

From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Monday, April 8, 2019 4:31 PM
To: VTA Board of Directors <VTABoardofDirectors@vta.org>
Subject: From VTA: April 8, 2019 Media Clips

VTA Daily News Coverage for Monday, April 8, 2019

1. [For struggling VTA, an existential crisis: How to woo riders amid budget cuts? \(East Bay Times\)](#)
2. [VTA Service Changes \(KCBS-AM\)](#)
3. [VTA recommends saving Route 22 overnight bus \(San Jose Spotlight\)](#)

For struggling VTA, an existential crisis: How to woo riders amid budget cuts? (East Bay Times)

For Judy Purrington, the latest round of service reductions proposed for the Valley Transportation Authority's buses and light rail lines feels like death by a thousand cuts.

Purrington, who heads the advocacy group, Silicon Valley Transit Users, has seen this happen before. For at least the past decade — ever since the Great Recession forced layoffs, service reductions and fare hikes — fighting just to maintain the system has been mostly a losing battle. And although the VTA's latest plan staves off cuts that would affect some of Santa Clara County's most vulnerable residents, the continued erosion of service will only serve to do one thing, she said: turn off more riders.

Because of budget cuts, the VTA is proposing 63, mostly small, curtailing its service, often in the form of reducing weekend service or eliminating it altogether, shaving off a few hours at the start or end of the schedule, or running buses less frequently. One bus route, the 65, will be eliminated entirely, as will light rail service along the Almaden spur, which affects two stations.

A complete list of the changes can be found [here](#).

"The detractors say public transit here is just useless," Purrington said. "But it's a really difficult problem to solve because with all these years and years of mostly cuts — and increases that only happen on major routes — we are not experiencing what could be happening if there was reasonable service and reasonable coverage."

The number of riders taking VTA's buses and light rail fell a staggering 23 percent from 2001 to 2016, while operating costs have only risen, forcing the agency to [consider more cuts to service](#), said VTA spokeswoman Holly Perez. And, even though voters in 2016 approved a half-cent sales tax to help fund transit improvements, along with myriad roadway and capital projects, Perez said it's not enough.

"We're having to make some tough choices with this plan," she said.

The latest plan focuses on some increases in frequency for the VTA's busiest and heaviest-used routes through downtown and East San Jose, but it reduces or eliminates some bus and light rail service to outlying areas where fewer riders board.

But it's also an existential question that's not unique to the VTA, said Teresa Alvarado, the director of urban planning think-tank SPUR's San Jose office. At its core, the question boils down to whether transit agencies should be maximizing taxpayers' dollars or providing a social service for residents within its district who do not have other options.

"It really speaks to this fundamental values question about what is the purpose of public transit," she said.

Nayna Rana moved to San Jose from India five years ago and is still in the process of learning English, her friend, Vanita Patel, said, making the prospect of a driving test a challenge. The VTA is the only way Rana can get around the city. Without it, she wouldn't be able to get to her job with Patel, who operates a childcare center in her home. The 13 bus route she takes daily was on the chopping block to be cut entirely, but will be spared under the latest iteration of the plan.

"It's a lifeline for her," Patel said.

But, the VTA is facing a number of challenges beyond its control. Chief among them are sprawling single-family suburbs and streets designed for cars, Alvarado said. SPUR's work in Santa Clara County focuses on championing taller buildings near frequent light rail and bus service, but there's huge opposition in many cities to any new developments that would add density, despite a deepening housing affordability crisis that is [pushing people farther and farther](#) from job centers.

It doesn't help that [buses also get struck in traffic, which has been worsening](#) as the population grows and as people stop taking buses, said Chris Lepe, a regional policy director for TransForm, a transportation advocacy nonprofit.

San Jose resident Vincent Suarez tried taking the bus and light rail, he said, but he was frustrated by the length of his commute, which was often double or triple what it would be in a car. Couple that with buses that sometimes only come every half hour, and it just doesn't make sense, said Gia Williamson, of San Jose.

"It's kind of stressful if you miss your bus and you're trying to get somewhere," she said, "and the next one doesn't come for another half-hour."

Efforts by the VTA to dedicate traffic lanes to buses to make them more attractive have been met with fierce political opposition, Lepe said. Even making small improvements, such as enhancing the traffic signal technology so buses and light-rail trains get the green light, has been met with push-back from city officials and residents.

"The built environment has trapped people in their cars, but also, it's trapped them mentally inside a box of auto-orientation," he said. "So, a lot of people in those cities, they end up opposing the very kinds of improvements that could speed up the bus and increase ridership and create greater efficiency."

The VTA's Board of Directors is expected to approve the new service plan in May, but Lepe said he wouldn't be surprised if the agency found itself in the same position in another five or 10 years.

“It’s going to take a lot of political will and a wake-up call from the folks making decisions in and out of the VTA in order to shift course,” he said, “and to be able to really address congestion and climate change and equity issues, of which transportation is a really big part of the solution.”

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[VTA Service Changes \(KCBS-AM\)](#)

(click on link above to play)

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[VTA recommends saving Route 22 overnight bus \(San Jose Spotlight\)](#)

A VTA bus line dubbed ‘Hotel 22’ that provides shelter to countless Silicon Valley homeless residents is safe — at least for now.

Transportation officials on Friday recommended saving Route 22, a bus line that travels from Palo Alto to East San Jose. Earlier this year, officials recommended eliminating the route from 1 a.m. to 4 a.m. as part of the 2019 transit plan. Housing advocates, however, have been fiercely opposed to the cut as it is the only 24-hour transit option in the county and is frequented by [homeless individuals](#) seeking shelter.

The final draft plan acknowledged the need and recommended that the VTA Board keep Route 22 service from 1 a.m. to 4 a.m. VTA received 1,520 comments and suggestions on the plan in its entirety. The discontinuation of 1 a.m. to 4 a.m. service on Route 22 garnered some of the most passionate reactions.

“Subsequent analysis of ridership and input from late night Route 22 riders has shed light on the extent to which Route 22 is used for mobility purposes during these hours,” the recommendation said. “VTA will continue working with social service groups to develop housing solutions for those who use Route 22 for shelter.”

VTA officials initially suggested cutting the route due to low ridership and high costs. Transit documents show that it costs \$500,000 to operate annually with 200 to 220 daily boardings across six different trips.

But the overnight route has become a safe haven for hundreds of homeless residents who ride it all night long to find warmth, safety and shelter.

“Saving the 22 is a victory for all of Santa Clara county particularly it’s most vulnerable citizens,” said homeless advocate Shaunn Cartwright. “However, the 54, the only bus serving the Sunnyvale shelter, is still on the chopping block. I’m proud of the work the Sunnyvale Client’s Collaborative (tenants union) did and will continue to do opposing VTA cuts that endanger people’s lives and safe shelter access.

Councilmember Raul Peralez, who supported continuing the route, praised the recommendation Friday. He rode Route 22 between 1 a.m. and 4 a.m. last month.

Peralez's office surveyed 32 riders and found 62 percent took the route every night. About 46 percent of those surveyed used the bus line to commute to and from work while 37 percent used it as a form of shelter.

"If we as a transit agency are cutting that (route), we're assuming that this is a not a necessity to have this option," Peralez told San José Spotlight. "In my mind, that is completely wrong to make that assumption that we don't have a 24/7 society."

Monica Mallon, an advocate with the grassroots organization Silicon Valley Transit Users, also fought to save Route 22, along with an Almaden line – previously Route 13 – and Route 65 that connects the Cambrian area to destinations such as San Jose State and San Jose City College. In the recommendation, transportation officials suggested saving the Almaden line, but not Route 65.

"I completely rely on VTA to get around," Mallon said. "If people actually took the time to ride VTA, especially in the more outskirts of San Jose, they really would understand that it's something that people are taking out of necessity."

Mallon added that she'd like to see VTA Board focus on running bus and light rail services instead of funding highways and BART. The VTA Board last week approved \$119.90 million in Measure B money for highway interchanges in the 2020-2021 fiscal year. It was the second largest chunk of funding after the \$150 million allocation for the BART expansion.

The VTA Board is slated to vote on the 2019 transit plan that will ultimately determine Route 22's future in May.

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

Sent: Tuesday, April 9, 2019 10:13 AM

To: VTA Board of Directors <VTABoardofDirectors@vta.org>; VTA Advisory Committee Members <VTAAdvisoryCommitteeMembers@vta.org>

Subject: VTA Connections Newsletter - April 2019

VTA Board of Directors and Advisory Committee Members:

Below is VTA's newsletter for April 2019. It can also be accessed using this link:
<https://content.govdelivery.com/accounts/CAVTA/bulletins/23c49a4>

Please share with your constituents.

Thank you.

Office of the Board Secretary
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*Solutions that
move you*

April 2019 Connections Newsletter

VTA sent this bulletin at 04/08/2019 03:30 PM PDT

April 2019

VTA Connections

Stay in the know about
transportation in Silicon Valley



Solutions that move you

VTA Releases Final Recommendations
for 2019 New Transit Service Plan

Learn more about the

***Final 2019
New Transit
Service Plan***

VTA has released final recommendations for the 2019 New Transit Service Plan.

IN THIS ISSUE

- [VTA Releases Final Recommendations for 2019 New Transit Service Plan](#)
- [Learn About VTA's BART Phase II Project](#)
- [Citizens Advisory Committee Openings](#)
- [Support Public Transit...Get on Board!](#)

First shared in January 2019, the draft 2019 New Transit Service Plan, was a modification of the Board-adopted 2017 Next Network plan with goals of better connecting VTA transit with the Milpitas and Berryessa BART stations, increasing overall ridership, and improving VTA's farebox recovery rate.

[Read more.](#)

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Learn About VTA's BART Phase II Project

Learn about VTA's BART Phase II Project

Wednesday April 24, 2019 6-8 PM
Dr. Martin Luther King, Jr. Library
Works Room, 3rd Floor
150 E. San Fernando St.
San Jose, CA 95112

Thursday April 25, 2019 6-8 PM
Cristo Rey High School, Gym
1389 E. Santa Clara St.
San Jose, CA 95116

Saturday May 11, 2019 10 AM - Noon
Buchser Middle School, Cafeteria
1111 Bellomy St.
Santa Clara, CA 95050

Four NEW Stations

Hear A

- Project
- Project
- Stations
- Transit C
- Commu

Let us know
comin
ringthebay.eve
For more inform
on the project
vta.org/bart or
408-321-7575

You may have heard this one...VTA is bringing BART into the heart of Santa Clara Valley.

Curious about which future station will be the most convenient for you? What might be built near station areas? Or when and how long construction will be for the project?

VTA is hosting a series of public meetings where you can learn about VTA's BART Phase II Project, which will extend BART service through downtown San Jose and into Santa Clara and ring the bay with rail.

[Read more.](#)

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UPCOMING EVENTS

Wednesday, April 10

1:30 pm
[TAC Mtg.](#)

4pm
[CAC Mtg.](#)

6:30 pm
[BPAC Mtg.](#)

Thursday, April 11

10 am
[CTMA Mtg.](#)

4 pm
[PAC Mtg.](#)

BOARD UPDATE

- SR 85 Corridor Policy Advisory Board appointments
- Amended FY 19 Internal Audit work plan to add Workforce Management Audit
- Operations & Maintenance Agreement with Cities of Fremont, Milpitas, San Jose, County of Santa Clara, and Santa Clara Valley Water District for properties and facilities constructed as part of VTA's BART

Citizens Advisory Committee Openings



VTA's Citizens Advisory Committee (CAC) is looking for new members to serve as a communication channel for transportation stakeholders and county residents to provide the Board with input, analysis, perspective and timely recommendations.

Members of the Committee also serve on the independent Citizens Watchdog Committee (CWC) for the 2000 Measure A Transit tax, a 30-year half cent sales tax devoted to specified public transit capital improvement projects and operations.

[Read more.](#)

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Support Public Transit...Get on Board!

Silicon Valley
Berryessa Extension
Project (SVBX)

- Purchase of Property and Casualty Insurance coverage for 2019-2020
- Local Program Reserve Reallocation to Silicon Valley Express Lane Program – Phase 5
- Allocation of Vehicle Registration Fee funds for Countywide Collision Database System
- FY 20 and FY 21 Program of 2016 Measure B projects and programs

For questions or more information about VTA please contact
Customer Service
408.321.2300 or
Community Outreach
408.321.7575

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and [YouTube](#)

Get on Board

FOR PUBLIC TRANSIT
APRIL 25, 2019

Join us April 25, 2019 for National Get on Board Day and ride for FREE on any VTA bus and light rail service!

Get on Board Day is a new national awareness and advocacy day focused on generating awareness of and increasing the support for public transportation among riders, non-riders, elected officials, and stakeholders.

Join us to highlight and spread the word on the many benefits public transportation (and VTA) provides to our communities.

[Read more.](#)

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1. [Judge dismisses lawsuit that claimed bridge toll hikes were taxes requiring two-thirds voter approval \(San Francisco Chronicle\)](#)
2. [Lawsuit seeking to block bridge toll hike fails \(San Francisco Examiner\)](#)
3. [San Francisco judge clears way for Bay Area bridge toll hikes for regional transportation upgrades \(The Press Democrat\)](#)
4. [BART South Bay Coming On Board In Late 2019 \(Milpitas Patch\)](#)
5. [Which stretch of El Camino Real will be repaved first: Roadshow \(Mercury News\)](#)
6. [Understanding high-speed rail's logic in avoiding San Jose — for now](#)
7. [CA: BART extension: It's complicated \(reprinted in Mass Transit Magazine\)](#)

Judge dismisses lawsuit that claimed bridge toll hikes were taxes requiring two-thirds voter approval (San Francisco Chronicle)

A San Francisco judge has ruled that the Bay Area bridge toll increases [implemented earlier this year](#) were fairly and legally passed by voters, clearing a path to putting the additional money raised toward more than 30 regional transportation projects.

The Superior Court judge last Wednesday dismissed outright a lawsuit brought by the Howard Jarvis Taxpayers Association that argued the toll increases were essentially a tax, requiring two-thirds voter approval. Regional Measure 3 had passed last June with [54%](#) of the vote.

The measure was expected to add \$4.5 billion to Bay Area transportation coffers to [fund projects](#) designed to ease congestion and building up alternative transit systems such as ferry and bus services. Tolls went up by \$1 on seven Bay Area bridges on Jan. 1 this year, but with the lawsuit pending, the money collected had not yet gone toward any new projects. The seven are the Bay Bridge, San Mateo-Hayward Bridge, Richmond-San Rafael Bridge, Dumbarton Bridge, Carquinez Bridge, Benicia-Martinez Bridge and Antioch Bridge.

“It’s great that from the judge’s perspective this is a clear-cut case, where the right process was put forward and the voters voted,” Bay Area Council President Jim Wunderman said Monday. The Bay Area Council was a key player in supporting the bridge toll measure. “I think everybody in the Bay Area understands the need to improve our transportation systems.”

Howard Jarvis, a taxpayers’ rights group based in Sacramento, filed its lawsuit soon after Regional Measure 3 passed. The organization insisted that because the money raised from the toll increases would be going to non-bridge- related transportation projects it was essentially a tax.

But Judge Ethan Schulman agreed with the Bay Area Toll Authority that the toll increases fell under the umbrella of usage fees — money charged to use parks, buildings, bridges or other structures or properties run by the state.

“We are not pleased” with the ruling, said Tim Bittle, director of legal affairs for Howard Jarvis. But he said on Monday that the group most likely will not appeal the decision.

“There’s a lot of potential fallout from this, which is the reason why we’re struggling to decide whether we want to appeal this decision or not,” Bittle said. “We’re leaning against appealing just because we fear the wider repercussions of an appellate court affirming this decision.”

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[Lawsuit seeking to block bridge toll hike fails](#) (San Francisco Examiner)

The Howard Jarvis Taxpayers Association sued in July to block Regional Measure 3

A court case challenging Bay Area bridge toll hikes has come to a close — and the tolls will stay. A San Francisco Superior Court Judge has ruled in favor of the Bay Area Toll Authority, finding that the \$4.5 billion June 2018 ballot measure known as Regional Measure 3, which would raise all Bay Area bridge tolls except for the Golden Gate Bridge, is not a tax.

The Howard Jarvis Taxpayers Association, a taxpayer advocacy group, filed a lawsuit suit arguing that the toll hike was actually a tax, which would require a two-thirds majority vote. Regional Measure 3 was [approved by a 55 percent](#) majority.

The ruling may see previously frozen funds finally flowing into the coffers of Bay Area transit agencies, some of which had stalled major projects waiting for the promised bridge toll funding that hung in the balance with that court decision.

Judge Ethan Schulman issued an order finding in the Bay Area Toll Authority’s favor on April 3.

On Monday morning, Howard Jarvis Taxpayers Association Director of Legal Affairs Tim Bittle told the San Francisco Examiner that it is unlikely the association would appeal the decision as they view the risk as too high.

“We lost,” he said. “We’re nervous about the decision. We’re afraid if we lost on appeal and got a published appellate decision, that could open a new loophole that state and local governments would drive a truck through.”

Responding to the initial ruling last week, MTC Chair Scott Haggerty said in a statement, “We are pleased, of course, by the court’s ruling. We will await further action by the court and look forward to evaluating next steps.”

A Howard Jarvis win would have nullified Regional Measure 3. Across the Bay Area, transit agencies feared their promised funding would not be fulfilled, which would see hundreds of millions of dollars flow to the purchase of new BART cars, the Caltrain downtown extension, the purchase of new ferries and the expansion of San Francisco’s Muni fleet.

“This is a huge win for California’s ability to deliver critical transportation projects,” said state Sen. Scott Wiener, a frequent transit advocate. “As the Bay Area grows, our public transportation systems must keep up. Otherwise, today’s congestion will seem like child’s play in a few years. And that means paying for that infrastructure.”

And the Metropolitan Transportation Commission, which serves as the toll authority, prepared for the worst by funneling funding from the bridge toll hike into escrow.

In his ruling, Judge Ethan Schulman said plainly that the bridge tolls were not a tax subject to a two-thirds supermajority vote, as the California State Legislature has “met its burden” to show that bridge tolls are an exception to one definition of a tax in the California constitution. That definition states charging for “an entrance to or use of state property” is defined as a tax, and

was one claim made by the Howard Jarvis Tax Association in arguing the bridge tolls constituted a tax.

Bittle said “the judge basically decided that entrance to our use of a state bridge should be analyzed the same as a rental or sale of state property. No rules apply to it, the state can charge whatever it wants, and can use the money however it wants.”

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San Francisco judge clears way for Bay Area bridge toll hikes for regional transportation upgrades (The Press Democrat)

A San Francisco Superior Court judge has tossed a lawsuit filed last year to block the use of voter-approved toll increases on the Bay Area’s state-owned bridges to pay for regional transportation and public transit upgrades, paving the way for \$4.5 billion in projects to move ahead.

Last week, Judge Ethan P. Schulman dismissed the suit filed in July against the Bay Area Toll Authority and California Legislature by the Howard Jarvis Taxpayers Association.

The judge sided with lawmakers who drafted the framework allowing Regional Measure 3 to land on June’s ballot in the nine Bay Area counties and the toll operator that oversees collections in affirming the toll hikes are a fee rather than a tax that would have needed a greater percentage of voter approval to pass under state law.

“It’s always a relief when a lawsuit goes away,” Sonoma County Supervisor David Rabbitt, who holds several appointed positions to oversee regional transportation, said Monday. “I couldn’t be happier with the freed-up dollars to pump into infrastructure to get these projects moving along.”

Ten months after the complaint was filed and three months since the first toll increase took effect, the judge’s ruling brings greater clarity to the myriad major transportation projects planned in the region over the next 20-plus years.

In the North Bay, it means eventual release of between \$800 million and \$900 million for several capital improvement projects.

The statewide taxpayers’ rights advocacy group disagrees with the judge’s ruling and interpretation of the law used to dismiss the lawsuit, said attorney Tim Bittle, director of legal affairs for the Howard Jarvis Taxpayers Association. He said, however, the group does not intend to appeal the decision issued Wednesday.

“This is a very unfair tax,” said Bittle, who penned the complaint on behalf of the taxpayers’ association. “You’re taking money from the people who are forced to drive into work because they can’t afford to live where they work. It’s taking money out of pockets of the people who can least afford it and they’re not getting anything out of it.”

Barring an appeal during a 60-day window after the court’s final ruling is submitted Tuesday or Wednesday, it stands to allow transportation agencies throughout the Bay Area to begin receiving toll revenue for highway and bridge upgrades, as well as commuter bus and rail expansions.

The Highway 101 Marin-Sonoma Narrows is among the projects that will receive Regional Measure 3 funding, at \$120 million to complete the estimated \$715 million lane expansion from Petaluma to north of Novato. Once finished, it will conclude more than two decades of

construction along the highway to establish a third lane in each direction from Marin County to Windsor for a total cost of \$1.2 billion.

“It is true that all of these projects tend to cost too much and take too long,” Rabbitt said. “But hell, you’ve got to do them and make investments for the next generation, just like the previous one did for us.”

The unfinished section of the Narrows project in Sonoma County, from Corona Road to the Petaluma River, is already fully funded, through a combination of a local sales tax and the state gas tax, and expected to be finished by 2022. That should allow the bridge toll revenue assigned to the overall project to go toward a funding gap from the Marin County line south to wrap it all up by the end of 2023.

Highway 37 will see \$100 million for short- and long-term planning and construction, including addressing the North Bay artery’s vulnerable levee system, prone to flooding from the mix of heavy rainstorms and sea- level rise. Sonoma-Marin Area Rail Transit also can expect \$40 million toward its estimated \$55 million extension from the station near Charles M. Schulz-Sonoma County Airport north to Windsor and perhaps some of the distance to Healdsburg.

“That is good news,” said Gary Phillips, mayor of San Rafael and chairman of the SMART board. “If Windsor couldn’t proceed as planned, the delays would undoubtedly cost that much more. I’m pleased those funds will be made available at this point instead of being locked up by the court action.”

Voters in June passed Regional Measure 3 with 55% support across the nine counties. As a result, the first of three \$1 toll hikes went into effect on Jan. 1 on each of the region’s bridges except the independently operated Golden Gate Bridge, with subsequent increases set for 2022 and 2025.

In its suit, the Howard Jarvis Taxpayers Association claimed the \$3 increase over a seven-year period represented a tax rather than a fee, though, and therefore required a two-thirds voter majority to pass. Had the judge sided with the advocacy group, it could have invalidated the ballot measure and forced the toll authority to return the added revenue to those who have crossed one of the seven state-owned bridges since the increase began.

The Bay Area Toll Authority now awaits the judge’s official filing in the coming days before the full Metropolitan Transportation Commission settles on a process for disbursing toll money to road and transit projects.

“We are pleased, of course, by the court’s ruling,” MTC chairman Scott Haggerty, who is also an Alameda County supervisor, said in a prepared statement. “We will await further action by the court, and look forward to evaluating next steps.”

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[BART South Bay Coming On Board In Late 2019 \(Milpitas Patch\)](#)

The highly-anticipated extension broken up into two phases was delayed from last June.

Almost two decades in the works, South Bay employees who commute between the Silicon Valley and East Bay may find some traffic relief with BART's first phase expected to come on board by the end of this year.

That's when BART is due to complete its first in two phases extending the long-awaited East Bay stretch to Santa Clara County from the Warm Springs station south of Fremont to Milpitas about a quarter mile from the Great Mall where East Capitol Avenue and the Montague

Expressway meet. From there, the 10- and 16-mile extensions continue on to Berryessa at the Flea Market and into north San Jose, the Alum Rock neighborhood, downtown and to the Diridon Station where Google's next huge campus is in the works along with the city's revitalization of west San Jose.

As the second phase loops around west, the extension will connect with Caltrain -- a symbolic meeting of the minds between BART and SamTrans. The completion will encircle the San Francisco Bay Area. It's like the endeavor pieces together the Rubik's cube.

The weekday ridership is anticipated to number 24,000 round trips in the first phase. The second phase is about eight years out for completion. Construction may start in a few years -- timing that requires assistance from federal grant funds.

The first phase of the project was delayed over a problem with parts of the communications system. The line and the stations are ready for undergoing testing, an accomplishment in itself for such a heavy construction job that often requires a tug-of-war involving power and money within different jurisdictions.

When BART began its journey into Bay Area hearts and minds in 1970, Santa Clara County had opted out.

"Part of it was about the economy," Santa Clara Valley Transportation Authority BART specialist Bernice Alaniz told Patch.

The business owners assumed having the transit commuter train shuttle would ship people out of the area. The notion lines up with the thinking behind the North Bay opting out, which has led to the long-awaited SMART through the Wine Country.

In 2001, an economic study was conducted that showed the value in helping commuters navigate through the Bay Area maze. The Bay Area is a tough nut to crack in terms of geography. First, there's the bay breaking it up. Second, it covers two extremes. San Francisco is a highly-congested metropolis that spans only seven miles across. But the surrounding East Bay spreads out over miles and miles of sweeping freeways. Some aren't even connected, as in the connection between Interstate 680 and 880. Motorists traveling between Fremont and Milpitas have to actually exit on Mission Boulevard, with offramps and onramps collecting lines of vehicles 20 or more long.

Then, there's the worst of the extremes. The S.F. Bay Area is considered a popular, desirable place to live.

Traffic congestion is estimated to increase by 132,000 daily vehicle work trips southbound from Alameda to Santa Clara counties by 2025 - over 25 percent more than what was compiled in 2000 on this overwhelmingly jammed corridor. Even in the off peak periods during the day Interstates 680 and especially 880 can test the patience of any motorist.

Those heading northbound from Santa Clara County will see an estimated number of work trips to Alameda County grow by 48.5 percent to 17,800 trips over the 25-year period that starts from the 2000 study period launch through 2025.

Beginning in March 2001, the Transportation Authority initiated a Major Investment Study for the Silicon Valley Rapid Transit Corridor. The purpose was to address the potential benefits and impacts of alternative forms of transit that get commuters out of their vehicles.

The VTA prepared an Environmental Impact Report that was approved last June.

Based on the results of the study, the VTA Board of Directors approved a BART Extension to the cities of Milpitas, San Jose and Santa Clara on the Union Pacific Railroad tracks eight months later.

As part of that equation, 11 VTA South Bay express bus routes expands the options, taking riders to most of the large Silicon Valley employment centers as follows:

- Lockheed/Martin and the Moffett Industrial Park in Sunnyvale
- NASA/Ames and the Shoreline Industrial Park in Mountain View
- Sunnyvale and Mountain View Industrial Parks along Mathilda, Maude and Middlefield;
- Tasman Drive to Baypointe LRT Station in San Jose
- Montague Expressway to the Mission College area, and then along Scott and Arques in Santa Clara and Sunnyvale (Oakmead Industrial Parks)
- Montague to Trimble Road and then to Central Expressway and Kifer Road (Oakmead Industrial Parks)
- Brokaw Road and Airport Drive to the San Jose International Airport and the surrounding office parks
- Milpitas industrial parks along Milpitas Boulevard to the Great Mall area
- San Jose Trade Zone industrial parks south of Milpitas
- Dixon Landing-McCarthy Road
- San Jose Civic Center and downtown San Jose

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[Which stretch of El Camino Real will be repaved first: Roadshow \(Mercury News\)](#)

Driving on El Camino Real in Santa Clara is like driving on a washboard while dodging potholes. I have been avoiding that section of El Camino for quite some time. Any plans in the near future to repave the surface of this busy street?

Tony Maciejowski, Sunnyvale

A: Praise the paving lords. Next week, Caltrans will [repave El Camino Real](#) from Portola Avenue to Lawrence Expressway in Santa Clara. Work will be conducted during the evening and early morning hours and last into the summer. At least one lane will remain open but expect delays. El Camino is one of the worst roads in the Bay Area. The pavement quality is significantly lower on many non-freeway routes, with 57 percent of the 231 lane-miles on El Camino in distressed condition.

For real-time traffic, click-on Caltrans QuickMap: <http://quickmap.dot.ca.gov/>.

Q: I drive on El Camino between Shoreline Boulevard in Mountain View and Embarcadero Road in Palo Alto. It's like driving through a war zone. The potholes get deeper with every rainstorm. How bad does it have to get before some official decides to fix them?

Pat Marriott

A: This will come, probably in two years, from Highway 237 to the San Mateo County line. The state is looking at using some of the new gas tax funds to speed up work.

Q: El Camino is indeed in bad shape in Palo Alto. The part in front of the Stanford Shopping Center is disgraceful. There are many other areas where the top layer or two of blacktop has disappeared.

Paul Gregory, Palo Alto

A: It gets worse.

Q: The potholes on El Camino are big enough to swallow a Prius and have caused me to have to replace my shocks three times in the eight years.

Mary Hulet

A: We must protect every Prius on our roads.

Q: Mr. Roadshow, have you been on Monterey Road lately? It has become a garbage dump and never gets cleaned up. Between Coyote and Morgan Hill, there are potholes in all lanes in both directions. Is there a schedule for it to be repaved? It is dangerous trying to do dodge the holes.

Al Simmons Morgan Hill

A: And ...

Q: Now with rain along with more potholes, Monterey Road looks like a wagon train trail.

Steve Petrosky, Morgan Hill

A: The rough stretch between 1st and 8th streets in Gilroy will be repaved this year. The improvements will consist of pavement rehabilitation, resurfacing, roadway reconstruction, installation of ADA-complaint curb ramps, striping, signage and concrete improvement.

Q: I recently spotted this apt bumper sticker, "NOT DRUNK, AVOIDING POTHOLES."

Tony Smith, Sunnyvale

A: Hmmm. I yearn for the day that this bumper sticker is no longer popular.

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[Understanding high-speed rail's logic in avoiding San Jose — for now](#)

(Business Journal)

This is the second story of a three-part series on plans for high-speed rail in California following Gov. Gavin Newsom's decision to first focus on bringing the system to the Central Valley.

For the near term, San Jose is more important to high-speed rail than high-speed rail is to San Jose.

That's notwithstanding the project's construction timelines between San Francisco and Gilroy — a plan that's been scrapped for the time being while the California High-Speed Rail Authority pours its few remaining billions into getting trains up and running between Merced and Bakersfield ASAP, which means 2027 for now.

It will be difficult for such a rail line to cover its operating costs, CEO [Brian Kelly](#) conceded in an interview with the Business Journal, because there's nothing along that 170-mile stretch of railroad that compares to San Jose. Connections at the city's downtown train terminal, Diridon

Station, will become the surface transportation gateway to Silicon Valley as well as Bay Area business and jobs.

The Central Valley line is intended as the rail system's tease, convincing the public of the potential for fast trains and the additional funding the project needs to reach San Jose, which is supposed to prove high-speed rail's worth with real financial performance.

"It's vital," Kelly said, "because San Jose is both the economic engine for California — it's got acute housing issues that we can be part of the solution on — and ultimately, with BART's extension, Caltrain's electrification and our arrival in there, it becomes a very important transit hub in the western United States. There's just no question about it."

State Sen. [Jim Beall](#), D-15, says he's cool with all that, but there's still non-construction work that needs to be done between San Francisco and Gilroy. And that should happen now.

"Engineer the project to a certain point where we can acquire the necessary right-of-way," Beall said, "because right-of-way doesn't get any cheaper. Also, if the project isn't going to happen ever, right-of-way can be sold.

"The other thing for San Jose is the Diridon Station. We don't want to dig up the station for the BART project, which we hope to finish by 2026, and then turn around and have to dig another hole for high-speed rail," Beall said. "We want it done all at once. That'll save money."

[Boris Lipkin](#), who is the San Jose-based regional director for high-speed rail, said that fits with the project's current plans.

Environmental work from San Francisco to Madera, where the Silicon Valley line would veer west from the Central Valley line in the future, should be completed this year, Lipkin said.

Caltrain electrification, partly funded by high-speed rail bonds approved in 2008, is under way between San Francisco and Tamien station in San Jose. Kelly said there will be negotiations with Union Pacific Railroad, which owns the track between Tamien and Gilroy, about electrifying that portion of Caltrain's route but Union Pacific policy until now has been to oppose electrification on its rails.

High-speed rail intends to participate in Diridon planning, which is also under way led by a pair of Dutch architectural firms working with the city and all the transportation agencies now service the station. A preferred concept is due this summer covering how all railroad operations will mesh as well, how the facility will fit into its surroundings and how it will be funded and delivered.

"Our next big milestone is the September (high-speed rail) board meeting where we are bringing the identification of a preferred alternative for both project sections — San Jose-to-Merced and San Francisco-San Jose to the board," Lipkin said. "That board meeting will be in the region."

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[CA: BART extension: It's complicated](#) (reprinted in Mass Transit Magazine)

The blue Milpitas sign gleams over 19 acres of former industrial hinterland -- once a truck yard and storage facility, now a vacant steel-and-glass BART station waiting for trains to roll in.

The blue Milpitas sign gleams over 19 acres of former industrial hinterland -- once a truck yard and storage facility, now a vacant steel-and-glass BART station waiting for trains to roll in. It's the first stop in a Silicon Valley extension that Bay Area residents have wanted for decades, connecting the East Bay to tech jobs and cutting through downtown San Jose, where Google is planning a huge new campus. Sixteen miles of track would loop west and then north to wind up in Santa Clara, fulfilling BART's long-standing dream of building out its map in the South Bay. But the project, already a year overdue, is facing a complication: BART and the Santa Clara transit agency developing the extension haven't agreed on how to fund the line once a sales tax expires in 23 years.

"Beyond that -- well, that's what the conversation is," said BART Board President Bevan Dufty. He abruptly canceled a joint meeting of the two agencies last month because they were still bickering over financial details.

BART Assistant General Manager Carl Holmes, who is participating in the discussions, said "we think we're very close" to resolving the issue.

Talks between BART and the Santa Clara Valley Transportation Authority have dragged on for weeks, as staff craft an operating and maintenance agreement their board directors must sign before opening the first phase -- from Warm Springs to Milpitas and on to San Jose's Berryessa neighborhood. During a recent board meeting, officials said it could begin service as soon as November, but now both agencies say it will open by the end of the year.

"The two primary challenges in any negotiation are about money and control," said San Jose Mayor Sam Liccardo. "We're working hard, and we're hugging it out."

Meanwhile, BART is waiting for Valley Transportation Authority to finish testing the system and turn over the keys so that BART can begin its own tests. That has to happen by June for the stations to open on time, Holmes said.

Commuters are getting restless.

"The day before yesterday, I was in downtown San Jose, and my next meeting was in Oakland," said Adina Levin, a Menlo Park resident who heads the advocacy group Friends of Caltrain. Levin spent an hour and a half taking a bus from the South Bay to Warm Springs BART, then riding the train to Oakland -- the speed and seamlessness of a single train would have been helpful, she said.

The marriage between the two agencies sometimes looks like a collaboration, and at other times resembles a battle of egos. It's a territorial expansion for BART and a point of pride for VTA, as reflected in the architecture. Stained glass glimmers from Milpitas Station, designed in a curved pattern to resemble the Diablo Foothills. Berryessa Station includes a "contemplative" garden.

Because Santa Clara County decided not to join the BART district when it formed in 1965, the county was left on its own to build the new track and stations and then pay BART to operate them. Officials would rely on a combination of fares and an eighth-of-a-cent sales tax that the county began collecting in 2012. Yet the tax expires in 2042, and it's impossible to predict whether voters will approve a replacement.

The discussions have an eerie precedent that nobody wants to repeat. In the late 1990s, BART partnered with the San Mateo County Transit District to build a five-stop line down the Peninsula to San Francisco International Airport. SamTrans agreed to pay for operating costs, predicting the agency would recoup all the money in fares. Yet when the airport line opened in

2003, it drew only about half of the 50,000 anticipated daily customers, leaving a deficit of \$18.4 million that first year. And the costs kept piling up.

In 2007, BART and SamTrans parted ways. Their divorce settlement gave BART custody of the line, plus \$56 million in state infrastructure bond money and 2% of the annual proceeds from San Mateo County's half-cent sales tax, which helped pay for the track to Warm Springs in the East Bay.

That bad memory hovers over the current negotiations to stretch BART into San Jose, said Santa Clara City Councilwoman Teresa O'Neill. As chair of the VTA, she's closely monitored the discussions.

"I heard BART had a divorce with San Mateo County, and I'm told that may be coloring this a bit," O'Neill said. "And we don't want that. We want a long, happy marriage."

One thing that BART and Santa Clara have going is a better prenuptial agreement. Unlike its Peninsula neighbor, Santa Clara built the tracks and stations itself. It assumed all financial risk -- if the extension flops, the only harm BART would suffer is to its public image, because its logo is painted on the train cars. Another factor that could boost the project's success is Google, which could add up to 20,000 jobs -- the company encourages workers to use trains and buses, rather than drive. Whereas the San Mateo County line vastly underperformed, some consultants say that the Silicon Valley BART line could exceed ridership expectations.

A native of Santa Clara, O'Neill has waited an entire lifetime for BART to reach the South Bay, reversing the urban planning decisions of the 1960s, when San Mateo and Santa Clara counties opted to build expressways instead of mass transit.

"The decision was made not to join the BART district, and then the county built an expressway system," she said.

The new BART line would accelerate the next transformation, which is already under way in Milpitas. Developers will add 7,500 housing units around the still-empty station, where mammoth structures of wood and rebar line a once-empty skyline. It adjoins the Great Mall -- a shopping and transit center on the site of a former Ford assembly plant -- as well as the VTA's light-rail line.

With so much of the region's future hanging in the balance, officials are tiptoeing around the contract talks. Santa Clara transit officials say they are confident that one-eighth cent sales tax, combined with fares from an anticipated 23,000 weekday riders, will be enough to cover the cost of operating the extension. Yet they've also offered to supplement that money with funding the county receives from the state Transportation Development Act, which would otherwise go to road maintenance and regional mass transit in Silicon Valley.

Even so, uncertainty clouds the negotiations. BART hasn't yet worked out a fare structure for the new line or decided whether to add a surcharge when riders cross the border between Alameda and Santa Clara counties -- similar to the fee BART charges to enter San Mateo County or to travel through the Transbay Tube. Eventually, both transit boards will have to approve the operating and maintenance agreement, and some directors won't sign on until they've read the document and can stand by every line.

"I wouldn't sign an agreement unless I was given ample opportunity to read it," said BART Director Debora Allen, who represents central Contra Costa County.

During a recent tour of Milpitas Station, officials from BART and the VTA bowed their heads when asked about the operating agreement. Some financial issues still have to be resolved, said

Valley Transportation Authority spokesman Jim Lawson, but Holmes declined to provide specifics. Both said the agencies are building consensus around the sales tax funding plan, with Transportation Development Act funds as a backup.

Other challenges loom in the second phase of the project, expected to break ground next year with opening targeted for 2026. Chief among them is the tunnel design beneath downtown San Jose. While the first 10-mile segment is either elevated or at street level, the second segment will burrow underground. The two agencies agreed to a single-bore construction method, rather than the more invasive twin bore with tracks running side by side.

The single-bore plan presupposes that trains would run one atop the other -- similar to a double-decker freeway -- but several board directors insist on laying tracks side by side anyway. That places a heavy engineering demand on the VTA.

It's "in the early stages of being studied for feasibility," said project spokeswoman Bernice Alaniz.

O'Neill was optimistic, standing on a pedestrian bridge that crosses Capitol Avenue, connecting the empty BART station to the VTA light rail.

"We certainly don't want to tell the public we aren't going to open because we can't agree on operating things --" she started, until Lawson cut her off.

"-- And that's not going to happen," he said.

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From: VTA Board Secretary
Sent: Thursday, April 11, 2019 2:42 PM
To: BoardMember, VTA <BoardMember.VTA@vta.org>
Subject: VTA Information: April 2019 Standing Committee Agenda Packets

VTA Board of Directors:

You may now access your VTA CMPP, A&F, and SSTPO agenda packets via the links below.
Please note change in meeting time for SSTPO.

- **Congestion Management Program and Planning (CMPP) Committee** – Thursday, April 18, 2019, at 10:00 a.m. – [CMPP Agenda Packet](#)
- **Administration and Finance (A&F) Committee** – Thursday, April 18, 2019 at 12:00 p.m. – A&F Agenda Packet - [A&F Agenda Packet](#)
- **Safety, Security, and Transit Planning & Operations (SSTPO) Committee** – Friday, April 19, 2019, at 12:00 PM or immediately following the adjournment of the VTA Board of Directors Workshop, whichever is first – [SSTPO Agenda Packet](#)

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

Sent: Friday, April 12, 2019 12:27 PM

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

Subject: VTA Information: April 19, 2019, Board of Directors Workshop Meeting Agenda Packet

VTA Board of Directors:

You may now access the VTA Board of Directors Agenda Packet for the **April 19, 2019**, Workshop Meeting on [our website here](#).

Please note the meeting will begin promptly at **9:00 a.m.**, and will be held at our **River Oaks Campus – Auditorium – 3331 N. First St., San Jose**.

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**



Conserve paper. Think before you print.

From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Friday, April 12, 2019 5:17 PM
To: VTA Board of Directors <VTABoardofDirectors@vta.org>
Subject: From VTA: April 12, 2019 Media Clips

VTA Daily News Coverage for Friday, April 12, 2019

1. [Santa Clara VTA Pulls 12 Buses Over Scabies Scare \(NBC Bay Area\)](#)
2. [Four VTA bus drivers reportedly infected with scabies \(Mercury News\)](#)
3. [Scabies \(KCBS-AM\)](#)
4. [VTA takes 12 buses out of service after 4 drivers get scabies \(SF Gate\)](#)
5. [BART general manager resigns \(San Francisco Chronicle\)](#)
6. [How Gov. Newsom's revised high-speed rail plan would link 'train to nowhere' to somewhere \(Business Journal\)](#)
7. [Jane Pauley to Anchor CBS News Primetime Special NO EXIT! \(BroadwayWorld.com\)](#)

Santa Clara VTA Pulls 12 Buses Over Scabies Scare (NBC Bay Area)

(Link to video)

Twelve Santa Clara Valley Transportation Authority (VTA) buses have been pulled out of service in the South Bay as a driver is confirmed to have contracted scabies and three others fear they might have too.

The dozen buses have been pulled and are being cleaned to make sure there are no signs of mites while the drivers are on paid medical leave.

"That is a little alarming," said VTA passenger Sophia Alcazar-Brooks from Campbell. "I think they should really thoroughly try to make sure it [scabies] isn't from taking the buses."

The pest control company Terminix is treating the busses as a precaution in order to make sure riders and passengers feel safe as those who use VTA are concerned over the state of cleanliness in which the busses are kept.

"It is never like severally dirty, but I have seen it dirty a couple times," said Alcazar-Brooks.

The skin condition can be spread through close human contact with family, at child care centers and prison, according to the Centers of Disease Control and Prevention. It can be treated with ointment and sometimes pills.

VTA services are not being disrupted and no passengers have reported contracting the skin condition.

Four VTA bus drivers reportedly infected with scabies (Mercury News)

Four bus drivers with the Santa Clara Valley Transportation Authority have reportedly been infected with scabies, an infestation of the skin by the human itch mite, transit officials said Friday.

The first reported case of a VTA driver being infected with scabies occurred Saturday, according to Brandi Childress, a VTA spokeswoman. Since then, three more drivers reported to have the skin infection.

As of Friday morning, the VTA has not received any reports of passengers being infected, Childress said.

VTA officials send a notice to employees about the condition and how it's contracted, Childress said.

"We wanted to calm some of the anxiety," Childress said.

The VTA reviewed what buses the drivers had operated and pulled 12 out of service Thursday for a deep cleaning, Childress said.

"Cloth seats will be vacuumed, steam cleaned and hard surface areas will be wiped down with diluted bleach," Childress said.

Officials with the drivers' union, Amalgamated Transit Union Local 265, could not immediately be reached for comment.

The infestation on skin is caused when the microscopic scabies mite burrows into the upper layer of the skin where it lives and lays its eggs, according to the Centers for Disease Control and Prevention.

"Scabies usually is spread by direct, prolonged, skin-to-skin contact with a person who has scabies," according to the [CDC website](#). "Contact generally must be prolonged; a quick handshake or hug usually will not spread scabies."

"The most common symptoms of scabies are intense itching and a pimple-like skin rash," according to the CDC website. "The scabies mite usually is spread by direct, prolonged, skin-to-skin contact with a person who has scabies."

The bus operators were placed on paid leave to allow time for antibiotics to get in their system, Childress said.

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[Scabies](#) (KCBS-AM)

(Click on link above to play)

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VTA takes 12 buses out of service after 4 drivers get scabies (SF Gate)

The Santa Clara Valley Transportation Authority has taken 12 buses out of service after four drivers were infected with scabies.

The VTA first became aware of the problem Saturday, when the first driver affected reported the skin irritation. Three other employees have since suffered the same issue.

Scabies is caused by a parasite called the human itch mite, according to the Center for Disease Control. "The microscopic scabies mite burrows into the upper layer of the skin where it lives and lays its eggs. The most common symptoms of scabies are intense itching and a pimple-like skin rash," explains the CDC.

"Based on the operators shifts, we were able to assess that about one dozen buses should be taken out of service and receive extra cleaning for precautionary measures," said VTA spokesperson Brandi Childress.

The pulled buses were operating on lines 22, 522, 55 and 88 out of the North Yard Division in Mountain View.

"There is no need for chemical treatment, but the upholstered seats will be vacuumed, steam cleaned, and hard surface areas will be wiped down with diluted bleach. Employee common areas at our North Yard Division are also being treated."

Scabies is most commonly spread through prolonged skin-to-skin contact, and Childress says it's unlikely someone would contract it by sitting on a bus or simply being near an affected driver. Regardless, VTA has hired an exterminator to do a deep cleaning of the buses as an added precaution.

Other than the four drivers, Childress says there have been no further reports of scabies or any complaints from VTA riders. The agency is looking into the source of the problem.

According to the CDC, symptoms of scabies can take 4 to 8 weeks to show up for someone who's never had an infestation before. It can be treated with a scabicide prescribed by a doctor.

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BART general manager resigns (San Francisco Chronicle)

The general manager of the Bay Area Rapid Transit system that serves the San Francisco Bay Area is retiring after eight years with the agency.

In a surprise announcement, Grace Crunican told the BART board of directors on Thursday that she'll step down July 9.

Board members praised her tenure, which included plans to replace BART's aging fleet of cars and passage of a \$3.5 billion infrastructure bond.

KQED-TV says BART ridership grew by 30 percent on Crunican's watch but complaints also rose about disruptions, crowding and crime, leaving the system with a record low approval rating.

There was a public outcry last July when an 18-year-old woman was stabbed to death at an Oakland station.

Crunican responded with safety improvement measures for the 120-mile system and its 47 stations.

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[How Gov. Newsom's revised high-speed rail plan would link 'train to nowhere' to somewhere \(Business Journal\)](#)

This is the final story of a three-part series on plans for high-speed rail in California following Gov. [Gavin Newsom](#)'s decision to first focus on bringing the system to the Central Valley. Read the [first](#) and [second](#) parts here.

Bakersfield to Merced via high-speed rail sounds like a "train to nowhere" to a lot of people — essentially an expensive way to get a few folks who might not really be in all that much hurry to get from one end of the Central Valley's irrigation system to the other.

But [Brian Kelly](#), the CEO of the California High-Speed Rail Authority, said this truncated first operating segment called for by Gov. [Gavin Newsom](#) in his February state-of-the-state address will still be able to link the two valleys — Central and Silicon — while the search continues for the money needed for fast trains to run valley-to-valley themselves.

It would be slower and less convenient than uninterrupted high-speed rail, but it would be competitive with what exists via freeway now — about four hours by rail from Bakersfield to San Jose plus layover between trains at Merced. High-speed rail would cover the 171 miles between Merced and Bakersfield in about an hour, including stops.

By the time the first high-speed train is scheduled to arrive in Merced in 2027, the first Altamont Corridor Express (ACE) train may be waiting at the platform to carry connecting passengers over the Altamont Pass to San Jose, according to ACE's timetable. Or to Sacramento. State-operated Amtrak's "San Joaquin" trains already stop in Merced, from which they run to and from Oakland or Sacramento.

"We have a lot of excitement and buzz surrounding that concept," said [Matt Fell](#), transportation manager for the Merced Council of Governments. "That does seem like a good way for folks to be able to travel by rail to the Bay Area and Sacramento."

ACE already has \$400 million committed from SB 1, the 2018 gas tax increase bill, to add a new line south from Lathrop to the Stanislaus County town of Ceres by 2023. In fact, said Chris Kay, ACE's marketing and outreach manager, it may be enough cover the cost of the second phase of the extension to Merced by 2027 as well.

ACE's plans are not new tracks but new stations and improvements to already existing freight railroad, which is the same way it operates its current trains from Stockton to San Jose.

With \$500.5 million awarded a year ago by the state, ACE also plans to extend its service north from Stockton to Sacramento paralleling the San Joaquin route. That money was created by SB 862 in 2014. It draws money from California's cap-and-trade market, which regulates greenhouse gas emissions, to fund the Transit and Intercity Rail Capital Program.

Under that program, direct or connecting service between Sacramento and San Jose on ACE trains would begin by 2023, at least four years before connections with high-speed rail would be established.

"The current idea is we would have one train start in Sacramento and go all the way to San Jose and one train start in Ceres and go all the way to San Jose," Kay said. "And then you'd have a few of those trains that were coming up from Ceres or Merced would meet our other trains going to San Jose (in Lathrop) and have a platform-to-platform transfer. And then those trains (from Merced) would continue on up to Sacramento."

Kelly said high-speed rail "exists not by itself. We exist in the overall state rail plan ... that's very valuable for us on how we go forward and connect, at least be part of a bigger system."

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[Jane Pauley to Anchor CBS News Primetime Special NO EXIT!](#) **(BroadwayWorld.com)**

CBS News' Jane Pauley will anchor "No Exit!," a one-hour [CBS](#) News primetime special exploring America's love/hate relationship with our highways and byways, and how millions of us cope with our increasingly difficult daily commute, to be broadcast Friday, May 17 (9:00 PM, ET/PT) on the [CBS](#) Television Network.

The special will feature the familiar team of [CBS](#) SUNDAY MORNING correspondents exploring the past, present and future of transportation. The special will highlight everything from the most scenic drives in America, to people with the craziest commutes, to the boom in scooters, the promise of flying cars, some thoughts from comedian Jim Gaffigan and much more. "No Exit!" will look at how the country's major arteries often resemble moving parking lots. The special will also reveal what countries around the world have the worst traffic jams.

CBS SUNDAY MORNING has been the #1 Sunday morning news program for 15 consecutive

seasons. Each broadcast features a slate of intriguing stories, thought-provoking arts and culture reports, profiles of some of the most memorable figures of our time, along with stories on science, Americana and newsmaker interviews. The broadcast launched Jan. 28, 1979 with Charles Kuralt as anchor.

Correspondents include Lee Cowan, Rita Braver, Mo Rocca, Tracy Smith and Martha Teichner. Among the program's contributing correspondents are Ted Koppel, Serena Altschul, Nancy Giles, Luke Burbank, David Pogue, Conor Knighton, Faith Salie, Steve Hartman and Anthony Mason.

Rand Morrison is the executive producer of "No Exit!" and [CBS](#) SUNDAY MORNING.

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