

From: Board.Secretary
Sent: Wednesday, April 15, 2015 3:10 PM
To: VTA Board of Directors
Subject: From VTA: West San Carlos property - escrow closed 4/14
Importance: High

VTA Board of Directors:

Attached is a letter from Bijal Patel, Property Development and Management Deputy Director regarding the close of escrow for the sale of VTA's West San Carlos property to Green Republic LLP.

Please open the attached document for more information. If you have any questions, please reply to this email.

Thank you.

Santa Clara Valley Transportation Authority
3331 N. First Street
San Jose, CA 95134
408.321.5680



MEMORANDUM

DATE: April 15, 2015

TO: Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: Nuria Fernandez
General Manager/CEO

FROM: Bijal Patel *(Signature)*
Deputy Director, Property Development and Management

SUBJECT: West San Carlos

I am pleased to inform you that escrow closed yesterday on the sale of VTA's property, referred to as "West San Carlos" in San Jose, California, to Green Republic LLP, pursuant to the price and terms previously approved by the Board.

For your reference, this was a transaction that had been entered into between the parties in September 2008. Yesterday's closing was as a result of many years of intense negotiations. Both parties in this transaction part ways with having achieved their respective goals on very amicable terms.

From: Board.Secretary
Sent: Friday, April 17, 2015 10:46 AM
To: VTA Board of Directors
Subject: Staff response to Board referral re: Lifeline Grant Program eligibility

VTA Board of Directors:

The Board requested information regarding eligibility of private companies for Lifeline Grant Program at the last Board meeting. Below is staff's response. If you have further questions, please reply to this e-mail. Thank you.

Private, for-profit companies would not qualify for Lifeline State or Federal funds under categories: Use of Funds, Recipient, and Sub-recipient. All stipulate that they must provide public transportation. (See attached Guidelines page.)

If an agency provides public transportation services and they are eligible to claim Transportation Development Act (TDA) Article 4, 4.5 or 8 funds, they can be direct recipients of State Transit Assistance fund (STA) funds. This is normally a public agency.

Technically, a qualifying public agency can be the project manager and contract out for the services (to a private company) for Job Access and Reverse Commute Program (JARC) funds. In that case, the sub-contracting company would be required to comply with Title VI, Drug & Alcohol Policy, provide the public agency with their vehicle maintenance program, etc.

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Appendix 1
Lifeline Transportation Program Cycle 4
Funding Source Information

	State Transit Assistance (STA)	Proposition 1B – Transit	Section 5307 Job Access and Reverse Commute (JARC)
Purpose of Fund Source	To improve existing public transportation services and encourage regional transportation coordination	To help advance the State's goals of providing mobility choices for all residents, reducing congestion, and protecting the environment	To support the continuation and expansion of public transportation services in the United States
Detailed Guidelines	http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/STIP/TDA_4-17-2013.pdf	http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/Prop%201B/PTMISEA-Guidelines_2013.pdf	http://www.fta.dot.gov/documents/FINAL_FTA_circular9030.1E.pdf
Use of Funds	For public transportation purposes including community transit services	For public transportation purposes	For the Lifeline Transportation Program, the use of Section 5307 funds is restricted solely to Job Access and Reverse Commute projects that support the development and maintenance of transportation services designed to transport welfare recipients and eligible low income individuals to and from jobs and activities related to their employment.
Eligible Recipients	<ul style="list-style-type: none"> ▪ Transit operators ▪ Consolidated Transportation Service Agencies (CTSAs) ▪ Cities and Counties if eligible to claim TDA Article 4, 4.5 or 8 funds 	<ul style="list-style-type: none"> ▪ Transit operators 	<ul style="list-style-type: none"> ▪ Transit operators that are FTA grantees
Eligible Subrecipients (must partner with an eligible recipient that will serve as a pass-through agency)	<ul style="list-style-type: none"> ▪ Cities and counties that are not eligible to claim TDA Article 4, 4.5 or 8 funds 	<ul style="list-style-type: none"> ▪ N/A 	<ul style="list-style-type: none"> ▪ Private non-profit organizations ▪ Public agencies that are not FTA grantees (e.g., cities, counties)

From: Board.Secretary
Sent: Friday, April 17, 2015 12:26 PM
To: VTA Board of Directors
Subject: VTA Correspondence: Support for AB 1250 (Bloom) and ACA 4 (Frazier)

VTA Board of Directors:

The Board is copied on the following correspondence:

Date	Addressed to	Topic
April 17, 2015	Members of the California State Assembly	Support for AB 1250 (Bloom)
April 17, 2015	Honorable Jim Frazier, Chairperson Assembly Transportation Committee	Support for ACA 4 (Frazier)

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

MEMORANDUM

TO: Members of the California State Assembly

FROM: Perry Woodward, Chairperson
Board of Directors
Santa Clara Valley Transportation Authority

DATE: April 17, 2015

RE: Support for AB 1250 (Bloom)

The Santa Clara Valley Transportation Authority (VTA) respectfully requests your support for AB 1250 (Bloom) when this bill comes before the Assembly for a vote. AB 1250 exempts any public transit bus procured through a solicitation process that was initiated before January 1, 2016, from the state's gross vehicle weight limit.

Since the mid-1970s, state law has prohibited the gross weight on any single axle of a public transit bus from exceeding 20,500 pounds. However, because of numerous state and federal mandates that have been imposed since that weight limit was established, including federal Americans with Disabilities Act (ADA) requirements, mandated emissions reduction equipment, and mandated equipment and materials to improve vehicle safety, public transit buses may exceed that limit, especially when carrying significant passenger loads. This situation came to a head in 2011 when several public transit agencies in Southern California were ticketed by local police departments for being overweight.

In response, the California Transit Association sponsored AB 1706 (Eng), which was enacted into law in 2012. This measure offered a partial solution to the problem by permanently exempting the current bus fleets of public transit agencies from the single axle weight limit, as well as any new buses procured through a solicitation that was issued before January 1, 2013. After January 1, 2013, AB 1706 temporarily allowed public transit agencies to procure new buses that exceeded the single axle weight limit under the following two conditions: (1) if the buses were no heavier than the vehicles they were replacing; or (2) if the buses were being purchased in order to either incorporate a new fleet class into an agency's inventory or to expand an existing fleet class. With this latter provision set to expire on January 1, 2015, the California Transit Association sponsored follow-up legislation, AB 1720 (Bloom), to extend it for one more year—until January 1, 2016. Therefore, under current law, the single-axle weight limit will snap back into place on January 1, 2016, and apply to all public transit buses that were procured after January 1, 2013.

It is important to point out that the 20,500-pound single axle weight limit is a gross weight limit, meaning it takes into consideration both the weight of the public transit bus and the passengers who are on the vehicle at the time the bus is weighed. While the weight limit may push manufacturers to build

Members of the California State Assembly
Support for AB 1250 (Bloom)
April 17, 2015
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lighter public transit buses, it ironically provides a disincentive to public transit agencies to actually put people on those buses.

Discussions involving the California Transit Association, the League of California Cities and the California State Association of Counties (CSAC) are currently taking place to try to reach a consensus on an approach that would resolve the challenges that the state's 40-year-old, single axle weight limit poses for public transit buses once and for all. We certainly recognize that this approach must balance the need for public transit agencies to effectively serve their communities with the interests of cities and counties when it comes to the condition of their local roadway systems.

In the meantime, AB 1250 would permanently exempt public transit buses that were legally purchased under the terms of the temporary procurement provisions originally enacted by AB 1706 from the single axle weight limit to ensure that these buses will be able to continue to legally operate should the weight limit snap back into place on January 1, 2016, as scheduled under current law. Therefore, we respectfully seek your support for this measure.

Thank you for your consideration of our request.

April 17, 2015

The Honorable Jim Frazier, Chairperson
Assembly Transportation Committee
State Capitol, Room 3091
Sacramento, CA 95814

Dear Chairperson Frazier:

The Santa Clara Valley Transportation Authority (VTA) supports ACA 4, your measure that calls for placing before the voters an amendment to the California Constitution to change the voting requirement for local special taxes for transportation purposes from a two-thirds to a 55 percent vote.

Given that federal and state dollars have not been sufficient to meet all of California's transportation needs, more and more emphasis has been placed on raising local revenues for transportation purposes. However, the California Supreme Court's decision in Santa Clara County Local Transportation Authority v. Guardino, which requires a two-thirds vote to renew existing or enact new local transportation special taxes, presents a significant hurdle for many jurisdictions to overcome.

Local sales tax measures have become a fundamental element of the state's transportation funding matrix, with existing programs contributing significant dollars for state highways, local streets and roads, mass transit, and other types of transportation improvements. In fact, these measures have provided more than 50 percent of new capital funding for transportation facilities over the last several decades. Counties representing more than 85 percent of the state's population currently have in place local sales taxes for transportation purposes. Most are temporary and will have to be renewed. In addition, various counties without existing programs are finding that their transportation needs cannot be met unless they seek voter approval of their own local transportation sales tax measures.

The two-thirds threshold for approving such special taxes allows a small minority of voters to control transportation investment decisions and contributes to the difficulty in funding critical projects. We believe this issue is important enough for California voters to have an opportunity to decide whether the two-thirds requirement for approving local transportation special taxes should be changed.

Thank you for authoring this important measure. We look forward to working with you to ensure its approval by the Legislature and placement on a future statewide ballot.

Sincerely,

Perry Woodward, Chairperson
Board of Directors
Santa Clara Valley Transportation Authority

From: Board.Secretary
Sent: Friday, April 17, 2015 4:50 PM
To: VTA Board of Directors
Subject: VTA Correspondence: Support for AB 464 (Mullin), AB 194 (Frazier), SB 9 (Beall), and AB 227 (Alejo)

VTA Board of Directors:

The Board is copied on the following correspondence:

Date	Addressed to	Topic
April 17, 2015	Honorable Brian Maienschein, Chairperson Assembly Local Government Committee	Support for AB 464 (Mullin)
April 17, 2015	Honorable Jimmy Gomez, Chairperson Assembly Appropriations Committee	Support for AB 194 (Frazier)
April 17, 2015	Honorable Jim Beall, Chairperson Senate Transportation & Housing Committee	Support for SB 9 (Beall)
April 17, 2015	Honorable Shirley Weber, Chairperson Assembly Budget Committee	Support for AB 227 (Alejo)

Office of the Board Secretary
Santa Clara Valley Transportation Authority
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April 17, 2015

The Honorable Brian Maienschein, Chairperson
Assembly Local Government Committee
State Capitol, Room 4139
Sacramento, CA 95814

Dear Chairperson Maienschein:

The Santa Clara Valley Transportation Authority (VTA) respectfully requests your support for AB 464 (Mullin) when this bill comes before the Assembly Local Government Committee for a vote. AB 464 raises the maximum combined rate of all local option transaction and use taxes that could be imposed in a county from 2 percent to 3 percent.

Because of insufficient federal and state funding, more and more cities and counties have imposed or are considering placing before the electorate transaction and use taxes to address their fiscal challenges in providing much-needed services to their communities. At the same time, countywide transaction and use taxes have become a significant revenue source for transportation infrastructure projects. In fact, locally imposed transaction and use taxes provide more than 50 percent of new capital funding for transportation facilities.

In recent years, several counties seeking to place a countywide transportation transaction and use tax measure before their voters found that they would exceed the 2 percent cap in some of their cities that had already imposed such taxes within their jurisdictions for general government purposes. As a result, these counties had to pursue state legislation to allow them to move forward. Because this situation will become more prevalent in the future, it makes sense for the Legislature to enact a statewide solution, rather than putting individual counties in the position of having to sponsor their own bills.

By raising the cap to 3 percent, AB 464 would avoid potential conflicts between countywide transaction and use tax measures and any existing or planned taxes by individual cities, and eliminate a potential barrier for generating local revenues to support transportation, public safety and other vital local programs. For this reason, we respectfully seek your support for AB 464. Thank you for your consideration of our request.

Sincerely,

A handwritten signature in black ink, appearing to read "Perry Woodward".

Perry Woodward, Chairperson
Board of Directors
Santa Clara Valley Transportation Authority



April 17, 2015

The Honorable Jimmy Gomez, Chairperson
Assembly Appropriations Committee
State Capitol, Room 2114
Sacramento, CA 95814

Dear Chairperson Gomez:

The Santa Clara Valley Transportation Authority (VTA) respectfully requests your support for AB 194 (Frazier) when this bill comes before the Assembly Appropriations Committee for a vote. AB 194 calls for putting in place a process that would allow VTA and other regional transportation agencies, as defined, to submit applications for constructing and operating express lanes and other toll facilities on the state highway system within our respective jurisdictions to the California Transportation Commission (CTC) for approval. A similar process for express lane facilities only was initially established on a temporary basis through the enactment of legislation in 2006, but it expired at the end of 2011.

As you know, an express lane is a carpool lane that permits solo drivers to use the carpool lane for a fee, which typically fluctuates by time of day and level of congestion. The fee is set at a level to ensure that the lane never becomes too congested in order to provide a time-savings benefit to carpoolers, public transit passengers and toll-paying solo drivers. Carpoolers continue to use the lanes for free. The revenues generated by the fee are typically used to operate, maintain and provide enforcement for the express lanes, improve the transportation corridor where the express lanes are located, and increase public transit service in the corridor. Experience with express lanes in Santa Clara County, in other parts of California and across the country has shown that these lanes can provide more air quality and congestion relief benefits than a simple carpool lane.

In California, a number of agencies, including VTA, have existing statutory authority to implement express lanes on the state highway system, but the number of corridors that we can pursue is capped. Given the success of the express lanes that are currently in operation in Santa Clara County and in California, as well as the growing interest on the part of our communities to build out full express lane networks, it makes sense to put in place a way for VTA and other regional agencies to pursue express lanes without having to seek specific authorization through the Legislature on a corridor-by-corridor basis. We also appreciate that AB 194 applies not only to express lanes, but also to other toll facilities, so that VTA would not have to seek separate legislation each time we decide that we may want to pursue a toll facility project on the state highway system within Santa Clara County.

For these reasons, we respectfully seek your support for AB 194. Thank you for your consideration of our request.

Sincerely,

A handwritten signature in black ink, appearing to read "Perry Woodward".

Perry Woodward, Chairperson
Board of Directors
Santa Clara Valley Transportation Authority



April 17, 2015

The Honorable Jim Beall, Chairperson
Senate Transportation & Housing Committee
State Capitol, Room 2209
Sacramento, CA 95814

Dear Chairperson Beall:

The Santa Clara Valley Transportation Authority (VTA) supports SB 9, your measure that seeks to structure the Transit and Intercity Rail Capital Program in a way that would allow the program to accommodate large, transformative, transit expansion projects that would achieve the greatest reductions in greenhouse gas emissions. SB 9 proposes to accomplish this objective by incorporating into the Transit and Intercity Rail Capital Program a number of concepts that have been successfully used for other state and federal transportation funding programs that have the ability to provide resources to large-scale transportation infrastructure projects. As you know, the Transit and Intercity Rail Capital Program is one of the statewide competitive grant programs that was created last year through the enactment of SB 862, and that will be funded with cap-and-trade auction proceeds.

Under the provisions of SB 9, the California State Transportation Agency (CalSTA) would be required to put together a five-year program of projects for funding under the Transit and Intercity Rail Capital Program, which would be updated every two years. This process is the same one that is used for the State Transportation Improvement Program (STIP). In addition, SB 9 allows CalSTA to enter into multi-year funding agreements with public transit agencies for their projects, which is an approach that the Federal Transit Administration (FTA) uses with projects funded under the New Starts/Small Starts Program.

By enabling CalSTA to program, commit and allocate funding over multiple fiscal years, SB 9 would allow the Transit and Intercity Rail Capital Program to accommodate large transit expansion projects that are seeking to receive a more substantive amount of cap-and-trade dollars that would be provided over a period of time, rather than all at once. Such projects would not fit under this program if CalSTA were to initiate a new competitive process every single fiscal year and program only one year's worth of money at a time because a public transit agency would have to resubmit an application for the same project over and over again, and would have to compete for funding for the same project year after year in order to obtain the amount of cap-and-trade revenues that it needs to build the project. Furthermore, this situation would create uncertainty with regard to the receipt of cap-and-trade auction proceeds for the project, thereby preventing a public transit agency from using these dollars to leverage federal funding or to secure financing, both of which are typically done for large transit expansion projects.

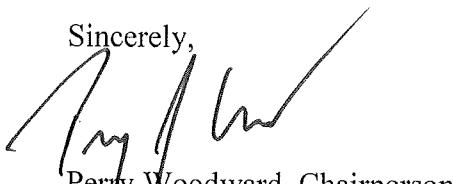
The Honorable Jim Beall
Support Letter for SB 9
April 17, 2015
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Cap-and-trade auction proceeds are not typical transportation dollars because of the linkage to reducing greenhouse gas emissions. Therefore, the state's approach to allocating these funds for transportation purposes should be different. If California is to be successful in achieving significant greenhouse gas emissions reductions from the transportation sector, a necessary outcome given that the transportation sector accounts for roughly 40 percent of these emissions, it is important to ensure that there is an opportunity within the SB 862 investment framework to use cap-and-trade auction proceeds for projects that will have the most impact. In the case of transit, it is the large expansion projects that would result in the "biggest bang for the buck" when it comes to reducing greenhouse gas emissions because they add significant capacity to existing public transit systems operating in heavily congested, urbanized areas with high concentrations of pollutants. This additional transit capacity is essential to accommodate substantial ridership growth that would result from a shift from solo driving to public transit. This mode shift needs to occur in order to reduce vehicle miles traveled and, thus, greenhouse gas emissions.

The Transit and Intercity Rail Capital Program is currently not structured, either statutorily or in the guidelines recently issued by CalSTA, in a way that would allow the program to accommodate large transit expansion projects that, in order to be built, need a more sizable amount of cap-and-trade dollars that would be provided over multiple fiscal years. The changes proposed in SB 9 would result in a more desirable outcome for this program by allowing CalSTA to focus the funding on a smaller number of larger projects, which would maximize the reductions in greenhouse gas emissions that could be achieved.

Thank you for authoring this important piece of legislation. We look forward to working with you to ensure its passage.

Sincerely,



Perry Woodward, Chairperson
Board of Directors
Santa Clara Valley Transportation Authority



April 17, 2015

The Honorable Shirley Weber, Chairperson
Assembly Budget Committee
State Capitol, Room 6026
Sacramento, CA 95814

Dear Chairperson Weber:

The Santa Clara Valley Transportation Authority (VTA) respectfully requests your support for AB 227 (Alejo) when this bill comes before the Assembly Budget Committee for a vote. This legislation seeks to recapture revenues generated from vehicle weight fees for transportation purposes and to accelerate the repayment of loans owed by the General Fund to various transportation accounts.

In response to a Court of Appeals ruling that prohibited the diversion of certain Public Transportation Account (PTA) revenues to the General Fund, the Legislature, in FY 2012, redirected approximately \$1 billion in annual vehicle weight fee revenues from the State Highway Account to pay debt service on transportation bonds that were originally sold to California voters as general obligation bonds to be paid with General Fund dollars. While this action helped to address the General Fund deficits that were occurring at the time, it resulted in a significant reduction in funding for rehabilitation and safety projects on the state highway system through the State Highway Operation and Protection Program (SHOPP), for projects funded through the State Transportation Improvement Program (STIP), and for local streets and roads. AB 227 seeks to halt this diversion and recapture these revenues for the SHOPP, STIP and local streets/roads.

In addition, AB 227 calls for all outstanding loans that were made to the General Fund from various transportation accounts during difficult budget years to be repaid no later than December 31, 2018, two years earlier than currently is required.

As you are well aware, the California Transportation Commission (CTC) recently released a report indicating that the state has close to \$300 billion in unfunded transportation needs over the next 10 years. This number has almost tripled from the \$120 billion estimate that the CTC provided in 1999, an indication that California is actually losing ground when it comes to funding the state's transportation infrastructure needs. In the case of Santa Clara County, we have identified approximately \$25 billion in unfunded transportation needs over the next 25 years.

Given the state's enormous transportation funding shortfall, securing \$1 billion in annual vehicle weight fee revenues currently being diverted to the General Fund and accelerating the repayment of outstanding loans are obvious first steps. Therefore, we respectfully seek your support for AB 227. Thank you for your consideration of our request.

Sincerely,

A handwritten signature in black ink, appearing to read "Perry Woodward".

Perry Woodward, Chairperson
Board of Directors
Santa Clara Valley Transportation Authority

From: Board.Secretary
Sent: Friday, April 17, 2015 5:53 PM
To: VTA Board of Directors
Subject: VTA Correspondence - Comments on El Camino Real BRT Project and SR 85

VTA Board of Directors:

We are forwarding to you the following comments:

From	Topic
Members of the Public and Silicon Valley Bicycle Coalition	El Camino Real BRT Project
Member of the Public	SR 85

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

COMMENTS ON EL CAMINO BUS RAPID TRANSIT PROJECT

From: Colin Heyne
Sent: Tuesday, April 14, 2015 3:49 PM
To: Board.Secretary
Subject: Support for center-lane BRT - Silicon Valley Bicycle Coalition

Dear Members of the Board:

Please see the attached letter of support for dedicated-lane BRT along El Camino Real. SVBC supports BRT and the proposed center-lane design for numerous reasons outlined therein. Please feel free to contact me with any questions or comments.

Thank you for your consideration,

Colin Heyne
Deputy Director
Silicon Valley Bicycle Coalition
<http://bikesiliconvalley.org>
408-287-7259 x. 224
m: 408-464-5195

Be a part of Bike to Work Day: May 14th. Find out how [here](#).



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**PRESIDENT AND
EXECUTIVE DIRECTOR**
Corinne Winter

SVBC is a 501(c)(3)
non-profit organization
EIN 77-0338658

April 15, 2015

Board of Directors
Santa Clara Valley Transportation Authority
3331 North First Street
San José, CA 95134
Via email: board.secretary@vta.org

Re: Support for dedicated lane bus rapid transit on El Camino Real

Dear Members of the Board:

I am writing to you as the Executive Director of Silicon Valley Bicycle Coalition (SVBC), a membership organization of over 2,000 members with the mission to create a healthy community, environment, and economy through bicycling for people who live, work, or play in San Mateo and Santa Clara Counties. I am writing to share SVBC's support for bus rapid transit (BRT) with dedicated lanes along El Camino Real.

SVBC supports BRT, in particular in conjunction with protected bike lanes. We believe BRT supports our mission because:

1. Many people use bikes in combination with another form of transportation (train or bus), and we want to recognize and support these trips.
2. Bus rapid transit would attract people who have distances too far to bike, but could use bikes for first and last mile connectivity.
3. Fewer cars on the road due to better transit means that roads are more comfortable for bicyclists.

Specifically to the El Camino Real BRT project, we support VTA's decision to fund bike lanes along the corridor, when supported by the local jurisdictions, where dedicated bus lanes are utilized. One of SVBC's top advocacy initiatives is to bring enhanced or protected bike lanes to the length of El Camino Real. This is a rare opportunity to help implement that initiative's goals.

The utility of BRT when combined with bicycling, and the chance to fund accompanying bike lanes, makes dedicated-lane BRT a win-win for bicycling. In general, BRT will create a more multimodal complete street that welcomes and serves all types of travelers including people on bikes, pedestrians, and transit riders consistent with GBI effort. As our county's population grows, it is imperative that we identify solutions not only to keep traffic moving at a reasonable pace, but to also allow more choices for transportation. BRT accomplishes both of these goals. Please feel free to contact SVBC's Deputy Director, Colin Heyne, at colin@bikesiliconvalley.org with any questions.

Sincerely,

Corinne Winter
President and Executive Director

From: Vivian Euzent
Sent: Tuesday, April 14, 2015 4:22 PM
To: Board.Secretary
Cc: Bruce Euzent - comcast; Council@sunnyvale.ca.gov
Subject: BRT proposal from Sunnyvale resident

Dear VTA Board of Directors,
We have serious concerns about your proposed dedicated lane bus rapid transit proposal for Sunnyvale.

1. Since it would eliminate many of the street crossing we currently use to cross El Camino Real, we would stop shopping in Sunnyvale and go to Cupertino. We live near Fremont and Mary Avenues and already find at certain times of the day we have to wait through more than one traffic signal cycle to cross El Camino. What would happen with the same number of drivers crossing but at fewer intersections? We prefer to spend our money in Sunnyvale so that our city earns the tax dollars from our purchases.
2. This proposed plan would chase away many of the local shoppers off El Camino to big box stores.
3. There are a fair number of families who live on the north side of El Camino but whose children attend school south of El Camino. These students attend Cherry Chase Elementary School, Cumberland Elementary School, Homestead High School, and several private schools.
4. While a BRT may make sense in San Mateo County communities where most traffic may travel east/west this is not the case in Sunnyvale. Many of our drivers are traveling to jobs by the Bay and with 85 already being a parking lot they depend on using local streets to get to their jobs.
5. From reading articles in the San Jose Mercury News it appears you hope to only increase your ridership by less than double in over 25 years (

"According to the VTA, there was an average of 2,681 weekday boardings in Sunnyvale in 2013. With a dedicated bus lane, that is projected to increase to 3,789 by 2018 and 4,910 by 2040.") For this small increase thousands of families would be greatly increased on a daily basis.

6. We do not support any project that would remove so many mature trees. Those trees are needed to help control the heat in the summer and reduce global warming effect.

Sincerely,
Vivian and Bruce Euzent

From: Shannon Rose
Sent: Tuesday, April 14, 2015 7:18 PM
To: Board.Secretary
Subject: Bus Rapid Transit on El Camino

Just wanted to let you know how much I would like to see fast and safe transit on El Camino for all users. Our growing population is not going to abate -- so we have to make infrastructure changes. BRT is one important strategy for making travel easier and safer, and better for our planet. I'm ready to hop on the BRT! Let's be visionary. Let's be bold. I'll help -- let me know how.

Thank you,

Shannon McEntee

From: jeffrey
Sent: Wednesday, April 15, 2015 11:40 AM
To: Board.Secretary
Subject: BRT/Bike Lanes on El Camino Real

Members of the VTA Board

For over one year, I have been using my bicycle for 100% of my transportation needs, and would like to share my personal opinions regarding bicycles on El Camino Real (ECR). Although I serve on San Mateo City /County Association of Government's bike & pedestrian advisory committee, I am addressing you as an individual, and not as a representative of San Mateo County, regarding the two options proposed at <http://www.vta.org/News-and-Media/Connect-with-VTA/Should-El-Camino-Real-continue-to-operate-as-an-autooriented-corridor#.VRqjg2xFDIU>

I would like to propose a third option. As ECR extends northward from Santa Clara to San Mateo County, the most constricted segment of ECR will be in Burlingame - four lanes (due to eucalyptus grove which city desires to retain), with no room for shoulders or parking lanes. This width should be the auto lane template for the rest of the peninsula (NO MORE THAN 2 LANES). However, question is whether buses and trucks should have dedicated lanes? Option A is: Lane #1 = auto, Lane #2 = bus and trucks (No BRT lane); Option B is Lane #1 = auto & trucks, Lane #2 = BRT. My observation is that buses and trucks are more similar, and should be combined together on one lane. Summary: **NO BRT in Burlingame.**

Otherwise in all other cities, assume El Camino Real is 90' wide excluding sidewalks (total 110 feet inclusive of sidewalks). ECR is not a freeway, but it is a multi-modal transportation route. So prioritize one lane per vehicle type before prioritizing multiple lanes for any one vehicle type. (Note: A parking lane, which prioritized automobiles over other options, sacrifices one travel lane.)

I therefore suggest the following:

Lane #1 = auto lane, 10' (closest to center)

Lane #2 = truck lane, 10'

Lane #3 = BRT (Bus Rapid Transit), 10'

5' Raised Median between bus and bike lane serves two purposes: (1) for waiting bus passengers and (2) protected pedestrian island. (Bike/BRT median should NOT be continuous throughout block, but include several openings to allow traffic to merge in and out within the block)

Lane #4 = bicycle/motorbike/motorscooter lane, 10' (outermost lane)

Bad Design: If BRT is placed in center of road, it will be extremely dangerous for pedestrians, who may be so focused on catching the bus, they might dart across traffic lanes to center island. Especially dangerous for young children!

Good Design: If BRT lane (lane #3) is adjacent to bike lane (lane #4), it will not be as likely that a pedestrian will be killed darting across a 10' bike lane from sidewalk.

Rule for Delivery: If San Francisco's new Market St

<http://www.sfbike.org/news/experience-the-future-of-market-street-april-9-11/?org=451&lvl=100&ite=7149&lea=2881865&ctr=0&par=1> is a model for El Camino Real throughout San Mateo County, and the trade-off for bike lanes is a sacrifice of street parking, how will delivery trucks make deliveries? **SOLUTION:** If there is no parking lane on ECR, delivery trucks should use bike lanes - it is closest to sidewalk.

Rule #1, PASSING RULE: for each motor vehicle type, each may use adjacent lane for PASSING ONLY, but return to designated lane ASAP whenever obstruction is clear. EX: If a delivery truck obstructs bike lane, bicycles can use BRT lane, and return to bike lane using the mid-block median openings. Say BRT might come every 10-15 minutes, so bicycles on BRT lane won't disrupt buses severely, especially if detour is only one truck length long and they can merge back into bike lane mid-block.

Rule #2, EMERGENCY VEHICLE RULE: If motorists hear an emergency siren, every vehicle (regardless of lane) will move to the right as usual.

Reason rules must be extremely simple is because 99% of motorists won't read the rule book, and even if they do, they'll forget it if too complicated.

Lastly, there are national and international bicyclists who travel 1000 miles or more from BC Canada to San Diego up and down El Camino Real. They do not have the ability to memorize the maze of detours in every suburb. **Design of El Camino Real should NOT be bicycle lane versus BRT or bus lane. Walking, bicycling, and bus/train are complimentary! Each should be part of a whole!**

Thank you!

Jeffrey Tong

COMMENT ON SR 85

From: Peter Soule

Sent: Wednesday, April 15, 2015 1:19 PM

To: Board.Secretary

Subject: Opposition to tolls on Highway 85

Dear VTA Board:

We are residents of San Jose, Santa Clara County and are completely opposed to putting tolls on Highway 85. We are taxed enough already; we are seniors and do not see the benefit of paying more taxes and getting less in services. So please do not compel us to pay another toll/tax.

Peter and Jan Soule