

<b>POLICY</b> <b>Transit Speed</b>	<b>Document Number:</b>	340.005
	<b>Version Number:</b>	1
	<b>Date:</b>	1/17/2019

### 1. *Purpose:*

The Transit Speed Policy establishes planning and investment priorities for the Santa Clara Valley Transportation Authority (VTA) to address the long-standing trend of declining speeds and reliability across VTA's bus and light rail network. The policy is a commitment to align VTA's internal planning, design, funding, and operating practices, and strengthen partnerships with local jurisdictions to make transit fast and reliable.

### 2. *Scope:*

This policy applies to all departments and personnel within VTA, including consultants and contractors, who have a role in policy development, planning, design, funding, implementation, and operations of transportation projects and programs that impact transit speed in Santa Clara County. The policy also acts as guidance when working with local jurisdictions and developers that propose projects and changes to traffic operations that may impact VTA's transit lines.

### 3. *Responsibilities:*

- 3.1. VTA Divisions will incorporate the guiding principles and strategies established in this policy into all phases of their projects when and where those projects or programs have the potential to positively or negatively impact transit speed and reliability, or where new projects are proposed by local jurisdictions or private parties.
- 3.2. Recognizing that VTA does not have authority over the streets on which it operates, the success of the policy will rely on the ongoing cooperation, responsiveness, and partnership of local jurisdictions. The policy also acts as guidance for local jurisdictions to enhance or adopt their own local mobility policies that embed fast and reliable transit as a core function of their mobility systems.
- 3.3. VTA's Planning and Programming Division will review and update the policy on a regular basis.

### 4. *Policy:*

Providing fast and reliable transit service is critical to operating an efficient and attractive transit system. Faster transit will increase ridership, reduce operating costs, and relies on building effective partnerships in the cities in which VTA operates. Successful implementation of the policy demands VTA show proactive leadership to prioritize transit speed and reliability.

#### A. Guiding Principles

The policy establishes a set of foundational principles to support and guide VTA's work to make transit fast and reliable.

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**Increase Ridership**

Enhance the passenger experience by quickly, reliably, and safely moving customers to their destinations.

- Prioritize speed and reliability improvements to the Frequent Network, to improve service on VTA's most productive routes.
- Achieve and maintain VTA's goal of an average bus route speed of at least 15 mph for non-express routes per the current adopted Transit Service Guidelines.
- Achieve and maintain an average light rail system speed of at least 20 mph.
- Ensure safe accommodation for all riders of all abilities and safe operating conditions for transit vehicle operators.
- Improve the passenger perception of speed and reliability with accurate real-time information and timely updates for service delays.
- Provide convenient, comfortable, and safe access to transit stops and stations per the current adopted Station Access Policy.

**Reduce Operating Costs**

Promote speed and reliability improvements that reduce delay and increase speed to lower operating costs.

- Target combinations of speed improvements to spots, hubs, and corridors within the Frequent Network to maximize benefits and minimize costs.
- Consider life cycle costs including capital and maintenance costs in the design of speed improvements and investments in technology, infrastructure, and services that speed up transit.
- Promote cost-effectiveness by prioritizing projects that leverage other fund sources and local matches to maximize the value of VTA's investments, including local development contributions.

**Build Effective Partnerships**

Work in partnership with local jurisdictions, advocacy groups, mobility and technology providers, private entities, and the community to develop context-sensitive speed and reliability improvements to unlock the broad benefits of quality transit.

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- Encourage local jurisdictions to incorporate transit first policy statements into their own mobility policies or adopt their own transit speed policy that supports the technology, infrastructure, right-of-way optimization, and signal priority necessary to move transit vehicles faster along city streets.
- Collaborate with local jurisdictions and developers to proactively incorporate speed and reliability improvements at the earliest stages of their projects.
- Coordinate with third party shuttle providers to encourage responsible use of VTA facilities so as not to impede VTA access to bus stops per VTA's current adopted Commuter Shuttle Policy.
- Facilitate partnership opportunities between public and private sector to test and evaluate emerging technologies aimed at improving transit speeds.
- Leverage resources for speed improvements through cost-sharing, data sharing and information sharing with partners.
- Partner with local jurisdictions to jointly plan and fund targeted improvements to make transit faster and help local jurisdictions achieve their mobility goals.

## **B. Strategies for Implementation**

The following strategies serve as the starting point to develop and implement specific speed and reliability solutions that can increase average transit speed and improve reliability of transit.

### **Remove Sources of Delay within VTA's Control**

- Employ strategies that reduce dwell time caused by frequent stopping such as eliminating unnecessary or underutilized stops, setting thresholds to upgrade routes to Rapid service, and implementing new headway management practices.
- Prioritize transit speed in service planning and route design, emphasizing the importance of routes that are straight and direct, with limited deviations and turning movements as defined in the Transit Service Guidelines.
- Implement strategies to expedite boarding and alighting such as fare policy changes, new technology, off-board fare collection, smart cards, and all-door boarding.
- Ensure existing and new VTA operating policies and procedures do not inadvertently slow down transit.

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### **Work with Local Jurisdictions to Reduce Transit Delay on Streets and at Intersections**

- Work with local jurisdictions to establish transit signal priority agreements that provide the highest level of transit priority and define protocols for signal timing changes, monitoring, and evaluation criteria.
- Encourage local jurisdictions to prioritize transit speed and reliability improvements to the Frequent Network.
- Pursue infrastructure changes and policy actions that minimize delay to help transit move faster such as queue jumps, leading bus lights, bulb outs, in lane stopping, removing parking, eliminating turning conflicts, implementing bus lanes, and enforcement of loading zones.
- Ensure multi-modal street improvements and transit speed and reliability improvements complement each other as outlined in VTA's current adopted Complete Streets Policy.
- Encourage cities and developers to mitigate potential sources of transit delay generated by new developments by locating driveways and signals away from on-street bus stops.
- Ensure that new access across light rail is provided via grade separation in order to safeguard the traveling public and minimize transit delays. Per VTA's current adopted Land Use and Development Policy, VTA will not support new at-grade crossings of light rail.

### **Fund and Implement**

- Incorporate speed and reliability design elements into capital projects led by VTA, local jurisdictions, and private developers.
- Seek grant funding, public-private partnerships, joint funding with local jurisdictions, and/or other funding sources for construction and maintenance.
- Identify opportunities to tie VTA-administered grant funding to the policy so as to encourage local jurisdictions to improve transit speeds.

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### Monitor, Measure, Report

- Measure the effectiveness of speed improvements based on metrics such as ridership, signal delay, passenger seconds of delay, travel time, on-time performance, average mph, dwell time, layover time, and seconds per boarding.
- Periodically re-evaluate VTA's measure of on time performance against industry standards and best practices for its impact on operating cost, reliability, and rider expectations.
- Incorporate quarterly speed and reliability updates into the quarterly performance monitoring and reporting as set forth in the Transit Service Guidelines.
- Enhance and support the policy by including an update on the performance of the policy in the Annual Transit Service Plan highlighting cost savings, travel time savings, partnerships, challenges, lessons learned, and recommended refinements to the policy.

### 5. Definitions:

**Annual Transit Service Plan** is the annual process and adoption of a plan to implement policies set forth in VTA's Transit Service Guidelines.

**Dwell time** is the amount of time a transit vehicle spends at a scheduled stop.

**Frequent network** refers to VTA's core routes that provide service every 15 minutes or better all day on weekdays. VTA's frequent network includes all light rail lines, rapid lines, and routes 22, 23, 25, 26, 57, 60, 61, 64, 66, 68, 70, 72, 73, 77.

**Layover** is the time that a bus or light rail vehicle waits at the end or beginning a trip.

**On-time performance** measures the percentage of actual arrival times that are within three minutes early and five minutes late at designated points along transit routes. It is a leading indicator of service reliability and a reflection of customer experience.

**Passenger seconds of delay** is the amount of delay multiplied by the number of people on board.

**Reliability** is the ability of transit vehicles to arrive at stops at consistent and predictable times.

**Seconds per boarding** is the total dwell time at a bus stop divided by total boardings.

**Signal delay** is the amount of time a bus spends dwelling in traffic because of signal timing.

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**Transit Service Guidelines** are an adopted set of actions that establish a 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 current adopted Strategic Plan goal of providing fast, frequent, and reliable transit.

**Travel time** is the amount of time a bus takes to travel from stop to stop or from end to end of a route.

**6. Summary of Changes:**

None

**7. Approval Information:**

<i>Prepared by:</i>	<i>Reviewed by:</i>
<p>DocuSigned by: <i>Tamiko Percell</i> 9CE55ECDA36A4A3... Tamiko Percell Senior Transportation Planner</p>	<p>DocuSigned by: <i>Scott Haywood</i> Deborah Dagan Chief Planning &amp; Programming Officer (for Chris Augenstein)</p> <p>DocuSigned by: <i>Carolyn M. Gonzalez</i> Carolyn Gonzalez General Manager/CEO (for Nuria I. Fernandez)</p>

**ATTEST:**

I HEREBY CERTIFY AND ATTEST that the Transit Speed Policy was approved by the Board of Directors of the Santa Clara Valley Transportation Authority, at their March 7, 2019, regular meeting.

DocuSigned by:  
*Elaine F. Baltao*  
42A94D7F99F8463  
ELAINE F. BALTAO  
Secretary  
Board of Directors  
Date: 9/26/2023



<b>Original Date:</b> 01/17/2019	<b>Revision Date:</b> N/A	Page 6 of 6
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The Transit Speed Policy was adopted as part of the consent agenda of the VTA Board of Directors in March 2019. Attached are the following:

- Staff report
- Meeting Minutes of the VTA Board of Directors for March 2019



Date: February 28, 2019  
 Current Meeting: March 7, 2019  
 Board Meeting: March 7, 2019

## 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 Speed Policy

APPROVED ACCEPTED ADOPTED AMENDED DEFERRED REVIEWED  
 Santa Clara Valley Transportation Authority  
 Board of Directors  
 Elaine F. Baltao, Board Secretary

BY: Chris Augenstein  
 DATE: 3-7-19

Policy-Related Action: Yes

Government Code Section 84308 Applies: No

## ACTION ITEM

### RECOMMENDATION:

Approve a Transit Speed Policy for VTA.

### BACKGROUND:

The average transit speed of VTA's transit vehicles has declined 20% over the past 30 years. When transit speeds decline, on-time reliability suffers, and transit becomes less appealing to riders. Furthermore, slowing routes become increasingly more expensive to operate since VTA must add more buses and trains to maintain the same frequency of service. This is especially concerning on VTA's highest ridership routes in the frequent network, which are among the slowest in the system. For example, between July 2014 and January 2019, VTA added 33,000 service hours to the frequent network to compensate for slow transit speeds. This comes at a cost of about \$4M per year. However, if the average speed of the frequent network improves by just 1 mile-per-hour, it would reduce annual operating costs by over \$15M per year. To address these issues and improve overall system performance, VTA has developed a Transit Speed Policy, provided as Attachment A.

### **Making Transit Faster**

The primary sources of transit delay are increasing congestion, dwell time at stops/stations for passengers to board and alight, and time spent approaching and waiting at traffic signals. For example, VTA's frequent network buses spend 32% of their time in traffic signal related delay and 25% of their time dwelling at bus stops. The other 43% is spent moving along their routes.

A variety of treatments are necessary to mitigate sources of delay. Some of the treatments are



within VTA's control and ability to improve, while others require close coordination and partnership with local jurisdictions. For example, VTA can improve the boarding process and eliminate bus stops to reduce dwell time but providing the traffic signal priority and right-of-way improvements necessary to move transit faster through intersections and along corridors is generally outside VTA's purview. Similarly, land use policies that determine the intensity of people and activities close to transit are decisions made by local jurisdictions. Accordingly, fast and reliable transit is dependent on support from, and coordination with, local jurisdictions.

To increase speed and improve reliability system-wide, in 2018 VTA initiated the Fast Transit Program. A key component of this program is the creation of a transit speed policy that formalizes VTA's position to prioritize speed and reliability in planning and investment decisions. This policy will support the work of the Fast Transit Program and provide structure and direction to agency-wide efforts that impact transit speed and reliability.

### **DISCUSSION:**

The proposed Transit Speed Policy is VTA's commitment to improve systemwide transit speeds and reliability, principally, but not exclusively, within the frequent network. It sets forth guiding principles and strategies for implementing improvements aimed at making transit fast, and it provides a framework for advancing these strategies with local jurisdictions. Additionally, the policy provides guidance for local jurisdictions to develop or enhance their own local mobility policies and procedures to support the fast and safe operation of transit in throughout the county. Successful implementation of the policy will result in a significantly more efficient and effective transit system that is attractive to riders and supports the broader mobility goals of the jurisdictions where VTA operates.

The policy fulfills two of VTA's Business Lines as described in the 2016 adopted Strategic Plan: a network of Fast, Frequent, and Reliable transit service and Delivering Projects and Programs through land use and transportation integration. The principles and strategies outlined in the policy are designed to advance these VTA directives. Additionally, the policy will work hand in hand with other VTA policies including but not limited to the Complete Streets Policy, the Land Use and Development Review Policy, the Commuter Shuttle Policy, the Station Access Policy, and the Transit Service Guidelines. Ultimately, the success of the policy depends on the ongoing cooperation, support, and partnership between VTA and local jurisdictions or other partners.

The policy is divided into the following sections:

#### **Guiding Principles**

A set of principles to guide VTA's efforts to make transit fast and reliable. The principles describe how VTA will work to increase ridership, reduce operating costs, and build effective partnerships.

#### **Strategies**

A set of strategies that provide a starting point for VTA to develop and implement specific speed and reliability solutions to fulfill the vision contained in the guiding principles. This includes removing sources of delay within VTA's control; working with local jurisdictions to reduce

delay on streets and at intersections; funding and implementing improvements; and measuring, monitoring, and reporting on the effectiveness of speed and reliability improvements and the performance of the Policy.

### **Next Steps**

VTA's proposed Transit Speed Policy is presented to the Advisory and Standing Committees for discussion. Based on input received, staff could revise the draft policy and provide it to the Board of Directors for policy adoption in March 2019.

### **ALTERNATIVES:**

The VTA Board of Directors could decide not to adopt the policy, or request staff to modify certain aspects of the policy.

### **FISCAL IMPACT:**

No direct fiscal impacts are identified. However, the adoption of this policy could result in a reduction in operating costs because faster transit speeds will reduce the amount of service hours necessary to maintain frequency.

### **ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:**

The Technical Advisory Committee (TAC) received this information at their February 13, 2019 meeting. Members of the committee had the following comments: 1) How much of the long-term speed decline do we want to recover?; 2) Expressed concern over ensuring that a county-wide TSP plan is compatible with the equipment recently purchased by cities; 3) Commended staff for thoroughness of research that went into developing the policy; 4) Two cities expressed the necessity of their cities to balance pedestrian calls and pedestrian and bike access with TSP; 5) What are our plans for county-wide TSP?; 6) Have you considered how to manage scooter activity around transit?

Staff responded as follows: 1) We are still determining what is realistically achievable; 2) comment noted; 3) Thanked; 4) comments noted; 5) We don't have a county-wide plan at this time, but are piloting cloud-based TSP to test how it could work as a county-wide solution; 6) Yes, we provided comments for the city of San Jose scooter policy and will be meeting with scooter providers to discuss scooter parking near light rail and bus facilities.

After discussion, the TAC unanimously recommended approval of the Transit Speed Policy.

The Citizens Advisory Committee (CAC) received this information at their February 13, 2019 meeting. Members of the committee had the following comments: 1) Coordination and partnership with cities is very important and sounds difficult; 2) Who is going to fund the necessary improvements; 3) Ensure that TSP cycles give seniors enough time to safely use crosswalks; 4) What is the frequent network?; 5) How do you know who is in charge of changing signal timing and how can VTA ensure the changes are possible?; 6) A suggestion to include operations data in our analysis.

Staff responded as follows: 1) comment noted; 2) Funding will be identified when we have

projects; 3) comment noted; 4) VTA's core routes that provide 15-minute frequencies or better during weekdays; 5) VTA will work in partnership with cities to develop signal timing agreements and other policies or procedures; 6) comment noted.

After discussion, the CAC unanimously recommended approval of the Transit Speed Policy.

The Bicycle and Pedestrian Advisory Committee (BPAC) received this information at their February 13, 2019 meeting. Members of the committee had the following comments: 1) Suggestion to consider a way to include future land use changes in speed improvements; 2) Are you considering all door boarding?; 3) Are you considering operator training in the implementation of speed improvements?; 4) Suggestion to ensure operators are not pressured to drive at unsafe speeds.

Staff responded as follows: 1) comment noted; 2) yes; 3) yes; 4) the policy contains language for safe operations.

After discussion, the BPAC unanimously recommended approval of the Transit Speed Policy.

The Policy Advisory Committee (PAC) received this information at their February 14, 2019 meeting. Members of the committee had the following comments: 1) Several members discussed the merits of “smart” traffic signals and suggested we investigate the expansion of “smart” signals as low hanging fruit to improve speed; 2) Request future update include more information about why VTA’s speed didn’t improve during the last two economic downturns; 3) Suggestion to use Oregon Expressway signals as an example of excellent signal timing; 4) How much are the size and type of buses slowing us down?; 5) A request for data on the reduction in delay after the expansion of Clipper card; 6) Suggestion that light rail could be the answer to slow speeds and asked if it is included in the policy; 7) How will bus speed improve if only one city on a route provides TSP?; 8) Request Staff compare VTA speeds to the average speeds of other agencies around the Country.

Staff responded as follows: 1) Comment noted; 2) Comment noted; 3) Comment noted; 4) Buses are heavier than they used to be however the size and type of bus does not have a noticeable impact on speed; 5) We will see if that information is available; 6) Yes, light rail is included in the policy; 7) All transit speed improvements are helpful even if we can’t address an entire corridor at one time. VTA is working with cities to develop common signal practices; 8) Committee members engaged in discussion and staff noted the comment.

After discussion, the PAC unanimously recommended approval of the Transit Speed Policy.

#### **STANDING COMMITTEE DISCUSSION/RECOMMENDATION:**

The Congestion Management Program and Planning (CMPP) Committee received this information at their February 21, 2019 meeting. Members of the committee had the following comments: 1) How often will staff review the speed improvements after they are implemented; 2) What funding sources are available for speed and reliability improvements; 3) A member asked if electric buses could provide faster service than diesel buses; 4) Members expressed interest in seeing a map that shows transit speeds and/or speeds by route; 5) Suggestion to explore solutions for school-related congestion; 6) Members thanked staff for the comprehensiveness of the policy and the attention given to strategies for working with local

jurisdictions; 7) A member suggested El Camino as a good example for multi-county agreements or projects; 8) A suggestion to emphasize VTA seeks the funding for signal changes throughout the County; 9) How does increased land use intensification make transit faster?

Staff responded as follows: 1) Evaluation and review of speed improvements will be established once speed improvement projects are identified. The speed policy directs staff to evaluate the success of the policy on an annual basis; 2) We've started looking into potential funding sources for the types of speed improvements necessary to make transit fast. Once we develop projects, we can work to find funding; 3) no; 4) comment noted; 5) comment noted; 6) thank you for the recognition; 7) staff agreed that it's a good corridor to establish transit signal priority agreements and other speed strategies and one of VTA's highest ridership corridors; 8) comment noted; 9) The General Manager provided a response.

The CMPP recommended Board approval of the policy.

The Safety, Security, and Transit Planning Operations (SSTPO) Committee received this information at their February 21, 2019 meeting. Members of the committee had the following comments: 1) a suggestion to present more details on speed and reliability solutions at the next Committee meeting; 2) Request to put this item on consent for the March Board meeting.

Staff responded as follows: 1) comment noted; 2) comment noted.

The SSTPO recommended Board approval of the policy.

Prepared by: Tamiko Percell  
Memo No. 6841

**ATTACHMENTS:**

- 8756\_Att\_A (DOC)



BY: [Signature]  
 DATE: 4/4/19

Revised Agenda Item #6.2

## BOARD OF DIRECTORS MEETING

Thursday, March 7, 2019

### 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 O'Neill at 5:33 p.m. in the Board of Supervisors' Chambers, County Government Center, 70 West Hedding Street, San José, California.

##### 1.1. ADMINISTER OATHS OF OFFICE

Elaine Baltao, VTA Board Secretary, administered the Oath of Office to Alternate Board Member Marie Blankley.

##### 1.2. ROLL CALL

Attendee Name	Title	Status
Marie Blankley	Alternate Board Member	Present
Larry Carr	Board Member	Present
Magdalena Carrasco	Board Member	Present
Cindy Chavez	Vice Chairperson	Present
David Cortese	Board Member	Present
Dev Davis	Alternate Board Member	Present
Lan Diep	Board Member	Present
Susan Ellenberg	Alternate Board Member	Absent
Adrian Fine	Alternate Board Member	Absent
Glenn Hendricks	Alternate Board Member	Present
Chappie Jones	Board Member	Absent
Sam Liccardo	Board Member	Present
John McAlister	Board Member	Present
Howard Miller	Alternate Board Member	Present
Teresa O'Neill	Chairperson	Present
Raul Peralez	Board Member	Present
Rob Rennie	Board Member	Absent
Rich Tran	Board Member	Present
Jeannie Bruins	Ex-Officio Member	Present

\* Alternates do not serve unless participating as a Member.

**A quorum was present.**

##### 1.3. Pledge of Allegiance

The Pledge of Allegiance commenced.

#### **1.4. Orders of the Day**

Chairperson O'Neill noted the following: 1) **Agenda Item #2.5.:** Resolution of Commendation for Steve Heminger, Executive Director of the Metropolitan Transportation Commission (MTC) was on the dais and the public table, and; 2) **Revised Agenda Item #6.5.,** Contract Award for the Strategic Plan for Advancing High Capacity Transit Corridors has been revised to reflect the removal of the word "negotiate" in the recommendation language and is also on the dais and public table.

M/S/C (**Liccardo/Chavez**) to accept the Orders of the Day.

<b>RESULT:</b>	<b>ACCEPTED – Agenda Item #1.4</b>
<b>MOVER:</b>	Sam Liccardo, Board Member
<b>SECONDER:</b>	Cindy Chavez, Vice Chairperson
<b>AYES:</b>	Carr, Chavez, Cortese, Davis, Diep, Liccardo, McAlister, Miller, O'Neill, Peralez, Rennie
<b>NOES:</b>	None
<b>ABSENT:</b>	Carrasco

## **2. AWARDS AND COMMENDATION**

### **The Agenda was taken out of order.**

#### **2.5. Resolution of Commendation for Steve Heminger**

M/S/C (**Cortese/Chavez**) to adopt **Resolution of Commendation No. 2019.03.06** for Steve Heminger upon his retirement as the Executive Director of the Metropolitan Transportation Commission (MTC).

<b>RESULT:</b>	<b>ADOPTED – Agenda Item #2.5</b>
<b>MOVER:</b>	Dave Cortese, Board Member
<b>SECONDER:</b>	Cindy Chavez, Vice Chairperson
<b>AYES:</b>	Carr, Chavez, Cortese, Davis, Diep, Liccardo, McAlister, Miller, O'Neill, Peralez, Rennie
<b>NOES:</b>	None
<b>ABSENT:</b>	Carrasco

NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.

**2.1. 2018 Employees of the Year**

The Board recognized Mimi Nguyen, Office and Timekeeping Technician, Cerone Office, and Harinderpal Singh, Coach Operator at Chaboya Operations, as Employees of the Year for 2018.

Board Member Carrasco arrived and took her seat at 5:38 p.m.

**2.2. Special Recognition of VTA Employees**

The Board recognized the following employees for their critical roles that helped lead to the arrest of a man wanted on an FBI felony warrant: Coach Operators Juan Balleza and Michael Grenz.

**2.3. Present Resolution of Appreciation to Outgoing Board Member Johnny Khamis**

Outgoing Board Member Johnny Khamis was unable to attend the meeting.

**2.4. Community Partnership Recognition**

The Board recognized Meggan Powers, Family Supportive Housing Board Chairperson, for being a valued community partner not only to VTA but to the many families in Santa Clara County.

**Public Comment**

Roland Lebrun expressed concern about autonomous vehicles.

**3. PUBLIC COMMENT**

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The following Members of the Public commented on the proposed new 2019 Transit Service Plan:

- Angi Dixon, VTA Information Services Representative
- Monica Mallon, Interested Citizen
- Jake Tonkel, Interested Citizen
- Andrew Boone, Interested Citizen
- Scott Lorgan, Interested Citizen
- Cole Cameron, Interested Citizen
- Nassim Nouri, Interested Citizen
- Gary, Interested Citizen
- Interested Citizen

James Wightman, Interested Citizen, commented on the following: 1) light rail safety and security; 2) increase light rail speed; 3) light rail venting process; 4) BART service to San Jose, and; 5) suggested placement of closed circuit television (CCTV) on light rail.

Roland Lebrun, Interested Citizen, referenced a recent light rail incident where a bus bridge was initiated and suggested buses intersecting with a bus bridge should be rerouted to intervene and assist.

Blair Beekman, Interested Citizen, expressed support for the public process.

Joyce O'Neil, Interested Citizen, expressed concern with decreased paratransit service.

#### **4. PUBLIC HEARINGS**

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There were no Public Hearings.

#### **5. COMMITTEE REPORTS**

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##### **5.1. Citizens Advisory Committee (CAC) Chairperson's Report**

Chairperson O'Neill noted that the Citizens Advisory Committee (CAC) Chairperson's report was contained in the Board Members' reading folders and placed on the public table.

##### **5.2. Policy Advisory Committee (PAC) Chairperson's Report**

Glenn Hendricks, Policy Advisory Committee (PAC) Chairperson, provided a report on the items discussed at the February 8, 2019, PAC meeting.

##### **5.3. Standing Committee Chairpersons' Report**

Congestion Management Program and Planning (CMPP) Committee Chairperson Peralez provided a report on the items discussed at the February 21, 2019, CMPP Committee meeting.

Administration and Finance (A&F) Committee Chairperson Carr provided a report on the items discussed at the February 21, 2019, A&F Committee meeting.

Safety, Security and Transit Planning and Operations (SSTPO) Committee Vice Chairperson Chavez provided a report on the items discussed at the February 22, 2019, SSTPO Committee meeting.

Capital Program Committee (CPC) Chairperson Sam Liccardo provided a report on the items discussed at the February 28, 2019, CPC meeting.

Governance & Audit (G&A) Committee Chairperson O'Neill provided a report on the items discussed at the March 7, 2019, G&A Committee meeting

##### **5.4. Policy Advisory Board Chairpersons' Report**

State Route (SR) 85 Corridor Policy Advisory Board (PAB) Chairperson McAlister provided a report on the items discussed at the February 25, 2019, PAB meeting.



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## 6. CONSENT AGENDA

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Alternate Board Member Miller referenced **Agenda Item #6.3.**, Draft 2016 Measure B Innovative Transit Service Models Competitive Grant Program Framework and expressed concern with the percentage attributed to Innovative Mobility Models & Programs.

### Public Comment

Mr. Boone commented on the following: 1) requested the Board take public comment before voting on the consent calendar; 2) referenced **Agenda Item #6.2.**, Transit Speed Policy and encouraged VTA to lead an effort to encourage a city/state Transit Signal Priority Policy, and; 3) expressed support for **Agenda Item #6.5.**, Contract Award for the Strategic Plan for Advancing High Capacity Transit Corridors, and encouraged VTA to continue to study how to speed up transit on El Camino Real.

Mr. Beekman made the following comments: 1) referenced **Agenda Item #6.2.**, Transit Speed Policy, and opposed increasing speeds, and; 2) referenced **Agenda Item #6.3.**, Draft 2016 Measure B Innovative Transit Service Models Competitive Grant Program Framework and noted funding for fares is vital.

Mr. Wightman commented on the following: 1) suggested safety “Venting” for light rail tracks in downtown San Jose, and; 2) commencement of BART service.

Ex-Officio Jeannie Bruins referenced **Agenda Item #6.2.**, Transit Speed Policy, and noted the report states “ultimately the success of the policy depends on the on-going cooperation, support and partnership from VTA and local jurisdictions or other partners.” She requested staff consider how VTA can proactively build awareness and education in local jurisdictions.

### **6.1. Board of Directors Regular Meeting Minutes of February 7, 2019**

M/S/C (Carr/Peralez) to approve the Board of Directors Regular Meeting Minutes of February 7, 2019.

### **6.2. Transit Speed Policy**

**M/S/C (Carr/Peralez) approve a Transit Speed Policy for VTA.**

### **6.3. Draft 2016 Measure B Innovative Transit Service Models Competitive Grant Program Framework**

M/S/C (Carr/Peralez) to approve draft framework of the proposed 2016 Measure B Innovative Transit Service Models Competitive Grant Program.

**6.4. Bus Stop Enhancement at Various Locations (C18171F) Contract**

M/S/C (Carr/Peralez) to authorize the General Manager to execute a contract with Itech Solution, the lowest responsive and responsible bidder, in the amount of \$810,810 for the Bus Stop Enhancement at Various Locations (C18171F) contract.

**6.5. Contract Award for the Strategic Plan for Advancing High Capacity Transit Corridors**

M/S/C (Carr/Peralez) to authorize the General Manager to execute a Firm Fixed Price contract with Fehr & Peers to complete the Strategic Plan for Advancing High Capacity Transit Corridors. The contract shall be for a period of 18 months and not to exceed \$800,000.

<b>RESULT:</b>	<b>ADOPTED [UNANIMOUS] – Agenda Items #6.1 – 6.5</b>
<b>MOVER:</b>	Larry Carr, Board Member
<b>SECONDER:</b>	Raul Peralez, Board Member
<b>AYES:</b>	Carr, Carrasco, Cortese, Chavez, Davis, Diep, Liccardo, McAlister, Miller, O’Neill, Peralez, Tran
<b>NOES:</b>	None
<b>ABSENT:</b>	None

**7. REGULAR AGENDA**

*Administration and Finance Committee*

**7.1. Blossom Hill Station Joint Development – Exclusive Negotiations Agreement**

Board Members Carrasco, Cortese and Liccardo recused themselves from **Agenda Item #7.1.**, Blossom Hill Station Joint Development – Exclusive Negotiations Agreement.

Board Members Carrasco, Cortese and Liccardo left their seats at 6:42 p.m.

Ron Golem, Deputy Director, Real Estate, introduced Kelly Snider, Project Management Consultant. Mr. Golem provided the staff report and a presentation entitled “Blossom Hill Station Developer Selection,” highlighting: 1) VTA’s Transit-Oriented Development (TOD) Policy Goals; 2) City’s “Signature Project” Requirements; 3) Blossom Hill Request for Proposals (RFP) Preparation; 4) VTA Goals and RFP Requirements; 5) RFP Outreach and Publicity; 6) One proposal received by November 2, 2018 deadline; 7) Proposed Program and Uses; 8) GRBH Proposed Site Plan; 9) Proposed Financial Terms; 10) VTA Review Panel Recommendations, and; 11) Administration & Finance Committee recommendations.

Board Member McAlister left his seat at 6:49 p.m.

Board Member McAlister returned to his seat at 6:51 p.m.

Members of the Board and staff discussed the following: 1) parking concerns; 2) shared amenities; 3) research encourages integration of market rate units with affordable units; 4) consider financing and the use of grant funding for affordable housing; 5) capture Administration and Finance (A&F) Committee recommendations; 6) encourage safety and open public space; 7) pedestrian circulation; 8) consider adding photovoltaic solar panels or a tree canopy, and; 9) use of Measure A funds.

Members of the Board made the following requests and recommendations: 1) requested a mid-point closed session check-in to keep Board members apprised of negotiations; 2) provide clear performance benchmarks with the ability for VTA to withdraw from the agreement if timelines are not met; 3) provide stronger assessment of the number of affordable housing units for the project, and; 4) provide long term revenue opportunities.

**M/S/C (Peralez/Chavez)** on a vote of 9 ayes to 0 noes to 3 recusals to authorize the General Manager to enter into an Exclusive Negotiations Agreement (ENA) with Green Republic Blossom Hill LLC (a Joint Venture of Republic Urban Properties, Swenson, and EAH Housing) for negotiation of the proposed terms and conditions of a Joint Development Agreement for a Joint Development project at the Blossom Hill Station. Board Members Carrasco, Cortese and Liccardo recused.

<b>RESULT:</b>	<b>ADOPTED – Agenda Item #7.1</b>
<b>MOVER:</b>	Raul Peralez, Board Member
<b>SECONDER:</b>	Cindy Chavez, Vice Chairperson
<b>AYES:</b>	Carr, Chavez, Davis, Diep, McAlister, Miller, O’Neill, Peralez, Tran
<b>NOES:</b>	None
<b>ABSENT:</b>	Non
<b>RECUSED:</b>	Carrasco, Cortese, Liccardo

Board Members Carrasco and Liccardo returned to their seats at 7:11 p.m.

## **8. OTHER ITEMS**

### **8.1. General Manager Report**

Nuria I. Fernandez, General Manager/CEO, provided a report, highlighting the following:

- Release of the 2018 VTA Annual Report

- On February 25, 2019, VTA won first place in the American Public Transportation Association AdWheel Award for its Destinations Campaign.
- Outreach efforts for the Draft 2019 New Transit Service Plan.
- On March 8, 2019, VTA in partnership with Caltrans, held a groundbreaking event for Phase 3 of the Silicon Valley Express Lanes Project, and on March 22<sup>nd</sup> at 10:30 a.m. at the Sheraton Hotel Sunnyvale Parking lot, VTA along with partners Caltrans and the City of Sunnyvale, will celebrate the Mathilda Avenue improvements of SR 237 and US 101.
- VTA launched a carpool promotion with Waze and Scoop to reduce solo driving.
- VTA will participate in the American Public Transportation Association's (APTA) National Get on Board Day on April 25, 2019, which is dedicated to increasing support and utilization of Public Transit.

Inez Evans, Chief Operating Officer, provided the February 2019 Ridership report.

Angelique Gaeta, Chief of System Safety & Security, provided an update on System Safety and Security.

Board Member Cortese returned to his seat at 7:24 p.m.

#### **8.1.A. Government Affairs Report**

Ms. Fernandez noted that the Government Affairs Update was in the Board Members' reading folders and public binder.

#### **Public Comment**

Mr. Boon encouraged the Board to support legislation for cameras used at traffic signals/speeding cameras to help reduce traffic speed.

#### **8.1.B. Silicon Valley Rapid Transit (SVRT) Program Update**

Dennis Ratcliffe, Deputy Director, SVRT/BART Capital Program, introduced Jorge Martinez, Silicon Valley Berryessa Extension (SVBX) Project Manager, Bechtel. They provided a brief report on Phase I and Phase II of the BART Silicon Valley Program.

- VTA's BART Silicon Valley Phase II Extension Project – Creating Transit-Oriented Communities Update

Mr. Golem and Jill Gibson, Consultant, provided a presentation entitled "VTA's BART Silicon Valley Phase II Extension Project – Creating Transit-Oriented Communities," highlighting: 1) Transit-Oriented Communities (TOCs) and Transit-Oriented Developments (TODs) – Defined; 2) VTA's BART Silicon Valley and TOCs; 3) TOD Strategy

Study; 4) City and Agency Engagement; 5) Stakeholder Engagement; 6) Study Phases; 7) Potential for TOD (2018-2040); 8) Study Outcome, and; 9) Next Steps.

**Public Comment**

Omar Chatty, Interested City, commented on the following: 1) requested staff measure the goals they are attempting to reach with the TOD; 2) use prior TOD experience to leverage a better solution, and; 3) evaluate emergency services, which will be necessary with the higher density.

Mr. Lebrun made the following comments: 1) avoid Diridon Station; and 2) study Stevens Creek Corridor including potential station locations.

Members of the Board made the following comments: 1) expressed appreciation for staff's work, and; 2) expressed interest in the opportunity for increased TODs in Downtown San Jose.

Board Members Diep and Peralez left their seats at 8:02 p.m.

Board Member Cortese left the meeting at 8:02 p.m.

**8.2. Chairperson's Report**

Chairperson O'Neill reported on the discussions held at the February 22, 2019, Board of Directors workshop on the future of transportation in Santa Clara County.

Board Members Diep and Peralez returned to their seats at 8:07 p.m.

**8.3. ITEMS OF CONCERN AND REFERRAL TO ADMINISTRATION**

Board Member McAlister made the following referrals: 1) referenced the "Priority Casa" discussion, noting the need to develop and lobby for a policy that ensures transportation dollars are not shifted to housing; 2) requested the "2021 Proposed Capital Projects Budget" be presented to the Board soon, and; 3) referenced the upcoming Capital Projects Committee (CPC) meeting and requested project alternatives be presented for the Eastridge to BART Regional Connector (EBRC) project.

Vice Chairperson Chavez requested staff outline the process the Board uses for projects and include decision points made along the way.

**8.4. Unapproved Minutes/Summary Reports from VTA Committees, Joint Powers Boards (JPB), and Regional Commissions**

**8.4.A. VTA Standing Committees**

- Capital Program Committee - There was no report.

- Governance and Audit (G&A) Committee – The February 7, 2019, Minutes were accepted as contained in the Agenda Packet.
- Congestion Management Program & Planning (CMPP) Committee - The February 21, 2019, Minutes were accepted as contained in the Reading Folder.
- Administration & Finance (A&F) Committee - The February 21, 2019, Minutes were accepted as contained in the Reading Folder.
- Safety, Security, and Transit Planning & Operations (SSTP&O) Committee - The February 22, 2019, Minutes were accepted as contained in the Reading Folder.

**8.4.B. VTA Advisory Committees**

- Technical Advisory Committee (TAC) - The February 13, 2019, Minutes were accepted as contained in the Agenda Packet.
- Citizens Advisory Committee (CAC) and 2000 Measure A Citizens Watchdog Committee (CWC) - The February 13, 2019, Minutes were accepted as contained in the Agenda Packet.
- Bicycle and Pedestrian Advisory Committee (BPAC) - The February 13, 2019, Minutes were accepted as contained in the Agenda Packet.
- Committee for Transportation Mobility and Accessibility (CTMA) - There was no report.
- Policy Advisory Committee (PAC) - The February 14, 2019, 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) - There was no report.
- State Route 85 Corridor PAB - The February 25, 2019, Minutes were accepted as contained in the Agenda Packet.
- Diridon Station Joint Policy Advisory Board - There was no report.

**8.4.D. Joint and Regional Commissions**

- Caltrain Peninsula Corridor Joint Powers Board - The March 7, 2019, Summary Notes were accepted as contained on the dais.
- Capitol Corridor Joint Powers Authority - There was no report.

- 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.

**Public Comment**

Mr. Beekman referenced **Agenda Item #8.4.A.**, VTA Standing Committees, specifically the CPC minutes and expressed technology concerns. He also referenced the public comments he made at the February 22, 2019, SSTPO meeting.

**8.5. Announcements**

Board Member McAlister announced his upcoming trip to Washington, D.C., Department of Transportation to discuss transportation topics.

**9. CLOSED SESSION**

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**9.1. Recess to Closed Session at 8:21 p.m.**

- A.** Conference with Legal Counsel -- Existing Litigation  
 [Government Code Section 54956.9(d)(1)]

Name of Case: Maresca v. Santa Clara Valley Transportation Authority, et al. (Santa Clara County Superior Court Case No. 17-CV-313783)

- B.** Conference with Labor Negotiators  
 [Government Code Section 54957.6]

VTA Designated Representatives

Alberto Lara, Director of Business Services

Bob Escobar, Negotiator

Raj Srinath, Chief Financial Officer

Inez Evans, Chief Operating Officer

Employee Organizations

Amalgamated Transit Union, Local 265

**9.2. Reconvene to Open Session at 8:38 p.m.**

**9.3. Closed Session Report**

- A.** Conference with Legal Counsel -- Existing Litigation  
[Government Code Section 54956.9(d)(1)]

Name of Case: Maresca v. Santa Clara Valley Transportation Authority, et al. (Santa Clara County Superior Court Case No. 17-CV-313783)

Evelynn Tran, General Counsel, noted no reportable action was taken during closed session.

- B.** Conference with Labor Negotiators  
[Government Code Section 54957.6]

VTA Designated Representatives

Alberto Lara, Director of Business Services

Bob Escobar, Negotiator

Raj Srinath, Chief Financial Officer

Inez Evans, Chief Operating Officer

Employee Organizations

Amalgamated Transit Union, Local 265

Ms. Tran noted no reportable action was taken during closed session.

**10. ADJOURNMENT**

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**On order of Chairperson O'Neill** and there being no objection, the meeting was adjourned at 8:38 p.m.

Respectfully submitted,

Anita McGraw, Board Assistant  
VTA Office of the Board Secretary