

From: VTA Board Secretary
Sent: Wednesday, June 26, 2019 8:52 AM
To: VTA Board Secretary <Board.Secretary@vta.org>
Subject: VTA July/August 2019 Take-One is now available

VTA Board of Directors and Advisory Committee Members:

The July/August 2019 Take-One is now available. Please click on the link below:

http://vtaorgcontent.s3-us-west-1.amazonaws.com/Site_Content/Take%20One_Final.pdf

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: Wednesday, June 26, 2019 4:22 PM
To: VTA Board of Directors <VTABoardofDirectors@vta.org>
Subject: From VTA: June 26, 2019 Media Clips



VTA Daily News Coverage for Wednesday, June 26, 2019

1. [Grand jury says VTA is expensive and inefficient \(Palo Alto Daily Post\)](#)
2. [San Jose: Crash between light rail train, car disrupts service near downtown \(Mercury News\)](#)
3. [Rail Transit Committee \(Passenger Transport\)](#)

[Grand jury says VTA is expensive and inefficient \(Palo Alto Daily Post\)](#)

A scorching new [report from the Santa Clara County Civil Grand Jury](#) finds that VTA is one of the most expensive and inefficient transit agencies in the country, the third Grand Jury report to criticize the agency since 2003.

The report criticizes the agency's governance practices, particularly around financial management.

For example, VTA collected 5% less in fares in 2018 than in 2009 — but increased its operating expenses by 51% during the same period.

San Jose dominates VTA's board

The Grand Jury finds that VTA's board of directors is monopolized by representatives from San Jose and Santa Clara County, who get five and two voting seats on the board, respectively.

All of the other cities in the county combined have five voting board members, who tend to be less experienced and have higher turnover than the San Jose and county representatives.

The cities of Palo Alto, Mountain View, Los Altos and Los Altos Hills are all represented by a single voting member, currently Mountain View Councilman John McAlister.

The report also urges VTA to hold off on extending the light rail service to Eastridge in San Jose for \$450 million, given that the system is one of the country's most expensive, heavily subsidized and least used light rail systems in the country.

"VTA is committed to transparency and the prudent allocation of the resources entrusted to us," transit agency spokeswoman Holly Perez said in a statement. "We intend to carefully review the report provided by the Civil Grand Jury. The report will help to inform the work we are currently performing."

Mishandling financial crises

Perez said the VTA's board had established an ad hoc committee focused on financial stability that provided direction on steps to improve the organization's financial direction.

"Many of these steps are already implemented," Perez said. "An Ad Hoc Board Enhancement Committee is currently meeting to address improving the effectiveness of board members and making better use of the time spent in board and committee meetings."

The report actually criticizes the establishment of the Ad Hoc Financial Stability Committee that Perez touted, stating that VTA board has "historically followed a pattern of waiting for a financial crisis to arise and then appointing an ad hoc committee."

In January 2018, San Jose Mayor Sam Liccardo — then VTA's board chair — didn't engage the full board about the agency's structural deficit problem by holding a workshop, for example, and instead created an Ad Hoc Financial Stability Committee chaired by an ex officio member of the board and two voting board members.

The committee then invited a group of 12 "stakeholders" — employees, union representatives and individuals from community organizations — "each with their own agenda, but none with the fiduciary duty to make tough policy decisions solely in the best interests of VTA and county taxpayers," the report states.

This committee was formed 14 years after another county Grand Jury report on VTA noted that it was "the fiduciary responsibility of the board, not a committee, a business lobbying group, or business community leaders, to provide oversight and direction" on VTA's operations and financial management.

The ad hoc committee met six times between March and December 2018, canceling three of the nine planned meetings. At one committee meeting in August, VTA Chief Financial Officer Raj Srinath said the agency could continue operating for 18 to 24 months before going "off a cliff."

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[**San Jose: Crash between light rail train, car disrupts service near downtown \(Mercury News\)**](#)

A crash involving a Santa Clara Valley Transportation Authority light-rail train and a car happened early Wednesday afternoon, disrupting service to the light-rail system, according to authorities.

The crash was reported at 12:21 p.m. on North First Street at Rosemary Street when a northbound train collided with the driver's side of a white Ford Edge.

The driver of the Ford got out of the car on his own and walked over to a curb, according to San Jose Fire Capt. Mitch Matlow. The driver was evaluated by firefighter paramedics and transported to a hospital.

There were no other reports of injuries, Matlow said.

According to San Jose police, the driver was northbound on North First Street to turn left onto Rosemary Street, and was crossing the light-rail tracks when his car was hit by the northbound train. Police added that there was no immediate indication that the driver was impaired by drugs or alcohol.

The collision blocked both tracks in both directions, and VTA officials were operating a bus bridge between the Karina and Civic Center stations.

Matlow said the intersection will be closed “for quite some time.”

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[Rail Transit Committee](#) (Passenger Transport)

(Click link above and see page 12 or see PDF attachment labeled “Passenger Transport”)

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

Sent: Thursday, June 27, 2019 12:02 PM

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

Subject: Message from VTA GM/CEO Fernandez re: appointment of C. Gonot as Executive Director for UTA

Dear VTA Board and Advisory Committee Members,

I am delighted to share the news that the Utah Transit Authority Board of Trustees appointed Carolyn Gonot, VTA's Chief Planning and Engineering Officer, to serve as their agency's new Executive Director. Carolyn will be the first woman and first outsider to lead this agency.

This is a tremendous professional opportunity for Carolyn. She started work at VTA in 1996, creating solutions through thoughtful and inclusive planning, engineering and outreach, to innovate the mobility options for residents of Santa Clara County. She held several leadership positions at VTA including, Chief Development Officer, Deputy Director of Congestion Management and most recently as Chief Engineering and Program Delivery Officer for the Bay Area Rapid Transit (BART) Silicon Valley Extension Program.

Carolyn built a large community of friends and colleagues at VTA and throughout the region. We will miss her very much and wish her the best in her new endeavors. Her appointment speaks well of the experience she gained here at VTA and the support provided by the Board of Directors. We are planning to recognize and thank her for all her contributions and achievements at the August 1, 2019 Board Meeting.

Sincerely,

Nuria I. Fernandez
General Manager/CEO
Santa Clara Valley Transportation



From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Thursday, June 27, 2019 3:51 PM
To: VTA Board of Directors <VTABoardofDirectors@vta.org>
Subject: From VTA: June 27, 2019 Media Clips

VTA Daily News Coverage for Thursday, June 27, 2019

1. [By the Numbers: The VTA's Burgeoning Budget Boondoggle \(San Jose Inside\)](#)
2. ['Always a possibility': Staying mum on strike, union keeps VTA riders in limbo \(Mercury News\)](#)
3. [County civil grand jury hailed for calling out VTA \(Mercury News\)](#)
4. [UTA names its first female executive director after a 6-month national search \(The Salt Lake Tribune\)](#)

By the Numbers: The VTA's Burgeoning Budget Boondoggle (San Jose Inside)

The Santa Clara County Civil Grand Jury dealt a harsh blow to the Valley Transportation Authority ([VTA](#)), revealing a massive budget gap, dysfunctional governance and plummeting ridership. Below are some key takeaways from the recently released [report](#).

\$25 MILLION

That's the VTA deficit after the agency drained its capital reserves from \$49.5 million in 2017 to \$5 million in 2018 to keep funding its operations. In response to the funding gap, VTA officials plan to up fares, slash service hours and introduce a voluntary early retirement program.

-19.2%

The change in ridership from 2009 to 2018. Despite that downward trend, the VTA increased the number of its employees and the number of buses and trains.

54%

The rate at which the VTA's light rail budget has grown in the past five years, even as ridership declined by 15 percent.

\$599 MILLION

The cost of the Eastridge Mall light rail extension, which is expected to only attract 611 new riders by 2025.

\$720,000

The cost to taxpayers for every new rider gained through the Eastridge light rail transit extension's first year of operation.

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'Always a possibility': Staying mum on strike, union keeps VTA riders in limbo (Mercury News)

The union has stayed silent on their plans since rejecting a contract last week

After hinting earlier this month it might strike, a union representing bus and train operators in Silicon Valley is now saying "there's nothing to report," while continuing to stay mum about whether workers will return to the bargaining table or hit the picket lines, as it has for the last week.

Asked about leaving commuters in limbo over the fate of their bus and light rail rides, Terry Russell, president of the Amalgamated Transit Union Local 265, which represents workers at the Santa Clara Valley Transportation Authority, said, "There's also a possibility that the world will end. There's always a possibility. Until it happens, there's no issue."

He declined to comment further on the status of a potential strike.

In the days leading up to the union's vote on the VTA's "last, best, and final" offer, union representatives warned "all bets would be off" if members voted the offer down. But after emphatically rejecting the VTA's proposal in a 912 to 92 vote last week, the union appears to be keeping its options open — leaving the VTA's approximately 118,000 daily users wondering as they wait to hear whether they will be able to continue using buses and light rail to get to work and medical appointments.

Even the VTA is in the dark about the union's plans, said authority spokeswoman Brandi Childress. If the union decides to strike, it will need to provide the VTA with 72 hours advance notice, she said. The VTA will then notify the governor's office, which has 72 hours to pass a ruling preventing the strike, if it deems the work stoppage a threat to public safety.

"We have not heard from the union since we learned about the result of the vote," Childress said via email, "nor have they given us their official 72-hour notice to strike."

It's an unprecedented situation for the VTA, Childress said.

"Not in our 25-year history has VTA and any union come as far as a sanctioned strike," she said.

But it's not all too unusual for unions to delay a strike, said Ken Jacobs, chair of UC Berkeley's Center for Labor Research and Education. When it chooses to strike, he said, a union often take time to form a strategy for the best way to articulate workers' demands, including why a strike is necessary at this time.

"A strike action isn't taken lightly," Jacobs said.

What is unusual, though, he said, is that those discussions typically happen before workers vote on a contract. The VTA and the union have been negotiating a new contract since August. The two sides reached an impasse on May 10, according to the VTA.

According to Kent Wong, director of UCLA's labor center, the ATU, made up of "highly skilled workers who perform critical functions," will be hard to replace during a strike, giving it greater leverage during a negotiation. The VTA has already said it would cease all light rail service because those operators are too highly skilled to be easily replaced.

"There is no normal contract negotiation," said Wong. "The key part is to secure the best agreement for members."

In case of a strike, the VTA would bring in workers from other transit agencies and private operators to provide limited bus service along some of the county's busiest routes, Childress said. The VTA's paratransit service, called Access, is operated by a private company and would continue as normal during the strike.

For now, though, the VTA is continuing operations as usual as it works to prepare for a potential work stoppage and riders are making plans for alternate arrangements.

The union is asking for a higher pay increase than the VTA's proposal of 8 percent over three years, which it argues doesn't cover the cost of inflation. In addition, it has said the VTA's offer of a one-time 3.1 percent bonus payment isn't adequate compensation for ongoing increases workers will have to make to their pensions. And the union is pushing back against the VTA's increase in "split shifts," which requires workers to take time off after a morning shift before returning to finish the shift in the evening.

The VTA argues that its offer is "equitable and fair," especially in regards to the pension contributions. The ATU is the only union at the VTA whose members don't contribute to their pensions, according to the VTA.

Several passengers expressed overall support for a potential strike, although they worried about how it would affect their commute. Jim Lunee, a 46-year-old San Jose native, says he wants to support the union but isn't sure how he'll manage the realities of his daily routine, which relies on light rail to buy medications and get to doctors' appointments. He'd likely have to take advantage of VTA's reduced bus service during the strike, he said.

"You have to have buses," Lunee said.

Brandon Facundo, who studies 3D animation at Cogswell College in San Jose, said he is grateful to live and attend school right on a light rail line, and he says he'll miss the convenience of that commute during a strike. Though he's hoping the union won't end up striking, he says he'll support them if they do.

Wilson's bus route, Line 26, passes within a few hundred yards of the union's headquarters in Campbell. She watches the same communities — Chinese, Indian, Mexican residents — ride the bus every day, and she doesn't know what will happen to them during a strike.

"As bad as the VTA is, it's functional," she said. "And whatever drivers need, just give it to them."

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County civil grand jury hailed for calling out VTA (Mercury News)

Re: "[Scathing grand jury report blasts VTA as 'most expensive and least efficient' transit system in country](#)" (Mercurynews.com, June 21):

Kudos to the Santa Clara County civil grand jury for calling out Santa Clara Valley Transportation Authority as the most expensive and least efficient in the country. The fact that VTA only recoups 9% of operating costs with fares and subsidizes roughly 91% (meaning taxpayers are on the hook for about \$9.28 per passenger, per ride) is eye-opening.

I am disappointed with the grand jury's analysis of the problem, that Santa Clara Valley Transportation Authority (VTA) is too big and too political to make sound financial decisions, which has led to an ongoing structural deficit.

This is the third time the grand jury has called out the VTA's governance structure. The goal of the VTA should be to increase ridership. The only way to do that is to make VTA faster. Light rail should bypass downtown and follow Highway 87 with stops at Diridon and the San Jose airport. VTA buses need priority during heavy traffic.

Jim Bob Davis

San Jose

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UTA names its first female executive director after a 6-month national search (The Salt Lake Tribune)

The Utah Transit Authority selected a new executive director Monday: Carolyn Gonot, who has been serving as the chief planning and engineering officer of the [Santa Clara Valley Transportation Authority](#) in California.

She will be the first woman in the top job at UTA and the agency's first replacement top administrator not promoted from within the organization. This hire comes after the [scandal-tainted agency was restructured by the Legislature](#) and after a six-month nationwide search.

Gonot will be taking a pay cut to accept the job. Her wages [last year at VTA were \\$281,645 in high-cost-of-living Silicon Valley](#), according to California's transparency website. The UTA board [plans to pay her a base salary of \\$221,423 a year](#) in a three-year contract — about a fifth less than the \$273,981 a year former UTA President and CEO Jerry Benson was paid in 2017, his last full year.

"Service is the key to what we do," Gonot said in a written statement. "I'll be focused on advancing the board's vision to ensure the agency is aligned with the anticipated growth along the Wasatch Front and the transit service needs of the communities UTA serves."

Carlton Christensen, chairman of the UTA board, praised her.

"Gonot's breadth of experience in the transit industry is extensive, ranging from service and program planning to managing and implementing major capital projects," he said. "Her decades of transit

experience give her an understanding of the entire transit agency, and she has the leadership qualities to ensure UTA continues to improve its service to the community."

Gonot has worked [since 1996 at the VTA in San Jose](#). That includes five years as its chief engineering and program delivery officer, a role that included delivery of the Bay Area Rapid Transit (BART) Silicon Valley Extension as well as light rail, bus rapid transit, pedestrian, bicycle and facilities projects.

Also at VTA, she held the positions of chief development officer and deputy director of the congestion management program.

Christensen said Gonot's experience will serve her well in a job, which after agency restructuring, is designed to focus on stewardship, service and people. He added that dealing with growth in San Jose and California's Silicon Valley will give her insight to help handle growth here.

"She understands the pressures of growth on a transit agency and the need to continually work to align UTA's services with the needs of the community," Christensen said.

Gonot has a bachelor's degree in civil engineering from the University of Notre Dame, and a master's degree in civil engineering from Pennsylvania State University.

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From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Friday, June 28, 2019 4:20 PM
To: VTA Board of Directors <VTABoardofDirectors@vta.org>
Subject: VTA Correspondence: Week of June 24, 2019

VTA Board of Directors:

We are forwarding you the following:

From	Topic
Member of the Public	Comments provided at the June 21, 2019 Board meeting
Steven Scharf, City of Cupertino Mayor	Comments regarding State Route 85 alternatives
Federal Railroad Administration	VTA's letter of support for the California High-Speed Rail Project

Thank you.

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Santa Clara Valley Transportation Authority
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Phone [408-321-5680](tel:408-321-5680)



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VTA Board Correspondence: June 24 – June 28, 2019

From: bob tom

Sent: Friday, June 21, 2019 5:54 PM

To: Baltao, Elaine

Subject: from Blair Beekman. Friday June 21, 2019. _____ 2 speeches - VTA Board of Directors meeting. 6.21.19.

This may be, a slightly better edited version, of my speeches, today.

To put into the public record, for the VTA BoD public meeting of June 21, 2019.

And to pass along to the BoD, as needed.

-blair.

Dear Elaine Baltao, and the VTA,

Within, the VTA Chairperson statements, I hope I can speak to, a few, overall issues, concerning the VTA,

To respect what may have been, 2018 plans, to introduce more of the public, to the VTA public process.

I would like to summarize, a few of my thoughts, in my past year and half, attending VTA public meetings.

With less reliance of a reliance on fossil fuels, and a more shared cooperation, between people.

The bicycle, found new life, in the Bay Area, in the late 1990's. And, clearly helped, with a substantial increase in ridership, for the VTA,

And, seemed to be building, a sense of enjoyment, and overall better understandings, how the future of public transit, could build and grow.

By 2014 &15, for a number of reasons, including, the u.s. oil fracking boom, and its need to continue automobile production, I feel the VTA was being asked to split into, two camps.

A familiar, local govt mass transit agency, And, a new agency, of entrepreneurial and corporate ideas, to work as a laboratory of inventiveness, for what could be, more individualized forms, for the future of mass transportation.

By 2016, the VTA understood, they were becoming a victim, of the fracked oil boom, of the early 2010's.

Spending and wasting, large quantities of gasoline, within the VTA, when they did not have to.

In 2016, the VTA started to better budget, and clean up this problem.

I have tried to note this, a few times, in VTA public forums. And, I have thanked the VTA, for I felt it was, an important lesson, for the VTA, about responsibility.

VTA Board Correspondence: June 24 – June 28, 2019

The VTA faces important questions, at this time, in how to respect the future.

The VTA lectures, of Autonomous Vehicles, last April 2018, taught myself, that as individuals, and as a community,

we can be, simple, thoughtful, and pro-active, to look for ways, how a future economic disruption/recession process, can actually be tamed.

And, that we can all have a part, to help create, what can be, a more safe and responsible economic future.

And a reminder, that the fracking boom, started in this country, in the early 2010's, was only meant for, a limited time frame, of 15 years or less.

As a serious review, would be needed, of its long term, environmental sustainability, as a fossil fuel.

If you do the math, the future of fracking, is possibly the reason, for the mid-2020, economic disruption questions, in the first place.

I think we are trying, to address these questions, here, within the public process, of the VTA, at this time.

To again state, it is hopeful, the VTA, and the public, are working together, in what can be, a more safe, peaceful, and responsible future.

Thank you.
sincerely,
blair beekman

Dear Elaine Baltao, and the VTA,

The VTA, has developed, two distinct, business models, of mass transportation questions.

The VTA, as a well functioning, local govt., mass transit agency. And, as an agency, of entrepreneurial, corporate ideas, of inventive transportation, that tends to be, more individual, personal, and for profit.

I am saddened, the entrepreneurial, corporate, ideas, of public transportation, is often around a philosophy, that simply wants to end, years of non-competitive, good practices, of local govt.mass transit.

And, with the relentless push, for the automobile, all of this may be keeping. the VTA, and other transit agencies, around the Bay Area, from looking for deeper ways, in how to increase ridership.

The VTA found itself in a somewhat difficult position, last December, in what is the future direction of the VTA.

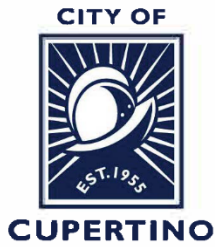
I felt a beginning idea, was to simply respect, as stated above, the VTA has created two distinct, separate concepts, within its transit system.

I hope each side can respect, the good of what each other, is capable of.

If there are differences of opinion, in the future of vta, I hope both sides can be open, and make clear, the sometimes, long held ideas and beliefs, of each side.

How to peacefully manage, the two sides within the VTA, can also help address, how to be open with the public, as well.

sincerely,
blair beekman



MAYOR STEVEN SCHARF
sscharf@cupertino.org

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June 22, 2019

To the members of the VTA Board of Directors and the VTA SR 85 Policy Advisory Board,

This letter is regarding the work of the State Route 85 Policy Advisory Board (“SR 85 PAB”) on behalf of the City Council of the City of Cupertino (“Council”) to support the Board’s progress while making recommendations on a preferred alternative.

The Council recently discussed the status of the SR 85 PAB and discussed the various alternatives presented by the Santa Clara Valley Transportation Authority (VTA) staff at the April 2019 workshop held at Community Hall in Cupertino.

While the Council supports a high-capacity, high-speed transit project along this corridor, it is concerned with the direction of the initial proposed alternatives, including the assumption from the Travel Market Analysis suggesting a low projected ridership due to demographics and land use patterns of the west valley.

This corridor is congested mostly due to the lack of affordable housing near job centers, with growing employee commute times while employees continue to move further from job centers in search of adequate housing. Proposed State Laws such as SB-50 and SB330, if enacted, will exacerbate displacement of low-income workers further from Silicon Valley job centers to communities with lower housing costs. Demographics of the neighborhoods immediately surrounding SR 85 are less relevant, as a high-speed and frequent transit service will attract riders from a greater catchment area if it is time competitive with driving.

It is worth noting that two Metropolitan Transportation Commission (MTC) Communities of Concern are located in close proximity to this corridor, both near SR 85 and US 101 at its southern junction. Also worth considering is that Morgan Hill and Gilroy are the fastest growing cities in Santa Clara County with the most building permits issued according to MTC data.

Light rail already exists in the CA 85 median from CA 87 to Santa Teresa. When CA 85 was extended from Stevens Creek Boulevard to US101, space was reserved in the

median for light rail. While light rail may not be the most cost-effective solution for the remainder of this corridor, three of the proposed alternatives presented by VTA staff are for High Occupancy Vehicle (HOV) toll lanes or carpool lanes and are not transit project alternatives. Converting the median of CA 85 into more vehicle lanes does not serve the long-term transit interests of Santa Clara County.

Specifically, the Council supports the following:

1. A physically separated transit guideway for high-capacity transit vehicles, with travel speeds comparable to rail, not for use by public vehicles, with the exception of corporate shuttles, which would pay a fee to use the guideway to subsidize a public transit service in the corridor. We would also like VTA to explore bringing corporations into the process early to provide partial funding for such a guideway in exchange for future fee offsets.
2. Sufficient bicycle capacity to address “the last mile.” Caltrain is a good example of the need to accommodate large numbers of bicycles because there is often no public transit alternative for commuters to travel from their home to the transit station or from the transit station to their destination. This is even more critical given continued cuts to VTA’s bus service coverage.
3. Fewer stations (3-5) to allow transit service time to be competitive with car travel during peak commutes, with minimal dwell time at stations. These stations will allow transfers to/from local ride share and other shuttle services, as well as to existing and planned bicycle infrastructure such as protected bicycle lanes and multi-use paths.

The Council opposes the following:

1. Freeway widening for Diamond or Express lanes: adding capacity for low-occupancy vehicles will not provide adequate capacity to address our traffic challenges and may lead to increased congestion in neighboring communities, particularly, for example, if the freeway is widened south of Cupertino but not to the north; and
2. No stations in the corridor, or too many stations (>5), for the reasons cited above.

Caltrain serves as a good local example of how a relatively fast, high-capacity transit service, with peak hour travel patterns can generate a high ridership and high farebox recovery despite passing through lower density communities, and despite constrained parking facilities.



U.S. Department
of Transportation

**Federal Railroad
Administration**

Administrator

1200 New Jersey Avenue, SE
Washington, DC 20590

SCVTA RECEIVED
'19 JUN 20 PM 3:15
BOARD SECRETARY

Ms. Teresa O'Neill
Chairperson
Santa Clara Valley Transportation Authority
3331 North First Street
San Jose, CA 95134-1927

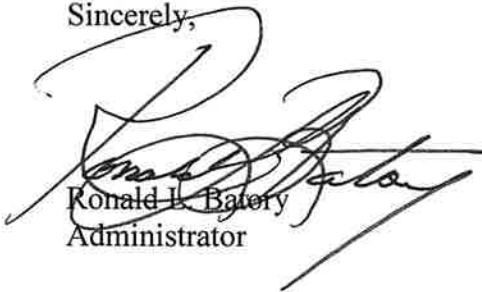
Dear Ms. O'Neill:

Thank you for your letter, dated March 5, 2019, to the Federal Railroad Administration (FRA) in support of the California High-Speed Rail project. FRA appreciates your ongoing interest in the project.

The Department of Transportation's (Department) mission is to ensure a fast, safe, efficient, accessible and convenient transportation system that meets our vital national interests and enhances the quality of life of the American people, today and into the future. The FRA is one of 10 agencies within the Department concerned with intermodal transportation and achieving the Department's mission.

FRA is committed to responsibly investing in our Nation's infrastructure and takes seriously its oversight responsibilities for projects receiving taxpayer dollars. I appreciate your taking the time to share your perspective.

Sincerely,



Ronald L. Batory
Administrator

A transit guideway service with complimentary scheduling to the Mountain View Caltrain station would make the system convenient for transit riders. A physically separated guideway could also serve as a testing ground for autonomous transit vehicles, which may be of interest to private entities in the region interested in testing this technology in a controlled environment. Autonomous vehicles could reduce operating costs of a public transit service significantly.

* * *

We look forward to continuing to collaborate with VTA and the SR 85 PAB to help address congestion on this critical corridor that supports region's vibrant and growing economy, with an eye towards planning for the future.

Sincerely,

A handwritten signature in blue ink that reads "Steven M. Scharf". The signature is written in a cursive, flowing style.

Steven Scharf
Mayor

cc: John McAlister, City of Mountain View
Susan Landry, City of Campbell
Howard Miller, City of Saratoga
Johnny Khamis, City of San Jose