##

## Envision Silicon Valley Day After Report

|  |  |
| --- | --- |
| Submitted By:  | John Sighamony |
| Stakeholder Group: | Community Based Organizations & Transportation Advocates |
| Meeting Date, Time, and Location: | July 21, 20151:30 pm to 3:30 pmRiver Oaks Administrative Complex Auditorium |
| Topics Presented/Discussed: | Topics/Discussion:* Introductions
* Results of a Preliminary Ballot Measure Poll
* Potential Evaluation Criteria
 |
| **Meeting Attendees:**  | 25 participants |
| Organizations Present: | Santa Clara Valley Open Space AuthoritySanta Clara County Public Health DepartmentSanta Clara County Roads CommissionBuilding TradesTransformOUTREACHSacred HeartWorking Partnerships USAPACTSEIUMountain View Chamber of CommerceCupertino Chamber of CommerceSanta Clara County Roads DepartmentSanta Clara County ParksCalifornia Alliance for JobsStanford UniversitySPURACESVLGTeamsters Joint CouncilUnited Way Silicon ValleyUrban Habitat |
| **Meeting Notes:** | **Presentation from Carl Guardino, CEO, Silicon Valley Leadership Group**Mr. Guardino presented preliminary poll results regarding a future ballot measure. The presentation provided the background of the polling process and identified the likelihood of a measure passing in 2016. Mr. Guardino stated that another poll would occur in February 2016 that will provide a better sense of the climate for a November ballot measure.**Evaluation Criteria**VTA staff provided a refined set of criteria for discussion. Attendees divided into groups and participated in a group activity to further refine the potential evaluation criteria. VTA provided the following adjustments to the previous criteria:Goal: Enhance Safety * Collision History
* Pavement Condition (II)
* Safety/security

Goal: Provide Congestion Relief and Improve Transportation Efficiency * Vehicle Miles Traveled under Existing Conditions
* Vehicle Hours Traveled
* Travelers per peak hour
* Gap Closures
* Number of County Travelers Served
* Travel Reliability

Goal: Expand Transportation Choices and Improve Travel Experience* Mode Split
* Transport Mode Diversity

Goal: Expand Transit Ridership and Continue to Promote Quality Transit for Everyone – Including Low-income Areas * Accessibility for seniors, low-income individuals, people with disabilities, and students
* Ridership
* Accessibility to existing and planned dense residential, job and mixed-use areas
* Number of Jobs Reached by Transit in 30 mins

Goal: Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next Generation* Air quality/GHG Emissions
* Facilitates active transport
* Health
* How projects fit with current policies

Goal: Improve System Financial Sustainability and Maintenance * Amount of local funding on projects (from developer fees or other private sources)
* Revenue per passenger
* Fare box
* Facilitates public/private partnerships
* Automated systems – fewer driver
* Benefit/Cost Assessment
* Economic Benefit

Goal: Continue to Support Silicon Valley’s Economic Vitality* Jobs created
* Freight and commercial transport efficiency
* Access to job centers.
* Number of jobs reach in 60 minutes by traffic analysis zone; 30 minutes. (II)
* Connectivity to planned growth areas
* Number of Jobs served by transit
* Number of services accessible by transit

Attendees wanted to clarify specific comments related to the revised criteria.Goal A: Enhance Safety* General comments
* The Safety and Healthy Communities goals have synergy, but the matrix doesn’t highlight this. Criterion which serves intersecting goals is a “positive,” and should be highlighted.
* Collision History
* Consider a strong pedestrian/bike emphasis.
* How is this measured for new projects that are not built yet?
* Consider infrastructure improvements versus other strategies.
* Pavement Condition
* Consider a complete street component
* Safety and Security
* Still nebulous; needs clarity. How would this be measured?
* What about perceptions of safety?
* Facilitates Active Transport
* Intersects with Healthy Communities goal.
* Safer bicycle facilities potentially boost active transportation.

Goal B: Provide Congestion Relief and Improve Transportation Efficiency* General Comments
* Consider specifying mode for each criterion.
* Vehicle Miles Travel Under Congested Conditions
* This is difficult to understand. Suggest separating VMT and congestion relief.
* Consider trips that are not work/peak hour trips.
* Consider how this may not address low-income populations that travel during non-peak hours.
* Gap Closure
* Important for pedestrian and bike modes; potentially less important for cars.
* Needs more definition.
* ADD: Job Access within 30 minutes.

Goal C: Expand Transportation Choices and Improve Travel Experience (No specific comments provided at this time.)Goal D: Expand Transit Ridership and Continue to Promote Quality Transit for Everyone – Including Low-income Areas* ADD: Number of Services Accessed by Transit – including destinations such as medical offices, senior centers, and schools.

Goal E: Actively Promote Healthy Communities, Environmental Sustainability and Plan for the Next Generation* Transit Service in Low Income Areas intersects with Healthy Communities goal.

Goal F: Improve System Financial Sustainability and Maintenance* Economic Benefit
* Needs more definition. Could potentially fall under Benefit/Cost Assessment.

Goal G: Continue to Support Silicon Valley’s Economic Vitality* Accessibility to Job Centers, Planned Growth Areas, Number of Services accessible by transit, Number of Jobs served By Transit – all intersect with Economic Vitality

Staff reported that the stakeholder group will be able to provide additional comment to VTA by July 31st, before VTA finalizes the criteria. |