

**From:** Board.Secretary  
**Sent:** Tuesday, March 14, 2017 1:31 PM  
**To:** VTA Board of Directors  
**Subject:** From VTA: March 14 Media Clips



## ***VTA Daily News Coverage for Tuesday, March 14, 2017***

1. [The dream of high-speed rail in California is taking longer and costing more](#) San Jose Mercury News
2. [Roadshow: Why is nothing being done about the potholes?](#) San Jose Mercury News
3. [Highway 1: Wrecking ball problems cause Big Sur bridge demolition delay](#) San Jose Mercury News
4. [State spares no expense to nail Caltrans worker](#) San Francisco Chronicle

### [The dream of high-speed rail in California is taking longer and costing more](#)

**Kurt Snibbe**

**San Jose Mercury News**

A LOT ON THE LINE

In 2008, Californians approved a high-speed rail project that has become one of the largest infrastructure projects in the nation. The dream of taking a train from Southern California to San Francisco in about three hours is chugging along, but facing new barriers.

WHAT VOTERS APPROVED

The original plan voters opted for in 2008 was titled the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. When voters approved the measure, the estimated cost of the project was \$40 billion. The 2016 business plan reviewed by the Legislative Analysts Office estimated a cost of \$64 billion.

What the final line would look like:

Estimated completion of Phase one is 2029.

HIGH-SPEED OPINIONS

Voted in favor

In 2008, 12.6 million people voted (79.4% of registered voters) on the high-speed rail proposition.

March 2016

A survey by the Public Policy Institute of California found that 34 percent of all adults thought high-speed rail was very important for California's future.

The question was: Thinking ahead, how important is the high-speed rail system for the future quality of life and economic vitality of California?

## CURRENT OBSTACLES

California's high-speed rail project is currently one of the most extensive and expensive public works projects in the U.S. There are several recent developments that look to delay construction and could increase costs.

**Bay Area Electrification:** In February, federal transit authorities said they were withholding \$647 million from Caltrain, the rail line between San Francisco to San Jose. This money is crucial to convert the rail engines from diesel to electric. The High-Speed Rail Authority has pitched in about \$700 million for the conversion and is relying on its completion for high-speed track in the area.

**The outlook:** Caltrain and The High-Speed Rail Authority are making a case that the rail project is consistent with what the president wants regarding infrastructure upgrades, jobs creation and using steel and materials made in America. Transportation Secretary Elaine Chao is expected to make a decision on the funding soon.

**Cap-and-trade shortfall:** The state's auction of carbon credits has fallen well below expectations recently, and much of the proceeds go to the high-speed rail project. The current political climate of wanting less environmental restrictions could create greater shortfalls for rail funding.

## THE FIRST 100 MILES

In January the High-Speed Rail Authority submitted a letter to the State Legislature disputing a report that the Federal Railroad Administration was concerned about the management of the Rail Authority, and the construction of the first 119 miles was 50 percent over budget. The Rail Authority went on to assert that it is meeting deadlines and is under budget.

The first 29 miles of the Central Valley section was originally expected to be finished this year. The latest estimates from the rail authority are for August 2019.

## SOUTHERN CALIFORNIA TO SAN FRANCISCO

Phase one of the high-speed rail project will have a line from as far south as Anaheim and as far north as San Francisco. Here's a breakdown of estimated travel times with different modes of transportation.

## WHAT IT WOULD TAKE TO BREAK EVEN

If the high-speed rail system averaged ...

203.8 years of passengers paying \$86 for a ticket to break even with the current \$64 billion cost estimate.

Note: Estimates do not include the yearly maintenance of the rail system after it is finished.

Sources: California High-Speed Rail Authority, The Associated Press, Citizens for California High Speed Rail Accountability, National Transportation and Safety Administration, U.S. High-Speed Rail Association, Legislative Analyst's Office

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## **[Roadshow: Why is nothing being done about the potholes?](#)**

**Gary Richards**

### **San Jose Mercury News**

**Q** Silicon Valley is a misnomer since the majority of semiconductor fabs are not located in the valley. I'm thinking that we need a new nickname to more accurately reflect our home.

Dennis Farmer, San Jose

**A** Such as?

**Q** Pothole City. Our local roads stink. And as near as I can tell, absolutely nothing is being done to repair them. I'm tired of blowing out tires on the potholes. Dennis Farmer

**A** Absolutely nothing being done? Not true. Yes, we certainly have pothole problems throughout the Bay Area, where roads in San Francisco, Oakland and San Jose rank as the roughest in the nation. But have you seen the work being done after the monster rains of the past two months? City crews, county workers and Caltrans folks are working around the clock to fix roads where the pavement has just disappeared and mudslides have occurred.

Cities across the region are passing taxes or moving money from their general fund to roadwork. Santa Clara County voters approved Measure B last fall and that will pump \$1.2 billion into the county over the next three decades for pavement fixes, interchange work and transit upgrades. Not a lot, but a start.

Then next month we'll know if a massive plan to raise \$6 billion a year statewide through higher gas taxes and fees will win approval in the state Legislature before spring break.

So cut them some slack.

**Q** A year or so ago we cheered the repaving of a section of Interstate 5 at the southern end of the Central Valley around Buttonwillow. Coming north on that section a few days ago, we drove on mile after mile of disintegrating paving. There was a non-stop sequence of holes of every size and description in both lanes, where the year-old paving was gone and the old paving showed through. ... I hope there is some type of warranty on this work, or are taxpayers on the hook for repairs? Peter Hart and Loretta Chohey

**A** Caltrans is looking into this. Some repairs are coming soon.

**Q** You and your dear wife probably rarely if ever drive Carr Avenue or Anzar Road in Aromas. They are usually OK, but after the huge rains and windstorms, they have both developed huge potholes. The mud

and water still on the roads hide the potholes and could cause serious accidents. Would you please let Monterey County and San Benito County leaders know?

Unhappy in Aromas

A I've done so. Hang in there, as repairs are down the line.

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## **[Highway 1: Wrecking ball problems cause Big Sur bridge demolition delay](#)**

**David Royal**

**Monterey Herald**

Big Sur – The wrecking ball didn't do much damage Monday as technical issues delayed the demolition of the condemned Pfeiffer Canyon Bridge on Highway 1.

The contractors tasked with the demolition had trouble getting the crane's free-fall function operating properly as they tried to slam the wrecking ball into the bridge. "The crane, in its current configuration, will not free fall the wrecking ball with the required force needed," said Susana Cruz, a Caltrans spokeswoman, in an email. "New parts have been ordered and should arrive (Tuesday)."

Work could resume on the demolition as soon as Wednesday morning, depending on the delivery and assembly of the new parts.

David Galarza, Caltrans' structure representative for the project, said crews disconnected the bridge's metal railing in preparation for the demolition. "Everything's in place for it to go, but some of these new cranes have a lot of different safety features on them and they're all computerized," he said.

Galarza said the crew has specific locations identified where they can expose the primary reinforcement and cut it. "That should assist with the bridge dropping in a location we want it to," he said.

As soon as crews work out all of the kinks, Galarza said the demolition should take two days at most.

Rather than swing the 6,000-pound wrecking ball with the crane's 305-foot arm, the operator dropped it on the bridge from about 5-feet high once work got started at about 12:30 p.m. Monday. By dropping the ball instead of swinging it, crews avoided nearby power lines. Jim Shivers, a Caltrans spokesman, said it's also part of the strategy to bring the structure down in a controlled, methodical way. "There's precision when we build these things and there's precision when we take them down," he said.

At times the free-fall drops looked and sounded more like taps. The wrecking ball cracked parts of the bridge and chipped away at some of the concrete, but the structure remained standing with only minor additional damage.

Caltrans officials announced Feb. 21 the bridge was beyond repair and would need to be removed and replaced. Fractures to the bridge and one of its support piers were first noticed in early February and the bridge was closed shortly after. A landslide under the bridge caused damage to the structure.

Debris from the bridge should fall to the canyon below and Shivers said crews will use equipment to break up the debris before they gather the material to put it on a truck and ship it to a recycling facility.

Caltrans hired contractor Golden State Bridge to demolish the current bridge and to install the new one. Galarza said the new structure will be a single-span steel plate girder bridge. It will have two abutments

and no support piers in the slide area. Caltrans expects the new bridge to be completed in nine to 12 months. The first steel sections of the new bridge are expected to arrive in May.

East of the demolition, construction continued Monday on an access trail through Pfeiffer Canyon for residents to circumvent the condemned bridge. “They’re just continuing on building steps and trying to improve the trail and get it ready so the residents can use it,” said Big Sur Volunteer Fire Brigade Chief Martha Karstens.

About half of the half-mile footpath had already been put in by Sunday night. Members of the California Conservation Corps hauled wood up the trail as work continued on steps up steeper sections of the trail. Sgt. Mike Dippel of State Parks said the trail remains on track to be completed in about five weeks.

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## [State spares no expense to nail Caltrans worker](#)

**Matier & Ross**

### **San Francisco Chronicle**

Over the years, the California state auditor has conducted hundreds of investigations of state employees who weren’t playing by the rules — but a new report on a Caltrans analyst who took too long on her smoking breaks is one for the books.

It all started when someone called the auditor’s whistle-blower line with a tip that the analyst was taking extra-long breaks outside Caltrans’ Sacramento headquarters. Clearly, this called for a full-blown investigation, so an auditor’s sleuth was dispatched to get the lowdown.

The analyst’s boss couldn’t have been clearer — the woman had been given the OK to take four smoking breaks a day, each seven minutes long.

With that information in hand, the investigator spent four days in February 2016 spying on the smoker and clocking her breaks. The next month, he spent another four days in the shadows, watching as the analyst puffed, and puffed, and puffed some more — often flagrantly exceeding her allotted seven minutes.

The smoking sleuth found that some of the analyst’s breaks lasted 20 minutes. On one shocking occasion, however, she was gone for a full 65 minutes — and when she finally returned, she promptly took a 10-minute smoking break. “All of which resulted in total of 75 minutes away from her work,” the auditor’s report says.

With the evidence in hand, the analyst was brought in and put under the lights — where she admitted not only to taking extra-long smoking breaks, but also to regularly taking an extra 30 to 45 minutes for lunch. “Especially when the weather was nice,” the report says.

Put it together, and the auditor figured the analyst misused an average of 7.2 hours a week — for a loss of \$4,304 in state time between July 2015 and March 2016. “We hold our employees to the highest

standards and expect them to perform a day's work for a day's pay," said Caltrans spokesman Mark Dinger.

Neither Caltrans nor the state auditor could give us the cost of the investigation or comment on the report, saying it was a personnel matter. The analyst was not named in the report.

We do know, however, that she was not asked to repay the money. Instead, she was given a written warning — which is the bureaucratic equivalent of a quiet word to the wise.

As for whether all the fuss was warranted, auditor spokeswoman Margarita Fernández said the office is duty-bound to investigate all complaints.

Besides, Fernández said, just doing such an investigation serves as "a deterrent to others."

So beware, state workers — you're being watched.

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Conserve paper. Think before you print.

**From:** Board.Secretary  
**Sent:** Wednesday, March 15, 2017 11:42 AM  
**To:** VTA Board of Directors  
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## *VTA Daily News Coverage for Wednesday, March 15, 2017*

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9. **Highway 1 to Big Sur reopens to public** Monterey Herald
10. **Green projects face scrutiny as California lawmakers debate cap and trade** Los Angeles Times
11. **California bill aims to make it harder for megaprojects to sidestep state environmental law** Los Angeles Times
12. **Bike lane mixes glowing paint and cool design for safety, Texas researchers say** The Washington Post

### [Roadshow: Will Trump give us a new freeway from San Jose to I-5?](#)

**Gary Richards**

**San Jose Mercury News**

**Q** The new Trump administration is promising to invest \$1 trillion on infrastructure throughout the nation. Is there a possibility a freeway from Patterson to San Jose might be included in California's plans? The time is ripe to follow through with this idea. Roberto Montenegro, Tracy

**A** And ...

**Q** The need for an additional connecting highway between the Central Valley and the San Jose area is obvious. For many years the concept of building a highway between San Jose and Interstate 5 at Patterson

was discussed, but of course nothing ever happened for fear of Sierra Club resistance and that of other nut jobs. Rob White

**A** Nut jobs is rather harsh. About 20 years ago, an idea was floated to build a toll road — one that would have banned truck traffic — from I-5 to Interstate 680 off Alum Rock Avenue in East San Jose. That went nowhere.

Other Roadshow readers have plenty to say on my Facebook page about what could be a \$1 billion-plus project.

**Q** Another vote for reviving the 130 Freeway to Patterson. ... Nobody drives to Patterson. But hundreds of thousands per day drive through it. ... Not much to do in Patterson. The only thing is a golf course and a couple of bars. ... There's not a morning I don't wake up, roll over and say to the wife, "Gee, honey, I think I'll drive to Patterson today." John Kelly, Mike Smith and many more

**A** I bet that thrills the wife. A toll road from Patterson will likely never happen. Too costly and far too many more pressing needs, like widening I-5 to La La Land. Work here is focused on extending express lanes on I-680 and I-205.

**Q** I don't drive often on Interstate 680 down the Sunol Grade but I don't remember seeing the backups on southbound 680 getting off at Mission Boulevard in the past as I have recently. What has made it so hard to get from 680 to 880? And I'm talking about a Saturday afternoon, not rush hour. Kathi Samec

**A** Traffic jams on Saturday afternoons are a sign of our times. More cars, more folks wanting to reach the South Bay — and no great 680-880 connector. Taking out the traffic lights on that short stretch of Mission between the two freeways would be our best hope.

**Q** I was driving on Cedar Boulevard approaching Mowry Avenue in Newark and about to make a right turn. I approached the intersection and the front of my car stopped in the crosswalk but did not go into the intersection. I came to a full stop (there was cross traffic). However, as I stopped, I noticed the red-light cameras flashing. Would I get a ticket for this? Kent Lue, Fremont

**A** Maybe. Entering a crosswalk on a red light is a no-no. It may take a few days for a violation notice to arrive. In the meantime, call the Newark Red-Light Photo Enforcement folks at 510-578-4713 for additional information or view your video online at [www.photonotice.com](http://www.photonotice.com).

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**[BART puts brakes on proposed 'Sanctuary in Transit' policy, for now](#)**

**Erin Baldassari**

**San Jose Mercury News**

OAKLAND — What's in a name? Apparently, more than \$50 million, according to BART.

Members of the agency's governing board on Tuesday put the brakes on a proposed "Sanctuary in Transit" policy, citing changes to the wording of the resolution itself, including calling the proposal something other than "sanctuary" in order to avoid the ire of the federal government.

Support on BART's governing board for the proposal, however, remains strong. Directors Lateefah Simon and Nick Josefowitz introduced the Sanctuary in Transit policy last month, asking staff to explore ways the agency could emulate a number of Bay Area cities and counties by crafting policies to ensure local police limit the information they share with federal immigration officials.

The move comes after President Donald Trump threatened to cut off federal funding for "Sanctuary Cities," including San Francisco, Oakland and San Jose.

Courts have determined the federal government is responsible for enforcing immigration laws — not local police departments, said Matthew Burrows, BART's legal counsel. In practice, Immigration and Customs Enforcement (ICE) officers often ask local law enforcement agencies to detain people believed to be in the country without the proper documentation, usually in a jail setting, he said. "Sanctuary" jurisdictions do not voluntarily comply with these requests.

As the laws, and Trump's executive order, are currently written, Burrows said it's not likely they would hold muster in court, where San Francisco City Attorney Dennis Herrera has already led the charge on challenging the order. But Congress could change the law, risking future funding, Burrows said. "The unpleasant facts are with the new administration coming in; there have been threats made about the role sanctuary cities, or sanctuary in transit agencies ... would play in the distribution of funds," said BART General Manager Grace Crunican.

BART received nearly \$55 million in federal funding last year, Crunican said. That includes \$44 million for train control, traction power and rail right-of-way work, \$6 million for the system's automated ticketing system, \$3 million to comply with the Americans with Disabilities Act and roughly \$1.8 million for policing services.

The agency is already facing a \$25 million to \$35 million deficit in the coming fiscal year and is exploring the possibility of reducing fare discounts for seniors, youth and people with disabilities, but Crunican said she wouldn't speculate on what the loss of federal funds could mean for the district. "We do not know what will happen in Congress," she said.

On Tuesday, members of BART's operations and safety committee asked staff to rewrite the draft policy so it would be more in line with neighboring cities and counties. Simon also suggested changing the name of the policy to something other than "sanctuary" — such as "safe zone" — in case that was any more palatable to the Trump administration. "It's about the action," Simon said in a later interview. "To me, it's about the intent of trying to create a safe system."

There are more than 500,000 undocumented immigrants living in the Bay Area, many of whom ride BART every day, Josefowitz said at a Feb. 9 meeting.

BART police officers almost never interact with federal agents, said Acting police Chief Jeff Jennings. Over the past five years, BART police officers contacted 43 people who presented an immigration card as their sole form of identification, but he said the officers then don't contact ICE as a result.

At the February meeting members of the public criticized BART's police manual, which directs officers to "assist in the enforcement of federal immigration laws," among other provisions. In practice, however, Jennings said officers are only focused on fighting crime, and all of the jails where BART police take

detainees do not honor ICE detention requests, except by a judge's order, in most cases. The department is already in the process of revising the manual to better reflect current practices, he said.

Roughly a half-dozen people spoke during the public comment portion of the meeting, all in support of the proposal. Sabiha Basrai, a member of the Alliance of South Asians Taking Action, urged the board to approve the policy. "As a Muslim-American and as the daughter of immigrants, I have spent most of my life feeling like I had to prove that I was American," she said. "At this critical moment, I'm so grateful to see a resolution like this on the table, and I'm asking you all to be courageous for me and people like me, who have spent so much of our lives being afraid."

The proposal will come back to the operations and security committee on April 18, and would likely be presented to the full board for a vote on April 27.

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## **[California Senate hears about weak link in high-speed rail's financial plan](#)**

**Jody Meacham**

**Silicon Valley Business Journal**

Counting on revenue from California's quarterly cap-and-trade market is a huge weakness in the financial plans to open the first segment of California's high-speed rail system in 2025.

That's according to the head of the independent group that reviews and analyzes the California High-Speed Rail Authority's plans, who spoke to the state Senate's transportation committee on Tuesday.

**CALIFORNIA HIGH-SPEED RAIL AUTHORITY**

Lou Thompson, head of the California High-Speed Rail Peer Review Group, said cap-and-trade "is an exceptionally volatile situation and it is volatile partly because of litigation, partly because of the authority of the program to exist and partly because the market itself isn't proven and it fluctuates."

Thompson's warning to the state Senate's transportation committee came just weeks after the first 2017 market raised only \$8.2 million. If all available emission allowances had sold in February, the auction would have raised \$600 million.

By law, high-speed rail is allocated a quarter of the state's revenue from the auctions, which are designed to drive down greenhouse gas emissions and in the past have generated about \$500 million annually for the system. They also generate about \$1.5 billion for other transportation projects like BART, VTA and Caltrain.

San Jose Sen. Jim Beall, committee chair, told the Silicon Valley Business Journal in a recent interview that the Legislature will consider a bill this year clarifying that the auctions will not sunset in 2020, which some legal experts say is now the case.

That would remove some of the uncertainty that analysts blame for the market's volatility. If both houses in the Legislature pass that legislation by a two-thirds majority, it would remove another aspect of the original cap-and-trade law contributing to market volatility by rendering moot a suit by the state chamber of commerce challenging the law's constitutionality.

Democrats control at least two-thirds of the seats in both houses but “we’re going to have enough problems with the two-thirds vote with the road repair program (raising gasoline taxes),” Beall said. “I think the cap-and-trade program will be very tough.”

The chair of the California High-Speed Rail Authority’s board, Dan Richard, told the committee that “if cap-and-trade is not clarified, we have to think about how we close that gap.”

He said Japan’s privately run Shinkansen trains operate profitably because “one third of their revenues come from real estate development around their stations. There’s going to be enormous revenue potential around our stations. We’re now working with local communities to see how all of us can share in that economic uplift.”

Outside of cap-and-trade revenue, Thompson said the high-speed rail authority’s financial plans to open the line from San Jose down the San Joaquin Valley could face problems from litigation to block the state from spending Proposition 1A bond money approved by voters in 2008. But federal stimulus funds and another federal grant are solid and on track to be spent by the September deadline, he said.

He agreed with Richard that cash flow generated by the first segment’s revenues would allow trains to run without an operating subsidy. The system’s financial plans call for about a third of the ultimate \$64 billion construction cost to be covered by revenues from the commercial entity that is chosen to operate the system.

The California High-Speed Rail Authority is expected to certify next month the qualifications of interested train operators and to enter into a consulting and early operating agreement with one by the end of the summer.

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## **[California bullet train suffers two big setbacks that could be fatal](#)**

**Op-Ed Dan Walters**

### **SF Examiner**

Late Wednesday, the California High-Speed Rail Authority dispatched a report to the Legislature, crowing about progress in building a statewide bullet train system.

It boasted of spending \$2.3 billion so far on an initial 119-mile segment in the San Joaquin Valley “that will bring passenger rail service to connect the Central Valley to the Silicon Valley by 2025.”

The report implies that the bullet train, a high-priority legacy project for Gov. Jerry Brown, is on a fast track to completion.

However, the financially challenged project had just suffered two immense hits, either of which could be fatal.

Just hours before the report was issued, results of the state’s latest cap-and-trade auction of greenhouse gas emission allowances — the only source of ongoing bullet train funds — were released and once again it produced almost no money.

Moreover, the report was aired just days after the Trump administration had put an indefinite hold on a \$647 million grant for electrifying the Caltrain commuter rail service on the San Francisco Peninsula, a major component of the “blended” bullet train system.

Republican congressmen opposed to the bullet train had attacked the grant, knowing that without it, the \$2 billion electrification project could die, and along with it, the larger system.

The \$2.3 billion that the bullet train report boasts of spending is virtually all federal money, part of a \$3.48 billion grant by the Obama administration for the \$7.8 billion San Joaquin Valley segment. The state was supposed to match the federal grant but has not put up its share yet thanks to a waiver, but sooner or later will be on the hook.

A \$9.95 billion bond issue that voters approved nine years ago was on hold for years because of lawsuits, and project managers have searched, so far in vain, for other sources of money for the \$64 billion project.

In desperation, Brown and the Legislature gave the project 25 percent of cap-and-trade auction proceeds, and officials have been weighing a construction loan secured by auction money. However, recent auctions have generated very scant returns, and without a reliable revenue stream, securing a loan would be impossible.

The plunge in auction interest has been attributed to a glut of state-issued allowances and uncertainty about the program's legality and future. Brown wants the Legislature to reauthorize it beyond the current 2020 expiration date, but so far has been unable to muster enough votes.

Brown is also trying to revive the \$647 million Caltrain grant, calling it "an open-and-shut case for infrastructure."

He and other advocates don't mention Caltrain's bullet train connection, but the state is offering \$700 million in bullet train funds for electrification (which a lawsuit contends is illegal) and this week's report says it's "laying the foundation for high-speed rail service."

Given the implacable opposition of such heavyweight figures as House Majority Leader Kevin McCarthy of Bakersfield, electrifying Caltrain could require decoupling it from the bullet train — and that could doom Brown's pet project.

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## **[State Senate panel throws support behind ballot measure to safeguard transportation funds](#)**

**Patrick McGreevy**

**Los Angeles Times**

A state Senate panel on Tuesday supported a ballot measure that would prohibit the state from borrowing money from vehicle fees and gas taxes for use by non-transportation programs.

The measure by Sen. Josh Newman (D-Fullerton) is being considered as Gov. Jerry Brown and lawmakers negotiate toward a deal to make progress on a \$132-billion backlog of repairs and improvements for local roads and state highways.

Tax and fee increases have been proposed to raise \$5.5 billion annually for road repairs and transit.

Newman told the Senate Transportation and Housing Committee on Tuesday that said his proposed constitutional amendment is needed because "prior history raises concerns that new revenue may be diverted for other purposes."

Republicans have criticized the state for taking \$1 billion annually from truck weight fees and using the money to pay down general obligation bonds for transportation projects when those bonds in the past were covered by the general fund.

The committee voted 9-0 to support putting the constitutional amendment on the ballot. Republicans withheld their votes, saying they want more safeguards in the proposal. The measure still has to be approved by the full Senate and Assembly.

## [Palo Alto: Suspect in train station assaults turns himself in](#)

**Jacqueline Lee**

### **San Jose Mercury News**

A South San Francisco man has turned himself in to police after seeing his picture on news and social media reports about two sexual assaults at a Caltrain station in Palo Alto, police said in a news release Tuesday.

George Moubarak, 26, was placed under arrest after he turned himself in at the Palo Alto Police Department on Friday, according to the San Mateo Sheriff's Office, which worked with Palo Alto police on the case.

Moubarak was booked into the Santa Clara County Jail and faces felony charges, police said.

Police say Moubarak is a suspect in two separate assaults, on March 1 and March 8.

On March 1, a woman was waiting near a stop for the Stanford University Marguerite shuttle on the southbound platform of the University Avenue station between 10:45 p.m. and 11:10 p.m., the San Mateo County Sheriff's Office said.

A man approached and started talking to her, and while doing so, he sexually assaulted her, police said.

The Sheriff Office's Transit Police Bureau provides police security services on Caltrain property.

Palo Alto police said a "similar assault with a similarly-described suspect" occurred about 9:17 p.m. on March 8 at the Palo Alto Transit Station.

In the March 8 case, a woman in her 20s got off a bus at the station at 95 University Avenue and walked north on the east side of Alma Street, police said. "She noticed a man walking about 15 feet behind her," Palo Alto police said. "When she got to the 200 block of Alma Street, the man ran up to her from behind and grabbed her crotch."

The woman screamed and the man let go of her and ran south on Alma Street. The woman ran after the suspect, but lost sight of him, police added.

In the first incident, the victim described the suspect as a Hispanic man who is about 35 to 40 years old, between 5-feet-6 and 5-feet-8 and 190 to 210 pounds. He had a short haircut and a full beard that was trimmed. The man was wearing a green, hooded sweatshirt that had yellow writing on it. He also wore light brown or beige pants and dark-colored tennis shoes, and he carried a black backpack.

In the second incident, the victim described the suspect as a "light-skinned" man in his 30s or 40s, about 5-foot-8 with a medium build. He was wearing a green jacket with dark loose-fitting pants and may have been wearing a beanie.

San Mateo officials released a sketch of the March 1 suspect and Palo Alto detectives released a still image from surveillance camera footage of the March 8 suspect.

The Palo Alto Police Department and the San Mateo Sheriff's Office will be submitting separate cases to their respective District Attorney's offices.

Anyone with information about the case is encouraged to contact Police Detective Mike Baron by calling 650-622-8053 or emailing [mbaron@smcgov.org](mailto:mbaron@smcgov.org). Those who wish to remain anonymous may call the Sheriff's Office Anonymous Tip Line at 800-547-2700.

Callers also can access the Palo Alto Police Department's 24-hour dispatch center at 650-329-2413. Anonymous tips can be emailed to [palalto@tipnow.org](mailto:palalto@tipnow.org) or sent via text message or voice mail to 650-383-8984.

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## **[SF passes new laws to penalize bike-share companies like Bluegogo](#)**

**Joe Fitzgerald Rodriguez**

### **SF Examiner**

The Board of Supervisors on Tuesday unanimously approved new laws to regulate stationless bike-share companies, fearing a rash of bike dumping on sidewalks across San Francisco.

That new regulatory framework was sparked by Chinese bike-share company Bluegogo, which failed to meet a deadline to file permits to use parking spaces for commercial use with the Planning Department on Friday.

Bluegogo uses those parking spaces as "stationless" areas for their customers to leave their rented bikes, usually propped up against one another or in piles.

When asked Tuesday if Bluegogo met their permit deadlines, Planning Department spokesperson Gina Simi said, "No, they have not. Therefore we will begin enforcement proceedings this week on each site."

Simi said Bluegogo has 15 days before a notice of violation is filed. If Bluegogo does not vacate the parking spaces or file a permit by that time, enforcement would follow. That enforcement may involve fines or police action, according to planning code.

Bluegogo spokesperson Lindsay Stevens said, "We're still waiting on a response," and that the company made multiple requests on "what exactly was needed to file."

Meanwhile, the legislation, authored by Supervisor Aaron Peskin and co-sponsored by Supervisor Mark Farrell, arms city officials with laws to enforce against "shared" bikes, which are actually rented via a mobile app, if found left strewn across city sidewalks.

Darcy Brown, executive director of San Francisco Beautiful, told the supervisors' Land Use and Transportation Committee on Monday that she supports regulations for bike-shares "to avoid our neighborhoods becoming indiscriminate dumping grounds for unregulated bikes."

Bluegogo's entry into San Francisco this year prompted a flurry of actions from city government, including warning letters and public scorn, over its "stationless" bike-sharing model. Bikes are unlocked

via cellphone app, but can be left in parking spaces across The City. In China, Bluegogo's business model allows bikes to be left anywhere.

But few of San Francisco's warnings to Bluegogo not to replicate its Chinese business model here carried legal teeth — something that now would change under the newly passed law.

The new regulations make it a violation of law to operate a stationless bike-sharing business in San Francisco without a permit, and allow San Francisco to remove and offer citations for bikes left in the public right of way, like sidewalks.

A framework for conditions for that permit to be established will be voted on at the San Francisco Municipal Transportation Board of Directors next week, SFMTA staff said Monday.

The Metropolitan Transportation Commission, San Francisco Bicycle Coalition, policy think tank SPUR and others went on record with the board supporting the new regulations.

When the legislation passed a Board of Supervisors committee on Monday, Farrell thanked Peskin for spearheading the effort to scale back scofflaw bike-sharers. Farrell added, "We will continue to be vigilant against those who flout our laws in San Francisco."

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## [Lombard Street fee plan meets resistance from 2 supervisors](#)

**Emily Green**

### **San Francisco Chronicle**

A proposal to charge people who want to drive down the crooked stretch of Lombard Street got a less-than-enthusiastic response from some members of the Board of Supervisors on Tuesday.

Supervisor Mark Farrell is pushing the idea as a way to address the gridlock of cars, sometimes extending for blocks, that line up to drive down the 500 feet of red brick road.

Slow down, two supervisors said. "I don't want to commit to agreeing to a pricing system because I'm not there," Supervisor London Breed said at a meeting of the County Transportation Authority, which is composed of the 11 supervisors. "I think this city should take money it already receives through tourism to develop a comprehensive plan."

Supervisor Sandra Lee Fewer said she supported the proposal's intent, but had deep reservations about charging people to drive the block, especially because San Francisco is already an expensive city to visit. "Having individuals pay is not going to stop the congestion," Fewer said.

Under Farrell's plan, visitors would be required to make a reservation and pay a fee to drive down the crooked section of Lombard. Those without reservations would still be able to drive through but would be charged more. Farrell hasn't specified how much the ride would cost.

Farrell said his idea comes after years of study by the County Transportation Authority. "This isn't some plan cracked up in our office a few weeks ago," Farrell said. He added that charging drivers is no one's idea of an "ideal solution," although it may be the most effective one to curtail the traffic.

In the end, the supervisors unanimously voted to continue to study the development of a reservation and pricing system. In other words: The proposal is still alive.

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### **Highway 1 to Big Sur reopens to public**

**Tommy Wright**

**Monterey Herald**

Big Sur – Three weeks after closing Highway 1 between the Pfeiffer Canyon Bridge and just south of Palo Colorado due to dozens of landslides, Caltrans reopened the coastal stretch of road to the public Tuesday evening.

Drivers can now travel on Highway 1 from Carmel to Big Sur Station. Businesses north of the condemned Pfeiffer Canyon Bridge are now accessible, though parks in the area remain closed. “We have done numerous things, maintenance and construction, to repair (the road),” said Susana Cruz, a Caltrans spokeswoman.

At the Big Sur River Inn, some rooms are still out of commission because of storm damage but other rooms are available and the restaurant, gas station and the general store are open. General manager Rick Aldinger said he feels bittersweet about Highway 1 reopening to the public in northern Big Sur. “We are excited that people are going to be able to come back down here. We’re excited because we are finally going to be able to give some people some hours again, we’re putting people back to work,” Aldinger said. “At that same time, we also need to highlight the fact that this is just half of the Big Sur community. We’ve got people on the other side of the bridge who are still suffering.”

Aldinger said he hopes the powers that be in Sacramento will do everything in their power to get the bridge up and running as soon as possible.

Crews ran into technical issues while trying to demolish the current bridge Monday to make way for a new structure. They tried removing the shorter segment at the top of the crane that the wrecking ball hung from in order to improve the free fall of the wrecking ball and achieve the desired force. Caltrans said the modification proved unsuccessful. “We are bringing in a crane technician who specializes in this piece of equipment,” said Jim Shivers, a Caltrans spokesman. “He will be on site (Wednesday) morning to meet with the project team ... and the idea is to brainstorm to find a path that will allow this wrecking ball to hit the bridge deck with the desired force that we had expected.”

Crews plan on resuming work immediately once they find a solution. Caltrans chose to drop a wrecking ball onto the bridge to demolish it rather than swinging the wrecking ball or using explosives in order to control where the debris ends up, which will mitigate environmental damage and shorten the cleanup.

Caltrans officials announced the bridge was beyond repair last month after heavy rains led to landslides, which compromised the structural integrity of the structure.

South of the Pfeiffer Canyon Bridge, Highway 1 remains closed at Ragged Point in San Luis Obispo County. The road will be open for supply deliveries Wednesday and Friday between 10 a.m. and 3 p.m. Cruz encouraged locals to resupply this week because slide removal and highway realignment work is scheduled for next week at Paul’s Slide on Highway 1.

Work continued Tuesday on a half-mile footpath that will allow residents to circumvent the condemned bridge. As of Monday night, 739 linear feet of tread had been completed on the trail.

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## [Green projects face scrutiny as California lawmakers debate cap and trade](#)

**Chris Megerian**

### **Los Angeles Times**

Since Gov. Jerry Brown asked lawmakers to extend California's cap-and-trade program, a broad cross-section of state policies on climate change are coming under the microscope.

One of the most controversial issues is carbon offsets, which are environmentally friendly projects that polluters can financially support to meet requirements to slash greenhouse gas emissions.

Offsets have long been opposed by environmental justice advocates, who view them as an escape hatch for companies to avoid directly reducing their own emissions. But now that the advocates have gained political strength in the Capitol, they might be able to limit the program during this year's debate.

A legislative hearing is scheduled for Wednesday on Brown's effort to expand cap and trade, which requires companies to buy permits to release greenhouse gas emissions.

The governor hopes to preserve revenue that's generated when the state auctions the permits because some of the money is being used to finance the bullet train from Los Angeles to San Francisco.

State officials announced Tuesday that \$3.4 billion has been appropriated by lawmakers in recent years, with \$1.2 billion distributed so far.

In addition to bullet train construction, the money has supported more efficient irrigation on farms and cleaner train locomotives.

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## [California bill aims to make it harder for megaprojects to sidestep state environmental law](#)

**Liam Dillon**

### **Los Angeles Times**

Two years ago, the Los Angeles Rams did something unheard of in California development politics: In just six weeks, the team went from unveiling plans for an 80,000-seat stadium to earning final approval from the Inglewood City Council.

The fast decision came with another bonus: Inglewood's vote allowed the stadium to sidestep legal challenges under the state's primary environmental law that governs development, lawsuits that could have caused years of delay in the courtroom. "Now we can celebrate," Inglewood Mayor James T. Butts Jr. said immediately after the vote as the crowd rose in jubilation.

But the Rams' path to a now-under-construction stadium is under attack from a state lawmaker who argues that the team benefitted from a legal loophole only available to the wealthy and powerful.

Assemblyman Jose Medina (D-Riverside) says the Rams — and at least five other large developers whose projects were approved by similar means in recent years — have been able to spend significant sums of money to ignore state environmental laws. He's authored new legislation to block future developers from doing what the Rams did, by prohibiting local governments from approving projects without an exhaustive environmental review. "You shouldn't have such undue ability that money buys access," Medina said.

The process the Rams used to secure approval for their stadium shows how the state's election laws can trump environmental rules.

When the Rams released their stadium plans, they announced that they were mounting a ballot measure campaign to collect signatures from Inglewood voters. Developments approved by voter initiatives are allowed to skip the California Environmental Quality Act review process, which otherwise requires disclosure of any effects a project might have on the environment, an evaluation of alternatives and, in many cases, proposed changes that would reduce those environmental effects.

Environmentalists have praised CEQA as an indispensable tool in protecting the state's natural beauty since it became law in 1970. But the measure often is criticized as burdensome to development, and has been used to block or delay bike lanes and other environmentally friendly projects. Lawsuits filed under CEQA can sometimes take years to resolve.

Once the Rams' stadium initiative collected enough signatures to force a public vote on the project, the Inglewood City Council decided to skip the voters and approve the stadium itself. The California Supreme Court signed off on the legality of this method in 2014, after Walmart used it to fast-track a store in Tuolumne County.

Since the Walmart decision, at least four other large developments have sought approval for their projects in a similar way: the Rams stadium, a failed professional football stadium project for the Chargers and Raiders in Carson, a shopping and entertainment center in northern San Diego County and a massive warehouse complex in Riverside County. Developers of a proposed professional soccer stadium in San Diego are just beginning to collect voter signatures for their project in hopes of pressuring the city's council members.

Assembly Bill 890 requires developers to undergo full CEQA review — opening their projects up to environmental lawsuits — and bans local governments from approving such projects outright, while forcing developers to pay the cost of any special election.

Medina said he was inspired to act by Moreno Valley's approval in 2015 of the 41-million-square-foot World Logistics Center warehouse complex, one of the nation's largest. Only wealthy developers can finance the initiative drives needed to get their projects approved, Medina said, and they can also spend big on the campaigns of local elected officials. World Logistics Center's developer, Highland Fairview, spent more than \$800,000 on the project's initiative campaign. "Big developers, including in Moreno Valley, have a lot of influence in the

city council,” Medina said. “The state, and me as a representative, can add additional safeguards.”

But Iddo Benzeevi, Highland Fairview’s president and CEO, said his company jumped through numerous hurdles to get the project off the ground, including completing a full environmental review. Moreno Valley’s City Council approved World Logistics Center multiple times. A referendum drive to overturn that approval later failed, and the approving City Council members were later reelected.

The public and elected officials should continue to have the right to greenlight projects this way, he said. “What the initiative process provides is for the people to voice their interest,” Benzeevi said. “The people get to decide.”

The method hasn’t proved foolproof.

Last year, Los Angeles developer Rick Caruso failed in his bid to build a shopping and entertainment complex in Carlsbad similar to the Grove outdoor mall in Los Angeles. The Carlsbad City Council approved the project after a Caruso-backed ballot initiative brought the matter before them, but residents then overturned that approval through a referendum. Caruso spent nearly \$12 million in a losing effort.

Still, developers remain interested in using the process, especially for projects they argue need fast approval. Backers of San Diego’s proposed professional soccer stadium are planning to ask the City Council to approve that project following an initiative signature drive. The group, FS Investors, has applied to Major League Soccer for an expansion franchise, and if the stadium isn’t fully approved later this year, a spokesman for the project said, the city won’t get a team.

“Stadium certainty is one of the key factors the MLS Board will use in awarding the last four franchises later this year, so absent this process, it would basically take San Diego out of the running for a franchise,” project spokesman Craig Benedetto said.

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## **[Bike lane mixes glowing paint and cool design for safety, Texas researchers say](#)** **Fredrick Kunkle**

### **The Washington Post**

Researchers at Texas A&M Transportation Institute have designed an innovative bike lane that incorporates European design with glow-in-the-dark paint. They also installed it on campus. (Texas A&M)

Mix the spirit of Vincent Van Gogh, some glow-in-the-dark paint and an increasingly popular mode of transportation in the United States and you may have a safer way to get around.

That's the idea behind an innovative bike path that Texas A&M researchers have created and installed on campus.

By adopting a Dutch intersection design and adding some solar-powered paint, researchers have created a crossing that they say is safer for bikers, pedestrians and drivers alike. The glowing pathway even uses recycled material, so it's environmentally friendly. Put it all together, and it's a first for U.S. bike path and intersection design, university officials say. "Basically, it's paint by day and glowing paint at night," said Robert Brydia, senior research scientist at the Texas A&M Transportation Institute.

The overall design is intended to reduce conflict points between motorists and bicycle riders and improve each one's visibility where they do have to cross paths.

Texas A&M Transportation Institute researchers have created a new bike lane that glows in the dark and moves bicycles and motor vehicles through a juncture in a safer way than most intersections, they say. (Texas A&M)

At many existing intersections with bike lanes in the United States, for example, bicycles and right-turning vehicles must navigate a conflict point before the intersection that also puts the bike in the driver's blind spot. That is, a bicyclist who wants to go straight or turn left must travel across the path of a vehicle turning right. Their paths cross in a way that forces the vehicle's driver to look backward and to the right to avoid bicyclists.

Instead, Texas A&M researchers incorporated a design known as the Dutch junction for their campus intersection. The layout — which has been in use for sometime in the Netherlands, Brydia says — keeps the designated bike lane to the right of motor vehicles and, when their paths do cross, allows them to do so where both driver and bicyclist can see each other more easily.

Researchers at Texas A&M Transportation Institute have created an innovative bike lane based on an intersection design popularized in the Netherlands, but with a snazzy splash of glow-in-the-dark paint. (Texas A&M)

The design also forces vehicles to stop farther from the intersection, by moving back the white "stop bars" painted on the roadway. The additional space near the crossing creates room for a bicycle lane and a crosswalk, or zebra crossing, for pedestrians. The design also uses a concrete barrier, sort of like an extra curb or island, to separate and further protect bicycles from vehicles. It makes left turns safer for bicyclists, too: instead of turning left from the middle of the intersection, bikers effectively circle it, staying to the right. In a sense, the overall design operates almost like a stop-and-go rotary for bicycles. "While it's been in the Netherlands for some time, it's very, very new to the U.S.," Brydia said.

In addition to the Dutch junction, the Texas university's researchers added a splash of special green paint. The stuff soaks up sunlight by day and glows at night because of a proprietary mineral ingredient. "So the bike lanes glow at night, and the entire intersection stays lit and softly delineates the paths for the cyclist," Brydia said. "That's the innovation that was married with the Dutch junction to really make it 'gee whiz, wow' ... why it is this is so cool."

Texas A&M researchers have developed a first-of-its-kind bike lane using Dutch junction design and a glow-in-the-dark paint. (Texas A&M)

Transportation officials from several major U.S. cities and agencies already have expressed an interest in using the new design, Brydia said. By the way, to see how the Dutch actually mixed Van Gogh's "Starry Night" with the latest in bike lane design, check out this design.

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Conserve paper. Think before you print.

**From:** Board Secretary

**Sent:** Friday, March 17, 2017 4:12 PM

**To:** VTA Board of Directors; VTA Advisory Committee Members

**Subject:** VTA Information: March 23, 2017 Board & Committee Orientation Meeting Agenda

**VTA Board of Directors, Advisory Committee Members, and Policy Advisory Board Members:**

You may now access the **March 23, 2017, Board & Committee Orientation Meeting Agenda** on our website [here](#).

Please note the orientation meeting will be held at 5:30 p.m. at [VTA River Oaks Facility](#), Auditorium, 3331 N. First Street, 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](tel:408-321-5680)



Conserve paper. Think before you print.

**From:** Board Secretary  
**Sent:** Friday, March 17, 2017 6:21 PM  
**To:** VTA Board of Directors  
**Subject:** VTA Correspondence: Comments on Affordable Housing

**VTA Board of Directors:**

We are forwarding you the following:

<b>From</b>	<b>Topic</b>
Members of the Public	Comments regarding affordable housing

Thank you.

Office of the Board Secretary  
Santa Clara Valley Transportation Authority  
3331 N. First Street  
San Jose, CA 95134  
408.321.5680  
[board.secretary@vta.org](mailto:board.secretary@vta.org)



Conserve paper. Think before you print.

**From:** Janet Singleterry  
**Sent:** Tuesday, March 14, 2017 2:08 PM  
**Subject:** Affordable housing at Tamien

Dear VTA Board Members,

I am advocating for more affordable housing units at the Tamien Train Station. The Guadalupe Washington community is a low income community and desperately needs more affordable housing. The VTA is a public institution, accountable to our community. San Jose & Santa Clara County currently have an affordable housing crisis. We'd like to see 130 units of affordable housing at Tamien, with the majority (or all) of the affordable housing for residents at less than 50% of the Area Median Income.

Thanks in Advance,

Janet Singleterry

--

Janet B. Singleterry  
Servant Partners  
San Jose Internship Staff

---

**From:** Brad Wong

**Sent:** Tuesday, March 14, 2017 2:09 PM

**To:** Board.Secretary; mprochnow; mayoremail; District1@sanjoseca.gov; District10@sanjoseca.gov; District4@sanjoseca.gov; District3@sanjoseca.gov; district6@sanjoseca.gov; svaidhyanathan; larry.carr; mayor; teresa.oneill; Cindy.Chavez; supervisor.yeager

**Subject:** bring affordable housing to SJ:)

Dear esteemed VTA Board Members,

I am advocating for more affordable housing units at the Tamien Train Station. The Washington community is a low-income community and desperately needs more affordable housing. The VTA is a public institution, accountable to our community. San Jose & Santa Clara County currently have an affordable housing crisis. We'd like to see 130 units of affordable housing at Tamien, with the majority (or all) of the affordable housing for residents at less than 50% of the Area Median Income.

Kind regards,

--

Brad Wong

Lead Pastor,

The River Church Community

"To fall in love with God is the greatest romance; to seek him, the greatest adventure; to find him, the greatest achievement." St. Augustine

---

**From:** Chris Stahl

**Sent:** Tuesday, March 14, 2017 2:24 PM

**To:** Board.Secretary; mprochnow; mayoremail; District1@sanjoseca.gov; District10@sanjoseca.gov; District4@sanjoseca.gov; District3@sanjoseca.gov; district6@sanjoseca.gov; svaidhyanathan; larry.carr; mayor@sunnyvale; teresa.oneill; Cindy.Chavez; supervisor.yeager

**Subject:** More affordable housing at the Tamien Station Urban Transit Center

Dear VTA Board Members,

I am advocating for more affordable housing units at the Tamien Train Station. The Washington community is a low income community and desperately needs more affordable housing. The VTA is a public institution, accountable to our community. San Jose & Santa Clara County currently have an affordable housing crisis.

We'd like to see 130 units of affordable housing at Tamien, with the majority (or all) of the affordable housing for residents at less than 50% of the Area Median Income.

Kind regards,  
Christopher Stahl

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**From:** Jewell Kidwell

**Sent:** Tuesday, March 14, 2017 2:44 PM

**To:** Board.Secretary; mprochnow; mayoremail; District1@sanjoseca.gov; District10@sanjoseca.gov; District4@sanjoseca.gov; District3@sanjoseca.gov; district6@sanjoseca.gov; svaidhyanathan; larry.carr; mayor; teresa.oneill; Cindy.Chavez; supervisor.yeager

**Subject:** Affordable Housing in Washington neighborhood

Dear VTA Board Members,

I am advocating for more affordable housing units at the Tamien Train Station. The Washington community is a low income community and desperately needs more affordable housing.

The VTA is a public institution, accountable to our community. San Jose & Santa Clara County currently have an affordable housing crisis. We'd like to see 130 units of affordable housing at Tamien, with the majority (or all) of the affordable housing for residents at less than 50% of the Area Median Income.

Kind regards,  
Jewell

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**From:** Todd Dickson

**Sent:** Tuesday, March 14, 2017 2:48 PM

**To:** Board.Secretary; mayoremail; District1@sanjoseca.gov; District10@sanjoseca.gov; District4@sanjoseca.gov; District3@sanjoseca.gov; district6@sanjoseca.gov; svaidthyanathan; larry.carr; mayor; teresa.oneill; Cindy.Chavez; supervisor.yeager

**Subject:** Housing development needs

Hello,

I am writing to you in your capacity as a member of the VTA board. I am also writing from my point of view as a traffic-averse resident and as an employer offering well-paying manufacturing opportunities; I see the strain of housing and traffic on our people.

It's great that we are developing housing around transit. However, there are 3 "misses" that we are seeing.

1. Not enough transit development.
2. Not enough real commercial space near housing clusters. Not enough substantial spaces where essentials like grocery, pharmacy, hardware stores, and bike shops can be located.
3. Not enough affordable inclusionary housing units.

The Tamien space has transit. I'm not familiar enough with the commercial space to comment. It needs 132 affordable units.

I know you can do the right thing.

Todd Dickson

We Do Brilliant.™



L U M E N O U S  
device technologies, inc.  
133 Commercial St.  
Sunnyvale, CA 94086  
USA

---

**From:** Michael Bliss

**Sent:** Tuesday, March 14, 2017 3:02 PM

**To:** Board.Secretary; mprochnow; mayoremail; District1@sanjoseca.gov; District10 San Jose; District4@sanjoseca.gov; District3@sanjoseca.gov; district6@sanjoseca.gov; svaidhyanathan; larry.carr; mayor; teresa.oneill; Cindy.Chavez; supervisor.yeager

**Subject:** Regarding Tamien Station Housing

Dear VTA Board Members,

I am advocating for more affordable housing units at the Tamien Train Station. The Washington community is a low income community and desperately needs more affordable housing. The VTA is a public institution, accountable to our community. San Jose & Santa Clara County currently have an affordable housing crisis. We'd like to see 130 units of affordable housing at Tamien, with the majority (or all) of the affordable housing for residents at less than 50% of the Area Median Income.

Kind regards,

Michael Bliss

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**From:** Carol Pitts

**Sent:** Tuesday, March 14, 2017 3:44 PM

**To:** Board.Secretary; mprochnow@; mayoremail; District1@sanjoseca.gov; District10@sanjoseca.gov; District4@sanjoseca.gov; District3@sanjoseca.gov; district6@sanjoseca.gov; svaidhyanathan; larry.carr; mayorteresa.oneill; Cindy.Chavez; supervisor.yeager

**Subject:** Please Give Priority to Low-Income Housing in the Washington Community

Dear VTA Board Members,

I am advocating for more affordable housing units at the Tamien Train Station. The Washington community is a low income community and desperately needs more affordable housing. The VTA is a public institution, accountable to our community. San Jose & Santa Clara County currently have an affordable housing crisis. We'd like to see 130 units of affordable housing at Tamien, with the majority (or all) of the affordable housing for residents at less than 50% of the Area Median Income.

Kind regards,

Carol Pitts

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**From:** Edna Liu Yuwono

**Sent:** Tuesday, March 14, 2017 3:47 PM

**To:** Board.Secretary; mprochnow; mayoremail; District1@sanjoseca.gov; District10@sanjoseca.gov; District4@sanjoseca.gov; District3@sanjoseca.gov; district6@sanjoseca.gov; svaidhyanathan; larry.carr; mayor; teresa.oneill; Cindy.Chavez; supervisor.yeager

**Subject:** Affordable House for hardworking San Jose residents

Dear VTA Board Members,

I am advocating for more affordable housing units at the Tamien Train Station. The Washington community is a low income community and desperately needs more affordable housing. The VTA is a public institution, accountable to our community. San Jose & Santa Clara County currently have an affordable housing crisis. We'd like to see 130 units of affordable housing at Tamien, with the majority (or all) of the affordable housing for residents at less than 50% of the Area Median Income.

Kind regards,  
Edna Liu

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-----Original Message-----

From: Julie Priest

Sent: Tuesday, March 14, 2017 3:49 PM

To: Board.Secretary; mprochnow; mayoremail; District1@sanjoseca.gov;  
District10@sanjoseca.gov; District4@sanjoseca.gov; District3@sanjoseca.gov;  
district6@sanjoseca.gov; svaidhyanathan; larry.carr; mayor@sunnyvale; teresa.oneill;  
Cindy.Chavez; supervisor.yeager  
Subject: Affordable housing

Hello VTA Board -

I'm writing to advocate for more affordable housing units at the Tamien Train Station. The Washington community specifically and the City of San Jose at large both desperately need more affordable housing.

I work at the Indian Health Center in San Jose, and see patients every day who are struggling to pay rent and support their families as housing prices continue to be punitive for our lower-income labor force. We would like to see 130 units of affordable housing at Tamien, with all the units for residents at less than 50% of the Area Median Income.

With gratitude,

Julie Priest

Family Nurse Practitioner

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**From:** Brett Bymaster

**Sent:** Tuesday, March 14, 2017 4:15 PM

**To:** Board.Secretary; mprochnow; mayoremail; District1@sanjoseca.gov; District10 San Jose; District4@sanjoseca.gov; District3@sanjoseca.gov; district6@sanjoseca.gov; svaidhyanathan; larry.carr; mayor; teresa.oneill; Cindy.Chavez; supervisor.yeager

**Subject:** More Affordable housing at the Tamien Station TOD

Dear VTA Board Members,

I want to write to you concerning the Tamien station housing development. I live in the Tamien community, on a property adjacent to the new Tamien park. I think it's imperative that we develop more affordable housing in our community. There are two developer options going to the A&F committee on Thursday, one with 88 affordable housing units, and one with 132 affordable housing units. The evaluation panel recommended the developer with only 88 affordable units (Republic/Core). I was the community member representative on that panel. Although I went with the consensus opinion, I do feel very strongly that we should aim for more than 88 affordable housing units at Tamien, and in particular, there should be more units in the sub 50% AMI category.

**I would like to recommend two options:**

1. Move forward with the Republic/Core developer, and negotiate up to 130 affordable housing units, with 100 of those units in the sub 50% AMI category
2. Move forward with the ROEM developer, and accept the higher number of affordable housing units (and accept the lower revenue for VTA).

I know that we're asking for potentially reduced revenue for VTA. But having said that we have an affordable housing crisis. Addressing it requires some pain.

We have put together a website advocating for more affordable housing at Tamien. You can see that at:

<https://affordablehousing.splashthat.com/>

Kind regards,

Brett Bymaster

Pastor, The River Church Community, San Jose, CA

Washington Community Activist and Advocate

---

**From:** Stephanie

**Sent:** Tuesday, March 14, 2017 4:15 PM

**To:** Board.Secretary; mayoremail; District1@sanjoseca.gov; District10@sanjoseca.gov; District4@sanjoseca.gov; District3@sanjoseca.gov; district6@sanjoseca.gov; svaidhyanathan; larry.carr; mayor; teresa.oneill; Cindy.Chavez; supervisor.yeager

**Subject:** New Apartment Complex at Tamian Train Station

Dear VTA Board Members,

I hope this email finds you well. I'm a local in San Jose and have heard about proposed affordable housing plans at the Tamian Train Station. I'm thrilled that there will be more affordable housing, but I'm concerned of the possibility that the city will choose a developer that is offering fewer housing units. As you are aware, there is a huge need for affordable housing for the many low income residents in the Washington neighborhood. Please consider the plan with 130 units of affordable housing at Tamien, with the majority (or ideally all) of the housing to be available for less than 50% of the Area median income. Land is already scarce in the Bay Area and I believe we need to make the most of the space we're developing on.

Thank you in advance for your time!

Kind regards,  
Stephanie

---

**From:** John Pina

**Sent:** Tuesday, March 14, 2017 4:27 PM

**To:** Board.Secretary; mprochnow; mayoremail; District1@sanjoseca.gov; District10@sanjoseca.gov; District4@sanjoseca.gov; District3@sanjoseca.gov; district6@sanjoseca.gov; svaidhyanathan; larry.carr; mayor; teresa.oneill; Cindy.Chavez; supervisor.yeager

**Subject:** affordable housing at Tamien

Dear VTA Board Members,

I am advocating for more affordable housing units at the Tamien Train Station. The Washington community is a low income community and desperately needs more affordable housing. The VTA is a public institution, accountable to our community. San Jose & Santa Clara County currently have an affordable housing crisis. We'd like to see 130 units of affordable housing at Tamien, with the majority (or all) of the affordable housing for residents at less than 50% of the Area Median Income.

Kind regards,

John Pina

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**From:** Spenser Chen

**Sent:** Tuesday, March 14, 2017 4:37 PM

**To:** Board.Secretary; mprochnow; mayoremail; District1@sanjoseca.gov; District10 San Jose; District4@sanjoseca.gov; District3@sanjoseca.gov; district6@sanjoseca.gov; svaidhyanathan; larry.carr; mayor; teresa.oneill; Cindy.Chavez; supervisor.yeager

**Subject:** We Need More Affordable Housing Now

Dear VTA Board Members,

I am advocating for more affordable housing units at the Tamien Train Station. The Washington community is a low income community and desperately needs more affordable housing. The VTA is a public institution, accountable to our community. San Jose & Santa Clara County currently have an affordable housing crisis. We'd like to see **130 units** of affordable housing at Tamien, with the majority (or all) of the affordable housing for residents at less than 50% of the Area Median Income.

Kind regards,  
Spenser Chen

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**From:** bush lai

**Sent:** Tuesday, March 14, 2017 9:57 PM

**To:** Board.Secretary; mprochnow; mayoremail; District1@sanjoseca.gov; District10@sanjoseca.gov; District4@sanjoseca.gov; District3@sanjoseca.gov; district6@sanjoseca.gov; svaidhyanathan; larry.carr; mayor; teresa.oneill; Cindy.Chavez; supervisor.yeager

**Subject:** Affordable Housing

Dear VTA Board Members,

I am advocating for more affordable housing units at the Tamien Train Station. The Washington community is a low income community and desperately needs more affordable housing. The VTA is a public institution, accountable to our community. San Jose & Santa Clara County currently have an affordable housing crisis. We'd like to see 130 units of affordable housing at Tamien, with the majority (or all) of the affordable housing for residents at less than 50% of the Area Median Income.

Kind regards,

Bush Lai

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**From:** Pam Pauley

**Sent:** Wednesday, March 15, 2017 7:52 AM

**To:** Board.Secretary; mprochnow; mayoremail; District1@sanjoseca.gov; District10@sanjoseca.gov; District4@sanjoseca.gov; District3@sanjoseca.gov; district6@sanjoseca.gov; svaidhyanathan; larry.carr; mayor; teresa.oneill; Cindy.Chavez; supervisor.yeager

**Subject:** Tamien Train Station: We need affordable housing

Dear VTA Board Members,

I am advocating for more affordable housing units at the Tamien Train Station. The Washington community is a low income community and desperately needs more affordable housing.

The VTA is a public institution, accountable to our community. San Jose & Santa Clara County currently have an affordable housing crisis.

We'd like to see 130 units of affordable housing at Tamien, with the majority (or all) of the affordable housing for residents at less than 50% of the Area Median Income.

Thank you,  
Pam Pauley

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**From:** Michelle Albertson

**Sent:** Wednesday, March 15, 2017 9:53 AM

**To:** Board.Secretary; Cindy.Chavez; teresa.oneill; mayoremail; Board.Secretary; District1@sanjoseca.gov

**Subject:** Tamien Train Station - Affordable Housing Units

VTA Board Members,

San Jose & Santa Clara County currently have an affordable housing crisis, and you have a chance to make a difference!

As a 20+ year resident of San Jose, downtown home owner, and concerned citizen, I advocate for any and every opportunity to provide more affordable housing in our great city. As you are aware, the proposed development at the Tamien Train Station in the Washington community will provide 88 units. However, I am aware that another developer's proposal included 132 units. Please either reconsider the 132 unit proposal OR require the 88 unit developer to increase their affordable units to more closely match the 132 units.

Additionally, please be clear in the accepted proposal as to the definition of who will qualify for these units. The Washington community has great needs to for housing, so setting the bar at less than 50% of the Area Median Income would be appropriate to ensure the local community residents are able to participate in this housing.

Regards,  
Michelle Albertson, CPA

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**From:** Wesley Flach

**Sent:** Wednesday, March 15, 2017 10:32 AM

**To:** Board.Secretary; mayoremail; mprochnow; District1@sanjoseca.gov; District10@sanjoseca.gov; District4@sanjoseca.gov; District3@sanjoseca.gov; district6@sanjoseca.gov; svaidhyanathan; larry.carr; mayor; teresa.oneill; Cindy.Chavez; supervisor.yeager

**Subject:** What kind of community do we want to be?

Dear VTA Board Members,

I am advocating for more affordable housing units at the Tamien Train Station. The Washington community is a low income community and desperately needs more affordable housing. The VTA is a public institution, accountable to our community. San Jose & Santa Clara County currently have an affordable housing crisis. We'd like to see 130 units of affordable housing at Tamien, with the majority (or all) of the affordable housing for residents at less than 50% of the Area Median Income.

This really comes down to what kind of a community we want to be. Let's be a community that cares for all our citizens.

Sincerely,

Wesley Flach  
San Jose Resident

Wes Flach

Community College Team Leader  
Silicon Coast Area  
InterVarsity Christian Fellowship

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**From:** Mindy Flach

**Sent:** Wednesday, March 15, 2017 11:28 AM

**To:** Board.Secretary; mprochnow@; mayoremail; District1@sanjoseca.gov; District10@sanjoseca.gov; District4@sanjoseca.gov; District3@sanjoseca.gov; district6@sanjoseca.gov; svaidhyanathan; larry.carr; mayor; teresa.oneill; Cindy.Chavez; supervisor.yeager

**Subject:** Affordable Housing

Dear VTA Board Members,

I am advocating for more affordable housing units at the Tamien Train Station. The Washington community is a low income community and desperately needs more affordable housing. The VTA is a public institution, accountable to our community. San Jose & Santa Clara County currently have an affordable housing crisis. We'd like to see 130 units of affordable housing at Tamien, with the majority (or all) of the affordable housing for residents at less than 50% of the Area Median Income.

Kind regards,  
Mindy Flach

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**Mindy Flach**

Team Leader, Bay Area Community Colleges

**INTERVARSITY**

InterVarsity Christian Fellowship/USA

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**From:** Jonathan Ross

**Sent:** Wednesday, March 15, 2017 6:17 PM

**To:** Board.Secretary; mayoremail; District1@sanjoseca.gov; District10@sanjoseca.gov; District4@sanjoseca.gov; District3@sanjoseca.gov; district6@sanjoseca.gov; svaidhyanathan; larry.carr; mayor@sunnyvale; teresa.oneill; Cindy.Chavez; supervisor.yeager

**Subject:** More Affordable Housing

Dear VTA Board Members,

I am advocating for more affordable housing units at the Tamien Train Station. The Washington community is a low income community and desperately needs more affordable housing. The VTA is a public institution, accountable to our community. San Jose & Santa Clara County currently have an affordable housing crisis. We'd like to see 130 units of affordable housing at Tamien, with the majority (or all) of the affordable housing for residents at less than 50% of the Area Median Income.

Kind regards,  
Jonathan Ross

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**From:** Nathan Lord

**Sent:** Wednesday, March 15, 2017 9:11 PM

**To:** Board.Secretary; mprochnow; mayoremail; District1@sanjoseca.gov; District10@sanjoseca.gov; District4@sanjoseca.gov; District3@sanjoseca.gov; district6@sanjoseca.gov; svaidhyanathan; larry.carr; mayor@sunnyvale; teresa.oneill; Cindy.Chavez; supervisor.yeager

**Subject:** Affordable Housing at Tamien Station Project

Dear VTA Board Members,

I am advocating for more affordable housing units at the Tamien Train Station. The Washington community is a low income community and desperately needs more affordable housing. The VTA is a public institution, accountable to our community. San Jose & Santa Clara County currently have an affordable housing crisis. We'd like to see 130 units of affordable housing at Tamien, with the majority (or all) of the affordable housing for residents at less than 50% of the Area Median Income.

Kind regards,  
Nathan Lord

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**From:** Mary Visker

**Sent:** Thursday, March 16, 2017 9:40 AM

**To:** Board.Secretary; =?utf-8?Q?=E2=80=8Bmprochnow?=@losaltosca.gov; mayoremail; District1@sanjoseca.gov; District10@sanjoseca.gov; District4@sanjoseca.gov; District3@sanjoseca.gov; district6@sanjoseca.gov; svaidhyanathan; larry.carr; mayor@sunnyvale; teresa.oneill; Cindy.Chavez; supervisor.yeager

**Subject:** Make a difference in our neighborhood

Dear VTA Board Members,

I am advocating for more affordable housing units at the Tamien Train Station. The Washington community is a low income community and desperately needs more affordable housing. The VTA is a public institution, accountable to our community. San Jose & Santa Clara County currently have an affordable housing crisis. We'd like to see 130 units of affordable housing at Tamien, with the majority (or all) of the affordable housing for residents at less than 50% of the Area Median Income.

Kind regards,

Mary Visker, MSW

Resident of the Washington Neighborhood

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**From:** Mathew Reed

**Sent:** Thursday, March 16, 2017 10:08 AM

**To:** Board.Secretary; mprochnow; mayoremail; District1; District10 San Jose; District4; District3; district6@sanjoseca.gov; svaidthyanathan; larry.carr; mayor@sunnyvale; teresa.oneill; Cindy.Chavez; supervisor.yeager

**Subject:** Tamien Station development proposals

Dear VTA Board Members,

The Sacred Heart Housing Action Committee is writing to voice concern with the current position of the VTA planning for the Tamien Station development project. It is critical that this opportunity to develop a substantial number of affordable housing units not be missed. We would strongly encourage the committee to consider further negotiations with the two developers asked to submit full proposals.

Sacred Heart is a neighbor of the Tamien Station in the Washington neighborhood. We recognize the challenges and opportunities of this development, but most of all we understand the community's need for high quality affordable housing. This is of course a need faced by the larger Santa Clara County as well.

It is the policy of the VTA to include a minimum of 20% affordable units as it develops surplus VTA land. At the same time the expectation is that across these properties the total affordable would be as much as 30%. Tamien is an ideal location for a higher proportion of affordable units, the site is both substantial in size and uniquely multi-modal.

We would also urge you to consider negotiating an expansion of the number of units affordable to very-low and extremely-low income households. This is where the greatest need exists in our community, and passing up this opportunity would be a serious mistake.

We understand that a number of factors go into this selection process. We would hope that, given the primacy in VTA policy of affordable housing in transit corridors, you would not act on this agreement until every effort was made to enhance the current proposals.

We have been very impressed with the stated commitment of the VTA to affordable housing. This is a moment that puts that commitment to the test.

Thank you for your attention to these important matters.

Mathew Reed  
Sacred Heart Housing Action Committee

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Mathew Reed

Organizer

[Sacred Heart Community Service](http://www.sacredheart.org)

(408) 772-1014



**From:** Dana Huang  
**Sent:** Thursday, March 16, 2017 10:24 AM  
**Subject:** More 0-50% AMI Housing at Tamien Project

Dear VTA Board Members,

My name is Dana Huang, I am masters in Urban Planning student at SJSU studying affordable housing and community development. I am actively involved in the Greater Washington neighborhood, relationally, through volunteer work, as well as professionally and academically. I have reviewed the proposal for the Tamien Train Station Plan, and I feel it lacks in representing the needs of the residents within the community.

I am advocating for more affordable housing units at the Tamien Train Station. The Washington community is a low income community and desperately needs more affordable housing. The VTA is a public institution, accountable to our community. San Jose & Santa Clara County currently have an affordable housing crisis. We'd like to see 130 units of affordable housing at Tamien, with the majority (or all) of the affordable housing for residents at less than 50% of the Area Median Income.

As you are well aware, San Jose has a deficit of extremely low income housing stock. Our community desires to meet the needs of our most marginalized residents. This proposal would help meet that need.

Kind regards,

Dana Huang  
Master of Urban Planning - Candidate 2017  
San José State University

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-----Original Message-----

From: EddyShahin

Sent: Thursday, March 16, 2017 11:50 AM

To: EddyShahin

Subject: increase the supply of affordable housing!

Dear VTA Board Members,

I am advocating for more affordable housing units at the Tamien Train Station. The Washington community is a low income community and desperately needs more affordable housing. The VTA is a public institution, accountable to our community. San Jose & Santa Clara County currently have an affordable housing crisis. We'd like to see 130 units of affordable housing at Tamien, with the majority (or all) of the affordable housing for residents at less than 50% of the Area Median Income.

Kind regards,  
Eddy Shahin

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**From:** Daryl

**Sent:** Thursday, March 16, 2017 7:14 PM

**To:** Board.Secretary; mprochnow; mayoremail; District1@sanjoseca.gov; District10@sanjoseca.gov; District4@sanjoseca.gov; District3@sanjoseca.gov; district6@sanjoseca.gov; svaidthyanathan; larry.carr; mayor@sunnyvale; teresa.oneill; Cindy.Chavez; supervisor.yeager

**Subject:** Concern about lack of affordable housing options near new Tamien Station Development

Dear VTA Board Members,

I'm writing because i recently learned about the lack of housing for very low income households near the new development at Tamien Station. I am advocating for more affordable housing units at the Tamien Train Station.

The Washington community has traditionally been underserved and new developments should not serve to gentrify the neighborhood, but rather serve the community that already exists there. Any new development should not displace the current community that lives there. We desperately need more affordable housing in that area. The VTA is a public institution, accountable to our community. I'd like to see 130 units of affordable housing at Tamien, with the majority (or all) of the affordable housing for residents at less than 50% of the Area Median Income.

Kind regards,  
Daryl Wong

**From:** Angie Schertle

**Sent:** Friday, March 17, 2017 3:28 PM

**To:** Board Secretary; mayoremail; District1@sanjoseca.gov; District10@sanjoseca.gov; District4@sanjoseca.gov; District3@sanjoseca.gov; district6@sanjoseca.gov; svaidhyanathan; larry.carr; mayor@sunnyvale; teresa.oneill; Cindy.Chavez; supervisor.yeager

**Subject:** More Affordable Housing at the Tamien Train Station

Dear VTA Board Members,

I have many friends who live in the Washington Neighborhood, near the Tamien Train Station. Affordable housing is becoming impossible to find in that area, and all of San Jose. Many of my friends are having to settle for substandard and overcrowded housing while still paying more than they can afford. We need more affordable housing units.

I am advocating for more affordable housing units at the Tamien Train Station. The Washington community is a low income community and desperately needs more affordable housing. The VTA is a public institution, accountable to our community. San Jose & Santa Clara County currently have an affordable housing crisis. We'd like to see 130 units of affordable housing at Tamien, with the majority (or all) of the affordable housing for residents at less than 50% of the Area Median Income.

Angie Schertle

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