

From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Tuesday, November 12, 2019 11:03 AM
To: VTA Board of Directors <VTABoardofDirectors@vta.org>
Subject: From VTA: November 12, 2019 Media Clips

VTA Daily News Coverage for Tuesday, November 12, 2019

- [1. Transit leaders approve vital agreement for BART extension \(San Jose Spotlight\)](#)**
- [2. Caltrain Park & Ride Lot To Be Developed For Mixed Uses Silicon Valley Voice](#)**
- [3. Sharks email fans to 'preserve the future' of SAP Center during downtown redevelopment \(Business Journal\)](#)**

Transit leaders approve vital agreement for BART extension (San Jose Spotlight)

A vital agreement between the Santa Clara Valley Transportation Authority and Bay Area Rapid Transit has finally been authorized, just in time for the completion of Phase I of the Silicon Valley expansion project – the 10-mile BART extension to Milpitas and Berryessa.

The VTA Board of Directors voted unanimously Thursday to authorize VTA General Manager Nuria Fernandez to execute the BART [Operations & Management agreement](#), defining each agency's respective rights, responsibilities and costs.

To say it was a long time coming may be an understatement. The newly-approved plan took 3 1/2 years of negotiations, and it's been 18 years since VTA and BART entered into the initial agreement for the expansion into Santa Clara County in Nov. 2001.

Santa Clara County Supervisor Cindy Chavez, the VTA Board's vice chair, said the vote was a historic moment.

"It's amazing," Chavez told San José Spotlight. "It takes so long to make this happen, and this is going to be open with a brand new agreement in less than two months."

Working as partners, VTA will own all Silicon Valley Rapid Transit (SVRT) facilities, while BART will acquire, operate and maintain all needed equipment for performance. The agreement states that VTA is responsible for funding 100 percent of the costs of the extension in the county, as well as fund a proportional percentage of operations and maintenance costs within the BART core system, such as new rail cars and track rehabilitation.

The main sources of revenue will come from VTA's 2008 Measure B 1/8-cent sales tax and VTA fare revenues that will be collected by BART. VTA will also be credited for 100 percent of fares that begin or end in Santa Clara County.

According to Raj Srinath, VTA deputy general manager and CFO, VTA receives approximately \$56 million each year from 2008 Measure B funds, and rider fare revenues are estimated to be around \$25 million each year. Those revenues collectively total \$81 million, while the extension's operating expenditures are estimated at around \$60 million annually.

Lien Amendment

With such a large project underway, BART wanted a built-in guarantee that VTA could pay. That's where a lien came in.

In earlier drafts of the agreement, a lien – or guarantee of debt payment – was placed on state sales tax funds from the Transportation Development Act, which accounts for 21 percent of VTA's biennial budgeted revenue.

However, the 2008 Measure B sales tax has been collecting taxpayer money since 2012 – now totaling around \$376 million – and the measure was originally dedicated to solely help fund the Silicon Valley extension.

Negotiations finally led to the decision that since this saved revenue was so high, the lien on the TDA could essentially be removed. That last-minute suspension was an important aspect of the new agreement.

“Having the TDA money attached creates lack of flexibility for VTA, and this is all about making sure that we are creating a healthy environment,” Chavez said. “So the idea that we would be risking revenue that we need right now for other operations is why that was such a big deal.”

She said the VTA committee that was a part of the negotiations included herself, San Jose Councilmember Raul Peralez, San Jose Mayor Sam Liccardo and Santa Clara Councilmember Teresa O’Neill.

VTA board member and San Jose Councilmember Lan Diep said he was shocked to hear of the change. “I thought there was no way out of (the lien), so I’m quite impressed that you were able to come to a mutual agreement,” Diep said. “Kudos, because you can’t underscore that enough.”

Community transit advocates were actively concerned, too, as they thought the lien could’ve potentially reallocated current VTA bus and light rail service funding, especially if BART underperformed.

“I’m happy that this agreement has finally been reached and that the lien will not happen,” said Eugene Bradley, Silicon Valley Transit Users founder. “It would’ve been even more devastating and likely put our bus and light rail services all the way back to levels roughly last seen in the 1970s. Thanks to the VTA board and staff for at least seeing to it that transit service is not affected by BART coming down here.” Board Chair O’Neill also thanked the BART board and staff for being willing to move on the issue before the vote to authorize the agreement.

“I think we’re all thrilled this lien will not be impacting the existing transit services,” O’Neill said. “We’re taking our first steps here... but we can all be celebrating soon when we see the service actually beginning.”

Caltrain Park & Ride Lot To Be Developed For Mixed Uses **Silicon Valley Voice**

Republic Metropolitan is set to develop the Santa Clara Station Caltrain Park & Ride lot for a mixed-use project under a partnership with the VTA and the City of Santa Clara. The station, located at 1001 Railroad Ave., has a portion of property owned by the VTA and another owned by the City.

The VTA’s 0.7-acre portion is geared for mixed-use with 70 units of affordable housing and 4,800 square feet of retail. The building is envisioned at seven stories with parking available for Caltrain, retail and residents. The residential component will be 100 percent affordable housing.

The 1.7-acre City-owned portion is set to become a market-rate “co-living” housing project with 70 units for a total of 545 beds. According to Lenka Wright, Director of Communication for the City of Santa Clara, fair housing laws prohibit a project that’s explicitly only for students, so the co-living concept allows for individuals to lease a private room and share common areas, as would be typical in a student dormitory, except this project is open to everyone. On the City-owned parcel there’s also 14,700 square feet of retail that’s being planned for the eight-story building, also equipped with parking for all uses.

“In response to the overall project economics and the affordable housing requirements of both the City and VTA, the developer has elected not to spread the affordable housing units across all buildings on the project site,” explained Wright. “As is typical with the development of affordable housing, the Santa Clara Station affordable building is not feasible without the shared economics of the market rate building.”

“The development team had sat down with the City about the pressures from the outflow of students seeking housing in the neighborhood,” said Jessie O’Malley Solis, Manager of Transit-Oriented

Development for the VTA. “It was originally going to only be student housing on the site. We executed a tri-party agreement with the City and developer to work to get additional uses. Student housing doesn’t drive transit, so we wanted ground-floor retail to make it a destination. We pushed for additional square footage of ground floor retail.”

Plans are still in the earliest stages, so details are subject to change. The total parking to be provided by the development is 91 Caltrain spaces, 58 retail spaces and 167 residential. Republic Metropolitan is currently working with Caltrain to identify offsite parking for transit that will be needed during construction.

A major amenity to be offered is a 1,400 square foot community room located on the City’s parcel that’s publicly accessible. There will also be art, an inviting ground floor to help make the retail a destination and greenery in the parking areas. Details regarding outdoor common areas are still being determined. The developer submitted an application for the project in January but the application was deemed incomplete. The [latest version](#) of the project was presented at an Oct. 24 community meeting but hasn’t yet been formally submitted to the City. If an application is submitted this month, City Council and Planning Commission meetings on the project should conclude by August 2020. If approved, construction would begin in 2021 and be completed by 2023.

“We’re working closely with the City of Santa Clara and the developer to achieve joint goals for the site,” said O’Malley Solis. “We’re working toward increasing ridership and meeting our affordable housing policy and working toward a final product that the community, the City and our Board will be proud of.”

[Sharks email fans to 'preserve the future' of SAP Center during downtown redevelopment](#) (Business Journal)

As Google’s plans for downtown are being scheduled for public review and signs are about to go up at SAP Center parking lots telling hockey fans their favorite parking places may disappear into the construction rubble, the San Jose Sharks emailed their fans today asking for help in preserving the “the future” of the 26-year-old sports and entertainment venue.

Though the email cites “unique opportunities” as well as “tremendous risks” of downtown’s Google- and Diridon Station-driven redevelopment scenarios — all of which involve less car access and more mass transit — the Sharks say their email and the communication channel it is intended to create with its fans and partners is not a threat to leave the city.

[John Tortora](#), team co-president, said “We have no intention of relocating or moving the franchise. This is all about making sure the arena remains viable, and that fans can continue to come to the SAP Center while all the construction is going on around them.”

As Tortora frames the issue, the question is how do the Sharks — who play in, as well as manage, a city-owned arena — protect the value of a city asset during years of construction by Google, the Valley Transportation Authority and its BART subway, and at Diridon by Caltrain and high-speed rail?

“We want to be able to make sure that as we’re going through this, the SAP Center remains protected and viable and that we have good partners,” Tortora said.

Mayor [Sam Liccardo](#) said, “The arena will be successful if the downtown is successful. A downtown filled with mostly empty parking lots is not one that will enhance the viability of the arena.” How the arena endures through this period is one of extreme sensitivity, interviews in past weeks with the Sharks, developers and city officials have confirmed.

The hockey team has two lawsuits pending that could hold up BART construction downtown, one against the VTA and one against the Federal Transit Administration, alleging that promises for a parking garage are not being fulfilled and that construction impacts are not fully mitigated in current plans.

The Sharks’ email includes a link so recipients can opt-in to future communications as downtown plans solidify because “decisions made this next year by local leaders, transportation planners, [Google](#) and

other developers while these projects are being implemented may determine whether SAP Center continues to remain a viable, world-class venue for downtown San Jose and its residents.”

It also links to a web page the Sharks maintain that says, "If these massive projects are not properly planned and implemented, the future viability of SAP Center could be jeopardized." The page includes links to the [city's website for the Google development](#) and the [Diridon Station area plan website](#).

From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Friday, November 15, 2019 2:44 PM
To: VTA Board of Directors <VTABoardofDirectors@vta.org>
Subject: From VTA: November 14-15, 2019 Media Clips

VTA Daily News Coverage for Thursday, November 14 and Friday November 14, 2019

1. [New Express Lanes \(ABC 7 News Link to video\)](#)
2. [New Express Lanes \(NBC Bay Area Link to video\)](#)
3. [How to swap for a new FasTrak, and why you might not need to: Roadshow \(Mercury News\)](#)
4. [Huge housing development eyed near Google village in downtown San Jose \(Mercury News\)](#)
5. [Parking spaces for the San Jose Sharks at SAP Center could become an endangered species \(Business Journal\)](#)
6. [San Jose's policies and its approach to parking are evolving as Google plans its Diridon-area development \(Business Journal\)](#)

[New Express Lanes](#) (ABC 7 News Link to video)

[New Express Lanes](#) (NBC Bay Area Link to video)

[How to swap for a new FasTrak, and why you might not need to: Roadshow](#) (Mercury News)

Q: Our family has three standard FasTrak toll tags that we have had for years. Reading about the express lane extension on Highway 237 and the toll exemption for carpoolers, I'm thinking it's time to get FasTrak Flex toll tags. I don't see anything on the FasTrak website regarding upgrading a toll tag, or what to do with our old standard FasTrak toll tags that we'll no longer need if we buy the Flex toll tag.

Mary Miller, Los Altos

A: The FasTrak folks are only issuing the new Flex tags, which drivers can set to 1, 2 or 3 to indicate the number of passengers on board. To swap your old single-setting tags for a Flex tag, go to bayareafastrak.org or call 877-BAYTOLL (877-229-8655).

Q: If I have the old FasTrak transponder and am a solo driver, will that work? I am rarely going where the 1-2-3 would matter.

Carole Klokkevold

A: Yes, the old tags will work. Solo drivers using those tags will be charged a toll in the express lane.

Q: Are express lanes coming to Interstate 80?

Fred Smith

A: Yes, in Solano County.

Q: My friends and I prefer to take light rail when we go to downtown San Jose. We catch the train at the Curtner station. Every time we've taken the train, the escalator at the station has been broken. Most

recently, it was still broken, handrails and stairs were filthy, and the station looks neglected. Can you alert the powers that be at VTA to get the escalator fixed and the station cleaned up before the holidays?

Rebecca Elliot and friends

A: The fix-it order is in, and the VTA says the station should look better soon.

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Huge housing development eyed near Google village in downtown San Jose (Mercury News)

More than 750 homes, including hundreds of affordable residences, proposed for large downtown San Jose site

A big residential complex that would add more than 700 homes — including hundreds of affordable units — to downtown San Jose is being planned a stone's throw from Google's proposed transit village. The proposed housing complex would be located near the corner of Park Avenue and McEvoy Street, which is close to the western edges of the sites where Google is planning a transit-oriented development.

"This project is on the other side of the Caltrain tracks but really just a block from some of the Google properties," said Scott Knies, executive director of the San Jose Downtown Association.

A total of 762 residential units are envisioned, according to the proposals on file with San Jose city planners. Included in that total: 330 affordable units, the city planning documents show.

The project would replace multiple one- and two-story office, commercial and industrial buildings on the south side of Park Avenue, according to a survey of the neighborhood by this news organization.

The addresses where the housing development would rise include 205 and 214 Dupont St., and 226, 244, 254 McEvoy St., city planning documents show.

"The march westward of really large mixed-use and residential projects is no surprise given the enormity of the future Google village," said Mark Ritchie, president of Ritchie Commercial, a real estate firm. "But it has to be taken in the context of how small downtown is within the confines of highways 87 and 280." Just on the other side of the train tracks from the project, Google plans a development that would be a game-changer for San Jose.

If built, Google's transit village, known as Downtown West, would dramatically transform a district that has slumbered while lively new restaurants, nightspots, and shops have sprouted in the downtown's core area and the nearby Santana Row and Valley Fair centers.

Google's proposal calls for office buildings, homes, hotel facilities, shops, restaurants, entertainment sites, cultural hubs, and open spaces where the tech titan would employ 25,000 people.

Yet the proposal from the search giant is far from the only activity that is beginning to take shape in this section of downtown San Jose.

Down the street from the newly proposed residential development, Jay Paul Co. has started construction on a new office tower. And Adobe, in a quest for more elbow room in downtown San Jose, is constructing a new office tower at 333 W. San Fernando Street that would dramatically expand the size of the cloud services giant's current three-building headquarters campus.

These and other projects that could potentially create enough office space for thousands of new workers would ratchet up the demand for places to live near these future job hubs.

"Housing demand has been increasing exponentially," said Bob Staedler, principal executive with Silicon Valley Synergy, a land-use consultancy. "We have to be sure that all the development in the Diridon Station area is cohesive. Google should be the measuring stick for quality."

The newly proposed residential development at Park and McEvoy would include multiple mid-rise buildings, according to concept images on file with the city planning department.

The planned housing complex also would help expand the boundaries of what observers have come to traditionally view as downtown San Jose, Knies said.

“It pushes the new Downtown West district further west,” Knies said.

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[Parking spaces for the San Jose Sharks at SAP Center could become an endangered species](#) (Business Journal)

Editor's note: Though very much still in the planning stages, the future of San Jose is being shaped now. In this and related stories, the Silicon Valley Business Journal is taking a look at one aspect of what could be revitalized — and potentially radically changed — downtown San Jose. Read the main story, with links to related coverage, here.

When the San Jose Sharks sell out, they pack 17,000 hockey fans into the SAP Center and create a traffic jam along adjacent West Santa Clara Street.

Though the arena is across the street from Diridon Station, which has frequent Caltrain and light-rail service, as well a mini-hub for Valley Transportation Authority buses, 83 percent of the fans in the Shark Tank arrive in a car that needs to be parked, surveys conducted by the team show. For those who do come in through the transit station, a two-minute walk to the arena goes through two of the nine parking lots that surround the venue.

Even though Sharks co-president John Tortora — once a rail commuter into Manhattan from the New Jersey suburbs — says he believes San Jose will evolve into a transit-oriented downtown with less parking, he doesn't expect that to happen soon. And he sees an existential threat for the SAP Center in all the construction that developers and civic planners have in mind: from Google's sprawling mixed-use development, Diridon Station's expansion and BART's extension into the heart of San Jose.

“Our concern is if today is Point A, and the future — the end result — is Point C, we like A, we like C,” Tortora said. “We don't know what B looks like. And no one has articulated a plan to give us satisfaction that B will be survivable. This transition period, it could be 10, 15, 20 years.”

The Sharks have filed two lawsuits over the disappearance of parking and lack of construction mitigation. Earlier this week, the team emailed fans and partners about the threat it sees to the arena, and created a web page where people can track developments that affect the current parking.

Yet Mayor Sam Liccardo says that downtown is caught in the middle of change as well, and must push forward with less parking. “I think our residents, and Sharks fans, would prefer it,” he said. “So I see no reason why we can't all do this together.”

San Jose and the team have an agreement that the city will, in the future, provide 3,175 parking spaces — slightly more than half of the 6,000 that exist now within one-third of a mile of the SAP Center. But Google's planned campus presents a complication to that, as the tech giant proposes only 5,600 parking spaces. Many of those will be filled by Google employees, new residents and others not attending concerts or games.

Liccardo said the city will continue engaging with the Sharks to meet the parking needs, mentioning 1,000 spaces that will come with a fourth tower Adobe is building nearby.

“The arena will be successful if the downtown is successful,” Liccardo said. “A downtown filled with mostly empty parking lots is not one that will enhance the viability of the arena.”

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[San Jose's policies and its approach to parking are evolving as Google plans its Diridon-area development](#) (Business Journal)

Editor's note: Though very much still in the planning stages, the future of San Jose is being shaped now. In this and related stories, the Silicon Valley Business Journal is taking a look at one aspect of what could be revitalized — and potentially radically changed — downtown San Jose. Click here to read other stories about [parking issues around SAP Center](#) and the [San Jose Sharks, paid parking at major shopping centers](#) in the city, and [a future hotel that could have no parking at all](#).

San Jose is about to bet billions of dollars in public and private money on whether to stick with its secure place in California car culture or go with Silicon Valley's reputation as birthplace of the next big thing. Parking is the key. If [Google](#) Inc. and City Hall get their way, it's going to be harder to find than a \$500,000 house.

Here's the clearest example of the challenge: Google's decade-long development plan for the 80 acres it has bought around Diridon Station calls for no more than 5,160 parking spaces. Under city code, Google would have had to plan for 15,513 spaces just to service its 7.3 million square feet of proposed downtown office space. But the 5,900 apartments in Google's plans, which could house an estimated 18,000 residents, would also share those spaces.

Its proposal for the smaller number of spaces is possible because the city and Google, a division of Alphabet Inc., agreed "to minimize parking" last year.

"In San Jose, we can cling to a past consisting of a sea of mostly empty surface parking lots," said Mayor [Sam Liccardo](#). "Or we can forge ahead to a future with a vibrant urban center that will bring tens of thousands of new workers and residents ... with a world-class transit system,"

Understanding parking — how it shapes how we get around, how we build, and how we use San Jose's limited supply of downtown land — is critical in thinking about government and business plans to shape the city's future.

Almost from the moment of the first introduction of Californian to car, there's been a public expectation that someone must provide a place to park the car when you get where you're going. Otherwise, what use is the car?

"We're trying to deal with that," said [John Ristow](#), head of San Jose's Department of Transportation, which manages the city's parking resources. The city's figures show there are about 30,000 spaces downtown, covering about 330 square feet of land area each, including access lanes to reach them. That's room for about 230 football fields.

San Francisco counted more than 440,000 parking spaces in a 2015 survey. A national city planning organization looked for Los Angeles County's spaces in 2010 and found 18.6 million. That's the equivalent of 14 percent of that county's 4,751 square miles of land area.

John Shoup, a UCLA professor who's the guru of this arcane subject, says the land area devoted to parking America's cars is the size of West Virginia.

That's expensive, and often it's not paid by the person parking a car.

In San Jose, above-ground spaces cost about \$33,000 apiece to build and go up from there, according to the city. Put parking underground and Shawn Milligan, partner at KT Urban, estimates the cost at \$75,000 per space. For a downtown high-rise, parking spaces average 20 percent of the construction cost. And if parking isn't provided, there are thousands of dollars in potential penalties contained in building codes.

Nationwide, about 17 percent of the monthly rent of an apartment pays for the cost of housing a car, according to UCLA.

If the parking is provided “free,” Shoup says we pay for it “in every role we have in life other than as a driver. As a taxpayer, as a resident, as a shopper. And just because you pay nothing for parking at the parking lot of the grocery store doesn’t mean the cost goes away. It’s still there.”

San Jose’s approach, which is being put to the test by Google, is to get rid of a lot of parking downtown, and not just because it’s expensive. It’s because the cars that use it pollute the air, make noise, are inefficient and contribute, according to studies, to hypertension and mental health problems. The goal is to reduce “vehicle miles traveled,” known as VMT — the increasingly preferred metric of city planners instead of minutes of traffic delay — by 40 percent over the next two decades.

The way to get people to use fewer cars downtown, says SPUR’s [Sarah Jo Szambelan](#), is to make them less convenient to use. Nothing achieves that so well as cutting back on parking spaces, which is written into San Jose’s master plan for 2040 calling for VMT reduction.

“When we think about parking and we think about central cities, we think that there are better uses of those scarce spaces than for parking,” she said.

While there are many indicators that people are amenable to alternative transportation modes and younger people in urban California don’t have the same love for cars that their parents did, there are not yet enough alternatives to cars to know how fast such a dramatic change can occur without strangling the economic activity downtown.

“In a valley that’s cherished its automobile for so long, how do you know when’s the right time to make that change?” asked [Scott Knies](#), head of the San Jose Downtown Association.

Within the next year, San Jose will launch a review of parking requirements with an eye to how much can be eliminated, said [Sylvia Do](#), a manager in the planning department. Google’s proposal is the reason why.

The SAP Center is in the middle of that area and uses about 6,000 spaces on nights when the San Jose Sharks play or a marquee singer performs. What exists as acres of asphalt will become green space, tall buildings and public places over the next decade, if Google’s framework plan becomes a reality.

Said Ristow: “We’re trying to find a balance of what makes sense from an economic standpoint for both the city and the developers that need to invest, as well as with the potential impacts and needs of the people that may want or need to use the neighborhoods that may be impacted.”

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From: VTA Board Secretary <Board.Secretary@vta.org>

Sent: Friday, November 15, 2019 2:50 PM

To: VTA Board of Directors <VTABoardofDirectors@vta.org>

Subject: VTA Information: November 2019 Standing Committee Agenda Packets

VTA Board of Directors:

You may now access your VTA CMPP, A&F, and CPC, and SSTPO agenda packets via the links below.

- **Congestion Management Program and Planning (CMPP) Committee** – Thursday, November 21, 2019 at 10:00 a.m. – [CMPP Agenda Packet](#)
- **Administration and Finance (A&F) Committee** – Thursday, November 21, 2019 at 12:00 p.m. – [A&F Agenda Packet](#)
- **Capital Program Committee (CPC)** – Friday, November 22, 2019 at 12:30 p.m. – [CPC Agenda Packet](#)
- **Safety Security, and Transit Planning & Operations (SSTPO) Committee** – Friday, November 22, 2019 at 2:00 p.m. – [SSTPO Agenda Packet](#)

Thank you,

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