

From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Tuesday, July 1, 2025 4:52 PM
To: VTA Board of Directors <VTABoardofDirectors@vta.org>
Subject: From VTA: VTA gets funding for Central Bikeway

Contact: Media.Relations@VTA.org
(408) 464-7810 (no texts)

July 1, 2025

Central Bikeway Secures \$14 Million in State Funding

San Jose, CA – The Santa Clara Valley Transportation Authority’s (VTA) ambitious project to provide a fully-separated east-west protected bikeway across Santa Clara County is one step closer to existence.

The California Transportation Commission (CTC) approved **\$14 million** in STIP (State Transportation Improvement Program) funds on **June 27, 2025**, to advance VTA’s [Central Bikeway project](#).

The funding will allow VTA to **complete environmental clearance** for the planned **ten-mile bikeway**, a major step forward for one of Santa Clara County’s most ambitious active transportation projects.

Broadcast outlets: [Link to raw video of 2-minute interview](#)
with Lauren Ledbetter, Senior VTA Planner, and renderings

The **Central Bikeway** aims to create a **10-mile, fully separated, low-stress, high-quality, east-west bikeway**, connecting **Berryessa BART in North San José to the Santa Clara/Sunnyvale border**. The alignment will follow El Camino Real in the City of Santa Clara and Hedding Street, The Alameda, Taylor Street, and Mabury Road in San Jose.

The project builds on the 2022 **Central Bikeway Feasibility Study**, which engaged thousands of community members and identified a **preferred alignment** based on feasibility, safety, and connectivity.

Environmental clearance is expected to begin in early 2026, with additional phases of design and construction pending future funding. If total funding of \$213 million is secured, the project could open in 2033.

This investment underscores the commitment of the State of California, Metropolitan Transportation Commission, City of Santa Clara, City of San José, County of Santa Clara, and VTA to **safer, more sustainable transportation choices** for Santa Clara County.

From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Wednesday, July 2, 2025 8:50 AM
To: VTA Board of Directors <VTABoardofDirectors@vta.org>
Subject: From VTA: Traffic advisory for East San Jose light rail construction



July 2, 2025

Contact: Media.Relations@VTA.org
408-464-7810 (no texts)

TRAFFIC ADVISORY

Left Turn Lane Changes at Capitol Expressway and Ocala Avenue for Light Rail Extension Construction

Construction activities can change any time due to weather and other conditions

San Jose, CA – The Santa Clara Valley Transportation Authority (VTA) announces traffic lane modifications on Capitol Expressway at the Ocala Avenue intersection for construction of the Eastridge to BART Regional Connector (EBRC) Project to advance through the intersection. Motorists, cyclists, and bus passengers traveling on Capitol Expressway may experience delays.

July 2, 2025, Southbound Capitol Expressway to eastbound Ocala Avenue:
One (1) Left turn lane closed for up to 10 months

Left turn lanes from southbound Capitol Expressway to eastbound Ocala Avenue are reduced from **two** to **one lane**. Expect delays and consider alternate detours at Story Road or Cunningham Avenue.

Traffic Impacts

Motorists and bicyclists may experience traffic delays and are encouraged to follow detours or use alternate routes.

Pedestrians may experience delays when crossing or walking throughout the area, should use clearly delineated pathways, respect crossing signals, and remain outside the construction area.

For question or concerns, contact VTA Community

Outreach: community.outreach@vta.org or call (408) 321-7575. *Se habla español.*

The Eastridge to BART Regional Connector Project (EBRC) is a \$652.9M project of the Valley Transportation Authority (VTA) designed to provide transportation solutions in Santa Clara County. The 2.4-mile project on Capitol Expressway between Capitol Ave and Quimby Rd began construction in 2024, and it will be completed in 2027.

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From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Thursday, July 3, 2025 4:11 PM
To: VTA Board of Directors <VTABoardofDirectors@vta.org>
Subject: VTA Correspondence: Week Ending July 3, 2025

VTA Board of Directors:

We are forwarding to you the following correspondence:

From	Topic
VTA Board Secretary	Notice of Cancellation for VTA's BART to Silicon Valley Phase II meeting on July 10, 2025
Santa Clara County Planning Commission	Supplemental Information for the 6/26/25 Planning Commission Meeting

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**



From: VTA Board Secretary

Sent: Wednesday, July 2, 2025 12:05 PM

To: VTA Board of Directors

Subject: Notice of Cancellation - VTA's BSV II Oversight Committee July 10, 2025 Meeting

VTA's BSV Phase II Oversight Committee Members:

Please be advised that the BSV II Oversight Committee meeting scheduled for July 10, 2025 has been **cancelled** due to lack of quorum. In lieu of the meeting, the following documents are being sent to you for your information:

- VTA's BART Silicon Valley Phase II Extension Project – June 2025 Update
- Status Report on the Auditor General's BSV II Procurement Risk Themed Assessment
- BSV II Oversight Committee Issues/Requests Tracking report from January to June 2025
- Progress Report from Gall Zeidler dated June 27, 2025.

Please note that staff is anticipated to provide an update on BSV II's Level 3 Cost Savings Work at the VTA Board Workshop scheduled for August 1, 2025.

Office of the Board

Santa Clara Valley Transportation Authority

3331 North First Street

San Jose, CA 95134



BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
VTA's BART Silicon Valley Phase II Oversight Committee

THROUGH: General Manager/CEO, Carolyn M. Gonot

FROM: Chief Capital Megaprojects Delivery Officer, Tom Maguire

SUBJECT: VTA's BART Silicon Valley Phase II Extension Project – June 2025 Update

FOR INFORMATION ONLY**EXECUTIVE SUMMARY:**

This memo provides updates on the VTA's BART Silicon Valley Phase II (BSVII) Extension Project for the month of June 2025, in key areas including the federal funding process, Contract Package 2 work, and community outreach and stakeholder engagement efforts.

STRATEGIC PLAN/GOALS:

This Project supports VTA's Strategic Plan Business Line 2, Delivering Projects, and Programs.

DISCUSSION:

Since the Federal Transit Administration (FTA)'s August 2024 announcement regarding the BSVII Project's acceptance into New Starts Engineering, the next stage in the federal funding process, VTA has focused on a comprehensive project wide cost saving effort to align project cost within available funding. This includes the development of cost saving concepts, pursuit of additional non-local funding sources, reduction in professional service expenditures, and a review of the project's contracting and procurement approach. Staff has provided regular updates to the BSVII Oversight Committee and VTA Board of Directors since this announcement.

In the month of May, staff presented initial "Level 3" cost saving ideas which include concepts from FTA's Project Management Oversight Consultant (PMOC) and the BSVII Oversight Committee Subject Matter Expert Gall Zeidler. As part of these efforts, a Level 3 Tunnel Task Force has been established and meets regularly, further evaluating and reviewing previous assumptions in development of tunnel and station configurations along with construction methodologies. Staff presented an initial overview of these ideas at the May

BSVII Oversight Meeting and since then have continued advancing the technical feasibility of these concepts and associated cost and schedule implications. At the August 1st Board Meeting, staff will provide an update on the Level 3 efforts including an overview of the related construction impacts and an initial discussion on cost.

CONTRACT PACKAGE 2:

Construction activities at the west portal/tunnel boring machine launch site continue to advance including installation of a noise curtain between the construction site and the adjacent rail corridor to help reduce noise for nearby residents. Additionally, mobilization and assembly of major construction equipment for excavation works continued. Night work has also commenced for specific activities with notifications provided as described below.

Efforts related to the BSVII Contracting Task Force included finalizing discussions related to a CP2 off ramp decision and preparation of key material for the June BSVII Oversight and June 27th Board meeting related to the off-ramp plan, industry sounding, and tunnel packaging strategy.

COMMUNITY OUTREACH & STAKEHOLDER ENGAGEMENT:

As construction activities ramp up for summer, the BSVII External Affairs Team (Team) continued stakeholder coordination with the Cities of San José and Santa Clara, focusing on Construction Transportation Management Plan (CTMP) updates, design submittals, utility relocations, and demolition planning. Outreach also included engagement with nearby businesses and residents about construction activities in advance of night work commencing on June 9th. With the commencement of night work, the project's hotline is now live 24/7.

The Team prepared for and held the June 9 Virtual Press Conference and June 23 West Portal Media Tour, which provided an update on the project and in person look at current construction activities at the Newhall Yard construction site. The June construction update and Summer 2025 Quarterly Newsletter were finalized and distributed via email, website, and social media.

Engagement efforts continued with tabling at the June 8 Viva Calle event and development of updated outreach collateral, including new fact sheets, signage, and hotline scripts. The Team coordinated with property owners adjacent to demolition of two VTA properties in Downtown San Jose (on First Street and on 13th Street/Santa Clara Street) that are planned to occur later this year. The Team continued to respond to public inquiries through the project hotline and email. As of June 26th, there were no calls received during the night-time work hours.

BOARD AND COMMITTEES:

At the June BSVII Oversight Committee, staff presented the BSVII Contract Task Force's recommendation to initiate the contractual off-ramp with KST for CP2. After discussions on future tunnel contract packaging approaches, delivery methods, industry feedback, and

forthcoming related anticipated activities, the Committee Members unanimously approved and recommended Board approval. At the Board of Directors Meeting on June 27, 2025 this item was approved.

Prepared By: Ronak Naik
Memo No. 9774

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
VTA's BART Silicon Valley Phase II Oversight Committee

FROM: Auditor General, Scott Johnson

SUBJECT: Status Report on AG's BSV II Procurement Risk Themed Assessments – July 2025

FOR INFORMATION ONLY**EXECUTIVE SUMMARY:**

- This status report provides an overview of the Auditor General (AG) team's work performed on the BART to Silicon Valley Phase II (BSV II) Procurement Risk Assessment over the past four weeks, and work to be performed in the next three weeks pending coordination with the VTA BSV II Project Team.
- The AG previously performed an initial risk assessment which identified, prioritized and evaluated potential internal control risks to the BSVII project. Work performed was based on our review of previous AG Reports, PMOC reports, and AG expertise, as well as input from key stakeholders including VTA management and the Board.
- The AG developed a matrix of risks that were prioritized resulting in eight risk themes. This resulted in a preliminary plan to assess the adequacy of controls that are in place to mitigate those risks. The AG's objectives are specifically related to risk exposures from an internal control perspective framework.
- The Finance Risk Theme was the first of the eight thematic risk assessments that we identified by the AG. That assessment was recently completed, presented to the BSV II Oversight Committee meeting, and VTA's corrective action plan is subject to follow-up by the AG Team.
- This status report relates to the Procurement Risk Assessment on BSV II that the AG Team is currently working on.

BACKGROUND:

In January 2024, the AG Team conducted an initial BSVII Risk Assessment. We conducted interviews, reviewed previous AG reports, PMOC reports, and other key project documents that identified key risks, key observations and findings, and recommendations.

The AG Team identified recurring project risks related to the following Risk Themes by Priority, as shown below in Exhibit 1:

Exhibit 1: Risk Themes by Priority

Theme	Inclusions
Financial	<i>Accounts Payable, Invoicing, Budgeting, Cost Drivers, Revenue</i>
Procurement	<i>Contracts, Change Orders, Invoicing, Risk-Share</i>
Operational	<i>Project Schedule, Staffing</i>
Reputational	<i>Communication, Corrective Actions</i>
Legal	<i>Right-of-Way, Litigation</i>
Environmental	<i>Tunneling Procedures</i>
Safety/Natural Disasters	<i>Infrastructure, Insurance</i>
Technology	<i>Systems</i>

The AG's objectives for these Assessments are related to assessing risk exposures from an internal control perspective framework, established by the U.S. Government Accountability Office (GAO's) Green Book and the Committee of Sponsoring Organizations (COSO) [of the Treadway Commission] Framework's five key elements:

1. Control Environment,
2. Risk Assessment,
3. Control Activities,
4. Information and Communication, and
5. Monitoring Activities.

Procurement - Objectives and Scope

This status report provides an overview of the background, objectives, scope and methodology of the assessment.

Objectives

Specifically, the objectives of the BSV II Procurement Assessment are to assess VTA's BSV II's contracting controls and practices by determining:

- 1) that appropriate internal controls and monitoring are in place,
- 2) the extent to which contract incentives are used and how risks and costs are shared,
- 3) the sufficiency of contracting monitoring practices in place to control project costs,

contract oversight mechanisms related project change directives, and contract change orders, and;

- 4) compliance with policies and procedures [both VTA, BSV II project management plans, industry practices, and applicable Federal Transit Administration (FTA) requirements].

Scope

The scope of our assessment is limited to BSV II related contracts for the BSV II Program Management Team, General Engineering Consultant, and Construction Management, and sub-contractors. Our focus will be on the contract management stages of contract initiation and contract monitoring.

Work Performed – Implementation

We have wrapped up our preliminary assessment phase which included reviewing data the AG Team requested from the BSV II team, confirming our criteria according to project objectives, and developing data collection instruments (DCIs) to test contracts against selected criteria, and developed preliminary testing procedures. We are reviewing multiple contracts, the contract terms and conditions, procurement documents, VTA's Procurement Manual, VTA's Administrative Code, contract amendments, and change order approvals. In addition, we are applying industry practices and principals in public procurement and contract monitoring to evaluate the adequacy of contract oversight. We continue to review data provided by the BSVII team.

Work to be conducted in the next four weeks:

- (1) Complete review of additional data recently provided from BSV II Team for follow-up
- (2) Continue to schedule and attend meeting(s) or correspondence with appropriate VTA Procurement/Contract Administrator staff,
- (3) Continue internal control testing, and
- (4) Develop preliminary observations to discuss with BSVII team in preparation for report draft.

ALTERNATIVES:

No alternative actions applicable.

CLIMATE IMPACT:

There is no climate impact associated with this report.

Prepared By: Greta MacDonald, Senior Manager, AG Team
Memo No. 9775

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
VTA's BART Silicon Valley Phase II Oversight Committee

FROM: Auditor General, Scott Johnson

SUBJECT: BSVII Oversight Committee Issues/Requests Tracking Report – July 2025

FOR INFORMATION ONLY**EXECUTIVE SUMMARY:**

The attached **Updated** BSVII Oversight Committee Issues/Request tracking report, as of June 26, 2025, provides a summary of issues raised and requests made by the BSVII Committee during meetings held between January 2024 and June of 2025.

BACKGROUND:

The Auditor General team has documented the issues and concerns raised by the BSVII Committee in the attached report. The report presents consolidated issues within a general category, the specific topic, the requesting member(s), what action is required to resolve or implement the request, the expected deliverable to resolve or address the issue, the date of the request, and the current progress or status.

DISCUSSION:

The Auditor General team has documented the issues and concerns raised by the BSVII Committee in the attached report. The report presents consolidated issues within a general category, the specific topic, the requesting member(s), what action is required to resolve or implement the request, the expected deliverable to resolve or address the issue, the date of the request, and the current progress or status.

The AG team continues to work with VTA's BSVII Project Team to coordinate responses to the Committee's requests and the dates that the issue will be resolved or presented to the Committee. As of our last meeting on June 12th we recorded a total of 9 actionable requests that remain outstanding. We note that seven of the nine requests are scheduled to be addressed.

The AG will also be following up with Committee members regarding their specific requests to ensure that needs are met and to identify areas where more detail or analysis may be needed.

ALTERNATIVES:

No alternative actions applicable.

CLIMATE IMPACT:

There is no climate impact associated with this report.

Prepared By: Scott P. Johnson, Auditor General
Memo No. 9776

VTA's BSVII OVERSIGHT COMMITTEE

COMMITTEE ISSUES/REQUESTS TRACKING REPORT - Actionable & Outstanding

27-Jun-25

	CATEGORY	REQUESTING COMMITTEE MEMBER(S)	ACTION REQUIRED	DELIVERABLE	DATE OF REQUEST	PROGRESS / STATUS
1	Communication/ Reporting Comments	Chavez, Mahan	1. Requested an org chart that outlines the hiring structure and the consultants along with the information about monthly costs associated with the consultant activities. 2. Dynamic organizational chart that explains who is doing what, and the scope of work they are performing relative to the rest of the project. 3. Presentation of dynamic organizational chart with contractors and scope of work to full Board 4. Listing of all contracts with the name of the contractor/vendor, a clear description of the scope of services being provided, the total contract amount, actual expenditures paid to-date, and remaining contract amount available (Include standard cost codes)	Presentation	3/14/2024	Partially addressed, to be further discussed, bold font indicates outstanding area
2	Station Design	Burt	Requested staff walk through the station design to inform the public that there are no code compliance issues.	Presentation	2/8/2024	Target Q3/Q4 2025 to allow for completion of cost saving efforts
3	Cost, Schedule, Risk	Jain	Development of a visual data “placemat” in the form of charts and graphs that display project expenditures and revenues that would be understandable to the general public	Website Update	3/14/2024	Scheduled
4	Tunnel Boring	Burt	1) two-part update on the plan for who will be responsible for the different aspects of the analysis for the single v. twin bore and timeline; and 2) evaluation of geotechnical studies and how these will inform future decisions.	Verbal Update	5/9/2024	July 2025 Oversight Committee
5	Cost, Schedule, Risk	Burt	Requested in writing from the FTA, regarding the 40% or \$5.1B ceiling.	document	8/8/2024	Scheduled
6	Contracts	Chavez	That the AG prioritize Contract assessments, look into how we’re using our contracting methods for opportunities to cut costs.	action	10/31/2024	Underway
7	Tunnel Boring	Jain	Explore revenue opportunities for muck disposal, including Lehigh’s financial capacity, climate adaptation funds, and dirt brokers.	presentation	12/14/2024	Scheduled, potential update may be provided in Q3/Q4 2025
8	Communications	Jain	Date when will the project dashboard be up on the website	website	4/10/2025	TBD
9	Communications	Jain	When will documents be available to the public and/or the Board confidentially – value engineering report from the 12/18 workshop, ten cost savings proposals from GZ (level 3 cost savings ideas) and the dual bore MMW report.	update	4/10/2025	July 2025 Oversight Committee

Date Updated: June 27, 2025

VTA AUDITOR GENERAL GENERATED

111 John Street, Suite 1270
New York, New York 10038
Phone: 703•726•2700
www.gzconsultants.com

MEMORANDUM

To: Santa Clara Valley Transportation Authority
VTA's BART Silicon Valley Phase II Oversight Committee

From: Nasri Munfah, GZ Consultants

Subject: Progress Report of Work Performed by Gall Zeidler, Independent Subject Matter Expert to the BSVII Oversight Committee

Date: June 27, 2025

This report provides an overview of the work performed by Gall Zeidler Consultants (GZ), the Independent Subject Matter Expert to the Committee, under a subcontract agreement with MGO for the Month of June 2025.

Current Status:

During the month of June 2025, the following activities were performed:

1. We continued to participate in the Contracting Task Force on a weekly basis reviewing the evaluation process, contracting packages, and delivery options. This task force is being sunset except for some sub-tasks to address outstanding issues. Our participation in the Task Force in July pending including GZ in its subtasks or not.
2. We continue to participate in the weekly meetings of Level 3 Cost Saving Task Force. At present only two proposals are being evaluated:
 - a. Two smaller single bore TBM tunnels (34'-6" ID) with two tracks each to be constructed one from the East and one from the West. The three underground stations construction will be by the cut & cover method with minimal impact on the downtown.
 - b. Same as above except for DTSJ Station to be constructed using the Sequential Excavation Method (SEM) with ground improvement measures. Several ground improvement methods have been identified.
3. Recently, Level 3 Task Force started evaluating the Hybrid Option that was proposed several months ago, which was previously rejected by the Level 2 Cost Saving Task Force.

In this option, the Large Single Bore (with platform inside the bore) will construct the tunnel from the West through the DTSJ station, while a smaller single bore (34'-6" ID) will construct the tunnel from the East. The 28th Street/Little Portugal Station will be constructed by the cut & cover method. The main focus is on the interfacing between the two tunnels and the retrieval of the TBMs or abandoning them in place. One meeting took place on this option.

4. We provided several options for the interfacing of the two TBMs including retrieval shafts, retrieval cavern, or simply abandoning the shields of the TBMs. The latter has the least impact on the surface and is believed to be the least expensive.
5. We started reviewing TBM selection report and we are compiling comments. We will be seeking external TBM expert to support us in the review if accepted.

Observations:

The following observations by the GZ Team are made:

1. Some of our observations from the March, April, and May 2025 GZ progress reports are still valid and have not been acted upon. As of this date, no action has been taken to address many of them. We recommend that the recommendations be listed and resolved.
2. We understand that some additional cost saving ideas may be evaluated under the Level 4 Cost Saving Task Force which has not been established or started yet. It is suggested that Level 4 Cost Saving Task Force be established as soon as possible or be combined with Level 3 Cost Saving Task Force. We expect that future discussions will be scheduled with the Project Team regarding GZ's various proposals and a collaborative process will narrow the proposals down to viable options.
3. The proposed re-packaging plan recommendations made by the Contracting Task Force assumes that the project configuration will remain the same, i.e., the Single Large Bore with platforms within the bore. This should be revisited considering the present configuration is not affordable given the current projected funding gap of up to \$1.2B.
4. Although a decision to sunset the Contracting Task Force but maintaining a few sub-task forces to address still open issues, we recommend that the Contracting Task Force to continue and to focus the potential new project configuration defining potential packaging and contracting methods.
5. Considering the decision to off-ramp KST, and VTA to obtain ownership of the TBM, plans should be developed to address the potential risks associated with VTA's ownership of the TBM and their mitigations. In addition, if VTA will be accepting ownership of the TBM, plans should be developed for testing and accepting the TBM, its storage at the manufacturer site, its maintenance while in storage, its transportation to the site, its storage on site, and its reactivation and testing on the site. Furthermore, if the project configuration is revised to meet the funding gap, the utilization of the present TBM should be evaluated. Options include re-utilization of some components of the TBM and its trailing gears for the new TBMs, selling the TBM back to the manufacturer, selling parts of the TBM and its trailing gears, other options, or combination of various options.
6. The revised configuration of a smaller single bore tunnel and the station cross sections being evaluated by Level 3 Cost Saving Task Force can still be further optimized to reduce cost and minimize impact on the streets.

7. To date the proposed project configuration changes that are being evaluated by the Level 3 Cost Saving Task Force have not been estimated and the estimated level of potential cost savings has not yet been determined.
8. It is important to initiate Level 4 Cost Saving Task Force and address some of the identified options in our March 15 Cost Saving Ideas memo. They can be addressed under Level 3 or Level 4. It is further recommended that Level 3 and Level 4 be combined in order to expedite the process and optimize the engineering time.
9. The execution by KST of some of the Early Work Items such as the Launch Shaft and West Portal Structure, the TBM power supply installation, etc. should be re-evaluated with respect to the decision of off-ramping KST. These are part of the Contractor's means and methods; they depend on the size and the type of the TBM and the contractor's construction methods. A newly selected contractor should make their means and methods. In addition, the liability of the early work done by KST will not be assumed by the new contractor.
10. The cost saving goal of \$700M is insufficient to close the project's funding gap. It is recommended that the cost savings goal should be upward of \$1.2B. However, the impact may be even greater pending a revised tax revenue forecast. Reconfiguration of the project's size, components, design, and construction methods should be undertaken including revisions to the project design criteria, commitments to project stakeholders, and the self-imposed "guardrails."
11. Considering the various levels of the Cost Saving Task Forces, and the pending reconfiguration of the project, it is advisable to slow down spending to only the staff and contractors needed for developing a revised project configuration.
12. GZ will continue working collaboratively with the project team in identifying potential reconfiguration of the project with the goal of major cost savings.

Future Activities:

In July 2025, we plan to do the following:

1. Continue to work with the VTA Contracting Task Force either in sub-tasks (if we are invited to participate) or if the Contracting Task Force will continue to evaluate packaging and contracting methods of the reconfigured project if we are invited to participate.
2. Continue working with the Cost Saving Level 3 Task Force addressing the options being evaluated. If Level 4 Cost Saving Task Force is initiated, we will participate in this Task Force if we are invited to join
3. Continue working on the previously provided ideas of cost saving in our Memo of March 15 and develop some of the identified concepts further and present them to the Task Forces.
4. Respond to Project Team's comments (if any) of our review of the Twin Bore Cost Update Report
5. Review and provide comments on the PMOC reports/workshops and the project team responses.
6. Review and assess the TBM selection report and provide our input if desired.
7. Attend the oversight Committee and the Board meetings as needed.

From: Planning Commission
To: Planning Commission
Subject: [EXTERNAL] Notice of Cancellation: Planning Commission 7/24/25 Meeting
Date: Wednesday, July 2, 2025 9:16:16 AM
Attachments: image001.png
Notice of Cancellation 7-24-25.pdf

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

Good morning,

NOTICE IS HEREBY GIVEN that the Planning Commission regular meeting scheduled for Thursday, July 24, 2025 at 6:00 p.m. is CANCELLED. The next regular meeting is scheduled for **Thursday, August 28, 2025 at 6:00 p.m.** in the Board of Supervisors Chambers, 70 West Hedding Street, San Jose.

Online Calendar: <https://sccgov.iqm2.com/Citizens/default.aspx?departmentid=1366&frame=no>

Thank you.

Peggy Doyle
Deputy Clerk
Clerk of the Board
Santa Clara County
East Wing, 10th Floor
70 West Hedding Street
San Jose, CA 95110

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From: Baltao, Elaine <Elaine.Baltao@vta.org>

Sent: Saturday, July 5, 2025 3:52 PM

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

Cc: Smith, Patrice <Patrice.Smith@vta.org>; Gonot, Carolyn <Carolyn.Gonot@vta.org>;
Maguire, Tom <Tom.Maguire@vta.org>

Subject: From VTA: Mercury News Op-ed on BART Silicon Valley Phase II

Importance: High

VTA Board of Directors,

Attached is a memo from Patrice Smith, VTA's Chief Communication Officer, regarding a Mercury News Op-ed on BART Silicon Valley Phase II dated today, July 5, 2025.

Should you receive any media inquiries on this topic, please direct them to Media.Relations@VTA.org or 408-464-7810 (no texts).

Thank you.

Santa Clara Valley Transportation Authority

3331 North First Street, Building B-1

San Jose, CA 95134-1927

Main line: 408.321.5680

Email: board.secretary@vta.org



MEMORANDUM

TO: VTA Board of Directors

FROM: Patrice Smith 
Chief Communications Officer

DATE: July 5, 2025

SUBJECT: Mercury News Op-ed on BART Silicon Valley Phase II

I am writing to make you aware of an opinion editorial published today in the [San Jose Mercury News](#) that criticizes BART technologies and advocates for faster, more innovative alternatives such as bus rapid transit. The piece was authored by Rob Means (South Bay Progressive Alliance, LoopWorks), Brian Haberly (environmentalist, South Bay Progressive Alliance), and Jonathan Karpf (emeritus lecturer, San Jose State University Department of Anthropology, South Bay Progressive Alliance).

Should you receive any media inquiries on this topic, please direct them to Media.Relations@VTA.org or 408-464-7810 (no texts).

Thank you.