

From: Board.Secretary  
Sent: Tuesday, March 31, 2015 8:10 AM  
To: VTA Board of Directors; VTA Advisory Committee Members  
Subject: Stand Up for Transportation! - April 9, 2015

VTA Board of Directors, VTA Advisory Committee Members, and Envision Silicon Valley Stakeholders:

Attached is the invitation for the Stand Up for Transportation event scheduled for April 9, 2015. This is for the local event that will be held at the San Jose State University Campus. We encourage you to attend the local rally and wear red to show your support for transportation. Please reply to this email if you are planning on attending.

Please note the original request for participation in a bus ride to the regional conference in San Francisco has been fulfilled. Thank you to those who responded to the Save the Date with their RSVP. Further details will be provided to you shortly.

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)



## You're Invited!

Please join the Santa Clara Valley Transportation Authority on **April 9, 2015** as we collectively call attention to the state of our nation's transportation infrastructure and the need for improvements.

**Stand Up for Transportation Day** will be a local day for national education and outreach to the public and our elected officials. Our goal is to raise awareness for the nation's long-term transportation infrastructure funding plight.

Share with Congress that the expansion, maintenance and upkeep of our public transit, roads and bridges need to be dealt with now and we need long-term investment in our aging infrastructure and transportation resources.

**What:** Join us at an advocacy rally and press event to make the case for transportation infrastructure investment!

**Who:** City of San Jose Mayor Sam Liccardo, Santa Clara County Supervisor Dave Cortese, VTA General Manager Nuria Fernandez, VTA Board Directors, Customers, Students, Business and Community Stakeholders

**When:** **Thursday, April 9<sup>th</sup> at 10 a.m.**

**Where:** San Jose State University Campus  
Seventh and San Salvador, San Jose  
(*in front of the Event Center*)



**Please wear RED** and together we will **#StandUp4Transportation** and make our voices heard! Watch and share this video to show your support:

<http://youtu.be/iiLrULOfy6U>

**From:** Board.Secretary  
**Sent:** Thursday, April 02, 2015 8:11 AM  
**To:** VTA Board of Directors; VTA Advisory Committee Members  
**Subject:** Revised VTA FY 16/17 Transit Service Plan

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

Last month, we notified you of the public meetings and provided you the link for the FY 16-17 Proposed Transit Service Plan.

VTA staff made revisions to the proposed service plan in response to the comments and suggestions received. The attached document contains the revised proposed bus changes.

If you have any questions, please reply to this email.

Thank you.

Office of the Board Secretary  
Santa Clara Valley Transportation Authority  
3331 N. First Street  
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## FY 2016 – FY 2017 TRANSIT SERVICE PLAN

### REVISED PROPOSED BUS CHANGES

The following changes are scheduled to be implemented between July 2015 and January 2017. The planned implementation date for each proposed change is shown in parentheses. Revisions to the preliminary staff recommendations are shown below in red type.

**NEW Line 11 (San Jose Diridon Transit Center – San Jose Airport)** This *new* route would provide a direct connection between Mineta San Jose International Airport and downtown San Jose. The route would include stops at San Jose Diridon Station, Convention Center LR Station, and multiple downtown hotels. It would operate every 30 minutes from 5 a.m. to 11 p.m., seven days a week. Regular fares would apply on this new route. Planned implementation date delayed to July 2016 in conjunction with the revised Line 10 proposal. (~~Oct. 2015~~) **(July 2016)**

**NEW Line 56 (Sunnyvale Transit Center – Component LR Station)** This *new* weekday peak hour route would provide service from Sunnyvale Caltrain to the Component LR Station via Arques, Scott, Central Expwy & Trimble. It would operate from 6:30 – 9:30 a.m. and from 3:30 – 7 p.m. Planned implementation date delayed to April 2016. (~~Jan. 2016~~) **(April 2016)**

**NEW Line 354 (De Anza College – Lockheed Martin)** This *new* weekday peak hour route would provide limited-stop service every 30 minutes between De Anza College and Lockheed Martin via Sunnyvale Transit Center. It would operate primarily on De Anza Blvd, Sunnyvale-Saratoga and Mathilda. **(July 2016)**

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**Line 10 (Santa Clara Transit Center – Metro LR Station)** Weekday service frequency would be reduced from every 15 to every 30 minutes in conjunction with the establishment of the new Line 11 service. No changes are proposed for Line 10 service. (~~Oct. 2015~~)

**Line 13 (Almaden Expwy. & McKean – Ohlone/Chynoweth LR Station)** The afternoon schedule would be changed so that the last four southbound buses would leave Ohlone/Chynoweth at approximately 3:47 p.m., 4:47 p.m., 5:47 p.m. and 6:47 p.m. The 4:02 p.m. southbound trip would be shifted 15 minutes earlier and one additional southbound trip would be added at 7:02 p.m. **(July 2015)**

**Line 14 (Gilroy Transit Center – St. Louise Hospital)** Line 14 buses would continue south as Line 17 at St. Louise Hospital. **(Oct. 2015)**

**Line 17 (Gilroy Transit Center – St. Louise Hospital)** Line 17 would be extended north to St. Louise Hospital at which point the buses would continue south as Line 14. Weekday buses would continue to serve the Social Services office on Tomkins Ct. Line 17 would operate seven days a week. **(Oct. 2015)**

**Line 18 (Gilroy Transit Center – Gavilan College)** On weekdays, service would be extended to 9:30 p.m. Weekend service on Line 18 would be discontinued in order to provide better service on Lines 14 & 17. **(Oct. 2015)**

**Line 19 (Gilroy Transit Center – Wren & Mantelli)** On weekdays, the 6:11 a.m. southbound and 6:32 a.m. northbound trips would be discontinued. **(Oct. 2015)**

**Line 22 (Palo Alto Transit Center – Eastridge Transit Center)** On weekdays, Line 22 service would be partially reallocated to improve headways on the new BRT 522 service. As a result, Line 22 would operate every 15 minutes on weekdays (see Rapid 522 for related changes). **(April 2016)**

On Saturdays, an extra eastbound trip would be added between 10:00 p.m. and 11:15 p.m. and also between 11:36 p.m. and 12:37 a.m. Extra westbound trips would also be added on Saturdays between 5:00 a.m. and 6:00 a.m. and between 12:15 a.m. and 1:14 a.m. On Sundays, an extra eastbound trip would be added between 6:15 p.m. and 7:45

p.m. and also between 10:50 p.m. and 11:39 p.m. In the westbound direction on Sundays, a trip would be added between 10:28 p.m. and 11:31 p.m. (July 2015)

**Line 23 (De Anza College – Alum Rock Transit Center)** On Saturdays, an extra eastbound trip would be added at approx. 6:30 a.m. from De Anza College, and an extra westbound trip would be added between 6:14 a.m. and 7:57 a.m. On Sundays, an extra eastbound trip would be added at approx. 6:40 a.m. from De Anza College, and the 6:53 a.m. eastbound trip would be moved 20 minutes later. In the westbound direction on Sundays, a trip would be added at approximately 5:35 a.m. (July 2015)

**Line 32 (San Antonio Transit Center – Santa Clara Transit Center)** ~~This line would be re-routed off of Central Expwy onto Maude. Line 32 would also be converted to a local route instead of a community bus line, using larger buses and charging regular fares.~~ The proposed re-route to Maude Ave. is no longer being considered. Weekday midday service headways would be improved from 45 to 30 minutes. A new eastbound weekday trip would be added at approx. 7:30 p.m., and a new westbound trip would be added at approx. 6:25 p.m. (Jan. 2016)

**Line 35 (Mountain View - Stanford Shopping Center)** Saturday service would be improved to operate every 45 minutes from approximately 9:30 a.m. to 6:00 p.m. The 10:03 p.m. southbound weekday trip would be discontinued and the 9:10 p.m. northbound weekday trip would terminate at the Palo Alto Transit Center. (July 2015)

**Line 42 (Kaiser San Jose – Evergreen Valley College)** ~~The 7:03 p.m. northbound weekday trip would be discontinued and.~~ The 6:18 p.m. northbound weekday trip would terminate at Monterey & Senter. The 6:35 a.m. southbound weekday trip would start at Silver Creek & Daniel Maloney. (July 2015)

**Line 46 (Great Mall Transit Center – Milpitas High School)** The 6:13 p.m. southbound weekday trip would be discontinued. (July 2015)

**Line 47 (Great Mall Transit Center – McCarthy Ranch)** The 8:54 p.m. southbound weekday trip would be discontinued and the 8:27 p.m. northbound weekday trip would terminate at ~~Calaveras & Hillview~~ Main & Calaveras. (July 2015)

**Line 48 (Los Gatos Civic Center – Winchester Transit Center)** On weekdays, peak hour service would operate every 45 minutes, and service would end at approx. 7 p.m. (July 2015)

**Line 49 (Los Gatos Civic Center – Winchester Transit Center)** On weekdays, peak hour service would operate every 45 minutes. The 5:52 p.m. northbound Sunday trip would be discontinued. (July 2015)

**Line 51 (Moffett Field – De Anza College)** This line would be re-routed in Cupertino and merged with Line 81 to operate one continuous line – “Line 81” – from Moffett Field to San Jose State University. It would provide new service on Homestead Rd. between Stelling and Wolfe. It would operate every 30 minutes on weekdays from 6:00 a.m. to 7:30 p.m., and hourly on Saturdays from 9:30 a.m. to 5:30 p.m. Planned implementation date delayed to January 2016. ~~(July 2015)~~ (Jan. 2016)

**Line 54 (De Anza College – Lockheed Martin)** In conjunction with the relocation of the BRT 522 stop to El Camino Real & Mathilda Ave. and the new Line 354 proposal, Line 54 would be realigned for 0.4 miles between Hollenbeck Ave. and Mathilda Ave. The route would operate on El Camino Real instead of Olive Ave. to facilitate transfers with the planned BRT 522. (July 2016)

**Line 55 (De Anza College – Great America)** New express trips (Line 55X) would provide faster, more direct service from Lakewood Village and north Sunnyvale to Fremont High School. These buses would operate on school days and travel on Fair Oaks Ave. instead of Maude Ave, Sunnyvale Ave and Old San Francisco Rd. On Saturdays, the 8:08 a.m. northbound trip would be split into two new trips leaving Stelling and Stevens Creek at approx. 7:40 a.m. & 8:40 a.m. (July 2015)

**Line 57 (West Valley College – Great America)** The weekday peak hour frequency would be improved to every 15 minutes in conjunction with a routing change to Line 58. Planned implementation date delayed until April 2016. (Jan. 2016) (April 2016)

Sunday service would be improved to operate every 30 minutes between 9:30 a.m. and 5:30 p.m. (July 2015)

**Line 58 (West Valley College – Alviso)** This line would be realigned to serve Lafayette St. and terminate at the Santa Clara Transit Center (see Lines 56 & 57 for related changes). Weekday service would operate from 6:00 a.m. to 7:30 p.m. with buses running every 30 minutes during peak hours and every 45 minutes during the midday. New Saturday service would operate hourly from 9:30 a.m. to 5:30 p.m. Service would no longer be provided on Saratoga Ave. between Fruitvale and Quito Rd. (Jan. 2016)

Weekday midday service would be extended along the current routing from Alviso to Kiely Blvd. & El Camino Real and run every 60 minutes. (July 2015)

Based on public feedback and additional staff analyses, a new Line 58 concept is being developed that would provide all-day service between Alviso and Stevens Creek Blvd. This proposal will require additional staff evaluation and would be subject to an additional public review process. (Apr. 2016)

**Line 60 (Winchester Transit Center – Great America)** Sunday service would be improved to operate every 30 minutes between 9:30 a.m. and 5:30 p.m. (July 2015)

**Line 61 (Good Samaritan Hospital – Sierra & Piedmont)** On weekdays, the 9:38 p.m. northbound and 9:16 p.m. southbound trips would be discontinued. The 5:40 a.m. southbound trip would start at the Penitencia Creek Transit Center. (July 2015)

Weekday service would be improved to operate a true 15 minute frequency. Planned implementation date delayed until July 2016. (April 2016) (July 2016)

**Line 62 (Good Samaritan Hospital – Sierra & Piedmont)** Weekday service would be improved to operate a true 15 minute frequency. Planned implementation date delayed until July 2016. (April 2016) (July 2016)

**Line 66 (Kaiser San Jose – Milpitas)** The Saturday and Sunday schedules would be improved to operate every 20 minutes between 10:00 a.m. and 6:00 p.m. (Oct. 2015)

**Line 68 (Gilroy Transit Center – San Jose Diridon Transit Center)** The Saturday and Sunday schedules would be improved to operate every 20 minutes between 10:00 a.m. and 6:00 p.m. (Oct. 2015)

**Line 70 (Capitol LRT Station – Great Mall Transit Center)** On Saturdays, the 6:26 a.m. southbound trip would be split into two new trips leaving Great Mall at approx. 6:10 a.m. and 6:50 a.m. (July 2015)

**Line 72 (Senter & Monterey – Downtown San Jose)** On weekdays, an extra northbound trip would be added between 8:30-9:30 a.m. to improve the frequency. Similarly, an extra southbound trip would be added between 6:30-7:30 p.m. On Sundays, a new 6:15 a.m. northbound trip would be added. (July 2015)

**Line 81 (Moffett Field – San Jose State Univ.)** This line would be extended from Vallco to serve Wolfe Rd., Homestead Rd. and Stelling Rd. and merged with Line 51 to provide one continuous line from Moffett Field to San Jose State University. It would operate every 30 minutes on weekdays from 6:00 a.m. to 7:30 p.m., and hourly on Saturdays from 9:30 a.m. to 5:30 p.m. Planned implementation date delayed to January 2016. (July 2015) (Jan. 2016)

**Line 82 (Westgate – Downtown San Jose)** Sunday service would start one hour earlier at approx. 8 a.m. and end one hour later at approx. 6:30 p.m. Planned implementation date moved to July 2015. (July 2016) (July 2015)

**Line 89 (California Ave Caltrain – Palo Alto Veteran’s Hospital)** New bi-directional midday service would be introduced on weekdays, operating every 40-45 minutes. ~~Planned implementation date moved to July 2015. (Oct. 2015)~~ **(July 2015)**

**Line 101 (Camden & Hwy 85 – Palo Alto)** This line would be extended on a trial basis to provide service to the main Stanford Campus. **(July 2015)**

**Line 102 (South San Jose – Palo Alto)** Selected trips would be extended on a trial basis to provide service to the main Stanford Campus. **(July 2015)**

A new, later northbound a.m. trip would be added, as well as an additional southbound p.m. trip. **(Trip times and effective date to be determined)**

**Line 103 (Eastridge – Palo Alto)** Selected trips would be extended on a trial basis to provide express service to the main Stanford Campus. **(July 2015)**

A new, later northbound a.m. trip would be added, as well as an additional southbound p.m. trip. **(Trip times and effective date to be determined)**

**Line 120 (Fremont BART – Lockheed Martin)** This line would continue to start at Fremont BART, but it would be rerouted to serve the Warm Springs BART Station instead of stopping at Mission Blvd. & Paseo Padre. The route would access the Warm Springs BART from Mission Blvd. via Durham Rd., Paseo Padre and Grimmer Blvd. with a stop at Paseo Padre & Grimmer Blvd. A new southbound a.m. trip would be added between the first two trips, and an extra northbound p.m. trip would be added (Trip times to be determined). Current service to the Shoreline area in Mountain View would be discontinued. These changes are proposed in conjunction with the BART extension to Warm Springs. Additional changes will be proposed as BART extends further south. **(Jan. 2016)**

**Line 140 (Fremont BART – Mission College & Montague)** This line would continue to start at Fremont BART, but it would be rerouted to serve the Warm Springs BART Station instead of stopping at Mission Blvd. & Paseo Padre, ~~and it would also stop at Great Mall.~~ The route would access the Warm Springs BART from Mission Blvd. via Durham Rd., Paseo Padre and Grimmer Blvd. with a stop at Paseo Padre & Grimmer Blvd. From the Warm Springs BART Station, the route would travel south on Warm Springs Blvd. to Mission Blvd. where it would resume the current routing on Mission Blvd., Interstate 880 and Tasman Dr. These changes are proposed in conjunction with the BART extension to Warm Springs. Additional changes will be proposed as BART extends further south. **(Jan. 2016)**

**Line 168 (Gilroy Transit Center – San Jose Diridon Transit Center)** An additional northbound a.m. trip and southbound p.m. trip would be added. **(Trip times and effective date to be determined)**

**Line 180 (Great Mall Transit Center – Warm Springs BART)** Line 180 would operate from Warm Springs BART to Great Mall and no longer serve Fremont BART. Line 180 would operate every 30 minutes during peak hours, and hourly during the midday and evening. The scheduled trips to and from Aborn & White would be discontinued. These changes are proposed in conjunction with the BART extension to Warm Springs. Additional changes will be proposed as BART extends further south. **(Jan. 2016)**

**Line 181 (San Jose Diridon Transit Center – Fremont BART)** On weekdays, midday service would be improved to operate every 15 minutes. On Sundays, all trips would operate to downtown San Jose every 20 minutes, similar to Saturday service. The routing would not change at this time, but additional changes will be proposed as BART extends further south. ~~Planned implementation date moved to July 2015. (Jan. 2016)~~ **(July 2015)**

**Line 182 (Palo Alto – IBM Bailey)** The routing would be modified to remain on Santa Teresa Blvd. instead of operating on Via Del Oro, San Ignacio and Bernal. A stop would be maintained at Santa Teresa & Bernal. **(July 2015)**

**Line 323 (DeAnza College – Downtown San Jose)** – On weekdays, service would operate every 12 minutes. Weekday and Saturday evening service would be improved to operate every 20 minutes. **(Jan. 2017)**



On Sundays, service will be improved to operate every 15 minutes during the day and every 30 minutes from 8:00 a.m. – 9:00 a.m. and 6:00 p.m. – 9:00 p.m. Planned implementation date moved to January 2016. (~~Jan. 2017~~) (Jan. 2016)

**Line 328 (Almaden Expy & Via Valente – Lockheed Martin)** An additional northbound morning trip and one southbound afternoon trip would be added between the existing trips. (Oct. 2016)

**Rapid 522 (Palo Alto Transit Center – Eastridge Transit Center)** The Rapid 522 would be converted to “BRT 522” bus rapid transit service with new BRT articulated vehicles, upgraded stop amenities, improved headways and longer spans. On weekdays, service would operate every 10 minutes during the day and every 20 minutes in the early morning (5:00 a.m. – 6:00 a.m.) and late evenings (8:00 p.m. – 11:00 p.m.). On Saturdays, service would be expanded to operate from 6:00 a.m. to 10:30 p.m. with buses running every 15 minutes during the day, and every 20 minutes in the early morning (6:00 a.m. – 8 a.m.) and evening (7:00 p.m. – 10:30 p.m.). On Sundays, service would be expanded to operate from 7:00 a.m. to 9:00 p.m. with buses running every 15 minutes during the day (9:00 a.m. – 6:30 p.m.), and every 20 minutes in the early morning (7:00 a.m. – 9:00 a.m.) and evening (6:30 – 9:00 p.m.). Planned implementation date delayed to April 2016. (~~Jan. 2016~~) (April 2016)

The current Rapid 522 stop at El Camino Real and Hollenbeck Ave. would be relocated to El Camino Real and Mathilda Ave. in conjunction with the new Line 354 proposal. This would facilitate transfers between the BRT 522 and the new Line 354. (July 2016)

## **LIGHT RAIL**

**(Santa Teresa – Alum Rock)** On weekends, the 7:30 a.m. and 8:03 a.m. southbound trips would be extended to start at Baypointe instead of Civic Center. (Jan. 2016)

**(Winchester – Mountain View)** On weekdays, a 10:06 a.m. southbound trip would be added from Mountain View to Gish. On weekends, the 7:10 a.m. southbound trip would be extended to start at Mountain View instead of Civic Center. (Jan. 2016)



April 1, 2015

Dear VTA Customer and Community Member,

In the last several weeks, VTA held seven public meetings to present the Proposed FY 2016 and FY 2017 Transit Service Plan to the community. VTA received many comments from the community members who attended the public meetings or submitted comments via email, mail, telephone or social media.

As a result of public comments and suggestions, VTA staff made many revisions to the proposed service plan including those on following routes: Lines 10, 11, 13, 22, 32, 42, 47, 51, 54, 56, 57, 58, 61, 62, 81, 82, 89, 120, 140, 181, 323, and 522. Please see the attached list for specific details. The original plan is also available for your reference at: <http://www.vta.org/serviceplan/>

The Revised Transit Service Plan will be reviewed for final approval by VTA's Board of Directors at the following committee and board meetings:

- **VTA's Transit Planning & Operations Committee**

**April 16, 2015, 11:00 a.m.**

VTA Administrative Offices  
Conference Room B-104  
3331 North First Street, San Jose

- **VTA's Board of Directors Meeting**

**May 7, 2015, 5:30 p.m.**

Santa Clara County Government Center  
Board of Supervisors Chambers  
70 West Hedding Street, San Jose

The general public is welcome to attend. If adopted, the recommendations in the proposed service plan will be implemented on or after July 6, 2015. If you have any questions or would like to comment on the revised plan, please contact VTA Customer Service by:

**Telephone:** (408) 321-2300  
**TTY:** (408) 321-2330  
**Fax:** (408) 321-7537  
**Email:** [customer.service@vta.org](mailto:customer.service@vta.org)  
**Mail:** 3331 N. First Street, San Jose, CA 95134  
**Website:** [www.vta.org](http://www.vta.org)

Sincerely,

VTA Customer Service Department

**From:** Board.Secretary

**Sent:** Friday, April 03, 2015 3:21 PM

**To:** Board.Secretary

**Subject:** VTA Correspondence - Comment on Mid-Peninsula Caltrain Capacity Issues and Additional Petition for the VTA Board to Save the Alum Rock BART Station

**VTA Board of Directors:**

We are forwarding to you the following comments:

| <b>From</b>       | <b>Topic</b>  |
|-------------------|---|
| Roland Lebrun     | Mid-Peninsula Caltrain Capacity issues  |
| District 5 United | Petition to include and support the 28 <sup>th</sup> Street location for the Alum Rock BART Station |

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)

**From:** Roland Lebrun

**Sent:** Wednesday, April 01, 2015 3:02 AM

**To:** Caltrain Board

**Cc:** SFCTA Board Secretary; Board.Secretary; info@mtc.ca.gov; Heminger, Steven

**Subject:** Mid-Peninsula Caltrain Capacity issues

Dear Chair Tissier and Members of the Caltrain Board of Directors,

The intent of the attached letter is to elaborate on the comments I made at the March 25 meeting of the Metropolitan Transportation Commission.

Sincerely,

Roland Lebrun

cc

SFCTA Board of Directors

VTA Board of Directors

Metropolitan Commission Board of Directors

Roland Lebrun

31 March 2015

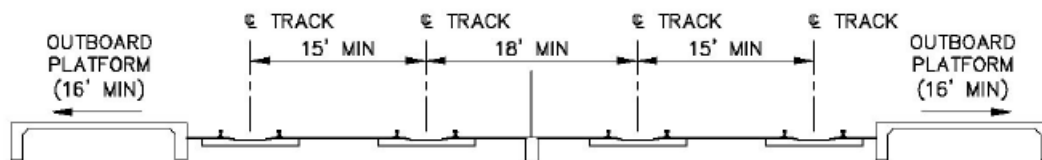
## Mid-Peninsula Caltrain capacity issues

Dear Chair Tissier and Members of the Caltrain Board of Directors,

The intent of this letter is to elaborate on the comments I made at the March 25 meeting of the Metropolitan Transportation Commission.

### Background

Caltrain's lack of a mid-Peninsula "passing" station causes bottlenecks which could be resolved by a 4-track station in downtown Redwood City



### TYPICAL 4-TRACK WITH OUTBOARD PLATFORM

This configuration is considered on page 20 of SamTrans' Caltrain/HSR Blended Operations Analysis: *"The Full Midline Overtake assumes an 8.9-mile long 4-track segment of tracks from milepost 18.3 to milepost 27.2. It includes five stations – Hayward Park, Hillsdale, Belmont, San Carlos and Redwood City, all of which are served only by Caltrain. While it is understood that Redwood City is being considered by California High Speed Rail as a possible mid-Peninsula station stop, HSR trains were not programmed to stop there in the simulations. **The existing 4-track configuration south of Redwood City is utilized.***

*The Short Midline Overtake assumes a 5.9-mile long 4-track segment of tracks from milepost 18.3 to milepost 24.2. It includes four Caltrain stations, Hayward Park, Hillsdale, Belmont and San Carlos, all of which are served only by Caltrain. **This option was explored to see what could be achieved if the overtake location was terminated north of Redwood City, avoiding 3rd and 4th track in a portion of the corridor where right of way constraints become more limiting.***

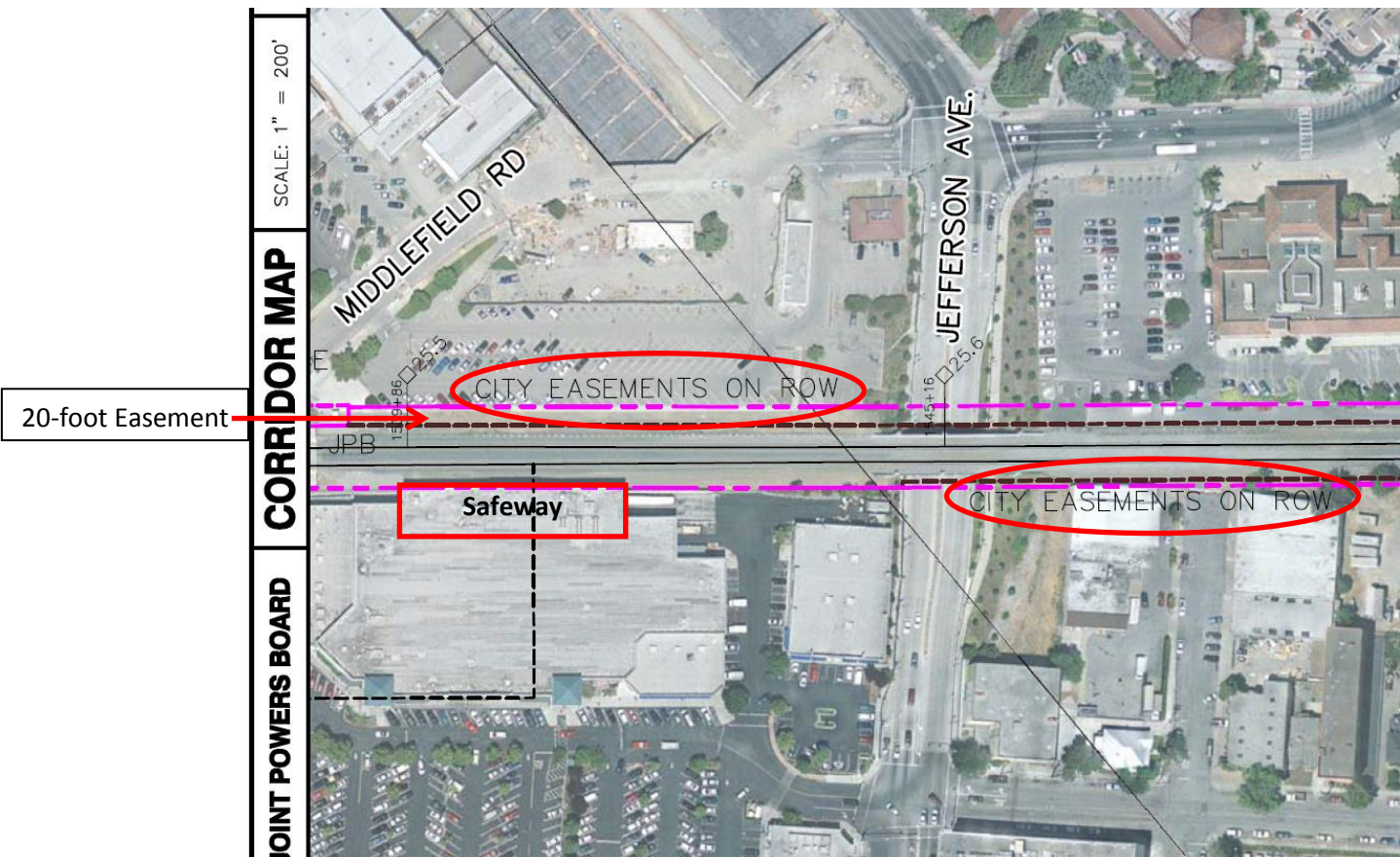
<http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Documents/Final-Caltrain-California+HSR+Blended+Operations+Analysis.pdf>

This raises the following questions:

- 1) Why did the SamTrans consultants end up simulating an HSR passing station in the Redwood Junction area instead of downtown Redwood City?
- 2) Why were passing tracks relocated to Belmont and San Carlos when all that would be needed in Europe is a 2,500-foot 4-track section in downtown Redwood City?

## Analysis

The Union Pacific right of way through downtown Redwood City was 80-feet wide at the time of acquisition by the Caltrain JPB. SamTrans subsequently granted 20-foot easements to the City of Redwood City, making it impossible to implement a 4-track "passing" station with the potential to significantly reduce pedestrian fatalities in downtown Redwood City.



## Recommendation

The Caltrain Board of Directors should consider presenting the following alternatives to the City of Redwood City:

- 1) Relinquish the City's easements thereby restoring the 80-foot wide Caltrain right of way or
- 2) Close the downtown Redwood City station and relocate it further south in the Redwood Junction area.

I hope you find this information useful.

Sincerely,

Roland Lebrun

**From:** District 5 United [mailto:district5united@gmail.com]

**Sent:** Saturday, March 28, 2015 8:35 AM

**To:** General Manager; Gonot, Carolyn; Ristow, John; cindy.chavez@bos.sccgov.org; ken.yeager@bos.sccgov.org; jamie.matthews@att.net; Board.Secretary; dave.cortese@bos.sccgov.org; Valles, Colleen; Pearse, Brent; ed.shikada@sanjoseca.gov; Freitas, Harry; Kim.Walesh@sanjoseca.gov; Larsen, Hans; Jessica.Zenk@sanjoseca.gov; Michael.Brilliot@sanjoseca.gov; leslie.xavier@sanjoseca.gov; District1@sanjoseca.gov; District2@sanjoseca.gov; District3@sanjoseca.gov; District4@sanjoseca.gov; District5@sanjoseca.gov; pierluigi.oliverio@sanjoseca.gov; District7@sanjoseca.gov; District8@sanjoseca.gov; District9@sanjoseca.gov; mayoremail@sanjoseca.gov; district5united@gmail.com; mike.wasserman@bos.sccgov.org

**Subject:** Nick Visminas: Save the Alum Rock BART station

Dear Valley Transportation Authority, City of San Jose's Mayor & City Council Members, San Jose City Manager, and Santa Clara County Board of Supervisors,

**I petition the VTA Board to save the Alum Rock BART station by including and supporting the 28th Street location in the Silicon Valley Rapid Transit Program planning. Our community deserves to have this major transportation hub located within our community as promised.**

The 28th Street location for the Alum Rock BART Station has been a part of the BART extension to San Jose – Phase 2 Planning for years. Since 2001, the Alum Rock community has worked with the Valley Transportation Authority (VTA) on concepts for the Alum Rock BART Station. The "Urban Village" concept embraces the BART Station as an important facet of the community and will have a positive economic impact on the neighborhoods surrounding the proposed station. The Urban Village designs were presented to the San Jose City Council in November 2013 and were unanimously adopted and included in the City's General Plan. The plan has also received the support of the Envision 2040 Task Force.

The 28th Street location for the Alum Rock BART Station has a Park-n-Ride lot conveniently located immediately adjacent to an interchange on Highway 101 and would serve commuters from south county who work north of San Jose in areas with BART access. Commuters using the Alum Rock section of Bus Rapid Transit (BRT) that is presently under construction would be able to transfer to BART at this location, providing addition public transit access to the community. In addition, the Urban Village plan would provide 4,050 jobs and 845 housing units to the residents of East San Jose.

However, now the 28th Street location for the Alum Rock BART Station is fast becoming another broken promise from the VTA to the residents of East San Jose.

The VTA has a long history of renegeing on promises made to East San Jose, a community with a large population of residents who depend on public transit to get to work and school. In 2002, the VTA promised Light Rail Transit (LRT) on the Santa Clara/Alum Rock transit corridor in their Downtown East Valley Transit Improvement Plan. The proposed Light Rail route would have connected the Alum Rock Station on the Capitol LRT line to the San Jose Diridon Station in Downtown San Jose. The VTA also promised LRT service along the entire length of Capitol Expressway from the Alum Rock Station on the Capitol LRT line to Eastridge Mall, and

continuing to the existing Guadalupe LRT line. These promises were broken in favor of the BART to San Jose Proposal. Rather than the promised Light Rail service in East San Jose, VTA is building Bus Rapid Transit from Eastridge to downtown. The proposed LRT extension along Capitol Expressway has been postponed until funds become available “ in the future.” East San Jose residents were promised trains and are getting expanded bus service.

On October 6th, the VTA unilaterally proposed to the Silicon Valley Rapid Transit Program Working Committee the elimination of the 28th Street BART station and inclusion of an “Alum Rock” station at E. Santa Clara St (near 23rd St). This new location is not located in the Alum Rock community, does not have accessible parking, and is located in a neighborhood of single-family homes. This new proposed plan virtually eliminates direct BART access to the residents of East San Jose. Once again, East San Jose residents were promised trains, but this time will get NOTHING.

Therefore, I make the following petition:

Whereas, the elimination of the 28th Street BART station location demonstrates a blatant disregard for a community who has worked with the VTA in good faith for over a decade; and

Whereas, previously promised extensions of Light Rail Service promised to East San Jose residents have been eliminated and/or postponed indefinitely in favor of a BART extension; and

Whereas, the residents of East San Jose have continuously supported sales taxes to support transit extension in Santa Clara County (\$1.4 Billion to date) – including extensions of service to East San Jose; and

Whereas, the San Jose City Council approved Urban Village plans that will provide much needed economic opportunities for East San Jose Residents are dependent on the existence of the 28th St location;

I therefore petition the VTA Board to provide direct access to public transit services and improvements in East San Jose, I petition the VTA to include and support the 28th Street location for the Alum Rock BART station in the Silicon Valley Rapid Transit Program planning. Our community deserves to have this major transportation hub located within the community as promised.

Respectfully submitted,  
Nick Visminas  
San Jose

*You may not use my contact information for any purpose other than to respond (if you prefer) to my concern regarding the Alum Rock BART station, nor may you share my contact information with any other organization(s) or individual(s).*



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This mail was sent on behalf of a San Jose resident via San Jose's District 5 United!  
Community Working Together

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