

From: Baltao, Elaine <Elaine.Baltao@vta.org>
Sent: Monday, July 29, 2019 4:54 PM
To: VTA Board Secretary <Board.Secretary@vta.org>
Subject: VTA Daily News Coverage

VTA Daily News Coverage for Monday, July 29, 2019

1. [Bay Area heat wave brings scorching temperatures, advisories \(Mercury News\)](#)
2. [Drivers can sound off on how to fix Highway 101 \(Mercury News\)](#)
3. [New Express Lanes under construction \(The Daily Journal\)](#)

[Bay Area heat wave brings scorching temperatures, advisories](#) (Mercury News)

The South Bay and East Bay saw temperatures soar into the 90s and even triple digits

Don't expect a break from scorching temperatures Sunday. The National Weather Service has issued a heat advisory for much of the Bay Area and urged people to drink plenty of fluids and limit outdoor activity.

Will Pi, a meteorologist with the weather service, said Bay Area cities did not break any heat records Saturday, but warned temperatures could rise slightly Sunday with high pressure building over the western U.S. Inland areas like Concord could reach 102 or so, Pi said, with 80s and 90s forecast around the bay.

People near the coast could see some cooling Monday, but inland areas won't see significant relief until Tuesday, Pi said.

"It's five to 10 degrees above normal," Pi said, "but it's pretty typical to have a couple events like this in July."

The air quality is expected to drop Sunday as smoke filters into the region from the Milepost 97 Fire in southern Oregon, said officials from the Bay Area Air Quality Management District. The fire has burned nearly 9,000 acres since it started Wednesday night.

Air district officials said satellite data showed smoke from the fire moving over the Pacific Ocean and into the Central Valley. Impacts are expected to be minimal, officials said, with hazy conditions and a faint smell of smoke in elevated areas.

On Saturday, cities from San Jose to San Lorenzo opened libraries and community centers as cooling centers, and **the Santa Clara Valley Transportation Authority offered free bus and light rail rides to residents who planned to seek refuge there.**

But it appeared many people chose to go elsewhere.

“On typical hot days, we do get people coming in and saying, ‘Oh, it’s so nice and cool in here,’” said San Lorenzo Library Manager Danielle Wilson, “but it hasn’t been bad today.”

In Walnut Creek, where temperatures were in the mid-90s, an Ygnacio Valley branch librarian said she hadn’t notice any uptick in visitors. The same was true in Brentwood, where the mercury hit 99 degrees.

Karl Fischer, a spokesman for Contra Costa Health Services, said he had not received reports from public health workers of anything unusual related to the higher-than-normal temperatures.

“I think we’re pretty status quo,” he said.

But at Raging Waters, the water park in San Jose, sizzling heat brought in more crowds than usual.

“It’s definitely done wonders for our attendance,” said spokesman Michael Loya. “People are definitely coming out to cool off and enjoy the water park and the water slides and get out of the heat.”

Santa Clara Cal Fire Division Chief Nick Ciardella said he hadn’t received reports of heat-related medical calls or fires. But crews were ready and prepared, just in case, he said. His primary concern was the Gilroy Garlic Festival, solely because it draws tens of thousands of visitors, he said. Temperatures in Gilroy topped out at 99 degrees.

“With that many people and with the temperatures high and everything else, that’s my biggest concern,” Ciardella said. “But the folks over there have a good handle on it.”

Katherine Filice, spokeswoman for the festival, said organizers had put up shade tents and rain rooms for garlic fans. Ciardella encouraged people to stay hydrated and out of the sun if possible.

At ISO Beers early Saturday afternoon in San Jose, where temperatures peaked at 89, bartender Shane Campbell said the hot temperatures were welcome — up to a point.

“The 70s and 80s bring people out,” Campbell said. “But if it’s too hot, people stay inside.”

Jose Arteaga, who was waiting for a bus in downtown San Jose, said he prefers heat to some alternatives.

“There’s places you can go to help cool down,” Arteaga said as he boarded an air-conditioned bus. “It’s better than snow.”

The weather service warned residents not to leave pets or children in parked cars, and to be cautious at the coast.

“Enjoy,” the agency tweeted, “but remember that we lose people every year to rip currents and cold water.”

[Back to Top](#)

[**Drivers can sound off on how to fix Highway 101**](#) (Mercury News)

Commuters can put in their two-cents in an online survey

From the garlic fields surrounding Gilroy through the massive high-tech empire in Silicon Valley onto the bustling financial district of San Francisco, traveling on Highway 101 is a constant pain.

But now commuters can have a voice by taking part in an online survey at www.101mobilityactionplan.com/ through Wednesday. What are the problems and possible solutions from ground level?

This is different than the way in which most plans are drawn up. Regional and local agencies aren't setting the wishlist to draw support for a new tax measure. It's everyday commuters who are having their say.

The Valley Transportation Authority, Transform, SamTrans, Caltrans and cities along the 60-plus-miles of concrete are seeking new strategies for dealing with the congestion on 101, with particular consideration toward issues of equity.

"Something that sets this apart from other studies is that it focuses on improving options for sharing rides through carpool, vanpools, transit or other non-traditional transportation modes in order to maximize the benefits of infrastructure improvements," said SamTrans spokesman Dan Lieberman.

"Transit is a component of this, but we don't want to limit our scope to transit. Rather, we want to look for more non-traditional approaches to deal with the Peninsula's unique challenges."

That could be congestion pricing into San Francisco, toll lanes and fewer potholes.

More than \$2 billion is earmarked for 101 changes over the next three decades. Express lanes from Mountain View to San Bruno, interchange upgrades at 92-101 highways and along almost every interchange in the South Bay plus Highway 25 west of Hollister. And extra lanes from Morgan Hill to Gilroy.

But more is needed to make this easier for the tens of thousands who drive 101 each day.

That will likely mean a big push getting people out of their cars and SUVs. Today, only 13% to 22% of peak-hour vehicles on 101 have two or more passengers, and public transit buses that use 101 carry less than 1,000 riders per day.

More than 200 shuttles use 101 each day, but as ride-hailing apps such as Uber and Lyft have increased in use, especially for airport trips, congestion in and around airports has increased and transit revenue has decreased.

South Highway 101 has several regularly congested hotspots during commute hours, which make travel less reliable. SamTrans Route 398, which operates in mixed-traffic on 101 rather than dedicated transit lanes, has an on-time performance of just 63 percent and during the morning peak, 101 from Highway 85 to I-280/I-680 is third least reliable highway segment in the Bay Area.

The impact spreads across all lanes but hits low-income drivers the hardest.

- Hourly-wage and a shift-based worker may lose a job or wages due to tardiness.
- Low-income households will spend a greater share of their income on transportation.
- Small apartments may be jammed with dozens of residents.

- Students with set class times may miss key education opportunities.
- Parents and caregivers may pay fees or risk children’s safety for every minute they are late for pick-up.
- Commuters often have to add “buffer” time to their trip to avoid being late. This has the greatest impact on low-wage employees working hourly or shift jobs, which typically require stricter schedules and start times than higher-paid salary positions.

But what drivers seem to want is a freeway that is well maintained.

“It seems there has been no progress while the road condition keeps getting worse,” said Henry Ng of San Jose, who is upset about the water leak south of Interstate 880. “The weather has cleared out as we are already in the middle of summer, yet there is no relief.”

Larry Kezar added to the list of gripes.

“Is there any plan to repair northbound 101 in Morgan Hill? The far-right lane, in particular, is in bad shape in several places,” he said.

Ed Woz of San Jose is fed up with missing lane markers near Bernal Road.

“The unmarked rightmost lane simply goes away and is quite dangerous. There is no indication with painted arrows or signage telling motorists that the rightmost lane they are in is about to end. I have witnessed many near-misses in just a couple of years.”

Survey results will be released later this year. But that sea of red lights may take a lot longer.

[Back to Top](#)

[New Express Lanes under construction](#) (The Daily Journal) **Deal nears state OK, work underway**

Construction has begun for a massive express lane project officials contend will ease traffic congestion on Highway 101 while a San Mateo County joint powers authority is one step away from securing state approval to manage the project and its tolling policy.

Construction on the Express Lanes project is already underway between Whipple Avenue and the Santa Clara County line. The carpool lanes in that segment of Highway 101 are being converted to express lanes and that work is expected to wrap up in November. The tolling system will be implemented between September 2020 and May of 2021 and is expected to be up and running by June 2021.

Construction between Whipple Avenue and Interstate 380, which includes the lane widening, will begin January 2020 and extend through June of 2022. By October of that year, the tolling system will be in place.

Once the project is complete, there will be continuous express lanes along the 22-mile stretch of Highway 101 between Interstate 380 and the Santa Clara County line. There will be intermittent toll readers and signs along the corridor informing motorists of the current toll price and express lane rules.

The \$514 million Express Lanes project formerly known as Managed Lanes seeks to relieve traffic congestion on Highway 101 by adding a lane in each direction between Interstate 380 and Whipple Avenue in Redwood City and then converting the far left lane in both directions to an express lane.

Express lanes promise speeds of at least 45 mph at all times by allowing carpools of three people or more and buses to travel for free while solo drivers would have to pay an electronic toll via FasTrak that fluctuates based on traffic volumes. Existing carpool lanes on Highway 101 between Whipple Avenue and the Santa Clara County line will also be converted to express lanes as part of the project.

Tolling, auxiliary lane replacement

The tolling system will be in place between 5 a.m. and 8 p.m. and while tolls will vary depending on traffic volumes, users should expect to pay an average of about \$1 per mile, officials has said in the past. The tolling system will monitor traffic speeds in all lanes and if overall speeds decline then the express lane price increases and when speeds improve the price decreases.

The San Mateo County stretch of Highway 101 currently features 19 auxiliary lanes that will be connected to one another and converted into through lanes. The auxiliary lanes will then be replaced on the widened portion of the highway.

While only the express lanes promise speeds of at least 45 mph, officials are confident that travel times will improve in all lanes during commute hours in part because many solo drivers are expected to commute via express buses instead. SamTrans will roll out six express routes in phases over the next two years, the first of which will travel between San Francisco and Foster City starting August 19.

“We’re pulling people out of the general purpose lanes and putting them in carpools and buses which reduces the demand for the general purpose lanes and that’s how we reduce and minimize the degradation of the general purpose lane congestion,” said Leo Scott, a co-project manager and president of Gray-Bowen-Scott. “We’ll improve travel time for all vehicles — it happens to be better improvement in the express lane because we can guarantee a travel time there — but by reducing the congestion in the general purpose lines we’re also reducing their travel time. As a result of all that, we’re moving more people in the same space.”

JPA approval coming

The Express Lanes JPA, which is comprised of elected officials from across San Mateo County, must be approved by the California Transportation Commission to oversee the express lanes and determine policies such as toll rates and toll discounts for low-income drivers or zero emission vehicles.

Any agency in California that operates a toll needs approval by the CTC, which is a state agency comprised of 11 voting members, nine of which are appointed by the governor.

The CTC held a public hearing July 25 in Redwood City to gather input on the project as part of the approval process. On Aug. 14, the CTC will decide if the JPA is the official manager of the express lanes.

The JPA is comprised of six San Mateo County elected officials: three from the City/County Association of Governments and three from the San Mateo County Transportation Authority. The members include Chair Alicia Aguirre, Vice Chair Don Horsley and board members Emily Beach, Maureen Freschet, Doug Kim and Diane Papan.

C/CAG is a joint powers authority comprised of board members representing each city and the county that works on quality of life issues such as air quality and transportation, among others, and the TA oversees the county's sales tax revenue earmarked for transportation.

San Mateo resident Diana Pettit, who spoke during the July 25 public hearing, said existing express buses are underutilized and suggested the State Route 92 and Highway 101 interchange is the primary source of traffic congestion.

"The VTA bus that goes through Hillsdale [Boulevard] and Foster City, it's not full to pick up people to go to Oakland or vice versa. The SamTrans KX, which runs along El Camino and then gets on 101 going north to San Francisco including the airport is not full," she said. "92/101 has got to be answered. We can't breathe. All of the congestion from Whipple up to Ralston is the backlog and Ralston all the way up to the airport."

Scott said there would be over 100,000 hours of delays a year on Highway 101 without the Express Lanes project and with it, total hours of delay each year are expected to drop by about 20,000 to just over 80,000. The project also increases person throughput from 600,000 people without the project to just under 800,000 people with it.

Ultimately, the express lanes on Highway 101 will be part of a network of 600 miles of express lanes throughout the Bay Area.

[Back to Top](#)

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

Sent: Tuesday, July 30, 2019 10:16 AM

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

Subject: From the Desk of the VTA General Manager/CEO



From the desk of

Nuria Fernandez

General Manager/CEO



Dear VTA Board Members,

This is the first of monthly updates where I will highlight a few current issues to inform and build your knowledge of VTA operations and programs. I hope you find it useful as together we advance our mission of providing solutions that move Santa Clara County.



On Track With Safety Compliance

The safety of our passengers and employees is VTA's highest priority. You will hear us say this again and again. Tragically, this month we experienced two incidents involving bicyclists at light rail grade crossings. We have an extensive safety campaign targeted at distracted pedestrians, drivers and cyclists and will continue to emphasize the dangers of not looking both ways when crossing light rail tracks.

As an operator of public transit services, VTA is under the State Safety Oversight of the California Public Utilities Commission (CPUC) and the Federal Safety Compliance of the Federal Transit Administration (FTA). Our safety team works with personnel across the organization's divisions, cities and Santa Clara County government to assure that our safety systems are working at their optimum potential. Along those lines, VTA updated its safety standards in conformance with the **Safety Management System** (SMS) approach, required by the Federal Transit Administration, as of July 10, 2019.

In addition, we recently engaged the assistance of a consultant, Transportation Resources Associates, Inc.(TRA) to develop the **Public Transportation Agency Safety Plan** (PTASP) which includes the processes and procedures necessary for implementing our Safety Management System.

What is a Safety Management System?

The Safety Management System (SMS) involves the continuous collection and analysis of information that helps a transit operator (VTA) become proactive about how it addresses safety risks. The Public Transportation Agency Safety Plan (PTASP) includes the processes and procedures necessary for implementing SMS and a process and timeline for conducting an annual review and update of the organization's safety plan.

The FTA's deadline for agencies to develop their PTASP is July, 2020. We have already begun the process of updating our safety plans and are on target to complete it by April 2020. This earlier completion will allow us time to include

departmental feedback and edits and present the plan to VTA's Board of Directors for approval, as required by the FTA.



Faster Bay Area - Connecting the Regional Network

A Faster Bay Area collaborative consisting of the [Silicon Valley Leadership Group](#), [Bay Area Council](#), and [SPUR](#) is leading an effort to gauge the performance of a

Bay Area-wide tax measure at the polls during the November 2020 presidential election.

VTA, together with transit agencies in the 9-County Bay Area, are working to develop a preliminary list of projects that are transformative and support the guiding principles of: Connected, Safe & Reliable, Sustainable & Resilient, Equitable, Technology & Innovation. The Faster Bay Area collaborative will be seeking broader public input through a series of community outreach efforts beginning this fall.



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From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Tuesday, July 30, 2019 12:56 PM
To: VTA Board of Directors <VTABoardofDirectors@vta.org>
Subject: From VTA: June 2019 Ridership Information

TO: VTA Board of Directors
THROUGH: Nuria I. Fernandez
General Manager/CEO
FROM: Inez Evans
Chief Operating Officer
DATE: Tuesday, July 30, 2019
SUBJECT: VTA Ridership for June 2019

June 2019 total monthly system ridership for bus and light rail was 2,774,462, a decrease of 3.9% over June 2018. June 2019 had one less weekday than June 2018.

Bus ridership was down 3.9%. Light Rail ridership was down 4.0%. June 2019 total monthly ridership recorded a 9.4% decrease compared to May 2019. Ridership change from May to June typically averages -8.0%.

VTA offered free rides to cooling centers along its routes on Tuesday, June 11 to help beat the heat. This offer ran from 8 a.m. to 8 p.m. and was intended to assist some of our most vulnerable population, primarily the unsheltered and the elderly. Ridership on this day was about 9.8% lower than a normal Tuesday.

Ridership	June-2019	June-2018	Percent Change	May- 2019	Percent Change
Bus	2,102,712	2,187,778	-3.9%	2,351,031	-10.6%
Light Rail	671,750	699,889	-4.0%	711,919	-5.6%
System	2,774,462	2,887,667	-3.9%	3,062,950	-9.4%

Forty-three of the 69 bus routes, or 62%, did not meet the weekday standards as defined in the Service Design Guidelines. However, 11 of the 18 core routes, or 61%, met the weekday standards as defined in the Service Design Guidelines.

Several key core routes recorded an increase in overall average weekday ridership. The top seven core routes recorded an improvement of 4.6% over June 2018 as shown in the table below:

Route	June-2019	June-2018	Difference	Percent Change
25	6,186	5,941	245	4.1%
66	5,362	5,125	237	4.6%
23	6,647	6,449	198	3.1%
77	2,027	1,876	151	8.0%
73	2,640	2,518	122	4.8%
60	1,813	1,700	113	6.6%
71	1,735	1,642	93	5.7%
Totals	26,410	25,251	1,159	4.6%

The core routes and light rail stations that had the most average weekday ridership declines are shown in the tables below:

Route	June-2019	June-2018	Difference	Percent Change
22	8,538	9,758	(1,220)	-12.5%
64	2,668	2,849	(181)	-6.4%
70	4,022	4,174	(152)	-3.6%
26	2,895	2,937	(42)	-1.4%
Totals	18,123	19,718	(1,595)	-8.1%

Station	June-2019	June-2018	Difference	Percent Change
Ohlone-Chynoweth Station	1,076	1,192	(116)	-9.7%
Convention Center Station	1,075	1,160	(85)	-7.3%
San Antonio Station	1,277	1,356	(79)	-5.8%
Tasman Station	1,741	1,803	(62)	-3.4%
Santa Clara Station	1,670	1,726	(56)	-3.2%
Totals	6,839	7,237	(398)	-5.5%

The fiscal year-to-date total system ridership for bus and light rail recorded a 3.0% decrease.

Ridership	(Current) Jul' 18-June'19	(Prior) Jul' 17-June'18	Percent Change
Bus	27,027,678	28,048,404	-3.6%
Light Rail	8,437,927	8,507,095	-0.8%
System	35,465,605	36,555,499	-3.0%

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

Sent: Thursday, August 1, 2019 10:24 AM

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

Subject: VTA Information: Updated August 1, 2019 Board of Directors Agenda Packet

VTA Board of Directors:

The August 1, 2019, Board of Directors Agenda Packet has now been updated to include presentations, public comment and/or materials for the following items:

- **Agenda Item # 2.1-** Resolutions of appreciation for retiring VTA staff Carolyn Gonot and Inez Evans
- **Agenda Item # 6.6-** Regionally Significant Projects Submission
- **Agenda Item #7.1-** AFSCME Labor Contract Agreement
- **Agenda Item #7.2-** TAEA Labor Contract Agreement
- **Agenda Item #7.3-** 2016 Measure B Bicycle/Pedestrian Capital Projects Competitive Grant Program Criteria
- **Agenda Item #7.7-** Roadway Worker Warning System
- **Agenda Item #7.8-** Route 65 Ridership Campaign Results
- **Agenda Item #7.9-** Caltrain Business Plan Update
- **Agenda Item #8.1-** General Manager's Report
- **Agenda Item #8.1.A-** VTA Block Update
- **Agenda Item #8.1.C-** Silicon Valley Rapid Transit (SVRT) Program Update

You may access the updated agenda packet on [our portal](#).

Copies will be provided for you in your Reading Folders

Thank you.

Office of the Board Secretary

Santa Clara Valley Transportation Authority

3331 North First Street, Building B

San Jose, CA 95134-1927

Phone [408-321-5680](tel:408-321-5680)

From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Thursday, August 1, 2019 2:48 PM
To: VTA Board of Directors <VTABoardofDirectors@vta.org>
Subject: VTA Information: Updated August 1, 2019 Board of Directors Agenda Packet
Importance: High

VTA Board of Directors:

The August 1, 2019, Board of Directors Agenda Packet has now been updated to include Board Member Cortese's memo regarding **Agenda Item #7.3-** 2016 Measure B Bicycle/Pedestrian Capital Projects Competitive Grant Program Criteria.

You may access the updated agenda packet on [our portal](#).

Copies will be provided for you in your Reading Folders

Thank you.

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



MEMORANDUM

TO: Chairperson O'Neill and VTA Board Members

FROM: Santa Clara Valley Transportation Authority Board Member, Dave Cortese

DATE: July 31, 2019

SUBJECT: [Item 7.3] 2016 Measure B Bicycle/Pedestrian Capital Projects Competitive Grant Program Criteria

Due to another commitment, I am unable to attend the Board of Directors meeting on August 1, 2019. However, I'm writing this memo to request for your consideration to increase the "Targets Populations with Specific Needs" criteria from 5 points to 10 points.

This criteria specifically considers communities of concern in the assessment of projects which may be eligible for future grant funding. As a public agency, it is imperative that we ensure that our low-income, minority, disabled and elderly populations are provided equitable resources to bicycle and pedestrian projects within their neighborhoods.

Currently, the competitive grant criteria for the 2016 Measure B Bicycle / Pedestrian Capital Projects allocates 5 points out of a total of 120 points to the "Targets Populations with Specific Needs" criteria, which is a little over 4%. I am suggesting that we consider increasing the amount of this criteria to 10 points, bringing the cumulative total points to 125. This would effectively bring the criteria up to 8%, which would work towards better equitability of grant funding throughout our region's projects.

Furthermore, it may be worthwhile for VTA to consider increasing the points towards this specific category across other competitive grant program criteria as well.

Thank you very much for your time and consideration regarding this matter and please do not hesitate to contact me with any questions or concerns.

From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Friday, August 02, 2019 4:38 PM
To: VTA Board of Directors <VTABoardofDirectors@vta.org>
Subject: VTA Correspondence: Week of July 29th

VTA Board of Directors:

We are forwarding you the following:

From	Topic
Member of the Public	Comment on the Caltrain Business Plan 2040
Member of the Public	Comment on Bus Route 65

Thank you.

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



Conserve paper. Think before you print.

From: Gail Price
Sent: Wednesday, July 31, 2019 11:31 AM
To: board@caltrain.com
Cc: VTA Board Secretary <Board.Secretary@vta.org>; Gail Price
Subject: Letter regarding Long Range Vision Plan: Caltrain Business Plan 2040

July 31, 2019

Re: Long Range Vision Plan: Caltrain Business Plan 2040

Dear Caltrain Board Members,

I am writing to you on behalf of the Palo Alto Forward Board (PAF). Our mission is to "...work with residents and city government to make Palo Alto a more affordable, sustainable city with improved housing and transportation options for our diverse, multi-generational group of residents. We believe in thoughtful and comprehensive planning in order to create a strong and vibrant future for the Peninsula and region.

The High Growth Scenario is the strongest and most enduring option you are considering. This scenario is needed. It will support high capacity and ridership and coordinate services to improve connectivity and integration of various transit services. This will be achieved with electrification and huge infrastructure improvements, particularly grade-separations, to improve safety and operations. We recognize that additional detailed planning and technical studies are needed to determine its feasibility.

The level of improvements will fully address growing and significant ridership demand now and through 2040 and beyond. As you are well aware, the Caltrain Corridor capacity is critical for better access to many local and regional developments, including but not limited to the BART extension, Diridon Station, North Bayshore, Stanford University academic and hospital centers, Dumbarton Bridge improvements and other developments planned in Peninsula cities. Transit ridership growth is an environmental necessity to expanded use of autos throughout the region. All of these points are made in many of your reports and related technical studies.

We support a dynamic and strong vision for the Caltrain Service Plan as a critical means of addressing job and population growth and enhancing regional, sustainable transportation, and economic activity. In our community, our Palo Alto and California Avenue Caltrain stations continue to offer significant economic and transit oriented development potential.

The study of utilizing public lands as options for affordable housing near transit also has real merit. We support allowing for 20% affordable housing on Caltrain land. These types of cumulative actions will create a healthier environment by reducing green house gas emissions to help address climate change.

We recognize that funding for such an important transportation corridor are complex and daunting. Of the many elements, dedicated operations funding and multi-source funding for

needed grade-separations are vital issues. We underscore the importance of a comprehensive corridor wide strategy to reduce administrative and oversight costs, design and construction costs and political angst among the corridor cities. We, as others, request a clarification of “City-led grade separations.”

Transportation and land use policies and actions taken now will impact current and future generations. The design and evolution of the Caltrain corridor and its service, operation, and funding plan will constitute the most critical and significant capital project for the region.

Be bold and visionary and support the High Growth Scenario. The Silicon Valley has a legacy of innovation and creativity to address complex issues. Let’s use these skills and imagination to create a phenomenal Caltrain corridor. Anything less will be mediocre and inadequate to meet the well-documented current and future transportation and transit needs for the region and state.

We look forward to working with you and engaging with the community, all public and private sector partners, educational organizations, elected officials and transportation professionals to achieve a stellar Caltrain corridor. We can do this.

Sincerely,

Gail A. Price

Representing the Palo Alto Forward (PAF) Board
Former Palo Alto City Council Member and VTA Board of Directors
4082 Orme Street
Palo Alto, CA

cc: VTA Board of Directors

From: Cole Cameron

Sent: Thursday, August 1, 2019 2:46 PM

To: VTA Board Secretary <Board.Secretary@vta.org>; toneill@santaclaraca.gov; cindy.chavez@bos.sccgov.org; District5@sanjoseca.gov; District1@sanjoseca.gov; District4@sanjoseca.gov; mayoremail@sanjoseca.gov; District3@sanjoseca.gov; John.McAlister@mountainview.gov; rrennie@losgatosca.gov; larry.carr@morganhill.ca.gov; rtran@ci.milpitas.ca.gov; Cortese, Dave <dave.cortese@bos.sccgov.org>; Cole Cameron; Susan Ellenberg 10th Fl County Sup. Michelle Collins Ex. Asst Scheduler; Monica Mallon Vta help; Childress, Brandi; Tyree, Jay

Cc: christine.m.stavem; Tara Sreekrishnan Dave Cortese Outreach; Rocha, Donald; Derrick.Seaver; David.Gomez; Christa.Ramos; Michael.Karlic; frances.herbert

Subject: Retaining bus route #65 thru Cambrian

I am writing to encourage each of you to vote to save route 65 using ending balance reserves at the August 1st VTA Board of Directors Meeting. Route 65 runs from Cambrian to North San Jose. It gives people access to San Jose City College, San Jose Diridon Station, San Jose State University, and it helps seniors access the Senior Nutrition Program at Northside Community Center. In addition, riders use route 65 to connect to other frequent "high ridership" routes such as route 23 and route 25. The majority of current riders are students, seniors, people with disabilities, and other transit-dependent people. People in San Jose District 9 will have to walk a mile to other routes if the 65 is eliminated. While ACCESS Paratransit may be a solution for some riders, it is not a solution for everyone. Many blind riders and riders with mobility issues prefer to use route 65 instead of ACCESS because route 65 gives them the freedom to travel without booking an ACCESS ride 24 hours in advance. Solutions such as Waze Carpool and ride-sharing have been presented for students. However, both of these solutions would place a financial burden on students since students at both SJSU and SJCC ride VTA for free because of the SmartPass Program. Please consider using a small portion of the ending balance to save this route so that residents can continue to have access to this vital service.

Thank you for your consideration, cole

A. Cole Cameron

408-499-9096

Chr, CCC, Cambrian Community Council