

From: VTA Board Secretary

Sent: Friday, August 14, 2026 4:00 PM

To: VTA Board Secretary; VTA Board of Directors

Cc: Gonot, Carolyn ; Richardson, Greg >; Haywood, Scott >; Greene, Beverly

Subject: From VTA: VTA Correspondence: Week Ending August 14, 2026

Board of Directors,

Attached is correspondence for the week ending August 7, 2026 as described below.

- Public Comment from William Peregoy, Interested Citizen

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: [William Peregoy](#)
To: [VTA Board Secretary](#)
Cc: [mayor](#); [traffic.signal](#)
Subject: [EXTERNAL] Make Milpitas BART–North First light rail fast and reliable
Date: Thursday, August 13, 2026 8:21:39 PM

You don't often get email from willamperegoy. [Learn why this is important](#)

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VTA Board Members, Mayor Mahan, and San José Signal Operations team,

I commute daily by transit from Milpitas BART to an office on North First Street. The trip requires an Orange Line to Blue Line transfer at Baypointe, and the forced transfer makes the commute unreliable: a small delay can turn what should be a simple cross-platform connection into a 15- or 20-minute wait.

I am asking VTA and the City of San José to make the Milpitas BART–North First corridor a fast, dependable transit connection. Please:

1. Implement true signal priority or preemption for light rail at signalized intersections, especially on the North First/Tasman and Baypointe approaches. Trains should not lose unnecessary time to signals designed primarily around automobile throughput.
2. Establish timed, guaranteed Orange–Blue connections at Baypointe during peak commute periods, with a defined hold policy for minor delays. Please publish transfer reliability at Baypointe, not only each line's separate on-time performance.
3. Evaluate direct peak-period service between Milpitas BART, North First Street, and downtown San José. This could be selected Blue Line through trips to Milpitas or another operating pattern that removes the avoidable Baypointe transfer for riders heading to North First and downtown.
4. Publish corridor-level performance targets, including end-to-end travel time, signal delay, missed connections, and on-time performance, along with an implementation schedule and regular public reporting.

San José has successfully deployed centralized transit signal priority for VTA bus routes. Light rail deserves the same focus, particularly at the regional BART connection and along a major North San José employment corridor.

I live in Fremont but use this VTA connection daily, and I am writing as a regional transit rider whose commute depends on a reliable Milpitas BART–North First link. Thank you for your attention.

Sincerely,