

From: VTA Board Secretary
Sent: Monday, December 11, 2023 10:58 AM
To: VTA Board of Directors
Cc: VTA Board Secretary
Subject: From VTA: Approved 2024 VTA Board of Directors Meeting Schedule

VTA Board of Directors:

Listed below (also attached) is the **2024** VTA Board of Directors meeting schedule that was approved at the December 7, 2023, Board of Directors meeting.

<u>DATE</u>	<u>TIME</u>	<u>PURPOSE</u>
Thursday, January 11 (2 nd Thurs.)	5:30 p.m.	Regular Board Meeting
Thursday, February 1	5:30 p.m.	Regular Board Meeting
Friday, February 23	9:00 a.m.	Board Workshop Meeting
Thursday, March 7	5:30 p.m.	Regular Board Meeting
Thursday, April 4	5:30 p.m.	Regular Board Meeting
Friday, April 19	9:00 a.m.	Board Workshop Meeting
Thursday, May 2	5:30 p.m.	Regular Board Meeting
Thursday, June 6	5:30 p.m.	Regular Board Meeting
Friday, June 28	9:00 a.m.	Regular Board Meeting
Thursday, August 1	5:30 p.m.	Regular Board Meeting
Thursday, September 5	5:30 p.m.	Regular Board Meeting
Friday, September 20	9:00 a.m.	Board Workshop Meeting
Thursday, October 3	5:30 p.m.	Regular Board Meeting
Thursday, November 7	5:30 p.m.	Regular Board Meeting
Thursday, December 5	5:30 p.m.	Regular Board Meeting

Please place these meeting dates/times on your calendar.

Thank you.

VTA Office of the Board Secretary
Santa Clara Valley Transportation Authority
3331 North First Street, Building B-1
San Jose, CA 95134-1927
Phone: 408-321-5680



Conserve paper. Think before you print.

Date: October 25, 2023
Current Meeting: December 7, 2023
Board Meeting: December 7, 2023

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: General Manager/CEO, Carolyn M. Gonot

FROM: Chief External Affairs Officer, Jim Lawson

SUBJECT: VTA Board of Directors Meeting Schedule for Calendar Year 2024

Policy-Related Action: No

Government Code Section 84308 Applies: No

ACTION ITEM

RESULT:	APPROVED BY CONSENT VOTE [UNANIMOUS]
MOVER:	Cindy Chavez, Vice Chairperson (Santa Clara County)
SECONDER:	Marie Blankley, Board Member (Gilroy)
AYES:	Blankley, Burt, Chavez, Davis, Jain, Jimenez, Kamei, Lee, Lopez, Montano, Torres
ABSENT:	Matt Mahan

RECOMMENDATION:

Approve the VTA Board of Directors Meeting Schedule for calendar year 2024.

EXECUTIVE SUMMARY:

- The VTA Board of Directors are requested to approve their meeting schedule for calendar year 2024. Staff proposes twelve (12) regular meetings and three (3) workshops for the upcoming year.

STRATEGIC PLAN/GOALS:

This is an administrative item only.

FISCAL IMPACT:

There is no Fiscal Impact associated with this item.

BACKGROUND:

The VTA Board of Directors generally meets on the first Thursday of the month at 5:30 p.m. in the Board of Supervisors' Chambers, County Government Center, 70 West Hedding Street, San Jose, or as otherwise posted.

DISCUSSION:

Staff is proposing the following 2024 schedule for the Board of Directors Regular and Workshop meetings:

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Thursday, December 5	5:30 p.m.	Regular Board Meeting

*To hear urgent items only.

ALTERNATIVES:

The Board of Directors may choose to select different dates; however, different meeting dates may impact the schedules of its Advisory and Standing Committee meetings.

CLIMATE IMPACT:

The recommended action will have no or neutral impacts to climate change.

Prepared by: Board Office
Memo No. 8756

From: VTA Board Secretary
Sent: Friday, December 15, 2023 6:57 PM
To: VTA Board of Directors
Cc: VTA Board Secretary
Subject: VTA Correspondence: Week Ending 12/15/23

VTA Board of Directors:

We are forwarding you the following:

From	Topic
Updated Letter from Various Organizations/ Stakeholders	Support for the Clipper Bay Pass Pilot Phase 2
David Dearborn, Member of the Public	BART Phase II
Alfred Twu, Member of the Public	Public Transportation to San Jose Airport

Thank you.

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



Conserve paper. Think before you print.

From: Adina Levin

Sent: Thursday, December 7, 2023 4:11 PM

To: MTC-ABAG Info <info@bayareametro.gov>; publiccomment@caltrain.com; Public Comment <PublicComment@samtrans.com>; VTA Board Secretary <Board.Secretary@vta.org>; Board Meeting <board.meeting@bart.gov>; myvoice@actransit.org; MTABoard@sfmta.com

Subject: [EXTERNAL] Network Management Agenda #4a - Updated Support for Clipper BayPass Pilot Phase 2

CAUTION: This Message originated from outside VTA. Do not click links or open attachments unless you recognize the sender and know the content is safe!

Honorable members of MTC's Regional Network Management Committee, and Transit Agency Board members, Fare Integration Task Force Members, and MTC Commissioners

Attached please find an updated letter including additional Transportation Management Association organizations in support of the Clipper Bay Pass Pilot Phase 2.

Thank you for your consideration,

- Adina

Adina Levin

Friends of Caltrain / <https://greencaltrain.com>

Seamless Bay Area / <https://seamlessbayarea.org>

650-646-4344



December 7, 2023

Dear Fare Integration Task Force members, Transit Agency Board Members, and MTC Commissioners,

Thank you very much for advancing the Clipper BayPass all-agency transit pass pilot, expanding from the initial participant base of public higher education and affordable communities to include up to 10 employers and transportation management associations with up to 20,000 participants.

We are very pleased to see the dramatic success of the first phase of the BayPass pilot showing a 35% increase in transit ridership among people whose access was expanded from a single agency to all agencies, improving mobility for people, helping the transit system regrow ridership, and advancing our region's goals on climate, equity and congestion relief.

Our organizations strongly believe that an all-agency institutional pass is one of the fastest and most meaningful options available to the region to regrow transit ridership and expand access to the transit system. While we are glad that this next phase of the pilot is advancing we urge MTC and transit operators to maintain their focus on this effort and to work expediently toward a full scale launch and region-wide formalization of the BayPass program as soon as possible. We understand that this will require formalizing a pricing and revenue distribution structure for the program as well as addressing long term implications for existing institutional pass programs.

We are confident that MTC and operators can come together to creatively overcome these implementation hurdles without further delay or compromise to the overall program. The need to rebuild ridership and strengthen public trust in the region's transit system is an imperative and mutual responsibility that all operators share. Transit is not on a sustainable course and the need for public investment in the system has never been greater- showing that we have the capacity to work together and change is essential.

Thank you for your consideration,

John Ristow
**San Jose Department of
Transportation**

Amy Buckmaster
Chamber San Mateo County

Alyssa Sherman
Salesforce

Ian Griffiths
Seamless Bay Area

Amy Thomson
TransForm

Laura Tolkoff
SPUR

Tiffany Rodriguez
**San Jose State Associated
Students**

Dave Sorrell
**Association of Commuter
Transportation**

Adina Levin
Friends of Caltrain

Ewan Barker Plummer
**San Francisco Youth
Commission**

**Sonoma County Climate
Activist Network**

Russell Hancock
Joint Venture Silicon Valley

Laura Hill
Bay Area Council

John Ford
Commute.org

Lucy Gigli
Alameda TMA

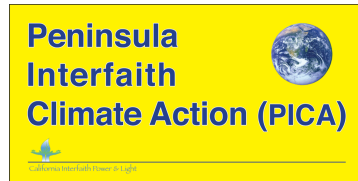
Justine Burt
Palo Alto TMA

Roni Hattrup
Mountain View TMA

LOGOS AND SIGNERS FROM PREVIOUS LETTER - NEED TO UPDATE FOR CURRENT LETTER



Additional co-signing organization logos continue on pages 2 and 3



Additional co-signing organization logos continued from page 1





Additional co-signing organization logos continued from pages 1 and 2

Adina Levin
Friends of Caltrain

Ian Griffiths, Policy Director
Seamless Bay Area

Gwen Litvak
Bay Area Council

John Ristow
Director of Transportation, City of San Jose

Tiffany Rodriguez,
**Manager, Transportation Solutions,
Associated Students, San Jose State
University**

Angie Evans
Palo Alto Forward

Kelsey Banes
Peninsula for Everyone

Evelyn Stivers
**Housing Leadership Council of San Mateo
County**

Sheri Bruns
**Executive Director, Silicon Valley Independent
Living Center**

Vanessa Bohm
Urban Environmentalists

Debbie Toth, President & CEO
Choice in Aging

Bruce England

Jonathon Kass, Transportation Policy Manager
SPUR

Roseanne Foust, President & CEO
**San Mateo County Economic Development
Association (SAMCEDA)**

Jordon Wing
Streets for People Bay Area

Diane Bailey, Executive Director
Menlo Spark

Petra Silton
**Thrive Alliance: The Alliance of Non-profits
for San Mateo County**

Riya Master
**External Affairs Vice President, Associated
Students of the University of California**

Kristina Pappas, President
San Francisco League of Conservation Voters

Jack Kurzweil
Wellstone Democratic Renewal Club

Jeffrey Levin, Policy Director
East Bay Housing Organizations

Michael Abramson
Mountain View YIMBY

Helena Chang, Advocacy Program Manager
The Center for Independent Living (TheCIL)

Greg Magofña, Co-Executive

Mountain View Coalition for Sustainable Planning

Lauren Weston, Executive Director
Acterra: Action for a Healthy Planet

Jason Baker
Silicon Valley Leadership Group

Kathryn Hagerman Medina, Director, Customer Success, **RideAmigos**

Debra Ballinger, Executive Director
Monument Impact

Rorbert Feinbaum
SaveMUNI

Tina Martin
Mothers Out Front San Francisco

David Sorrell, TDM-CP
Northern California Chapter, Association for Commuter Transportation

Russ Hancock, President & CEO
Joint Venture Silicon Valley

Ahleli Cuenca
Youth Leadership Institute

Nicole Kemeny, President
350 Silicon Valley

Carol Cross, Co-Convenor
Fossil Free Mid-Peninsula

Bijan Mehryar
Salesforce

Liore Milgrom-Gartner
CA Interfaith Power & Light

Scott Knies
San Jose Downtown Business Association

Dave Campbell
Bike East Bay

East Bay for Everyone

Jim Baker, CEO & Founder
Xentrans

Marco Echeandia, Director of Sustainability
Associated Students of San Jose State University

Antonio Maldonado, Director of Business Affairs
Associated Students of San Jose State University

Zach Drucker
sf.citi

Jack Swearngen
Friends of SMART

Hans Larsen, Public Works Director
City of Fremont

Justine Marcus
Enterprise Community Partners

Adam Thongsavat, Public Policy
Airbnb

Michael Gliksohn, Treasurer
Richmond Progressive Alliance

Marlene Santoyo
Menlo Together

Erin Chazer
Peninsula Young Democrats

Paul Fadelli
Mayor, City of El Cerrito

Rick Bonilla, Mayor
City of San Mateo

Nathan Ulsh
San Jose Downtown Business Association

Ethan Mizzi, Chair
South San Francisco Youth Commission

Jen Klose, Executive Director
Calum Weeks, Policy Director
Generation Housing

Warren Wells, Policy and Planning Director
Marin County Bicycle Coalition

Jodie Medeiros, Executive Director
Walk San Francisco

Duane Bay
EPA Can Do

From: David D
Sent: Monday, December 11, 2023 6:01 PM
To: VTA Board Secretary <Board.Secretary@vta.org>
Subject: [EXTERNAL] Letter to JLAC

CAUTION: This Message originated from outside VTA. Do not click links or open attachments unless you recognize the sender and know the content is safe!

Hello Madam Secretary,

Please deliver a copies of these 2 letters dated 12-10-2023 to all Board Directors.

Please confirm delivery.

Thank you in advance.

Thank you in advance,

David Dearborn

December 10, 2023

To: CA JLAC
From: David Dearborn
Subject: VTA Audit 2023-101
Re: SVBII BART Project through San Jose
Specifically: Transparency
Conflict with AI research,
Twin bore vs single bore

The question has come up a number of times about a side-by-side review of twin and single bore designs regarding key metrics for value and choice. This query to Google AI is a shot at that.

The question to Google Bard lays out the fundamental requirements for each option in providing BART service to downtown San Jose and Diridon. Hopefully nothing in the question is misstated.

To Google Bard:

Using known geotechnical, hydrology and environmental data for the VTA BART phase two five mile underground two track metro alignment, and excavation and construction technologies, describe best suited design for least cost, least risk and least construction time... with best efficient rider access and transfer capacity, and reliability. Choose between option 1) 5 miles of 20 foot diameter twin bore tunnels with tracks 50 feet below street, two mined stations with 34 foot wide center platforms using NATM, SEM and SCL for station construction and tunnel crossovers for safety; and option 2) a large 54 foot diameter tunnel with tracks 110 feet below street, two side-by-side tracks with support structure placing those tracks mid tunnel; and two 24 foot wide center platform in stations. Give your reason for preference. Note: each tunnel option must have two diameter's of soil above tunnel crown. Assume both options will have the same capacity for trains and train head time.

Google Response:

Best-Suited Design for VTA BART Phase II: Option 1

Based on the information provided, Option 1 (twin 20-foot diameter tunnels with mined stations 50 feet below street level) appears to be the best-suited design for VTA BART Phase II for the following reasons:

Cost:

- Lower cost: Smaller tunnel diameters and shallower station depths significantly reduce excavation and construction costs compared to a large tunnel at 110 feet below ground.

- Modular design: Mined stations with NATM, SEM, and SCL offer cost-effective construction and allow for parallel construction activities, potentially accelerating the overall schedule.
- Reduced impact on existing infrastructure: Shallower tunnels minimize the need for utility relocations and disruptions to existing infrastructure, saving costs and time.

Risk:

- Reduced risk: NATM, SEM, and SCL techniques are well-established and offer flexibility in adapting to unforeseen ground conditions, minimizing risks associated with tunnel excavation and station construction.
- Smaller tunnel size: Smaller tunnels are inherently less susceptible to ground movements and collapse compared to a large tunnel at greater depth, reducing potential risks.
- Redundancy: Two separate tunnels create redundancy in the system, ensuring continued operation even in the event of an incident in one tunnel.

Construction Time:

- Faster construction: Mined stations and standardized tunnel construction processes allow for faster completion compared to the complex construction of a large tunnel at greater depth.
- Parallel construction: Multiple station construction sites can be managed simultaneously, further accelerating the overall project timeline.
- Reduced permitting requirements: Shallower tunnels may face less stringent permitting requirements compared to a deep tunnel, potentially saving time.

Rider Access and Transfer Capacity:

- Wider platforms: 34-foot wide center platforms provide ample space for passenger movement, minimizing congestion and optimizing boarding/disembarking times.
- Improved station accessibility: Stations closer to the surface are more accessible to pedestrians and public transportation, increasing ridership and convenience.
- Multiple stations: More stations offer more transfer points and connections to other transit systems, enhancing network accessibility and rider convenience.

Reliability:

- Independent tunnel system: Two separate tunnels provide redundancy in case of maintenance or emergency situations, ensuring system reliability.
- Shorter evacuation distances: Passengers can evacuate stations closer to the surface faster in case of emergencies, improving overall safety.
- Proven technology: NATM, SEM, and SCL are well-established techniques with a proven track record in tunnel and station construction, enhancing system reliability.

Additional Benefits:

- Reduced environmental impact: Smaller tunnels and shallower excavations require less material extraction and cause less environmental disruption.
- Improved community integration: Stations closer to the surface better integrate with the surrounding community and promote pedestrian activity.
- Potential for future expansion: The modular design allows for future expansion of the system by adding additional tunnels and stations as needed.

While Option 2 offers a larger tunnel space and potentially faster train speeds, the significantly higher cost, increased risk, longer construction times, and reduced rider access and transfer capacity outweigh its potential benefits. Option 1 provides a more cost-effective, efficient, and reliable solution while minimizing environmental impact and disruption to the community.

Note: It is important to conduct a comprehensive analysis of both options before making a final decision. This analysis should include:

- Detailed geotechnical and hydrological studies to assess ground conditions and inform tunneling methods.
- Cost-benefit analysis to compare the long-term costs and benefits of each option.
- Environmental impact assessment to evaluate the environmental implications of each option and identify mitigation measures.
- Public input and stakeholder engagement to consider community needs and preferences.
- Further analysis of train operations and passenger demand to confirm assumptions about capacity and head time.

By carefully considering all factors, VTA can make an informed decision that delivers the best value for the Santa Clara Valley while ensuring safety, reliability, environmental responsibility, and a positive user experience for its rider.

- end -

December 10, 2023

To: CA JLAC
From: David Dearborn
Subject: VTA Audit 2023-101
Re: SVBII BART Project through San Jose
Specifically: Transparency
Conflict with AI research,
Consequences of design change to twin bore

Following up on the previous email comparing twin and single bore, this question seeks to understand how much time could be saved by making the switch to twin bore. It was said the single bore design for CP2 is near complete.

It is also clear that the twin bore design is 60+% complete which would suggest the Google AI response 3-5 years less time to complete would be something to think about.

Something else to think about:

- Lopping off a few \$Billion in the process may take some of the pressure off the challenge of funding this.
- Reducing the exposure to future inflationary and supply chain unknowns.
- Starting revenue service earlier for commuter and environmental benefit.
- And stimulating San Jose downtown growth and vitality sooner.

To Google Bard:

Regarding Construction Time and the factors you mention: Mined stations and standardized tunnel construction processes allow for faster completion compared to the complex construction of a large tunnel at greater depth; and Multiple station construction sites can be managed simultaneously, further accelerating the overall project timeline. If option 2, the large single bore, will take 13 year to complete, what is a reasonable guess at how long it would take to complete option 1?

Google Response:

Unfortunately, determining the precise construction time for Option 1 without additional information is difficult. However, we can make an educated guess based on the provided factors and compare it to the estimated 13-year completion time for Option 2.

Factors favoring faster completion of Option 1:

- Mined stations: Utilizing NATM, SEM, and SCL for station construction is typically faster and more flexible than constructing within a large tunnel.
- Standardized tunnel construction: The consistent diameter of the twin bores simplifies construction processes and allows for prefabrication of tunnel segments.
- Multiple construction sites: Building stations at different locations simultaneously can significantly shorten the overall construction schedule.
- Shorter evacuation distances: Stations closer to the surface require less excavation and potentially shorter tunnels, reducing construction time.
- Reduced environmental impact assessments: Shallower excavations may require less extensive environmental impact assessments, saving time in the approval process.

Considering these factors, a reasonable guess for Option 1's construction time could be between 8 and 10 years. This estimate is based on the assumption that the construction process will be streamlined due to the factors mentioned above. However, several variables can affect the actual construction time, including:

- Specific geotechnical and hydrological conditions: Unexpected ground conditions or water infiltration can lead to delays.
- Unforeseen infrastructure conflicts: Relocation or protection of existing infrastructure can add time to the project.
- Labor and material availability: Shortages of skilled workers or key construction materials can cause delays.
- Weather events: Extreme weather conditions can disrupt construction activities.
- Public opposition or legal challenges: Public opposition or legal challenges can delay the project.

Therefore, the actual construction time for Option 1 could be longer or shorter than the estimated 8-10 years, depending on various factors.

For a more accurate assessment, it is crucial to conduct a detailed project schedule taking into account all relevant factors and uncertainties. This will provide a more realistic estimate of the construction time for Option 1 and facilitate informed decision-making for the VTA BART Phase II project.

- end -

From: David D

Sent: Saturday, December 9, 2023 1:17 PM

To: VTA Board Secretary <Board.Secretary@vta.org>; BART Board <BoardofDirectors@bart.gov>

Subject: [EXTERNAL] Google AI on saving time

CAUTION: This Message originated from outside VTA. Do not click links or open attachments unless you recognize the sender and know the content is safe!

Please share this with your Directors.

Thank you in advance.

David Dearborn

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For a more accurate assessment, it is crucial to conduct a detailed project schedule taking into account all relevant factors and uncertainties. This will provide a more realistic estimate of the construction time for Option 1 and facilitate informed decision-making for the VTA BART Phase II project.

From: Alfred Twu

Sent: Saturday, December 9, 2023 8:38 PM

To: VTA Board Secretary <Board.Secretary@vta.org>; city.clerk@sanjoseca.gov; mkazmierczak@sjc.org

Subject: [EXTERNAL] Public Comment on Public Transportation to San Jose Airport

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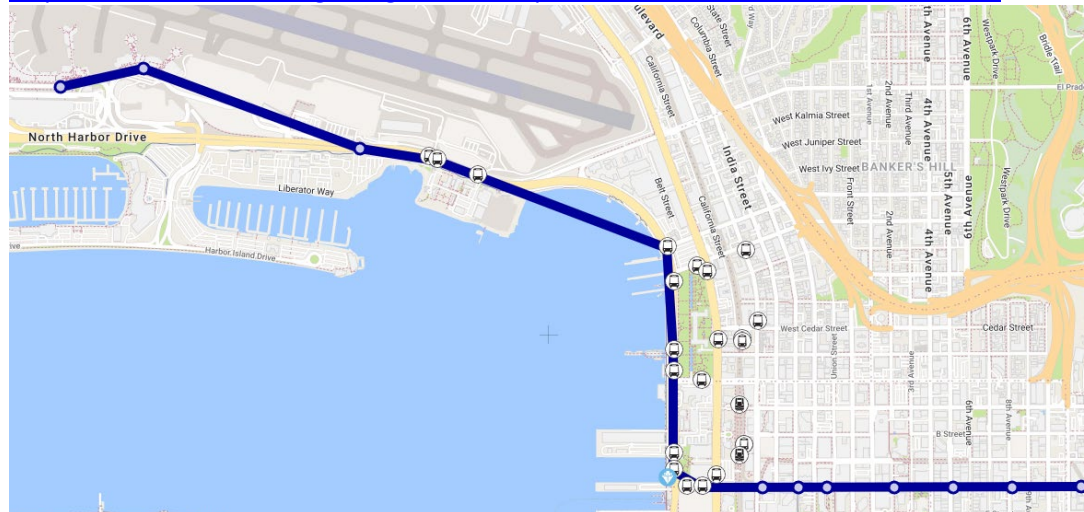
Hi San Jose Airport Commission, VTA Board, and San Jose City Council

Recently I've heard about plans to build new transit from the airport to Diridon Station. I would also like to suggest an express bus from the airport to Milpitas BART.

I live in Alameda County and when looking for flights, will compare options in Oakland, San Jose, and San Francisco. Usually I go with SF or Oakland, as they're easier to get to. While VTA #60 bus does go from BART to airport, it's a long trip (takes 30 minutes) and the trips don't always connect with BART, since BART runs every 20 minutes while the 60 bus runs every 15.

An express shuttle bus every 10 minutes, similar to the AirBART bus that used to run between Oakland Airport and BART before the connecting train was built, would make San Jose airport an appealing option for East Bay residents and could also start service quickly.

Another shuttle bus could also be run between the airport and downtown San Jose destinations, providing a 1-seat, door to door ride from airport to hotels and the convention center. San Diego (another city where the airport is close to downtown) has a bus that is sort of like this: see <https://www.sdmts.com/getting-around/departures-and-schedules/schedules/992>



Thanks
Alfred Twu

From: VTA Board Secretary

Sent: Friday, December 15, 2023 7:49 PM

To: VTA Board of Directors

Cc: VTA Board Secretary

Subject: VTA Information: December 21, 2023, Standing Committee Agenda Packets (CMPP, A&F, and SSTPO)

VTA Board of Directors:

You may now access your VTA CMPP, A&F and SSTPO Agenda packets on our Agenda Portal via the links below:

- **Congestion Management Program and Planning (CMPP) Committee** – Thursday, December 21, 2023, at 10:00 a.m. [CMPP Cancellation Notice](#)
- **Administration and Finance (A&F) Committee** – Thursday, December 21, 2023, at 12:00 p.m. [A&F Agenda Packet](#)
- **Safety, Security, and Transit Planning and Operations (SSTPO) Committee** - Thursday, December 21, 2023, at 3:00 p.m. [SSTPO Agenda Packet](#)

Thank you.

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

