755,112	-95,686	-12.7%	1,951,556	2,084,963	-133,407	-6.4%	655,960	0.5%
System	2,916,334	3,325,061	-408,727	-12.3%	8,608,248	8,952,947	-344,699	-3.9%	2,781,820	4.8%

Clipper Ridership



PRELIMINARY Key Performance Indicators (KPI) - March 2018

		Monthly				Year-to-Date (calendar)				2018 Goal
		March 2018	Mar-2017	Difference	Percent Change	Current (Jan' 18-Mar' 18)	Prior (Jan' 17-Mar' 17)	Difference	Percent Change	
Key Performance Indicators	<i>% of Scheduled Service Operated</i>									
	Bus	99.68%	99.64%	0.04%	0.0%	99.72%	99.62%	0.10%	0.1%	>= 99.50%
	Light Rail	99.98%	99.94%	0.04%	0.0%	99.97%	99.96%	0.01%	0.0%	>= 99.90%
	<i>Service Recovery</i>									
	Bus	55 mins	51 mins	4 mins	7.8%	52 mins	54 mins	-2 mins	-3.7%	<= 50 mins
	Light Rail	18 mins	18 mins	0 mins	0.0%	17 mins	17 mins	0 mins	0.0%	<= 29 mins
	<i>Miles Between Mechanical Failure</i>									
	Bus	10,909	10,076	833	8.3%	12,069	10,235	1,834	17.9%	>= 8,000
	Light Rail	32,865	17,344	15,521	89.5%	19,152	23,898	-4,746	-19.9%	>= 25,000
	<i>Chargeable Accidents per 100k miles</i>									
	Bus	0.36	0.73	-0.37	-50.7%	0.38	0.59	-0.21	-35.6%	<= 1.00
	Light Rail	0.00	0.00	0.00	n/a	0.17	0.00	0.17	n/a	<= 0.05
	<i>On-time performance</i>									
	Bus	87.7%	86.0%	1.7%	2.0%	87.5%	87.0%	0.5%	0.6%	>= 92.5%
Light Rail	86.0%	82.0%	4.0%	4.9%	85.1%	81.8%	3.3%	4.0%	>= 95.0%	
<i>Absenteeism</i>										
Transportation	10.5%	10.2%	0.3%	2.9%	10.3%	8.6%	1.7%	19.8%	<= 10.0%	
Maintenance	7.2%	6.4%	0.8%	12.5%	6.5%	5.8%	0.7%	12.1%	<= 8.0%	

GOVERNMENT AFFAIRS REPORT

April 5, 2018

FEDERAL

FY 2018 Appropriations: On Thursday March 22, the House of Representatives voted 256 to 167 to approve H.R. 1625, “The Consolidated Appropriations Act, 2018”. The Senate followed the next day, voting 65 to 32 in favor of the omnibus appropriations bill which combines all twelve federal appropriations bills into a single package that keeps the government funded through the end of Fiscal Year (FY) 2018. In a ceremony and press conference in the afternoon of March 23, President Trump signed the bill into law. In doing so, the President criticized the bill for its lack of funding for a southern border wall, and a range of provisions that increased domestic spending, while he had previously proposed to pay for defense spending increases with cuts to domestic programs.

Overall, the \$1.3 trillion dollar spending bill increases defense spending by \$80 billion and domestic spending by \$63.3 billion in FY 2018. Discretionary spending for Transportation, Housing, and Urban Development for 2018 will be increased \$12.6 billion above the FY 2017 levels, to \$70.3 billion, which is also \$22.5 billion more than the Administration requested. Of the \$12.6 billion increase, approximately \$10 billion will be dedicated to transportation and housing infrastructure. Federal-aid Highways will receive \$47.5 billion, exceeding FAST Act authorization levels, with \$2.5 billion of that coming from the general fund.

The appropriations bill also makes important investments in transit as well, and preserves funding programs critical to the funding plan for VTA’s BART to Silicon Valley Extension, Phase II. The bill provides \$13.5 billion in total budgetary resources for the Federal Transit Administration (FTA), \$1 billion above FY 2017 funding levels and \$2.3 billion above the President’s FY 2018 budget request. Of this, \$9.7 billion is provided for all formula grant programs consistent with the FAST Act. For VTA, the Capital Investment Grant (CIG) Program is the most significant federal competitive grant program, and it will be funded at \$2.6 billion compared to \$2.3 billion in FY 2017. The three components of the CIG program will be funded at the following levels:

- \$1.5 billion for New Starts projects
- \$715.7 million for Core Capacity projects
- \$400.9 million for Small Starts projects

The Bus and Bus Facilities Program received increases of \$400 million. In total, formula programs in this category will receive \$655 million, and competitive grant programs \$408 million.

In addition to the FAST Act authorized formula funding Transit Infrastructure Grants will receive a total of \$834 million in additional General fund spending, including \$400 million for bus and bus facilities (\$209.1 million for formula and \$161.45 million for competitive discretionary grants and \$29.45 million for Low and No Emission buses) and \$400 million for State of Good Repair grants.

In addition to providing \$2.6 billion for the Capital Investment Grant Program the appropriations bill includes important provisions directing the FTA to continue to advance projects through the New Starts process:

"Provided further, that upon submission to the Congress of the fiscal year 2019 President's budget, the Secretary of Transportation shall transmit to Congress the annual report on New Starts, including proposed allocations for fiscal year 2019." ... "Provided further, that the Secretary shall continue to administer the capital investment grant program in accordance with the procedural and substantive requirements of section 5309 of such title."

Further,

"The agreement . . . directs the Secretary to administer the capital investment grants program in accordance with the requirements of 49 U.S.C. 5309 and move projects through the program from initial application to construction. The agreement directs the Secretary to obligate \$2,252,508,586 of the amount provided for the capital investment grants program by December 31, 2019. The agreement directs the Secretary to provide updated project ratings expeditiously at the request of the project sponsor."

The direction from Congress to continue to administer the CIG program is encouraging, though it highlights a stark contrast with the Administration's stated goal of winding down the program. Ultimately Congress cannot compel the administration to sign funding agreements, so there are still questions to be answered about the long-term future of this program, and its immediate administration.

Neither the recently enacted tax reforms, the two-year spending deal approved in February, nor the FY 2018 Appropriations bill identify any a revenue source to keep the trust fund solvent in future years. That is a significant concern for the transportation industry because most surface transportation programs fall under the Highway Trust Fund, not the General Fund. The revenues deposited into the Highway Trust Fund are derived from excise taxes levied on motor vehicle fuels and on various highway-related products, such as tires and heavy trucks, not from General Fund sources. For these reasons, the Highway Trust Fund programs are not subject to the General Fund spending caps, meaning any savings from these programs could not be used to offset increased spending in other areas, such as for defense or homeland security. As a result, the Trump Administration has no incentive to request spending levels for these programs below the amounts authorized in the FAST Act. The one-time increases in General Fund contributions to surface transportation programs will fund major infrastructure improvements nation-wide, but without new ongoing revenue sources the Highway Trust Fund is projected to become insolvent by 2021.

The FY 2018 authorized spending levels in the FAST Act for the key Highway Trust Fund programs are as follows:

- National Highway Performance Program (NHPP) = \$23.26 billion.
- National Highway Freight Program = \$1.19 billion.

- Nationally Significant Freight and Highway Projects Program = \$900 million.
- Surface Transportation Block Grant Program (STBGP) = \$11.67 billion.
- Congestion Mitigation & Air Quality Improvement Program (CMAQ) = \$2.41 billion.
- Section 5307 Transit Urbanized Area (UZA) Formula Program = \$4.73 billion.
- Section 5337 Transit State of Good Repair Formula Program = \$2.59 billion.
- Section 5339 Bus/Bus Facilities Formula Program = \$445.5 million.

The Capital Investment Grant Program, which consists of New Starts, Small Starts and Core Capacity projects, is one of a small number of surface transportation programs that receive their money from the General Fund and are at risk whenever Congress and the White House engage in negotiations over the spending caps for defense and domestic discretionary programs.

Finally, with mid-term elections looming, fiscal conservatives in Congress have begun to explore methods to reigning in federal spending. Proposals include a balanced budget amendment that would cap spending levels on a median level or previous years or symbolic votes on making individual tax cuts permanent. One strategy would offer the president a chance to rescind specific domestic spending items, with Congressional approval. The Congressional Budget and Impoundment Control Act of 1974 provides an expedited process for the president to propose and Congress to review a rescission resolution identifying appropriations that the administration does not want to spend and would provide a path for the Senate to consider a rescission resolution with only a simple majority support. However, getting 50 Republican votes to agree will be challenging, and could jeopardize negotiations on future bipartisan spending deals. Congress has just six months to attempt to another package of appropriations bills for FY 2019.

The House and Senate are in recess this week. Lawmakers are scheduled to return on Monday, April 9.

STATE

Proposition 69 Qualifies for the June 2018 Ballot: SB 1 (Beall), the “Road Repair and Accountability Act of 2017” was designed to make a massive impact on the maintenance and expansion of California’s local streets and roads, highways and transit systems. VTA estimates more than \$30 million allocated by formula to the cities and approximately \$20 million to the County in Santa Clara County for the maintenance of local roads. Other increases in funding distributed by formula include almost \$9 million in State Transit Assistance Program funds, \$4.3 million to fund light rail vehicle mid-life overhauls, and \$9 million toward the Eastridge to BART Regional Connector through the Local Partnership Program.

The approximately \$5 billion in annual revenues generated by tax and fee increases pursuant to SB 1 also fund a number of competitive grant programs to which VTA has applied for a number of projects across Santa Clara County. The California Transportation Commission (CTC) is expected to adopt grant awards in May 2018. However, when SB 1 was enacted in April 2017, the Legislature in effect chose to dedicate all the increased revenues for transportation purposes, as only some of the taxes and fees currently are dedicated to these uses.

Proposition 69, the “Transportation Taxes and Fees Lockbox and Appropriations Limit Exemption Amendment”, on the June 2018 statewide ballot, would extend this protection against the diversion of revenues to other purposes to diesel sales taxes and transportation improvement fees.

When all taxes and fees are in effect in 2021, the following sources that are already restricted to transportation purposes are projected to generate significant statewide revenues:

- Gasoline Excise Tax: \$2.4 billion
- Diesel Excise Tax: \$700 million
- Zero Emission Vehicle Registration Fees: \$18 million

Proposition 69 would ensure that approximately \$2 billion generated annually would also be dedicated to transportation:

- Transportation Improvement Fee: \$1.6 billion
- Diesel Sales Tax: \$300 million

Further, the state would be prohibited from loaning out these revenues or using transportation improvement fees to repay state bonds without voter approval.

Finally, Proposition 69 would also exempt these revenues from state and local per-capita spending limits. California Proposition 4, the "Gann Limit" Initiative, passed by the voters in 1979, amended the state constitution to limit the rate of growth in state and local spending to the percentage increase in the cost of living and the percentage increase in the state or local government's population. While there are some current exemptions, including most gasoline and diesel excise tax revenues, Proposition 69 would cover all SB 1 revenues.

REGIONAL

Metropolitan Transportation Commission Actions: On March 28, the MTC Commission met and approved several important programming actions that will fund transportation improvements in Santa Clara County. VTA will receive \$875,000 for Light Rail Speed and Safety Improvements in North San José and \$9.3 million in State Transit Assistance State of Good Repair funding to light rail mid-life overhauls. MTC also endorsed all eleven applications from the Bay Area to the state’s cap-and-trade Affordable Housing and Sustainable Communities Program. The City of San José submitted a \$12 million grant application for the Quetzal Gardens affordable housing project in Alum Rock, with \$1.5 million to fund an electric bus for VTA and related bus facilities. The Strategic Growth Council, which administers the program, will announce recommended awards in June 2018.



Date: March 16, 2018
 Current Meeting: April 5, 2018
 Board Meeting: April 5, 2018

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Engineering & Program Delivery Officer, Carolyn M. Gonot

SUBJECT: Silicon Valley Rapid Transit (SVRT) Program Update

FOR INFORMATION ONLY

Silicon Valley Berryessa Extension Project

Since the staff update provided at the March 1, 2018 Board of Directors meeting regarding activities in need of completion to begin Berryessa Extension revenue service, staff has met with the Federal Transit Administration (FTA) and FTA's Project Management Oversight Consultant (PMOC). On March 7, 2018, a workshop was conducted with FTA, the PMOC, and BART to further discuss the schedule of the project's testing of train operations and communications systems from BART's Operations Control Center (Phase III testing).

Input received at the March 7, 2018 workshop was addressed and VTA has scheduled follow-on discussions with FTA, the PMOC, and BART for March 20 and 21, 2018. VTA anticipates a third workshop on April 24, 2018 to review the updated Integrated Master Schedule (IMS), with the intent of finalizing the schedule by April 30, 2018. Following the release of the updated IMS on April 30th, VTA will initiate a bi-weekly meetings with stakeholders to track progress in the continued effort to begin revenue service before the end of 2018.

Phase II Extension Activities

VTA and FTA have completed the project's final state and federal environmental document, a Supplemental Environmental Impact Statement and Subsequent Environmental Impact Report (SEIS/SEIR). The document includes responses to comments that were received during the public circulation of the draft document (released in December 2016), and design refinements made to the project since then. The document contains, and environmentally clears, all station location options (east and west options at Downtown San Jose Station and north and south options at Diridon Station) and tunneling methodology options (both single-bore and twin-bore).

The VTA Board of Directors will be asked to consider approving the Project, including the

selection of station locations and tunneling methodology options, under a separate item from this Program Update at the April 5, 2018 Board of Directors meeting.

Board approval of a project description is necessary to certify the Phase II environmental document under the State environmental process, and receive a Record of Decision (ROD) under the Federal environmental process.

During the month of March, staff continued to engage with FTA on the Expedited Project Delivery Pilot Program that was presented at the March 1, 2018 Board of Directors meeting. Staff will continue to update the Board of Directors regarding VTA's potential to participate in the program.

Prepared By: Kevin Kurimoto, Sr. Management Analyst
Memo No. 6262

BART Silicon Valley Program Update

VTA Board of Directors Meeting

April 5, 2018



Phase I - Berryessa Extension Project Update

April 5, 2018



Solutions that move you

Berryessa Extension - Milpitas Station



Berryessa Extension - Milpitas Station Area



Berryessa Extension - Milpitas Station



Berryessa Extension - Milpitas Station



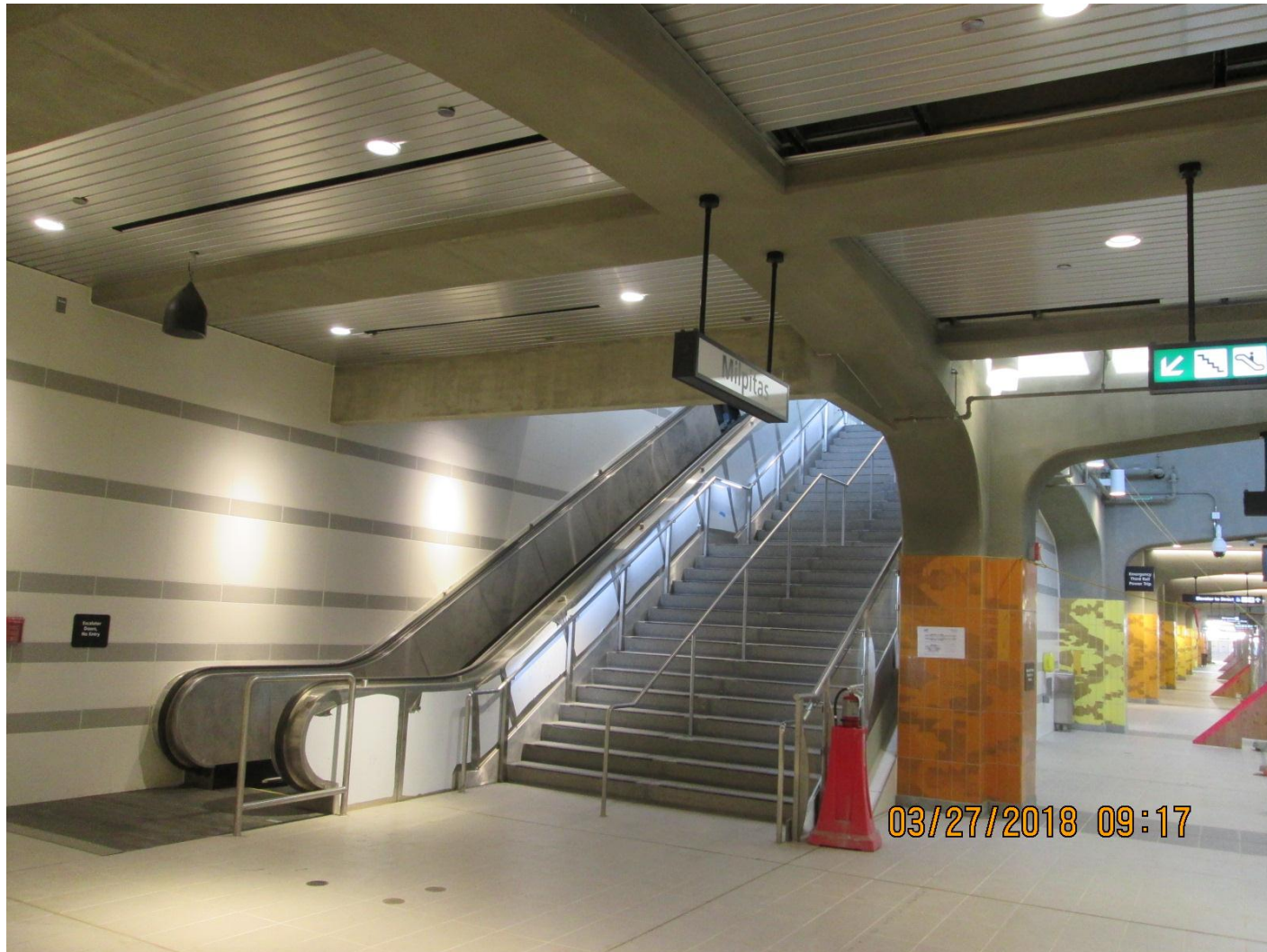
Berryessa Extension - Milpitas Station



Berryessa Extension - Milpitas Station



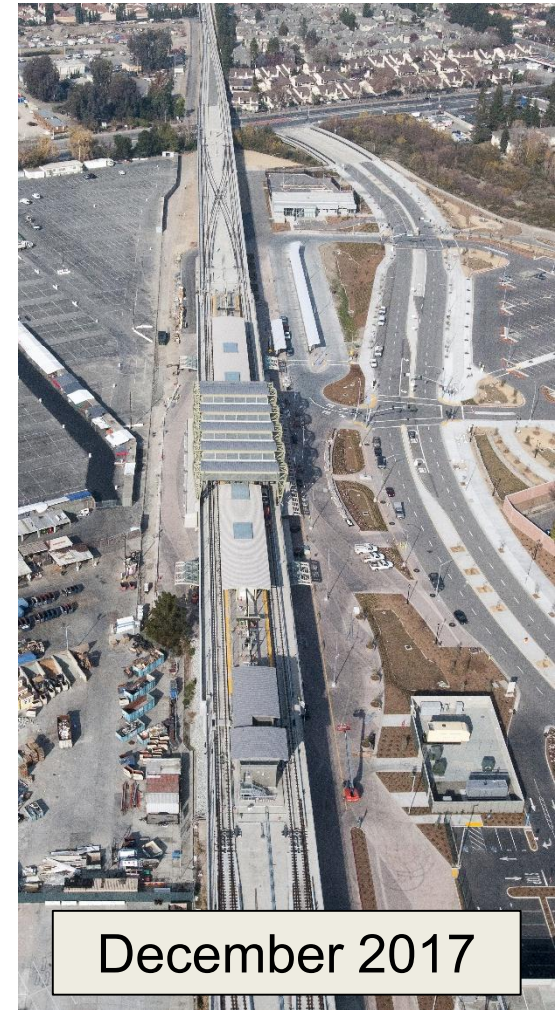
Berryessa Extension - Milpitas Station



Berryessa Extension - Milpitas Station



Berryessa Extension - Berryessa Station



Berryessa Extension - Berryessa Station



Berryessa Extension - Berryessa Station



Berryessa Extension - Berryessa Station



Berryessa Extension - Berryessa Station



Berryessa Extension - Berryessa Station



Berryessa Extension Cost Summary

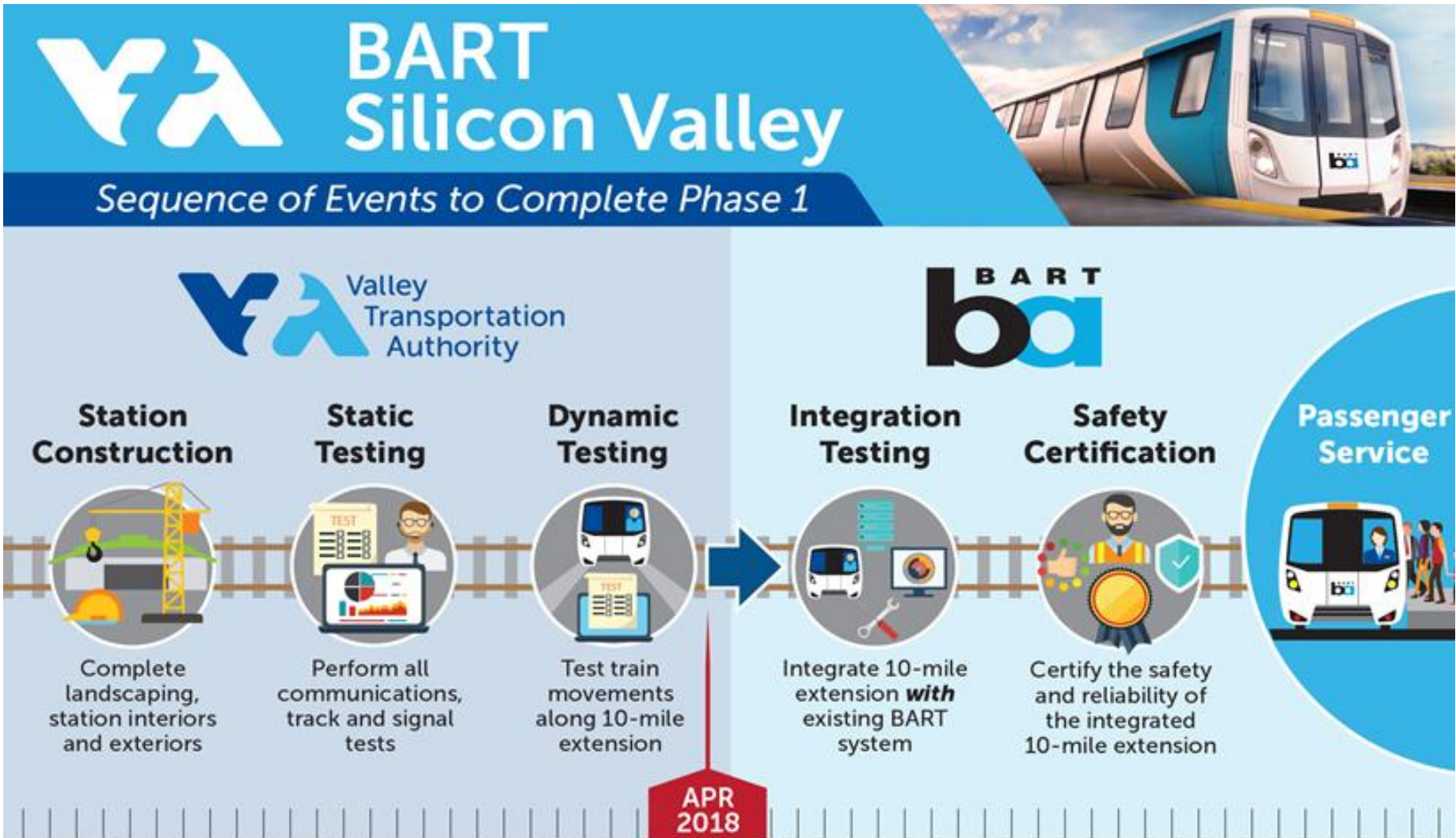
SVBX Project Element (FTA Standard Cost Category)	FTA Estimate	Cost Forecast	Incurred to Date*	Incurred this Period*
SVBX – New Starts				
10 Guideway and Track Elements	416.1	333.4	326.8	0.1
20 Stations, Stops, Terminals & Intermodal	250.3	237.5	220.6	0.2
30 Support Facilities: Yards, Shops, Admin. Buildings	46.5	45.6	25.7	-
40 Sitework and Special Conditions	220.1	266.9	214.5	0.1
50 Systems	260.7	261.3	208.7	1.9
60 ROW, Land, and Existing Improvements	261.0	169.1	161.9	0.2
70 Vehicles	174.3	114.7	17.1	0.4
80 Professional Services	548.3	628.2	533.3	3.4
Sub-Total	\$2,177.3	\$2,056.7	\$1,708.6	\$6.3
90 Unallocated Contingency	40.2	150.0	-	-
100 Finance Charges	112.5	123.3	104.0	-
FTA New Starts Total	\$2,330.0	\$2,330.0	\$1,812.6	\$6.3
999 Concurrent Non-project Activities	91.3	91.3	81.2	0.4
SVBX Project Total	\$2,421.3	\$2,421.3	\$1,893.8	\$6.7

\$Millions – Year of Expenditure

* Through February 2018



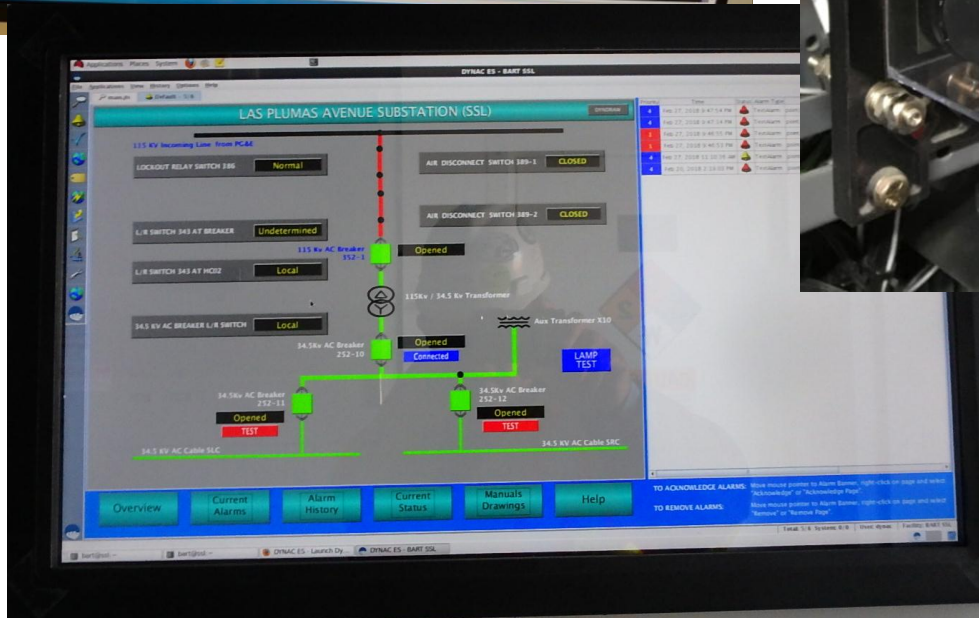
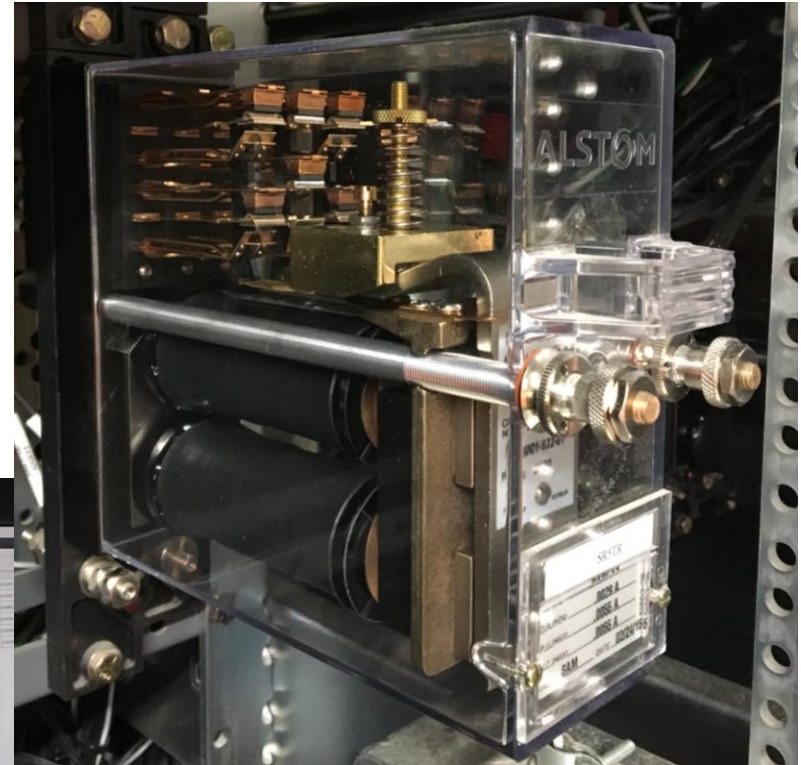
Berryessa Extension - Progress



Berryessa Extension - Radio Testing at Milpitas Station



Berryessa Extension Project - Phase II Testing



Train Testing at Berryessa Station



Berryessa Extension - Schedule

- **FTA FFGA Schedule**
 - Project Completion by June 29, 2018
 - Established with FTA in the Full Funding Grant Agreement

- **Current Forecast**
 - Will not meet FTA FFGA Schedule
 - Revised schedule forecast is under development ongoing coordination with FTA, PMOC, BART, Project Team
 - A revised FFGA date is expected to be available in April
 - All efforts are being made to begin passenger service before the end of this year.



Safety Certification Status

Contract #	Type	Description	SSCP Elements				
			Identified	FD/Design		Construction	
				Open	Closed	Open	Closed
C700	D-B	Line, Track, Stations and Systems	1522	0	1522	606	916
C730	D-B	Milpitas & Berryessa Parking Structures	56	0	56	0	56
C101	DBB	Mission Blvd/Warren Ave UPRR Freight Relocation (w/BART Bridges)	11	0	11	0	11
C222	DBB	Kato Road Grade Separation (w/BART Bridge)	3	0	3	0	3
C740	DBB	Milpitas Campus and Roadways	26	0	26	0	26
C742	DBB	Berryessa Campus, Roadways & PZF	122	0	122	122	0
C671	DBB	VTA Communication Backbone Network	19	0	19	19	0
Totals			1,759	0	1,759	747	1,012
% Complete				100%		58%	



Questions?



VTA Board Meeting 4/5/2018, ITEM 8.1.B (SVRT Program Update)

Sean Mulligan

And now for a reading from page 25 of the VTA/BART November 2001 Comprehensive Agreement:

- 1. Dedicated Revenue
 - a. VTA will advance to BART for SVRT Extension operating, maintenance and capital costs as described in Sections IV.C. and D. of this Agreement a subsidy in the amount of \$12 million per quarter (\$48 million annually) in Fiscal Year 01/02 dollars. Such amount (the "Subsidy") will be adjusted quarterly from December 31, 2001 at a rate equal to the growth rate of all taxable sales in Santa Clara County for the most recent quarter for which taxable sales data is available versus the same quarter of the prior year.

\$48 million annually, adjusted by rate of sales tax growth
This is a "100 year project" e.g., a "100 year tunnel"
²⁴
\$48,000,000 x 100 = \$4.8 billion (without sales tax/inflation adjustments)

QUESTION-1: BART will have multiple readings of the upcoming Operations and Maintenance Agreement in open meetings (which is within the context of the November 2001 agreement. Will VTA do the same, given that VTA is paying the bill on behalf of Santa Clara County Voters? Cindy Chavez noted that in a board meeting that she does "not want to get this on a Friday and vote the following Thursday." (The O&M agreement could be 500+ pages long, potentially.)

100+ YEARS!!!

VTA will remit the full amount of the adjusted quarterly payments to BART on the first day of the BART fiscal quarter in which BART service commences on the SVRT Extension. After that first quarterly payment, VTA will remit to BART the full amount of all subsequent quarterly payments on the first day of each BART fiscal quarter. Such adjusted payments will continue for the duration of this Agreement.



Congestion Management Program & Planning Committee

Thursday, March 15, 2018

MINUTES

CALL TO ORDER

The Regular Meeting of the Congestion Management Program & Planning Committee (CMPP) was called to order at 10:01 a.m. by Chairperson Khamis in Conference Room B-106, 3331 North First Street, San Jose, California.

1. ROLL CALL

Attendee Name	Title	Status
Dev Davis	Alternate Member	N/A
Johnny Khamis	Chairperson	Present
John McAlister	Member	Present
Raul Peralez	Vice Chairperson	Present
Rob Rennie	Alternate Member	N/A
Savita Vaidhyanathan	Member	Present

A quorum was present.

2. PUBLIC PRESENTATIONS

Roland Lebrun, Interested Citizen, expressed concern about the traffic build-up on California State Route (SR) 87, including: 1) northbound SR 87 and Almaden Expressway; and 2) southbound SR 87 and Interchange Highway 280 in the evening.

Chairperson Khamis noted that staff has been directed to conduct a traffic study on SR 87.

3. ORDERS OF THE DAY

There were no Orders of the Day.

CONSENT AGENDA

4. Regular Meeting Minutes of February 15, 2018

M/S/C (Vaidhyanathan, Peralez) to approve the Regular Meeting Minutes of February 15, 2018.

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

RESULT:	APPROVED [UNANIMOUS] – Consent Agenda Item # 4
MOVER:	Savita Vaidhyanathan, Member
SECONDER:	Raul Peralez, Vice Chairperson
AYES:	Khamis, McAlister, Peralez, Vaidhyanathan
NOES:	None
ABSENT:	None

REGULAR AGENDA

5. 2017/18 Low Carbon Transit Operations Program Resolution

Marcella Rensi, Deputy Director, Programming & Congestion Management, provided an overview of the staff report.

The Committee and staff discussed the following: 1) zero emission buses and its range; 2) revenue service operation; 3) delivery timeline; and 6) hydrogen buses.

M/S/C (Peralez, McAlister) to recommend that the VTA Board of Directors adopt a resolution authorizing the General Manager or her designee to file and execute grant applications, agreements, designation of alternate authorized agents, certifications and assurances and allocation requests for VTA's 2017/18 Low Carbon Transportation and Operations Program (LCTOP) for the 2019 Zero Emission Bus Purchase and the North First Street Light Rail Improvements with the Metropolitan Transportation Commission (MTC) and the California Department of Transportation (Caltrans).

RESULT:	APPROVED [UNANIMOUS] – Regular Agenda Item # 5
MOVER:	Raul Peralez, Vice Chairperson
SECONDER:	John McAlister, Member
AYES:	Khamis, McAlister, Peralez, Vaidhyanathan
NOES:	None
ABSENT:	None

6. Transit Service Guidelines Policy Update

Jay Tyree, Senior Transportation Planner, provided a presentation titled “Transit Service Guidelines 2018 Policy Update” highlighting the following: 1) Background: 2007 Transit Sustainability Policy; 2) Update: 2018 Transit Service Guidelines; 3) Document Elements; 4) Reflects VTA’s New Family of Services; 5) Incorporates: The Ridership Recipe; 6) Establishes Route Design Guidelines; 7) Revises Stop Spacing Guidelines; 8) Revises Service Span Guidelines; 9) Revises Service Frequency Guidelines; 10) Revises Service Productivity Guidelines; 11) Establishes new quarterly performance monitoring program; and 12) Advisory Committees recommend approval.

Public Comment

Mr. Lebrun requested information on monthly light rail ridership per station. He noted that light rail data can be used to improve underperforming stations.

The Committee's discussion focused on the following: 1) process to reinstate discontinued bus lines; 2) consider implementing an express light rail from Mountain View to Silicon Valley Rapid Transit (SVRT) station in San Jose; 3) process to evaluate school transit service; and 4) provide feedback using the service planning dashboard website.

Members of the Committee requested to receive information on light rail's boarding per station.

M/S/C (Peralez, Vaidhyanathan) to recommend that the VTA Board of Directors adopt a new *Transit Service Guidelines* policy that establishes a revised framework to objectively monitor and evaluate VTA's transit services, develop service change recommendations, and develop annual service plans that move VTA toward achieving the Strategic Plan's goal of providing fast, frequent, and reliable Transit.

RESULT:	APPROVED [UNANIMOUS] – Regular Agenda Item # 6
MOVER:	Raul Peralez, Vice Chairperson
SECONDER:	Savita Vaidhyanathan, Member
AYES:	Khamis, McAlister, Peralez, Vaidhyanathan
NOES:	None
ABSENT:	None

7. **Santa Clara Countywide Bicycle Plan: Public Review Draft**

Lauren Ledbetter, Senior Transportation Planner, provided a presentation titled "Countywide Bicycle Plan" highlighting the following: 1) Our Vision; 2) Goals; 3) Plan Contents; 4) Evaluating the Current Bicycle Conditions; 5) Map of Cross County Bicycle Corridors (CCBCs); 6) Priority CCBSs; 7) Bicycle Superhighway Concept; 8) Across Barrier Connections (ABCs); 9) Education and Encouragement Programs; 10) Cost and Funding; 11) Implementation; and 12) What is next?

The Committee provided the following comments: 1) expressed appreciation to the progressive coordination between VTA, city staff, and developers; 2) promote use of the Mary Avenue bridge; 3) eligibility of local bike projects for 2016 Measure B funds; and 3) importance of closing gaps along bicycle corridors.

Members of the Committee requested for the following: 1) crime statistics related to bicycle and pedestrian trails; 2) assistance to move the Los Alamitos Creek Trail project forward and possibly complete it sooner; and 3) directed staff coordinate with responsible agencies to encourage project development and report back to the Committee.

Nuria I. Fernandez, General Manager and CEO, responded that staff will meet with the Santa Clara Valley Water District regarding the Los Alamitos Creek Trail project. She noted specific projects need to be identified in order to understand all entities involved.

On order of Chairperson Khamis, and there being no objection, the Committee received the Santa Clara Countywide Bicycle Plan.

8. **VTP Highway Program Semi-Annual Report Ending October 31, 2017**

Gene Gonzalo, Engineering Group Manager, provided an overview of the staff report.

Members of the Committee inquired about any planned improvements on Exit 3A, off of California State Route (SR) 237 to Highway 101, heading north.

Mr. Gonzalo responded that there are no improvement plans on Exit 3A because of archaeological reasons. He added previous plans to build aerial structures were also dismissed because of the Moffett Air Force Base restriction. He noted that planned improvements to the Mathilda Avenue would ease the traffic build up on SR 237.

On order of Chairperson Khamis, and there being no objection, the Committee received the VTP Highway Program Semi-Annual Report Ending October 31, 2017.

9. Programmed Project Monitoring - Quarterly Report

Ms. Rensi provided an overview of the staff report.

Members of the Committee encouraged staff to reach out to the San Jose City Council to move the East San Jose Bikeways project forward.

On order of Chairperson Khamis, and there being no objection, the Committee received the Programmed Project Monitoring – Quarterly Report.

OTHER ITEMS

10. Items of Concern and Referral to Administration

Member Vaidhyathan expressed appreciation to Ms. Fernandez, General Manager and CEO, and VTA staff for the two new bus stops in the City of Cupertino.

Board Member McAlister requested that funding for SR 85 be agendaized at a future board meeting.

11. Review Committee Work Plan

On order of Chairperson Khamis and there being no objection, the Committee reviewed the Work Plan.

12. Committee Staff Report

Chris Augenstein, Director of Planning & Programming and Committee Staff Liaison, provided a written report, highlighting the following: 1) Adoption of the new Vehicle Miles Traveled (VMT)-focused Transportation Analysis Policy by the San Jose City Council; and 2) encouraged Members to visit the Metropolitan Transportation (MTC) website and to provide input on its Horizon Plan

13. Chairperson's Report

There was no Chairperson's Report.

14. Determine Consent Agenda for the April 5, 2018, Board of Directors Meeting

CONSENT:

Agenda Item #5. Recommend that the VTA Board of Directors adopt a resolution authorizing the General Manager or her designee to file and execute grant applications, agreements, designation of alternate authorized agents, certifications and assurances and allocation requests for VTA's 2017/18 Low Carbon Transportation and Operations Program (LCTOP) for the 2019 Zero Emission Bus Purchase and the North First Street Light Rail Improvements with the Metropolitan Transportation Commission (MTC) and the California Department of Transportation (Caltrans).

Agenda Item #6. Recommend that the VTA Board of Directors adopt a new *Transit Service Guidelines* policy that establishes a revised framework to objectively monitor and evaluate VTA's transit services, develop service change recommendations, and develop annual service plans that move VTA toward achieving the Strategic Plan's goal of providing fast, frequent, and reliable Transit.

Agenda Item #8. Receive the Valley Transportation Plan (VTP) Highway Program Semi-Annual Report Ending October 31, 2017.

Agenda Item #9. Receive the Programmed Projects Quarterly Monitoring Report for October - December 2017.

REGULAR:

None

15. ANNOUNCEMENTS

Member McAlister shared his positive experience at the National League of Cities conference, held in Washington, D.C. He encouraged representatives from Santa Clara County and its cities to participate.

16. ADJOURNMENT

On order of Chairperson Khamis and there being no objection, the meeting was adjourned at 11:35 a.m.

Respectfully submitted,

Michael Diaresco, Board Assistant
VTA Office of the Board Secretary



Administration & Finance Committee

Thursday, March 15, 2018

MINUTES

CALL TO ORDER

The Regular Meeting of the Administration and Finance Committee (A&F) was called to order at 12:03 p.m. by Chairperson O'Neill in Conference Room B-106, VTA River Oaks Campus, 3331 North First Street, San Jose, California.

1. ROLL CALL

Attendee Name	Title	Status
Larry Carr	Vice Chairperson	Present
David Cortese	Alternate Member	Absent
Dev Davis	Alternate Member	NA
Daniel Harney	Alternate Member	NA
Sam Liccardo	Member	Present
Teresa O'Neill	Chairperson	Present
Ken Yeager	Member	Absent

***A quorum was not present and a Committee of Whole was declared.**

2. PUBLIC PRESENTATIONS:

Roland Lebrun, Interested Citizen, made the following comments: 1) requested a full audit on the Bay Area Rapid Transit (BART) project, with a focus on project management, engineering and finance; 2) reported that one of the engineering firms he has been in contact with stated that the cost of a single bore tunnel through downtown San Jose would be twice that of a twin bore.

3. ORDERS OF THE DAY

Chairperson O'Neill noted that due to a lack of a quorum the Committee would first hear **Agenda Item #8.**, Monthly Investment Report - January 2018.

The Agenda was taken out of order.

REGULAR AGENDA

8. Monthly Investment Report - January 2018

Sean Bill, Investment Program Manager, provided a brief overview of the staff report and provided a presentation entitled "Investment Review & Economic Outlook," highlighting: 1) VTA's portfolios; 2) Real Gross Domestic Product (GDP) Growth;

3) Recession; 4) Labor Force Participation Rate; 5) Consumer Price Index; and 6) Federal Open Market Committee (FOMC) Forecast.

Members of the Committee and staff discussed the following: 1) inflation rates; 2) VTA’s investments; and 3) increasing returns without increasing volatility.

On Order of Chairperson O’Neill and there being no objection, the Committee received the Monthly Investment Report for January 2018.

6. Approval of the Parking Access and Revenue Collection System Contractor for the Milpitas and Berryessa/North San Jose Intermodal Transportation Centers

Ron Golem, Deputy Director of Real Estate, provided an overview of the staff report.

Member Liccardo arrived and took his seat at 12:24 p.m.
and a quorum was established.

Discussion ensued about the following: 1) how the Milpitas BART station parking area differs from other BART stations; 2) agencies responsible for security, managing, and maintaining the software used at the Milpitas BART and Berryessa/North stations; and 3) development of a robust security program for the stations.

Public Comment

Mr. Lebrun made the following comments: 1) inquired about the use of Clipper; and 2) requested staff provide data on monthly boardings per light rail station in order to see if there is any change to ridership.

Committee Members and staff continued discussing the following: 1) noting staff did not recommend incorporating Clipper at this moment, but will be adding it at a later date; and 2) the possibility of a provision in the contract to assure the contractor moves forward with Clipper in the future.

M/S/C (Carr/Liccardo) to recommend that the VTA Board of Directors authorize the General Manager to execute a contract with SP Plus in the amount of up to \$1,989,000 for a five year period ending in December 2023 for operation of the Parking Access and Revenue Control System (PARCS) and related parking services at the VTA-owned parking garage and surface lots located at the new Milpitas and Berryessa/North San Jose Intermodal Transportation Centers (Centers).

RESULT:	APPROVED- Agenda Item #6
MOVER:	Larry Carr, Vice Chairperson
SECONDER:	Sam Liccardo, Member
AYES:	Carr, Liccardo, O’Neill
NOES:	None
ABSENT:	Yeager

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

CONSENT AGENDA

Mr. Lebrun requested a correction to Agenda Item #4., Regular Meeting Minutes of February 15, 2018. He referenced his comments under Agenda **Item #5.**, Fiscal Year 2018 Statement of Revenues and Expenses for the Period Ending December 31, 2017, Page 2, of 7, and noted he stated Montague instead of Mountain View.

4. Regular Meeting Minutes of February 15, 2018

M/S/C (Liccardo/Carr) to approve the Regular Meeting Minutes of February 15, 2018, as amended.

5. Transit Service Changes - April 9, 2018

M/S/C (Liccardo/Carr) to receive a report on the April 9, 2018 transit service changes.

RESULT:	APPROVED- Consent Agenda #4-#5
MOVER:	Sam Liccardo, Member
SECONDER:	Larry Carr, Vice Chairperson
AYES:	Carr, Liccardo, O'Neill
NOES:	None
ABSENT:	Yeager

REGULAR AGENDA (continued)

7. Transit Service Guidelines Policy Update

Jason Tyree, Senior Transportation Planner, provided an overview of the staff report and provided a presentation entitled, "Transit Service Guidelines," highlighting: 1) 2007 Transit Sustainability Policy; 2) 2018 Transit Service Guidelines; 3) Document Elements; 4) VTA's New Family of Services; 5) Incorporates: The Ridership Recipe; 6) Establishes Route Design Guidelines; 7) Revises Stop Spacing Guidelines; 8) Revises Service Span Guidelines; 9) Revises Service Frequency Guidelines; 10) Revises Service Productivity Guidelines; 11) Establishes New Quarterly Performance Monitoring Program; 12) Advisory Committee March 7-8; and 13) Summary of Update.

Members of the Committee and staff discussed the following: 1) finding opportunities to receive suggestions from the public, including creating apps and using different technology tools; 2) the possibility of using cell phone data, which would indicate where people are traveling; 3) when Next Network Phase II is launched, a service planning web page will be available to the public to provide feedback and suggestions; 4) how Board Members could encourage the public to provide input to VTA; 5) spacing out bus stops further would help improve travel time on certain routes, such as route 23 and 22; 6) the difficult decisions that have to be made around service while keeping in mind the fiscal constraints and ridership needs; and 7) quarterly and annual updates.

VTA staff reported the following: 1) distributing data about monthly boardings at light rail stations will be provided to the public in the future; 2) some of the issues that the newly developed Fast Program will address how to increase bus travel time, eliminating routes and signal priority.

Committee Members expressed gratitude for staff’s efforts in creating a better transit system, noting there will always be opinions on how to make it better.

Public Comment

Mr. Lebrun made the following comments: 1) noted the difficulty in reading VTA’s route maps; and 2) urged VTA to use Geographic Information System (GIS) maps.

M/S/C (Liccardo/Carr) to recommend that the VTA Board of Directors adopt a new *Transit Service Guidelines* policy that establishes a revised framework to objectively monitor and evaluate VTA's transit services, develop service change recommendations, and develop annual service plans that move VTA toward achieving the Strategic Plan's goal of providing fast, frequent, and reliable Transit.

RESULT:	APPROVED- Agenda Item #7
MOVER:	Sam Liccardo, Member
SECONDER:	Larry Carr, Vice Chairperson
AYES:	Carr, Liccardo, O’Neill
NOES:	None
ABSENT:	Yeager

OTHER ITEMS

9. Items of Concern and Referral to Administration

There were no Items of Concern and Referral.

10. Committee Work Plan

Raj Srinath, Chief Financial Officer, referenced the Committee Work Plan and noted the significant amount of Agenda items for the April 2018 meeting.

On order of Chairperson O’Neill and there being no objection, the Committee reviewed the Committee Work Plan.

11. Committee Staff Report

Mr. Srinath referenced the written Committee Staff report provided, highlighting the new criteria proposed by Standard & Poor’s Global Rating Agency (S&P) and any impacts to VTA.

12. Chairperson’s Report

There was no Chairperson’s Report.

13. **Determine Consent Agenda for the April 5, 2018, Board of Directors Meeting**

CONSENT:

Agenda Item #5. Receive a report on the April 9, 2018 transit service changes.

Agenda Item #6. Recommend that the VTA Board of Directors authorize the General Manager to execute a contract with SP Plus in the amount of up to \$1,989,000 for a five year period ending in December 2023 for operation of the Parking Access and Revenue Control System (PARCS) and related parking services at the VTA-owned parking garage and surface lots located at the new Milpitas and Berryessa/North San Jose Intermodal Transportation Centers (Centers).

Agenda Item #7. Recommend that the VTA Board of Directors adopt a new *Transit Service Guidelines* policy that establishes a revised framework to objectively monitor and evaluate VTA's transit services, develop service change recommendations, and develop annual service plans that move VTA toward achieving the Strategic Plan's goal of providing fast, frequent, and reliable Transit.

REGULAR:

None.

14. **Announcements**

There were no Announcements.

15. **Adjournment**

On order of Chairperson O'Neill and there being no objection, the meeting adjourned at 1:04 p.m.

Respectfully submitted,

Theadora Abraham, Board Assistant
VTA Office of the Board Secretary



SAFETY, SECURITY, AND TRANSIT PLANNING & OPERATIONS COMMITTEE

Friday, March 16, 2018

NOTICE OF CANCELLATION

NOTICE IS HEREBY GIVEN that the Santa Clara Valley Transportation Authority Safety, Security, and Transit Planning and Operations Committee meeting scheduled for Friday, March 16, 2018, at 2:00 p.m. has been cancelled.

The next regular meeting of the Santa Clara Valley Transportation Authority Safety, Security, and Transit Planning and Operations Committee is scheduled for Friday, April 20, 2018, at 2:00 p.m. in Conference Room B-106, Building B, 3331 North First Street, San Jose, California.

Michael Diaresco, Board Assistant
VTA Office of the Board Secretary



Technical Advisory Committee

Wednesday, March 7, 2018

MINUTES

CALL TO ORDER

The Regular Meeting of the Technical Advisory Committee (TAC) was called to order at 1:31 p.m. by Chairperson Morley in Conference Room B-106, Santa Clara Valley Transportation Authority (VTA), 3331 North First Street, San José, California.

1. ROLL CALL

Attendee Name	Title	Representing	Status
Todd Capurso	Member	City of Campbell	Present
Amy Olay	Alternate Member	City of Campbell	N/A
Timm Borden	Member	City of Cupertino	Present
David Stillman	Alternate Member	City of Cupertino	N/A
Girum Awoke	Member	City of Gilroy	Present
Gary Heap	Alternate Member	City of Gilroy	Present
Susanna Chan	Member	City of Los Altos	Absent
Aruna Bodduna	Alternate Member	City of Los Altos	Present
Steve Erickson	Member	City of Milpitas	Present
Steve Chan	Alternate Member	City of Milpitas	N/A
Jeannie Hamilton	Member	City of Monte Sereno	Absent
VACANT	Alternate Member	City of Monte Sereno	--
Scott Creer	Member	City of Morgan Hill	Absent
David Gittleson	Alternate Member	City of Morgan Hill	Present
Helen Kim	Member	City of Mountain View	Present
Dawn Cameron	Alternate Member	City of Mountain View	N/A
Joshuah Mello	Vice Chairperson	City of Palo Alto	Present
Philip Kamhi	Alternate Member	City of Palo Alto	N/A
John Ristow	Member	City of San José	Present
Jessica Zenk	Alternate Member	City of San José	N/A
VACANT	Member	City of Santa Clara	--
Dennis Ng	Alternate Member	City of Santa Clara	Present
John Cherbone	Member	City of Saratoga	Present
Macedonio Nunez	Alternate Member	City of Saratoga	N/A
Shahid Abbas	Member	City of Sunnyvale	Present
Lillian Tsang	Alternate Member	City of Sunnyvale	N/A
Harry Freitas	Member	County of Santa Clara	Present
Barry Ng	Alternate Member	County of Santa Clara	Present
Allen Chen	Member	Town of Los Altos Hills	Present
VACANT	Alternate Member	Town of Los Altos Hills	--
Matt Morley	Chairperson	Town of Los Gatos	Present
Lisa Petersen	Alternate Member	Town of Los Gatos	N/A

Attendee Name	Title	Representing	Status
Nick Saleh	Ex-Officio Member	California Department of Transportation (Caltrans)	Present
Dina El-Tawansy	Ex-Officio Alternate Member	California Department of Transportation (Caltrans)	N/A
Therese Trivedi	Ex-Officio Member	Metropolitan Transportation Commission (MTC)	Present
VACANT	Ex-Officio Alternate Member	Metropolitan Transportation Commission (MTC)	--
Ngoc Nguyen	Ex-Officio Member	Santa Clara Valley Water District (SCVWD)	Present
Chris Hakes	Ex-Officio Alternate Member	Santa Clara Valley Water District (SCVWD)	N/A

A quorum was present.

2. ORDERS OF THE DAY

There were no Orders of the Day.

Chairperson Morley acknowledged and welcomed Member Erickson from the City of Milpitas, and Alternate Member Barry Ng from the County of Santa Clara, to the Committee.

3. PUBLIC PRESENTATIONS:

There were no Public Presentations.

4. Committee Staff Report

Marcella Rensi, Deputy Director of Programming & Congestion Management and Committee Staff Liaison, provided a report, highlighting: 1) the VTA Board of Directors (Board) recognized the 2017 and 2018 VTA Advisory Committee leadership at their March 1, 2018; 2) summary of actions the Board took at their March 1, 2018, meeting; 3) update on Phase I of VTA's BART Silicon Valley Project timeline; 4) release of VTA's 2017 Annual Report; 5) upcoming survey for the State Route (SR) 87 Corridor Study; 6) the Santa Clara Caltrain Station Pedestrian Underpass was named the 2018 Golden State Award Winner by the American Council of Engineering Companies (ACEC); 7) the first meeting of the VTA Ad Hoc Financial Stability Committee will be held March 9, 2018, at 3:00 p.m. in the VTA Auditorium; and 8) promotion of Stephen Flynn, former Advisory Committee Coordinator, to Senior Policy Analyst.

Public Comment

Roland Lebrun, Interested Citizen, expressed concern on northbound SR 87 congestion at the Almaden Expressway and offered suggestions for on-ramp redesign. He also expressed concern on the bottleneck at the I-280 and southbound SR 87 junction.

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

5. Chairperson's Report

Chairperson Morley noted his attendance at the March 1, 2018, Board meeting for the VTA Advisory Committee leadership recognition.

6. Reports from TAC Working Groups

- Capital Improvement Program (CIP)

Celeste Fiore, Transportation Planner, highlighted the following CIP Working Group discussion topics from their February 27, 2018, meeting: 1) update on 2019 Transportation Improvement Plan (TIP) process and project review; 2) 2016 Measure B update, including discussion on the proposed Innovative Transit Service Models Competitive Grant Program criteria; and 3) review of the Santa Clara Countywide Bicycle Plan.

Ms. Fiore noted the next meeting of the CIP Working Group is scheduled for March 27, 2018.

- Systems Operations & Management (SOM) Working Group

Eugene Maeda, Senior Transportation Planner, provided a brief report of the February 28, 2018, SOM Working Group meeting, highlighting: 1) road zipper system presentation; and 2) navigation app overview on rerouting, noting upcoming presentation from *Waze* to better understand how the app works.

Mr. Maeda noted the next meeting of the SOM Working Group is scheduled for March 28, 2018.

- Land Use/Transportation Integration (LUTI) Working Group

Melissa Cerezo, Senior Transportation Planner, acknowledged Robert Swierk, Principal Transportation Planner, for his role in initiating the LUTI Working Group in 2010, and noted her role as the new LUTI Working Group staff liaison. Ms. Cerezo noted the following discussion topics at the February 20, 2018, meeting: 1) work plan revisit, noting planned presentation series on local agencies' land-use and transportation integration strategies and improved communications between the Committee and the working groups; 2) multimodal improvement plans from the Cities of Mountain View and Santa Clara; and 3) VTA's Joint Development Replacement Parking Policy.

Ms. Cerezo announced the City of San Jose recently approved their transportation analysis policy to replace Level of Service (LOS) with Vehicle Miles Traveled (VMT). She noted the Ad Hoc LOS Working Group met on March 5, 2018, to discuss their work plan on countywide efforts.

Ms. Cerezo noted the next meeting of the LUTI Working Group is scheduled for June 2018.

On order of Chairperson Morley, and there being no objection, the Committee received the reports from the TAC Working Groups.

CONSENT AGENDA

7. Regular Meeting Minutes of February 7, 2018

M/S/C (Capurso/Borden) to approve the Regular Meeting Minutes of February 7, 2018.

8. VTP Highway Program Semi-Annual Report Ending October 31, 2017

M/S/C (Capurso/Borden) to receive the Valley Transportation Plan (VTP) Highway Program Semi-Annual Report Ending October 31, 2017.

9. Programmed Project Monitoring - Quarterly Report

M/S/C (Capurso/Borden) to receive the Programmed Projects Quarterly Monitoring Report for October - December 2017.

10. Transit Operations Performance Report - Q2 FY 2018

M/S/C (Capurso/Borden) to receive the FY2018 Second Quarter Transit Operations Performance Report.

RESULT:	APPROVED [UNANIMOUS] – Consent Agenda Items #7-10
MOVER:	Todd Capurso, Member
SECONDER:	Timm Borden, Member
AYES:	Abbas, Awoke, Bodduna (Alt.), Borden, Capurso, Chen, Cherbone, Erickson, Freitas, Gittleston (Alt.), Kim, Mello, Morley, Ng (Alt.), Ristow
NOES:	None
ABSENT:	Susanna Chan, Creer, Hamilton

REGULAR AGENDA

11. Transit Service Guidelines Policy Update

Jay Tyree, Senior Transit Planner, provided background and overview of the staff report, highlighting: 1) document elements; 2) new family of services; 3) requirements for high ridership transit; 4) overview of route design guidelines and industry best practices for ridership-oriented routes; 5) new stop spacing, service span, service frequency, and service productivity guidelines; and 6) new quarterly performance monitoring program that could result in either minor or major service changes.

Alternate Member Gittleston left his seat at 1:51 p.m.

The Committee suggested language be included to clarify that school-oriented service would be evaluated under separate and unique guidelines.

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

M/S/C (Ristow/Abbas) to recommend that the VTA Board of Directors adopt a new Transit Service Guidelines policy that establishes a revised framework to objectively monitor and evaluate VTA's transit services, develop service change recommendations, and develop annual service plans that move VTA toward achieving the Strategic Plan's goal of providing fast, frequent, and reliable transit.

RESULT:	APPROVED [UNANIMOUS] – Agenda Item #11
MOVER:	John Ristow, Member
SECONDER:	Shahid Abbas, Member
AYES:	Abbas, Awoke, Bodduna (Alt.), Borden, Capurso, Chen, Cherbone, Erickson, Freitas, Kim, Mello, Morley, Ng (Alt.), Ristow
NOES:	None
ABSENT:	Susanna Chan, Creer, Gittleson (Alt.), Hamilton

12. Santa Clara Countywide Bicycle Plan: Public Review Draft

Alternate Member Gittleson returned to his seat at 2:03 p.m.

Lauren Ledbetter, Senior Transportation Planner, noted comments on the Public Review Draft of the Santa Clara Countywide Bicycle Plan are due by March 19, 2018, to staff or bikes@vta.org. Ms. Ledbetter provided an overview of staff report, highlighting: 1) plan vision, goals, and contents; 2) evaluation of current bicycle conditions; 3) overview of Cross County Bicycle Corridors (CCBCs) and criteria for selecting priority corridors; 4) bicycle superhighway concept; 5) overview of Across Barrier Connections (ABCs); 6) education and encouragement programs; 7) overview of costs and funding, with need to leverage funding from other sources; 8) implementation strategy; and 9) next steps.

Members of the Committee and staff discussed: 1) upcoming dockless bike share program in the City of Gilroy and support for similar programs; and 2) including a portion of Bascom Avenue as a CCBC.

On order of Chairperson Morley, and there being no objection, the Committee discussed the Public Review Draft of the Updated Santa Clara Countywide Bicycle Plan.

OTHER

13. Update on Metropolitan Transportation Commission (MTC) Activities and Initiatives

Alternate Member Gittleson left the meeting at 2:28 p.m.

Ex-Officio Member Trivedi noted the following: 1) possible funding opportunities for transportation improvements through the Affordable Housing and Sustainable Communities Program, citing the Quetzal Gardens project in the City of San Jose as an example; and 2) announced MTC recruitment for an associate planner with a South Bay region focus.

On order of Chairperson Morley, and there being no objection, the Committee received an update on MTC Activities and Initiatives.

14. Update on Caltrans Activities and Initiatives

Ex-Officio Member Saleh made the following announcements: 1) training on construction contracts administration to be held on March 26, 2018, in the VTA Auditorium; 2) Litter Enforcement Day tentatively scheduled for March 14, 2018; and 3) new Caltrans Director, Laurie Berman, and Chief Deputy Director, Ryan Chamberlain.

The Committee requested information regarding the training on construction contracts administration be forwarded to the Committee via the Office of the Board Secretary.

On order of Chairperson Morley, and there being no objection, the Committee received an update on Caltrans Activities and Initiatives.

15. Update on Santa Clara Valley Water District (SCVWD) Activities and Initiatives

Ex-Officio Member Nguyen provided a brief update, noting: 1) SCVWD recruitment for a deputy operating officer for the Watershed Design Construction Division closes on March 12, 2018; and 2) ongoing annual outreach effort to local cities and County regarding the Water District Capital Improvement Program.

On order of Chairperson Morley, and there being no objection, the Committee received an update on SCVWD Activities and Initiatives.

16. Committee Work Plan

Ms. Rensi referenced the revised work plan for the Committee's reference.

On order of Chairperson Morley, and there being no objection, the Committee reviewed the TAC Committee Work Plan.

17. ANNOUNCEMENTS

There were no Announcements.

18. ADJOURNMENT

On order of Chairperson Morley, and there being no objection, the meeting was adjourned at 2:35 p.m.

Respectfully submitted,

Michelle Oblena, Board Assistant
VTA Office of the Board Secretary



**CITIZENS ADVISORY
COMMITTEE
and
2000 MEASURE A CITIZENS WATCHDOG
COMMITTEE**

Wednesday, March 7, 2018

MINUTES

CALL TO ORDER

The Regular Meeting of the Citizens Advisory Committee (CAC)/2000 Measure A Citizens Watchdog Committee (CWC) was called to order at 4:04 p.m. by Chairperson Fredlund in Conference Room B-106, VTA River Oaks Campus, 3331 North First Street, San Jose, California.

1. ROLL CALL

Attendee Name	Title	Represents	Status
Aboubacar Ndiaye	Member	South Bay AFL-CIO Labor Council	Absent
Stephen Blaylock	Member	Mass Transit Users	Present
Aneliza Del Pinal	Member	Senior Citizens	Absent
Chris Elias	Vice Chairperson	Environmentalists	Present
Sharon Fredlund	Chairperson	BOMA Silicon Valley	Present
William Hadaya	Member	SCC Chambers of Commerce Coalition	Present
Ray Hashimoto	Member	Homebuilders Assn. of No. CA	Present
Aaron Morrow	Member	Disabled Community	Present
Matthew Quevedo	Member	Silicon Valley Leadership Group	Present
Connie Rogers	Member	South County Cities	Present
Martin Schulter	Member	Disabled Persons	Present
Noel Tebo	Member	San Jose	Present
Herman Wadler	Chairperson	Bicyclists & Pedestrians	Present

A quorum was not present and a Committee of the Whole was declared.

2. ORDERS OF THE DAY

There were no Orders of the Day.

3. PUBLIC PRESENTATIONS:

Blair Beekman, Interested Citizen, expressed concern with regard to the City of San Jose Downtown Association Project "Bigbelly Smart Trash Can System," noting the data collection technology is intrusive and unnecessary.

Member Hadaya arrived at the meeting at 4:07 p.m. and took his seat.

Member Tebo arrived at the meeting and took his seat at 4:08 p.m.
and a quorum was established.

4. Committee Staff Report

Aaron Quigley, Senior Policy Analyst and Staff Liaison, provided a report, highlighting: 1) actions the VTA Board of Directors (Board) took at their March 1, 2018 meeting; 2) VTA's BART Silicon Valley – Phase 1; 3) VTA's 2017 Annual Report; 4) upcoming State Route (SR) 87 Corridor Study Survey; 5) Santa Clara Caltrain Station Pedestrian Undercrossing was named the 2018 Golden State Award Winner by the American Council of Engineering Companies (ACEC) and; 6) Countywide Bike Plan.

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

5. Chairperson's Report

Chairperson Fredlund reported the following: 1) VTA Board recognized 2017 Advisory Committee Chairpersons at their March meeting; 2) VTA's first Ad Hoc Financial Stability Committee meeting to be held Friday, March 9, 2018 at 3:00 p.m. in the VTA River Oaks Auditorium. Member Hashimoto will serve as the CAC/CWC representative on the Ad Hoc Committee. Chairperson Fredlund will serve as alternate. Members Hadaya and Ndiaye will also serve on the Ad Hoc Committee representing other constituencies.

6. Committee for Transportation Mobility and Accessibility

Member Morrow reported that staff met with the CTMA chair and vice chair to discuss upcoming format changes to the CTMA work plan and staff reports which will provide better fluidity and understanding for those with visual impairments.

On order of Chairperson Fredlund and there being no objection, the Committee received the Committee for Transportation Mobility and Accessibility Report.

7. Bicycle and Pedestrian Advisory Committee

There was no Bicycle and Pedestrian Advisory Committee (BPAC) Report.

Public Comment

Mr. Beekman referenced San Jose's Project Zero, and commented on the opportunity for transparency and understanding through the use of technology in the community.

**COMBINED CAC AND 2000 MEASURE A CITIZENS WATCHDOG
COMMITTEE CONSENT AGENDAS**

8. Regular Meeting Minutes of January 10, 2018

M/S/C (Wadler/Schulter) to approve the Regular Meeting Minutes of January 10, 2018.

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

9. **Regular Meeting Minutes of February 7, 2018**

M/S/C (Wadler/Schulter) to approve the Regular Meeting Minutes of February 7, 2018.

10. **VTP Highway Program Semi-Annual Report Ending October 31, 2017**

M/S/C (Wadler/Schulter) to receive the Valley Transportation Plan 2040 (VTP), Semi-Annual Report Ending October 31, 2017.

11. **Transit Operations Performance Report – Q2 FY 2018**

M/S/C (Wadler/Schulter) to receive the FY2018 Second Quarter Transit Operations Performance Report.

RESULT:	APPROVED [UNANIMOUS] (<u>Consent Agenda Item #8-11</u>)
MOVER:	Wadler, Member
SECONDER:	Schulter, Member
AYES:	Blaylock, Elias, Fredlund, Hadaya, Hashimoto, Morrow, Rogers, Schulter, Tebo, Wadler
NOES:	None
ABSENT:	Del Pinal, Ndiaye, Quevedo

2000 MEASURE A CITIZENS WATCHDOG COMMITTEE REGULAR AGENDA

CITIZENS ADVISORY COMMITTEE REGULAR AGENDA

12. **Transit Service Guidelines Policy Update**

Jason Tyree, Senior Project Manager, provided a brief overview of the staff report, and a presentation entitled “Transit Service Guidelines 2018 Policy Update,” highlighting: 1) Background: 2007 Transit Sustainability Policy; 2) Update: 2018 Transit Service Guidelines; 3) Document Elements; 4) Reflects VTA’s New Family of Services; 5) Incorporates: The Ridership Recipe; 6) Establishes Route Design Guidelines; 7) Revises Stop Spacing Guidelines; 8) Revises Service Span Guidelines; 9) Revises Service Frequency Guidelines; 10) Revises Service Productivity Guidelines; 11) Establishes New Quarterly Performance Monitoring Program, and; 12) Summary of Update.

M/S/C (Hadaya/Hashimoto) to recommend that the VTA Board of Directors adopt a new *Transit Service Guidelines* policy that establishes a revised framework to objectively monitor and evaluate VTA's transit services, develop service change recommendations, and develop annual service plans that move VTA toward achieving the Strategic Plan's goal of providing fast, frequent, and reliable Transit.

RESULT: APPROVED [UNANIMOUS] Agenda Item #12
MOVER: Hadaya, Member
SECONDER: Hashimoto, Member
AYES: Blaylock, Elias, Fredlund, Hadaya, Hashimoto, Morrow, Quevedo, Rogers, Schuller, Tebo, Wadler
NOES: None
ABSENT: Del Pinal, Ndiaye

13. Amend CAC Bylaws to Modify the Membership Structure

Mr. Quigley thanked the Committee Membership Composition Subcommittee for their hard work and stated the Subcommittee was established to review the existing CAC membership structure to determine if it is optimally configured to best represent the Board of Directors and citizens of Santa Clara County.

Chairperson Fredlund noted Committee comments will be incorporated into the staff report which moves forward to the Governance and Audit Committee.

Stephen Flynn, Senior Policy Analyst, provided an overview of the staff report, highlighting: 1) Section 1 - Application and Appointment Process, and; 2) Section 2 - Term of Office.

Members of the Committee and staff discussed the following: 1) expressed support for two (2) consecutive four (4) year terms, instead of three (3) year terms; 2) members who serve two consecutive terms must take a one term hiatus to be considered for reappointment; 3) expressed concern about the loss of the historical and institutional knowledge under the new membership structure which would result in an approximately 80% turnover of current membership if implemented as proposed; 4) need for fresh perspective and new ideas; 5) application process should be competitive; 6) expressed concern with term limits, and; 7) expressed concern with the proposed term of office commencing with member appointment, as opposed to the term having a fixed starting date (for example, January 1st) and its effect on the staggering of members.

Mr. Flynn provided an overview of Section 3 – Membership Categories and Provisions.

Members of the Committee and staff discussed the following: 1) expressed support for broad category flexibility; 2) expressed support for temporarily retaining a small number of current committee members to provide continuity during the transition period; 3) importance of increased communication, and; 4) suggested that following implementation, the Committee consult with staff on a periodic basis regarding membership structure and committee make up.

Mr. Flynn provided an overview of Section 4 – Implementation.

Members of the Committee and staff discussed the following: 1) recruitment; 2) noted the importance of South County (rural transportation) representation; 3) requested staff to report on the implications of implementing the new membership structure by June of 2019; 4) include current membership tenure in the staff report; 5) additional

implementation details and strategies are needed, and; 6) suggested the Governance and Audit Committee review the Committee's modification recommendation.

Chairperson Fredlund stated the Committee will vote on Section 1 – Application and Appointment Process; Section 2 – Term of Office, and; Section 3 – Membership Categories and Provisions only.

Elaine Baltao, Board Secretary, clarified Section 4 - Implementation, indicating that details on the application and selection processes will be presented to the Committee in the summer of 2018 for further input.

M/S/C (Tebo/Rogers) on a vote of 9 ayes to 0 noes to 2 abstentions, as amended, to recommend that the VTA Board of Directors amend the bylaws for the Citizens Advisory Committee to modify the membership structure and certain associated provisions. Further, approve Attachment 13.a, VTA Staff Recommended Modifications CAC Bylaws Membership Structure and Provisions, Section 1 – Application and Appointment Process; Section 2 – Term of Office with the change to (2) consecutive four year terms, and; Section 3 – Membership Categories and Provisions. Section 4 - Implementation, application and selection process details will return to the Committee in the summer of 2018 for further Committee input. Members Quevedo and Wadler abstained.

APPROVED	APPROVED [AS AMENDED] Agenda Item #13
MOVER:	Tebo, Member
SECONDER:	Rogers, Member
AYES:	Blaylock, Elias, Fredlund, Hadaya, Hashimoto, Morrow, Rogers, Schuler, Tebo
NOES:	None
ABSTENTION:	Quevedo, Wadler
ABSENT:	Del Pinal, Ndiaye

COMBINED CAC AND CITIZENS WATCHDOG COMMITTEE ITEMS

14. Citizens Advisory Committee and Citizens Watchdog Committee Work Plans

Mr. Flynn reported the certified public accountants firm Macias, Gini & O'Connell, LLP (MGO) has completed their yearly compliance audit for the 2000 Measure A Citizens Watchdog Committee. The final report will be presented at the April 2018 meeting.

Member Elias referenced the March 1, 2018, State Route (SR) 85 Policy Advisory Board (PAB) chairperson's report presented at the Board meeting which stated in May, 2017, the VTA Board approved using 2000 Measure A funds for the first task of the transit guideway study. Member Elias requested the CWC audit firm be made aware of the use of 2000 Measure A funds for tracking purposes.

Member Hashimoto noted the City of Santa Clara has been holding community workshops for the El Camino Real Specific Plan. He requested the matter be added to the work plan as there may be future transit station improvements needed.

Member Tebo expressed concern that there will be no extra service provided for Avaya Events. He requested the matter be added to the work plan for further discussion.

On order of Chairperson Fredlund and there being no objection, the Committee reviewed the Citizens Advisory Committee and Citizens Watchdog Committee Work Plans.

OTHER

15. ANNOUNCEMENTS

Chairperson Fredlund announced Building Owners and Managers Association (BOMA) is working with the Downtown Association as part of BART Phase II in an effort to bring together a group to consider mitigation measures during construction. Chairperson Fredlund invited Committee Members to add their names to the distribution list if they would like more information.

16. ADJOURNMENT

On order of Chairperson Fredlund and there being no objection, the meeting was adjourned at 6:01 p.m.

Respectfully submitted,

Anita McGraw, Board Assistant
VTA Office of the Board Secretary



Bicycle & Pedestrian Advisory Committee

Wednesday, March 7, 2018

MINUTES

CALL TO ORDER

The Regular Meeting of the Bicycle and Pedestrian Advisory Committee (BPAC) was called to order at 6:34 p.m. by Chairperson Hertan in Conference Room B-106, Santa Clara Valley Transportation Authority (VTA), 3331 North First Street, San José, California.

1. ROLL CALL

Attendee Name	Title	Representing	Status
Wes Brinsfield	Member	City of Los Altos	Present
Kristal Caidoy	Member	City of Milpitas	Present
Barry Chaffin	Member	City of Monte Sereno	Present
Susan Cretekos	Member	Town of Los Altos Hills	Present
Jaime Fearer	Vice Chairperson	City of San José	Present
Tom Granvold	Member	City of Santa Clara	Present
Peter Hertan	Chairperson	Town of Los Gatos	Present
Erik Lindskog	Member	City of Cupertino	Absent
Robert Neff	Member	City of Palo Alto	Present
Carolyn Schimandle	Member	City of Gilroy	Present
David Simons	Member	City of Sunnyvale	Present
Jim Stallman	Member	City of Saratoga	Present
Paul Tuttle	Member	City of Campbell	Present
Greg Unangst	Member	City of Mountain View	Present
Herman Wadler	Member	County of Santa Clara	Present
Vacant	Member	City of Morgan Hill	n/a
Ben Pacho	Ex-Officio Member	SV Bicycle Coalition	Present
Shiloh Ballard	Alt. Ex-Officio Member	SV Bicycle Coalition	n/a

A quorum was present.

2. ORDERS OF THE DAY

There were no Orders of the Day.

4. Committee Staff Report

Member Schimandle and Vice Chairperson Fearer took their seats at 6:37 p.m.

Lauren Ledbetter, Senior Transportation Planner and Staff Liaison, provided an overview of the written staff report, highlighting the following: 1) summary of actions taken by the VTA Board of Directors (Board) at their March 1, 2018 meeting, including recognizing the

2017 Advisory Committee Chairpersons for their dedicated leadership and welcomed the Chairpersons for 2018; 2) setbacks in beginning passenger service for BART Phase I; 3) VTA's 2017 Annual Report; 4) State Route (SR) 87 Corridor Study Survey; 5) Santa Clara Pedestrian Undercrossing was named the 2018 Golden State Award Winner by the American Council of Engineering Companies (ACEC); 6) VTA's Ad Hoc Financial Stability Committee will hold its first meeting March 9, 2018 at 3:00 p.m. in the VTA Auditorium; 7) Monthly Webinar on March 21, 2018, at noon on "Managing Freight in Urban Multi-Modal Corridors;" 8) Smart Cycling Training; and 9) announced Stephen Flynn has been promoted to Senior Policy Analyst.

Member Granvold took his seat at 6:39 p.m.

Former Member Paul Goldstein and Ex-Officio Member Colin Heyne were recognized for their exemplary service on BPAC.

Mr. Goldstein made the following comments: 1) improvements in bicycle plans over the years; 2) positive experiences working with VTA and County staff; and 3) the evolution of bicycle and pedestrian issues.

Mr. Heyne thanked staff and the Committee and expressed his gratitude for the Committee's work.

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

The Agenda was taken out of order.

3. PUBLIC PRESENTATIONS

Vanmina Champenois, Interested Citizen, commented on the Mountain View sustainability and environmental issues taskforce.

5. Santa Clara County Staff Report

Ellen Talbo, County Transportation Planner, provided a brief report, highlighting the following: 1) Capitol Expressway bicycle fatality; and 2) current and upcoming projects across the County.

Members of the Committee requested the following: 1) an update on San Tomas Expressway bike lanes; and 2) requested a list of adaptive signal improvements and private development projects.

On order of Chairperson Hertan, and there being no objection, the Committee received the Santa Clara County Staff Report.

6. Chairperson's Report

Chairperson Hertan encouraged the Committee to watch VTA Board meetings online.

CONSENT AGENDA

7. Regular Meeting Minutes of January 10, 2018

Member Schimandle referenced **Agenda Item #14**: Announcements, noting that the name of the bike share company Gilroy is using is Lime Bike not VonBike.

M/S/C (Wadler/Simons) on a vote of 13 yeses to 0 noes to 1 abstention to approve the Regular Meeting Minutes of January 10, 2018, as amended. Member Cretkos abstained.

RESULT:	APPROVED as AMENDED – Agenda Item #7
MOVER:	Herman Wadler, Member
SECONDER:	David Simons, Member
AYES:	Brinsfield, Caidoy, Chaffin, Fearer, Granvold, Hertan, Neff, Schimandle, Simons, Stallman, Tuttle, Unangst, Wadler
NOES:	None
ABSTAIN:	Cretkos
ABSENT:	Lindskog

REGULAR AGENDA

8. San Jose Bus Boarding Island Designs

Peter Bennett, City of San José, Department of Transportation, provided a presentation entitled, “Better Bikeway SJ,” highlighting the following: 1) Why Better Bikeways?; 2) What is a Better Bikeway?; 3) Policy Background; 4) What Has Happened So Far?; 5) Where Better Bikeways?; 6) Better Bikeways Survey? 7) Design Overview: Four Strategies; 8) Fourth and San Fernando: Existing; 9) Fourth and San Fernando: Proposed; 10) Three Operational Changes; 11) Real World Examples; 12) Future Upgrades; 13) Why a Bus Boarding Island?; 14) Anatomy of a Bus Boarding Island; 15) Modular Versus Concrete; 16) Zicla Vectoral Modular Bus Boarding Islands; 17) Features We Want; 18) Locations; and 19) Next Steps.

Members of the Committee discussed the following: 1) cleanliness of bike lanes; 2) signage for raised bike lanes; 3) bike lane width; and 4) bicyclist and pedestrian safety.

Public Comment

Betsy Megas, Interested Citizen, made the following comments: 1) bicycles on sidewalks in San José; 2) bicycle visibility in loading zones and at intersections; 3) importance of clean bike lanes; 4) standards for bollards; and 5) seating at bus stops.

On order of Chairperson Hertan, and there being no objection, the Committee received a presentation from the City of San José Staff regarding bus boarding island designs.

9. **Formulation of a Joint Development Replacement Parking Policy**

Ron Golem, Deputy Director of Real Estate, provided a presentation entitled “Joint Development Parking Policy,” highlighting the following: 1) Park & Ride Utilization; 2) Benefits of Transit-Oriented Development; 3) Annual Ridership by Joint Development (JD) Prototype, Parking Scenario; 4) Study Analysis; 5) Ridership and Revenue Impacts; 6) Estimated Transit Ridership by Parking Scenario; 7) Estimated Net Annual Revenue to VTA by Parking Scenario; 8) Parking Policy Considerations; 9) Parking Demand Forecast; 10) Best Practice Transportation Demand Management (TDM); and 11) Station-Level Parking Analysis.

Discussion ensued on the following: 1) a parking app indicating where parking is available; 2) an area dedicated to autonomous vehicles near public transportation; 3) consider pedestrian needs; and 4) VTA developing a TDM toolkit for the cities in the County of Santa Clara to reference.

On order of Chairperson Hertan, and there being no objection, the Committee received information on future framework for replacement parking policy

10. **Santa Clara Countywide Bicycle Plan: Public Review Draft**

Ms. Ledbetter provided a presentation entitled “Countywide Bicycle Plan: Public Review Draft,” highlighting the following: 1) 2018 Countywide Bicycle Plan; 2) Goals; 3) Plan Contents; 4) Evaluating the Current Bicycle Conditions; 5) Map of Cross County Bicycle Corridors (CCBCs); 6) Priority CCBCs; 7) Bicycle Superhighway Concept; 8) Across Barrier Connections (ABCs); 9) Education & Encouragement Programs; 10) Costs & Funding; 11) Implementation; and 12) What Is Next?.

The Committee discussed the following: 1) ideas of where cycle tracks can be used; 2) suggestions of trails to be CCBCs; 3) accuracy in trail names; and 4) Active Transportation Program (ATP) grant funding.

Member Cretekos left her seat at 8:35 p.m.
Member Stallman left the meeting at 8:37 p.m.
Member Cretekos returned to her seat at 8:42 p.m.

Public Comment

Robert Van Cleef, Interested Citizen, commented on the Five Wounds Trail.

Ed Bloom, Interested Citizen, commented on the following: 1) the Stevens Creek Trail; 2) ignored areas in the plan; and 3) all corridors should be considered.

Steve Elich, Interested Citizen, made the following comments: 1) using and leveraging existing infrastructure; 2) being realistic about cost; and 3) considering the effects on the community.

Mark Roest, Interested Citizen, made the following comments: 1) presented a cheaper option to traditional bike bridges; and 2) continuous bike routes for all bicyclists, including electric bicycles.

On order of Chairperson Hertan, and there being no objection, the Committee discussed the Public Review Draft of the Updated Santa Clara Countywide Bicycle Plan.

OTHER

11. Reports from BPAC Subcommittees

- Travel Reimbursement Subcommittee

Ms. Ledbetter provided an update noting that the proposal is moving forward and the subcommittee does not need to meet. Mr. Flynn added that the amended subcommittee bylaws will be sent to the Board for approval in the coming months.

- Best Practices for Transit Operators Training

Vice Chairperson Fearer provided an update from the subcommittee's February 8, 2018 meeting, highlighting the following: 1) members will reach out to local and national transit agencies to obtain information on their operator training; and 2) the subcommittee will not meet again for several months.

On order of Chairperson Hertan, and there being no objection, the Committee received the BPAC Subcommittee reports.

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

Member Wadler provided a report, noting the CAC is restructuring their membership and adding term limits.

On order of Chairperson Hertan, and there being no objection, the Committee received the CAC/CWC Report.

13. BPAC Work Plan

Ms. Ledbetter provided an overview of the BPAC Work Plan.

Members of the Committee requested the following items be added to the Work Plan: 1) San Tomas Expressway project update; 2) anti-harassment ordinance update; and 3) ATP grant applications by VTA and the County as applicable.

On order of Chairperson Hertan, and there being no objection, the Committee reviewed the BPAC Work Plan.

14. ANNOUNCEMENTS

Vice Chairperson Fearer announced that there is an ATP webinar on March 13, 2018.

Member Neff made the following comments: 1) the Palo Alto BPAC saw a protection plan design for Embarcadero Road and El Camino Real; 2) construction continues on bike boulevards and traffic circle projects; and 3) noted concern from residents that the City is spending a lot of money and may not have enough in the budget to complete the projects.

Member Unangst announced that Mountain View approved \$1.5 million for an environmental study to close Castro Street at the railroad tracks and building a pedestrian and bicycle undercrossing.

Member Caidoy announced the following: 1) the three bike racks are in use on new VTA buses; and 2) Milpitas is evaluating bike share vendors.

Member Simons announced that Google has paid Sunnyvale to create a general plan specifically for Moffett Park including a complete bike master plan with connections to nearby cities.

Member Brinsfield made the following announcements: 1) Los Altos is creating a downtown vision plan; 2) "The Atlantic" recently published an article on how the National Association of City Transportation Officials (NACTO) manuals came about; 3) the Complete Streets Commission has been getting feedback on the Mira Monte Avenue project; and 4) a design presentation from the County for El Monte Road and San Antonio Road improvements for pedestrians and bicyclists.

Member Schimandle announced that the Gilroy City County has decided to hire Lime Bike as their bike share vendor.

Member Tuttle commented that Campbell has been looking at a creek trail project.

Ms. Ledbetter announced her return from Climate Ride, a four day ride through Death Valley, raising money for environmental organizations.

15. ADJOURNMENT

On order of Chairperson Hertan and there being no objection, the meeting was adjourned at 9:09 p.m.

Respectfully submitted,

Thalia Young, Board Assistant
VTA Office of the Board Secretary



Committee for Transportation Mobility & Accessibility

Thursday, March 8, 2018

MINUTES

CALL TO ORDER

The Regular Meeting of the Committee for Transportation Mobility and Accessibility (CTMA) was called to order at 10:00 a.m. by Chairperson Fitzgerald in Conference Room B-106, Santa Clara Valley Transportation Authority (VTA), 3331 North First Street, San Jose, California.

1. ROLL CALL

Attendee Name	Title	Status
Tricia Kokes	Second Vice Chairperson	Present
Kathy Bonilla	Member	Present
Sara Court	Member	Present
Jeffery Darling	Member	Present
Rowan Fairgrove	Member	Present
Christine Fitzgerald	Chairperson	Present
Troy Hernandez	Member	Absent
Cheryl Hewitt	Member	Absent
Melba Holliday	Member	Present
Jeffery Jokinen	Member	Absent
John Macon	Alternate Member	N/A
Lupe Medrano	Member	Present
Laura Michels	Member	Present
Alexandra Morris	Member	Present
Aaron Morrow	First Vice Chairperson	Present
Dilip Shah	Member	Present
Chaitanya Vaidya	Member	Absent
Lori Williamson	Member	Present
Bob Vancleef	Member	Present

* Alternates do not serve unless participating as a Member.

A quorum was present.

2. INTRODUCTION OF AUDIENCE MEMBERS

Lauren Rosiles, Management Analyst; Lauren Ledbetter, Senior Transportation Planner; Jim Unites, Deputy Director; Lalitha Konanur, Operations Systems Supervisor; Mary Vancleef, Member of the Public; Elaine Baltao, Board Secretary; Maurice Beard,

Technical Training Supervisor; Peter Bennett, City of San Jose, Department of Transportation; Nathan Graeff, MTM Contractor for VTA Eligibility; Leslie Garcia, Office Specialist II; Patty Talbot, General Manager, MV Transportation; and Aaron Vogel, Regional Transportation Services Manager and Staff Liaison.

3. **ORDERS OF THE DAY**

There was no Orders of the Day.

4. **PUBLIC PRESENTATIONS**

First Vice Chairperson Morrow expressed concern about the decline in VTA ridership. He also suggested offering subsidized bus passes for MV Transportation employees.

5. **Committee Staff Report**

Mr. Vogel provided a report, highlighting the following: 1) summary of actions the VTA Board of Directors (Board) took at their March 1, 2018 Board of Director's meeting, including recognizing the 2017 Advisory Committee Chairpersons for their dedicated leadership and welcomed the Chairpersons for 2018; 2) update on VTA's BART Silicon Valley Phase I; 3) VTA's 2017 Annual Report; 4) State Route 87 Corridor Study Survey; 5) Santa Clara Caltrain Station Pedestrian Undercrossing was named the 2018 Golden State Award Winner by the American Council of Engineering Companies; 6) first meeting of VTA's Ad Hoc Financial Stability Committee will be held on Friday, March 9, 2018 at 3:00 p.m. in the VTA Auditorium; 7) promotion of Stephen Flynn to Senior Policy Analyst; and 8) paratransit performance statistics.

6. **Chairperson's Report**

Chairperson Fitzgerald congratulated Mr. Flynn on his promotion, and welcomed new CTMA Member Bob Vancleef. She also announced that people interested in House Resolution (HR) 620 – Americans with Disabilities Act (ADA) Education and Reform Act of 2017, can reach out to her.

CONSENT AGENDA

First Vice Chairperson Morrow requested **Agenda Item #10**, Transit Operations Performance Report – Q2 FY 2018, be removed from the Consent Agenda and placed on the Regular Agenda.

7. **Regular Meeting Minutes of January 11, 2018**

M/S/C (Morrow/Kokes) to approve the Regular Meeting Minutes of January 11, 2018.

8. **Transit Service Changes - April 9, 2018**

M/S/C (Morrow/Kokes) to receive the April 9, 2018 transit service changes report.

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

9. **Chief Operating Officer's Report**

M/S/C (Morrow/Kokes) to receive the Chief Operating Officer's report.

10. **(Removed from the Consent Agenda and placed on the Regular Agenda.)**

Receive the FY 2018 Second Quarter Transit Operations Performance Report.

RESULT:	APPROVED [UNANIMOUS] – Consent Agenda Items #7 - #9
MOVER:	Aaron Morrow, First Vice Chairperson
SECONDER:	Tricia Kokes, Member
AYES:	Bonilla, Court, Darling, Fairgrove, Fitzgerald, Holliday, Kokes, Medrano, Michels, Morris, Morrow, Shah, Vancleef, Williamson
NOES:	None
ABSENT:	Hewitt, Jokinen, Vaidya

REGULAR AGENDA

10. **Transit Operations Performance Report – Q2 FY 2018**

Members of the Committee inquired about the following: 1) higher cost for MV Transportation; 2) Call Center Telephone Hold Time statistics; and 3) poor performing community buses.

On order of Chairperson Fitzgerald and there being no objection, the Committee received the FY 2018 Second Quarter Transit Operations Performance Report.

11. **2018 CTMA Leadership Election Process: Conduct Election for Second Vice Chairperson**

Mr. Flynn provided a brief overview of the election process and noted Members Kokes and Jokinen were the candidates interested in serving as Second Vice Chairperson.

On a vote of 12 ayes to 0 noes and 2 abstention to elect Tricia Kokes as Second Vice Chairperson for 2018. Member Vancleef and Chairperson Fitzgerald abstained.

RESULT:	ELECTED 2018 SECOND VICE CHAIRPERSON – Agenda Item #11
AYES:	Bonilla, Court, Darling, Fairgrove, Holliday, Kokes, Medrano, Michels, Morris, Morrow, Shah, Williamson
NOES:	None
ABSTAIN:	Vancleef, Fitzgerald
ABSENT:	Hewitt, Jokinen, Vaidya

12. **Transit Service Guidelines Policy Update**

Mr. Unites provided a presentation titled “Transit Service Guidelines 2018 Policy Update.”

The Committee’s discussion focused on the following: 1) importance of community outreach to inform the public of service changes; 2) coordinate access paratransit service with light rail schedule; and 3) basis for the changes in transit service.

A Member of the Committee expressed the following concerns: 1) lack of direction and signage when there are temporary relocation of bus stops; and 2) bus bunching of bus lines 22 and 23.

M/S/C (Morrow/Darling) to recommend that the VTA Board of Directors adopt a new *Transit Service Guidelines* policy that establishes a revised framework to objectively monitor and evaluate VTA's transit services, develop service change recommendations, and develop annual service plans that move VTA toward achieving the Strategic Plan's goal of providing fast, frequent, and reliable Transit.

RESULT:	APPROVED [UNANIMOUS] – Regular Agenda Item #12
MOVER:	Aaron Morrow, First Vice Chairperson
SECONDER:	Jeffery Darling, Member
AYES:	Bonilla, Court, Darling, Fairgrove, Fitzgerald, Holliday, Kokes, Medrano, Michels, Morris, Morrow, Shah, Vancleef, Williamson
NOES:	None
ABSENT:	Hewitt, Jokinen, Vaidya

13. San Jose Bus Boarding Island Designs

Ms. Ledbetter provided an overview of the staff report and introduced Mr. Bennett from the City of San Jose, Department of Transportation, who provided a presentation titled “Better Bikeway SJ.”

Members of the Committee provided the following comments: 1) suggested reaching out to the City of Seattle about lessons learned from their bus boarding island; 2) expressed concern about bus boarding design where pedestrians will cross bike lanes, noting that bicyclists do not stop for pedestrians; 3) expressed concern about the difficulty to deploy ramps due to obstructions; 4) Expressed safety concerns if the ramp of the bus boarding island is steep. Suggested constructing the pedestrian crossing, bus boarding island and curb at the same level. Having bicyclists cross over the ramp; 5) stressed the inability of vehicles with wheelchair ramps to unload if bike lanes will be adjacent to the curb; 6) suggested having signals for bicyclists to stop when pedestrians are crossing to get to the bus boarding island; 7) ensure that the transition between the ramp and curb is not a trip hazard; 8) request to have the Committee see and test the bus boarding island to provide input; 9) inquired if persons in wheelchairs are allowed to use bike lanes; 10) suggested that ramps on bus boarding islands should be visually delineated with contrasting colors; and 11) suggested having railings on bus boarding island and to keep the depth of eight feet to meet Americans with Disabilities Act (ADA) requirement.

On order of Chairperson Fitzgerald and there being no objection, the Committee received a presentation from City of San Jose Staff regarding bus boarding island designs.

14. **Operator Sensitivity Training**

Mr. Vogel provided an overview of the staff report and introduced Ms. Talbot and Mr. Beard who provided a presentation titled “CTMA Operator Sensitivity Training.”

Ms. Talbot invited the Committee to attend and experience the classroom training.

Member Court left her seat at 11:30 a.m.

Chairperson Fitzgerald relinquished her seat at 11:39 a.m., and First Vice Chairperson Morrow presided over the remainder of the meeting.

The Committee’s discussion focused on the following: 1) to include persons with disabilities in the training; 2) training received by taxi drivers; 3) complained about dispatchers providing poor customer service; and 4) suggested hiring an independent auditor to review customer service performance.

Members of the Committee requested information about the training provided to MV Transportation staff, and data regarding telephone calls.

Ms. Talbot voiced her commitment that training will be provided for all MV Transportation staff and drivers. She added that the training will also focus on providing high-quality customer service.

Mr. Vogel noted that a new call recording system is going to be implemented in the near future. This system will help improve service, address complaints, and be a useful tool in training staff.

On order of First Vice Chairperson Morrow and there being no objection, the Committee received a presentation on Operator Sensitivity Training.

REPORTS

15. **Citizens Advisory Committee (CAC)/Citizens Watchdog Committee (CWC) Report**

First Vice Chairperson Morrow requested that the March 7, 2018 CAC Agenda Item #13 - Amendments to the Citizens Advisory Committee Bylaws on the Membership, be provided to the Committee and be discussed at the next meeting.

OTHER

16. **Workplan Update**

On order of First Vice Chairperson Morrow and there being no objection, the Committee received the workplan update.

17. **ANNOUNCEMENTS**

First Vice Chairperson Morrow announced that Member Jokinen will be CTMA’s liaison for the Ad Hoc Financial Stability Committee, and he will be the alternate member.

18. **ADJOURNMENT**

On order of First Vice Chairperson Morrow and there being no objection, the Committee meeting was adjourned at 12:01 p.m.

Respectfully submitted,

Michael Diaresco, Board Assistant
VTA Office of the Board Secretary



Policy Advisory Committee

Thursday, March 8, 2018

MINUTES

CALL TO ORDER

The Regular Meeting of the Policy Advisory Committee (PAC) was called to order at 4:02 p.m. by Chairperson Miller in Conference Room B-106, Valley Transportation Authority (VTA), 3331 North First Street, San José, California.

1. ROLL CALL

Attendee Name	Title	Status
Susan Landry	City of Campbell	Present
Rich Waterman (Alternate)	City of Campbell	NA
Rod Sinks	City of Cupertino	NA
Steven Scharf (Alternate)	City of Cupertino	Present
Daniel Harney	City of Gilroy	Absent
Cat Tucker (Alternate)	City of Gilroy	Absent
Lynette Lee Eng	City of Los Altos	Present
Jeannie Bruins (Alternate)	City of Los Altos	NA
Michelle Wu	Town of Los Altos Hills	Present
Gary Waldeck (Alternate)	Town of Los Altos Hills	NA
Rob Rennie	Town of Los Gatos	Present
Marico Sayoc (Alternate)	Town of Los Gatos	NA
Garry Barbadillo	City of Milpitas	Present
Marsha Grilli (Alternate)	City of Milpitas	NA
Marshall Anstandig	City of Monte Sereno	Absent
Evert Wolsheimer (Alternate)	City of Monte Sereno	Absent
Rich Constantine	City of Morgan Hill	Present
Rene Spring (Alternate)	City of Morgan Hill	NA
Lenny Siegel	City of Mountain View	Present
Margaret Abe-Koga (Alternate)	City of Mountain View	Absent
Liz Kniss	City of Palo Alto	Absent
Cory Wolbach (Alternate)	City of Palo Alto	Absent
Magdalena Carrasco	City of San Jose	Absent
Vacant (Alternate)	City of San Jose	-
Kathy Watanabe	City of Santa Clara	Present
Patrick Kolstad (Alternate)	City of Santa Clara	NA
Howard Miller	City of Saratoga	Present
Rishi Kumar (Alternate)	City of Saratoga	NA
Glenn Hendricks	City of Sunnyvale	Present
Nancy Smith (Alternate)	City of Sunnyvale	NA
Mike Wasserman	SCC Board of Supervisors	Present

A quorum was present.

2. ORDERS OF THE DAY

There were no Orders of the Day.

3. PUBLIC PRESENTATIONS:

There were no Public Presentations.

4. Committee Staff Report

Jim Lawson, Director of Government & Public Relations and Staff Liaison, provided a brief report, highlighting the following: 1) a summary of actions taken by the VTA Board of Directors (Board) at the March 1, 2018, meeting; 2) VTA's Bay Area Rapid Transit (BART) Silicon Valley Project update, noting VTA continues to identify more challenges than anticipated on Phase I, which in turn will delay handing the project over to BART; and 3) opportunities for funding sources related to the VTA's BART Silicon Valley Project Phase II.

5. Chairperson's Report

Chairperson Miller provided a brief report, highlighting the following: 1) County of Public Health in collaboration with VTA is holding a series of bicycle safety sessions; 2) noted the importance of bicycle safety on streets/roadways; and 3) announced Santa Clara Caltrain Station Pedestrian Underpass was named the 2018 Golden State Award Winner by the American Council of Engineering Companies (ACEC).

CONSENT AGENDA

6. Regular Meeting Minutes of February 8, 2018

M/S/C (Wasserman/Lee Eng) to approve the Regular Meeting Minutes of February 8, 2018.

7. VTP Highway Program Semi-Annual Report Ending October 31, 2017

M/S/C (Wasserman/Lee Eng) to receive the Valley Transportation Plan (VTP) Highway Program Semi-Annual Report Ending October 31, 2017.

8. Transit Operations Performance Report - Q2 FY 2018

M/S/C (Wasserman/Lee Eng) to receive the FY2018 Second Quarter Transit Operations Performance Report.

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

9. Programmed Project Monitoring - Quarterly Report

M/S/C (Wasserman/Lee Eng) to receive the Programmed Projects Quarterly Monitoring Report for October - December 2017.

RESULT:	Approved – Consent Agenda Item #6 - #9
MOVER:	Mike Wasserman, Member
SECONDER:	Lynette Lee Eng, Member
AYES:	Barbadillo, Constantine, Hendricks, Landry, Lee Eng, Miller, Rennie, Siegel, Sinks, Wasserman, Watanabe, Wu
NOES:	None
ABSENT:	Anstandig, Carrasco, Harney, Kniss,

REGULAR AGENDA

10. Transit Service Guidelines Policy Update

Jason Tyree, Senior Transportation Planner, provided a presentation entitled, “Tranist Service Guidelines,” highlighting: 1) 2007 Transit Sustainability Policy; 2) 2018 Transit Service Guidelines; 3) Document Elements; 4) VTA’s New Family of Services; 5) Incorporates: The Ridership Recipe; 6) Establishes Route Design Guidelines; 7) Revises Stop Spacing Guidelines; 8) Revises Service Span Guidelines; 9) Revises Service Frequency Guidelines; 10) Revises Service Productivity Guidelines; 11) Establishes New Quarterly Performance Monitoring Program; and 12) Summary.

Members of the Committee and staff discussed the following: 1) the importance of clearly understanding the purpose for the Transit Service Guidelines Policy; 2) how the newly formed Ad Hoc Financial Stability Committee will influence future decisions related to transit service; 3) if Next Network Phase II incorporated the foreseeable changes needed once BART service to Milpitas and Berryessa opens; 4) any mechanisms to determine if a slight detour on a route would make sense; 5) process for evaluating routes; 6) how the policy impacts the Transit Operations Performance Report (TOPR); 7) coverage routes versus ridership routes; and 8) how productivity minimums are established.

Members of the Committee made the following comments: 1) expressed appreciation to staff for their community outreach efforts, noting the importance to reach out to those communities that are most vulnerable; 2) noted the relevance of receiving feedback from the public; 3) urged staff to continue seeking new and innovative ways to engage the public for feedback; 4) expressed concern about the possibility of future cuts to service or reduced frequency in service; 5) requested staff include barrier-free and accessibility language in the policy; and 6) expressed concern about the loss of service around the senior centers/communities and the transit dependent areas.

Upon Committee Members comments, staff reported the following: 1) the majority of VTA’s riders are transit dependent; and 2) ridership demographics are part of the evaluations; 3) staff would include barrier-free and accessibility language in the policy; 4) the Service Planning page will be a major tool available for the public to provide feedback once the Next Network Phase II is implemented. Mr. Tyree informed the

Committee that staff is continuing to evaluate routes and seek input from the public through social media and VTA’s customer service. He noted evaluating routes is an ongoing process and that routes can be changed based on the need or feedback received.

M/S/C (Wasserman /Rennie) to recommend that the VTA Board of Directors adopt a new Transit Service Guidelines policy that establishes a revised framework to objectively monitor and evaluate VTA's transit services, develop service change recommendations, and develop annual service plans that move VTA toward achieving the Strategic Plan's goal of providing fast, frequent, and reliable Transit. Further, the Committee requested that establishing barrier-free and accessibility language be included in the Guidelines.

RESULT:	Approved – Consent Agenda Item #10, as Amended
MOVER:	Mike Wasserman, Member
SECONDER:	Rob Rennie, Member
AYES:	Barbadillo, Constantine, Hendricks, Landry, Lee Eng, Miller, Rennie, Siegel, Sinks, Wasserman, Watanabe, Wu
NOES:	None
ABSENT:	Anstandig, Carrasco, Harney, Kniss,

11. Santa Clara Countywide Bicycle Plan: Public Review Draft

Lauren Ledbetter, Senior Transportation Planner, provided an overview of the staff report. Ms. Ledbetter provided a presentation entitled “Countywide Bicycle Plan,” highlighting: 1) Our Visions; 2) Goals; 3) Plan Contents; 4) Evaluating the Current Bicycle Conditions; 5) Map of Cross County Bicycle Corridors (CCBCs); 6) Priority CCBCs; 7) Bicycle Superhighway Concept; 8) Across Barrier Connections (ABCs); 9) Education & Encouragement Programs; 10) Costs & Funding; 11) Implementation; and 12) What is Next.

A robust discussion ensued about the following: 1) areas in the various cities to include in the CCBC’s; 2) omission of streets in the CCBC plan; 3) bus boarding islands; 4) opportunities to use Next Door for marketing and feedback mechanism 5) local versus regional needs; 6) updates regarding the San Thomas Aquino trail access during Levi’s Stadium events; 8) opportunities for bicycle paths off busy streets; 9) crossing jurisdictions between two cities; 10) what future priorities look like; and 11) how traffic conditions should play a role in the CCBC plan.

Members of the Committee made the following comments: 1) expressed appreciation for the staff and employees from various agencies for their time and effort in making it safe for bicyclists/pedestrians; 2) requested including more local connections to shopping centers and schools; 3) requested a countywide view map that would allow for both a macro-level and micro-level view, including future plans for specific areas; 4) suggested a countywide policy for officials to ride bicycles in their community; 5) expressed the need to explore how to improve dangerous merges, where bicyclists/pedestrians are forced to enter vehicle traffic lanes due to elimination of a bike/pedestrian path; 6) noted the importance to improve the way kids are to getting to school whether walking and/or biking; and 7) commented about the increased traffic congestion as the population grows in the county and the need for bicycle safety.

Ms. Ledbetter reported that she would consider all the suggestions provided by the Committee. She further noted that the current map on the VTA website allows an individual to zoom in on a specific area.

On order of Chairperson Miller and there being no objection, the Committee discussed the Public Review Draft of the Updated Santa Clara Countywide Bicycle Plan.

OTHER

12. PAC Work Plan

Mr. Miller reported that he requested from staff a map detailing scheduled projects for 2018, noting the importance for the Committee to see a map detailing the projects for the year.

On order of Chairperson Miller and there being no objection, the Committee reviewed the PAC Work Plan.

13. ANNOUNCEMENTS

Mr. Lawson made the following comments: 1) reminded the Committee that VTA's first Ad Hoc Financial Stability Committee meeting will be held Friday, March 9, 2018; and 2) urged the Committee to reach out to their constituents and/or staff for feedback with bicycle related issues.

Mr. Miller announced the Government Affairs report is on the Members' table.

14. ADJOURNMENT

On order of Chairperson Miller and there being no objection, the Committee meeting was adjourned at 5:28 p.m.

Respectfully submitted,

Theadora Abraham, Board Assistant
VTA Office of the Board Secretary



State Route 85 Corridor Policy Advisory Board

Monday, February 26, 2018

MINUTES

CALL TO ORDER

The Regular Meeting of the State Route 85 Corridor Policy Advisory Board (SR 85) was called to order at 10:01 a.m. by Chairperson McAlister in Community Hall, 10350 Torre Avenue, Cupertino, California.

1. ROLL CALL

Attendee Name	Title	Representing	Status
Mary-Lynne Bernald	Alternate Member	City of Saratoga	Absent
Jeannie Bruins	Member	City of Los Altos	Present
Barry Chang	Alternate Member	City of Cupertino	Absent
Burton Craig	Alternate Member	City of Monte Sereno	Absent
Marcia Jensen	Alternate Member	City of Los Gatos	Absent
Sergio Jimenez	Member	City of San José	Absent
Larry Klein	Member	City of Sunnyvale	Absent
Susan Landry	Alternate Member	City of Campbell	Absent
Lynette Lee Eng	Alternate Member	City of Los Altos	Absent
John McAlister	Chairperson	City of Mountain View	Present
Russ Melton	Alternate Member	City of Sunnyvale	Present
Howard Miller	Vice Chairperson	City of Saratoga	Present
Marico Sayoc	Member	City of Los Gatos	Absent
Leonard Siegel	Alternate Member	City of Mountain View	Absent
Rod Sinks	Member	City of Cupertino	Present
Rowena Turner	Member	City of Monte Sereno	Absent
Rich Waterman	Member	City of Campbell	Present
<i>Vacant</i>	Alternate Member	City of San José	n/a
<i>Vacant</i>	Member	County of Santa Clara	n/a
<i>Vacant</i>	Alternate Member	County of Santa Clara	n/a
Bijan Sartipi	Ex-Officio Member	Caltrans	Absent
Dan McElhinney	Alt. Ex-Officio Member	Caltrans	Absent

A quorum was present.

2. PUBLIC PRESENTATIONS

Roland Lebrun, Interested Citizen, commented about the low ridership on Express Bus Line 185 and suggested an alternate solution.

Jim Stallman, Interested Citizen, made the following comments: 1) referenced VTA's recent report on Interstate 280 and recommended a similar report for State Route (SR) 85;

and 2) requested VTA consider adding a high occupancy lane connection on the Saratoga Avenue on-ramp to SR 85.

Connie Cunningham, Interested Citizen, made the following comments: 1) expressed support for light rail and bus rapid transit and opposed flex lanes on SR 85; 2) urged VTA to continue with the study; and 3) an aerial option may be suitable for the narrow areas of SR 85.

Raphael Villagracia, Interested Citizen, commented on the following: 1) expressed concern about the lack of student input; and 2) survey results indicate students from De Anza, Foothill, and Evergreen Community Colleges support public transit.

Ashley Jahja, Interested Citizen, made the following comments: 1) international students rely on VTA to get around; and 2) expressed gratitude for the EcoPass.

3. ORDERS OF THE DAY

There were no Orders of the Day.

4. Committee Staff Report

Chris Augenstein, Director of Planning & Programming and Staff Liaison, noted that the SR 85 Study is on hold due to funding constraints.

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

CONSENT AGENDA

5. Regular Meeting Minutes of November 21, 2017

M/S/C (Miller/Sinks) to approve the Regular Meeting Minutes of November 21, 2017.

6. Regular Meeting Minutes of December 11, 2017

M/S/C (Miller/Sinks) to approve the Regular Meeting Minutes of December 11, 2017.

RESULT:	APPROVED [UNANIMOUS] – Consent Agenda Items #5-6
MOVER:	Howard Miller, Vice Chairperson
SECONDER:	Rod Sinks, Member
AYES:	Bruins, McAlister, Melton, Miller, Sinks, Waterman
NOES:	None
ABSENT:	Jimenez, Sayoc, Turner

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

REGULAR AGENDA

7. SR 85 Transit Guideway Study (Study) Overview and Schedule

Adam Burger, Senior Transportation Planner, provided a presentation entitled, “State Route 85 (SR 85) Transit Guideway Study: Study Progress.”

Committee and Staff discussion ensued regarding the progress of the Study.

Public Comment

Roberta Holliman, League of Women Voters, made the following comments: 1) expressed concern that BART will consume all of the 2016 Measure B funds; and 2) urged VTA to not pause the study.

Mr. Lebrun made the following comments: 1) prioritize projects based on vehicle miles traveled; and 2) look to private sector for funding.

Steven Levin, Interested Citizen, made the following comments: 1) trips include the whole trip not just the portion on SR 85; 2) light rail is currently underutilized on SR 85 and SR 87; and 3) residents want to use their cars.

On order of Chairperson McAlister and there being no objection, the Committee received the State Route 85 (SR 85) Transit Guideway Study Overview and Schedule.

8. SR 85 Transit Guideway Study Funding Status

Mr. Burger provided a presentation entitled, “State Route 85 (SR 85) Transit Guideway Study: Funding Status.”

Members of the Committee discussed the following: 1) other possible funding options; 2) VTA Board of Directors (Board) perceived support for SR 85 projects; 3) use of light rail versus single driver cars; and 4) continuing the momentum with regard to the study. Committee Members will discuss partially financing the Study with their City Managers, Board Members will bring up the funding issue at a future Board meeting, and staff will look again for money.

Public Comment

Mr. Lebrun commented on the following: 1) 2000 Measure A money; and 2) finishing the study through the private sector or from the interested cities’ transportation funds.

Savita Vaidhyanathan, Interested Citizen, inquired about using the interest from the collected tax money to continue the study.

Mr. Levin noted that taking an action on an item not listed as action on the agenda is a Brown Act violation.

On order of Chairperson McAlister and there being no objection, the Committee received the State Route 85 (SR 85) Transit Guideway Study Funding Status.

9. **2018 SR 85 Corridor Policy Advisory Board Meeting Schedule**

Mr. Lawson directed attention to the SR 85 Corridor PAB meetings scheduled for 2018.

Members of the Committee requested a meeting be held in mid-April 2018.

Public Comment

Mr. Lebrun recommended the Committee meet bi-monthly.

M/S/C (Bruins/Miller) to approve the 2018 State Route (SR) 85 Corridor Policy Advisory Board Meeting Schedule. The Committee further requested that a meeting be held in mid-April 2018.

RESULT:	ADOPTED AS AMENDED [UNANIMOUS]
MOVER:	Jeannie Bruins, Member
SECONDER:	Howard Miller, Vice Chairperson
AYES:	Bruins, McAlister, Melton, Miller, Sinks, Waterman
NOES:	None
ABSENT:	Jimenez, Sayoc, Turner

10. **Hypothetical Transit Travel Speed Analysis**

Mr. Burger provided a presentation entitled, “State Route 85 (SR 85) Transit Guideway Study: Hypothetical Transit Travel Speeds.”

Member Melton left his seat at 11:23 a.m., the quorum was lost,
and a Committee of the Whole was declared.

Member Melton returned to his seat at 11:24 a.m.
and a quorum was re-established.

Members of the Committee discussed the following: 1) bus on shoulder; 2) light rail speed; and 3) finding the right number of train cars to make light rail effective.

Public Comment

Mr. Lebrun commented about the following: 1) station design; and 2) difference between bus rapid transit and express buses.

Jim Sutton, Interested Citizen, commented on the following: 1) first mile and last mile difficulty; 2) light rail ridership is declining in other areas as well; and 3) expressed concern with cost of light rail.

Mr. Levin commented on the following: 1) the number of people who travel the whole length of SR 85 is low; and 2) time savings when using transit is replaced with wait time.

Chairperson McAlister requested the Senate Bill number for the pilot of bus on shoulder.

On order of Chairperson McAlister and there being no objection, the Committee received the Hypothetical Transit Travel Speed Analysis.

11. Transit Costing Analysis and Peer Agency Comparison

Mr. Burger provided a presentation entitled “State Route 85 (SR 85) Transit Guideway Study: Transit Operating Costs and Peer Comparison.”

Chairperson McAlister requested the cost of an aerial design.

On order of Chairperson McAlister and there being no objection, the Committee received the Transit Costing Analysis and Peer Agency Comparison.

12. Corporate Shuttle Operations Analysis

Mr. Burger provided a presentation entitled “State Route 85 (SR 85) Transit Guideway Study: Corporate Shuttle Operations Analysis.”

Due to the lack of time to adequately discuss **Agenda Item #11: Transit Costing Analysis and Peer Agency Comparison** and **Agenda Item #12: Corporate Shuttle Operations Analysis**, the Committee requested both items be brought back at the April meeting to be scheduled.

Public Comment

Mr. Lebrun commented about the following: 1) expense of light rail; 2) Caltrain from Gilroy; and 3) Transportation Network Companies being used in San Francisco.

Mr. Augenstein noted that if Members have comments or questions to send them to the Board Secretary. Staff will provide answers at a future meeting.

On order of Chairperson McAlister and there being no objection, the Committee received the Corporate Shuttle Operations Analysis.

13. ANNOUNCEMENTS

Chairperson McAlister provided a handout that reflected a comparison of lighter December 2017 holiday traffic to normal traffic.

14. ADJOURNMENT

On order of Chairperson McAlister and there being no objection, the meeting was adjourned at 12:08 p.m.

Respectfully submitted,

Thalia Young, Board Assistant
VTA Office of the Board Secretary



Eastridge to BART Regional Connector Policy Advisory Board

Wednesday, March 21, 2018

MINUTES

CALL TO ORDER

The Regular Meeting of the Eastridge to BART Regional Connector Policy Advisory Board was called to order at 4:00 p.m. by Chairperson Cortese in the Isaac Newton Senter Auditorium, County Government Center, San Jose, California.

1. ROLL CALL

Attendee Name	Title	Status
Sylvia Arenas	Member	Present
Magdalena Carrasco	Vice Chairperson	Absent
Cindy Chavez	Member	Present
David Cortese	Chairperson	Present

A quorum was present.

2. PUBLIC PRESENTATIONS

There were no Public Presentations.

3. ORDERS OF THE DAY

There were no Orders of the Day.

CONSENT AGENDA

4. Regular Meeting Minutes of February 20, 2018

M/S/C (Chavez/Arenas) to approve the Regular Meeting Minutes of February 20, 2018.

RESULT:	APPROVED [UNANIMOUS] – Consent Agenda Item #4
MOVER:	Cindy Chavez, Member
SECONDER:	Sylvia Arenas, Member
AYES:	Arenas, Chavez, Cortese
NOES:	None
ABSENT:	Carrasco

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

REGULAR AGENDA

5. Eastridge to BART Regional Connector, Capitol Expressway LRT Extension Revised Vertical Alignment and Funding Plan

Ken Ronsse, Deputy Director, Rail and Facilities, provided an overview of the staff report.

Members of the Committee made the following comments: 1) requested staff to include a historical timeline of the project highlighting prior VTA Board of Directors (Board), actions and community outreach; 2) expressed concern about the lack of resources to Eastside San Jose; 3) commented about the impacts that have affected the project's progress over the years; 4) noted the importance of voter approval for Regional Measure 3 (RM3); 5) thanked staff for their efforts in pushing forward with the project, highlighting what an asset it will be for the Eastside community to have light rail along the Capitol corridor.

Members of the Committee and staff discussed the following: 1) different funding opportunities if the VTA Board does not allocate anymore funds to the project; 2) consequences if voters do not support RM3; 3) the consultant hired that recommended grade separations; 4) the recommendation from staff to move forward in anticipation of RM3 passing, noting RM3 approval is expected to take place in June 2018; 5) Fiscal breakdown for the project; and 6) task of restoring and prioritizing projects.

Staff reported the following: 1) staff is prepared to revise the drawings if RM3 does not pass; and 2) the project's historical timeline will be completed for the May 2018 Board, noting staff is taking the time to assure its accuracy.

M/S/C (Chavez/Arenas) to recommend that the VTA Board of Directors:

1) Approve the design change of the light rail vertical alignment at the Ocala Avenue and Cunningham Avenue intersections to grade separated, resulting in an increase of 1.2 miles of aerial guideway and a final configuration with aerial alignment for the entire 2.3 mile extension of the Eastridge to BART Regional Connector, Capitol Expressway Light Rail Project; and

2) Approve funding strategy that includes use of Senate Bill 1 (SB-1) Local Partnership Program (LPP) Formula (FY17/18 and FY18/19) funds in the amount of \$9 million and the use of 2000 Measure A funds in the amount of \$67 million to fund the increased capital cost of \$76 million for the design change.

RESULT:	APPROVED [UNANIMOUS] – Consent Agenda Item #5
MOVER:	Cindy Chavez, Member
SECONDER:	Sylvia Arenas, Member
AYES:	Arenas, Chavez, Cortese
NOES:	None
ABSENT:	Carrasco

6. Eastridge to BART Regional Connector Project Status Update

Mr. Ronsse provided an overview of the staff report.

Discussion ensued about the following: 1) process leading up to the Environmental Impact Report (EIR); 2) expressed concerns over the constant changes; 3) staff's outreach efforts; 4) the importance of providing information to the Members in order for them to reach out to their constituents; 5) a placemat that would show in detail a best case and worst case scenarios; 6) the reasons for the multiple changes; 7) the timeline for the information to go to the Board and the community/public;

Nuria I. Fernandez, General Manager/CEO, reported that the changes to the project have been significant and that continuous updates would be provided as changes occur. Ms. Fernandez concurred with staff to continue moving forward, with the expectation of the passage of RM3, and if at some point funding does not come through, staff will reevaluate to see what can be done in the interim and/or what direction needs to be taken. Ms. Fernandez further reported an item that will lay out the strategy for the project is scheduled for the April 2018 Administration & Finance Committee and May 2018 Board.

On Order of Chairperson Cortese, and there being no objection, the Committee received the Eastridge to BART Regional Connector Project Status Update.

7. Santa Clara-Alum Rock Bus Rapid Transit Project Status Update

Mohamed Basma, Program Manager of Project Delivery, provided a brief update on the Santa Clara-Alum Rock Bus Rapid Transit project, highlighting the following: 1) staff has closed out most of the open contracts; and 2) the segment now allows for shorter transit travel time.

Members of the Committee and staff discussed the following: 1) how success and safety is measured along the corridor; 2) transportation improvements; 3) pedestrian conflicts, noting the importance of safety for pedestrians; 4) accident rates along the corridor; and 5) types of signage along the corridor, noting staff is planning to provide new signs for the corridor.

Staff reported the following: 1) that there was an increase in incidents along the corridor when it first opened, but it has decreased to three incidents in the past three months; 2) VTA is working with the City of San Jose to provide the utmost safety for pedestrians; 3) a report will be provided to the Members showing how staff is measuring success, safety, risks, and transit time improvements.

On Order of Chairperson Cortese, and there being no objection, the Committee received an update on the Santa Clara-Alum Rock Bus Rapid Transit Project.

OTHER

8. ANNOUNCEMENTS

There were no Announcements.

9. **ADJOURNMENT**

On order of Chairperson Cortese and there being no objection, the meeting adjourned at 5:15 p.m.

Respectfully submitted,

Theadora Abraham, Board Assistant
VTA Office of the Board Secretary

Caltrain JPB Meeting Summary

Caltrain JPB Meeting Summary

At its April 5, 2018 meeting, the Caltrain JPB:

- Held a special meeting (workshop) to discuss Caltrain Preliminary Fiscal Year 2018/2019 and Fiscal Year 2020 Budget Outlook. Presentation was made that offered the current budget and projections. There were several explanations of how to overcome the financial difficulties. This is an initial conversation that will be raised in the coming months in front of the board.
- Authorized the Executive Director to execute contract change orders for delay to the notice to proceed of three separate contract change orders, to provide reimbursement for the costs associated with the delay to issuance of the Full Notice to Proceed for the Balfour Beatty Design Build (Contract # 14-PCJPB-P-053) in the amount of \$9,702,667, the Stadler EMU (Contract # 14-PCJPB-P-056) in the amount of \$490,000 and award of the contract incentives bid items for Contract # 14-PCJPB-P-053 in the amount of \$7,150,000.
- Authorized the Executive Director and Chairperson to approve real estate offers, transactions and property rights conveyances:
 1. To (a) purchase rights in real property valued up to and including \$500,000; (b) enter into leases, rights of entry, licenses, or other types of agreements to use property owned by third parties at values up to and including \$500,000; and (c) convey easements, licenses and rights of entry when such conveyances support utility or street relocations or other third-party obligations necessitated by Peninsula Corridor Joint Powers Board (JPB) capital projects.
 2. To (a) purchase rights in real property valued up to and including \$750,000, and (b) enter into leases, rights of entry, licenses, or other types of agreements to use property owned by third parties at values up to and including \$750,000.
 3. Established that the exercise of authorities granted by this proposed action will be limited as follows: (a) the funds for any purchase of property must be available in a Board-approved annual or project budget; (b) each purchase transaction must be supported by a current appraisal; (c) an offer may be made or accepted under the proposed delegation of authority only after staff finds that the transaction is in the best interest of the JPB and General Counsel advises that the transaction can be completed as proposed under applicable laws and regulations.
 4. To take all actions necessary to consummate and record (if appropriate) the above-referenced transactions, including executing agreements and other documents in forms acceptable to Legal Counsel.
 5. To provide quarterly updates on transactions entered into under the proposed delegations of authority.
- Authorized to execute a MOU with Stanford University and funding agreements for member agency support of the Caltrain Business Plan, and amendment to increase the capital budget by \$1.5 Million to \$72,823,295.
- Adopted the Negative Declaration for the San Mateo Set Out Track Project (Project) and approve the construction of a Set Out Track in San Mateo on the Caltrain corridor.

The Caltrain JPB will next meet on
May 3, 2018, at 10 a.m.

San Mateo County Transit District Administrative Building
Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

Complaint Letter (VTA 181 Driver)

Date: 4/5/18

To:

**Nuria Fernandez, General Manager
VTA Board Of Directors
Chief of Staff**

Date of Incident(s): 3/29 & 4/4

Time of Incident(s): 5:33 pm

My name is Jatinder Kaur, a VTA commuter from Fremont since 2012 taking the VTA 181 bus. I am writing to inform you about my recent incidents with the same VTA driver who leaves earlier than scheduled from first and Santa Clara street (in front the CREAM; downtown SJ).

Last Thursday 3/29 I filed a report that as I was crossing the road from Post street and first street, the drive rashly took off at 5:33 pm as supposed to 5:35. I also waved my hand to signal her that I am to get on her; however, she immediately left the stop. When I called to report, the VTA representative did confirm that the driver left early after reviewing the cameras and informed me that they will notify the driver's supervisor. Moving forward to Wednesday 4/4/18, the same bus driver shut the door on me at 5:33 pm even after she saw me crossing the road in front of the her bus (of course, I looked both ways before crossing the street for safety even if it a one way street).

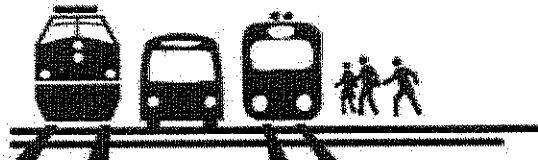
Because of my frustration during that time, I did not get the chance to note the bus number. All I know is that it is VTA 181 that is going from SJ to Fremont. My stop is on First and Santa Clara street where the bus is leave at 5:35, not 5:33. I request you to review all bus and street cameras that confirms that she left early on the dates provided above and take action to avoid this from happening in the future.

The very first complaint was filed in December; however I do not have much information on that as it was long time ago, and bus times have since changed.

As a VTA commuter for over five and half years, I respect the drivers and appreciate the service provided by VTA. However, I don't see any value to drivers that leave earlier than scheduled because it only causes delays to regular commuter, like me, that rely on for their daily work/home commute. I would appreciate if this matter can be resolved than to cause more frustration and stress, Thank you for your time. Please feel free to reach me at jtkaur94@gmail.com or 510 401 7165.

-Jatinder

SILICON VALLEY TRANSIT USERS



**SILICON VALLEY
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Silicon Valley Transit Users
P. O. Box 390069
Mountain View, CA 94039-0069

GET INVOLVED!

Tired of paying higher fares and waiting longer for your VTA bus or light rail train? Here's your chance to state your concerns to the decision-makers at VTA.

Details on our group's next meeting:

WHEN: Last Tuesday of every month @ 6pm

WHERE: San Jose Peace & Justice Center, 48 South 7th Street, San Jose. Meet on the first floor of the building.

GETTING THERE: The 22, 23, 63, 64, 72, 73, and 522 Rapid bus lines stop within a short walk of the San Jose Peace & Justice Center. Plan on carpooling there? Free parking is available on surface streets.

Can't make our group's next meeting? Just before our meeting, call our group founder, Eugene Bradley, at (408)888-2208. You will be given a dial-in number and PIN code to join our meeting. Press the # button on your phone after dialing the phone number and PIN code.

When prompted state your FULL name. Our meetings typically do not last more than one (1) hour.

Want to get involved? Alternately, visit our web site at www.svtransitusers.org and learn how YOU can get involved. Or, call group founder Eugene Bradley at (408)888-2208 or email our group at info@svtransitusers.org.

Only by getting involved will you have a chance of saving your bus or train.

*Silicon Valley Transit Users
Membership Form*

NAME _____

ADDRESS _____

CITY _____ ZIP _____

PHONE: _____

EMAIL: _____

VTA bus/LRT lines taken: _____

Do You Use Caltrain, ACE, or BART? _____

How would you prefer to help us? (check all that apply)

Passing out leaflets to fellow transit riders _____

Virtual (email/Yahoo! Group only, fastest) _____

Participating in protests _____

Surveying bus and light rail conditions _____

Speaking out at VTA Board meetings and Workshops _____

Other _____

We will NOT give your information to third parties. As a reminder, we are NOT affiliated with, nor endorsed by, the Santa Clara Valley Transportation Authority (VTA) in any way whatsoever.

VTA Board Meeting 4/5/2018, ITEMS 4 (Public Comment), 6.2, 7.3 Page 1 of 2
Sean Mulligan

Subject: Past (since 2009) and Ongoing VTA Board and BART Board Violations of the November 2001 Comprehensive Agreement, Section IIB2.2 (SVRT Policy Advisory Board, required) and Section IIB2.3 (Joint BART/VTA Board meetings, annually, required)

BACKGROUND

On the BART Board Agenda for January 11, 2018, Item 6D, an update to the BART/VTA Comprehensive Agreement was given to the BART Board in Oakland. BART Director Thom Blalock noted that 1) there was a joint policy Board (the Silicon Valley Rapid Transit Policy Advisory Board) that stopped meeting in 2009, but which should exist through to completion of revenue service to Santa Clara and that somewhere this got dropped out and that someone has their "foot on hot rocks". The agenda items for the committee appear to be entirely informational, so likely the committee got tired of hearing information; however, as we approach Phase 1 revenue service, the usefulness of the legally required committee is very obvious. BART's Bob Mitroff noted that there were NO AMENDMENTS to the contract. I did some research into the contract and through public record requests found that:

- 1) The Silicon Valley Rapid Transit Project Policy Advisory Board is legally, contractually required to exist through to revenue service in Santa Clara and stopped meeting on September 22, 2009.
- 2) The annotated excerpts on the next page note the violations by the VTA Board and BART Board. VTA and BART have violated these provisions since 2009, and will have ongoing violations to 2025/2026 without action from the VTA and BART Boards.
- 3) **The VTA/BART Boards should/must either:**

Option-1: Call a Special Meeting to staff the SVRT Project PAB. The BART Board will do this separately and VTA should notice them of the requirement. VTA should create bylaws for this committee as, per CPRA request, they do not exist, and they are legally required by the VTA Administrative Code.

OR

Option-2: Call a Special Meeting of both Boards to amend the November 2001 contract, which BART's Bob Mitroff says was never amended, to eliminate the requirement of this committee and the annual joint VTA/BART Board meetings.

Doing nothing is an ongoing breach of the November 2001 contract, an act of the VTA and BART Boards. Doing nothing is not a legally viable option. This committee will be very useful out to revenue service to Santa Clara in 2025/2026. It will also require joint VTA/BART Board meetings at least once annually. (If this governance had been in place, maybe a lot of the VTA/BART conflicts would have been favorably resolved sooner.)

The violated excerpts of the November 2001 VTA/BART contract are attached and annotated on the following page.

Sean Mulligan

November 2001 VTA/BART Comprehensive Agreement Excerpts, IIB2.2, IIB2.3 and Definitions

2. SVRT Project Policy Advisory Board

VTA and BART agree that the SVRT Project will be planned, designed and constructed under the auspices of a joint VTA/BART policy body (the "Policy Advisory Board"). The Policy Advisory Board will be composed of ten members. VTA will chair and BART will be the vice-chair the Policy Advisory Board. For VTA, the Policy Advisory Board will consist of five members as follows: two VTA Board members and a combination of three members representing Santa Clara County and/or the Cities of Santa Clara, Milpitas and San Jose. For BART, the Policy Advisory Board will consist of five members as follows: three BART Board members, one member representing Alameda County and one member representing an Alameda County City. The Policy Advisory Board will cease to exist upon commencement of revenue service on the SVRT Extension. ~~BART/VTA have violated paragraph #2 since 9/2010.~~

Scanned image excerpt from VTA/BART November 2001 Comprehensive Agreement, page 9, section B2.

This committee (Silicon Valley Rapid Transit Project Policy Advisory Board) last met Wednesday, September 22, 2010.

BART Board Director Thom Blalock noted that someone has their foot on hot rocks and that this committee should exist through project completion, i.e., revenue service to Santa Clara in 2025/2026.

3. Joint VTA/BART Board Workshops/Meetings

VTA and BART agree that joint informational VTA/BART Board Workshop/Meeting(s) will be held at least once annually during design and construction of the SVRT Project.

Here are the definitions (Section I) that will require this committee to exist until 2025/2026.

- TT. "SVRT Extension" The completed SVRT Project.
- UU. "SVRT Project" or "Project" The proposed SVRT Project, consisting of a sixteen-mile/seven station extension of BART's tracks south from Warm Springs through Milpitas and Downtown San Jose with a terminus station in Santa Clara.

RHETORICAL QUESTION: How many VTA Board members have read the 88 page November 2001 Comprehensive Agreement, which is required background reading for the upcoming BART Operations and Maintenance Agreement? (The BART Board received copies of the contract around January 11, 2018.)