

From: Board.Secretary

Sent: Wednesday, August 05, 2015 2:46 PM

To: VTA Board of Directors

Subject: August 6, 2015, VTA Board of Directors Meeting - Revised Agenda Item #6.2, Public Comment on Agenda Item #7.1, and City Comment on Agenda Item #7.2

Importance: High

VTA Board of Directors:

Attached are the following items for the [August 6, 2015, VTA Board of Directors Regular Meeting](#):

- 1) **Revised Agenda Item #6.2 - Appointments to the El Camino Real Rapid Transit Corridor Policy Advisory** (reflects the addition of John Inks, as Alternate Member, representing City of Mountain View)
- 2) Public comment received regarding **Regular Agenda Item #7.1 - Silicon Valley Express Lanes Program Phases 3 & 4**
- 3) Letter from City of Monte Sereno received regarding **Regular Agenda Item #7.2 - Establish State Route 85 Corridor Policy Advisory Board and Approve Its Bylaws**

Copies of all materials attached herein will be provided for you at the meeting.

Thank you,

VTA Office of the Board Secretary

3331 N. First Street

San Jose, CA 95134

board.secretary@vta.org (e-mail)

(408) 321.5680 (telephone)

(408) 955.0891 (fax)



Date: August 3, 2015
 Current Meeting: August 6, 2015
 Board Meeting: August 6, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Board Secretary, Elaine Baltao

SUBJECT: Appointments to the El Camino Real Rapid Transit Corridor Policy Advisory Board

Policy-Related Action: No

Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Ratify the following appointments to the El Camino Real Rapid Transit Policy Advisory Board: (1) Cory Wolbach, as Member, representing the City of Palo Alto; (2) Liz Kniss, as Alternate Member, representing the City of Palo Alto; (3) Charles "Chappie" Jones, as Alternate Member, representing the City of San José; (4) Mary Prochnow, as Alternate Member, representing the City of Los Altos; and (5) John Inks, as Alternate Member, representing the City of Mountain View.

BACKGROUND:

VTA policy advisory boards (PAB) are established by the VTA Board of Directors to ensure that the local jurisdictions most affected by major transportation capital improvement projects are involved and have a voice in guiding the planning, design and construction of those projects. PABS provide input, perspective and recommendations to the VTA Board and administration.

The membership of the El Camino Real Rapid Transit PAB membership from jurisdictions within or near the corridor has been established to consist of the County of Santa Clara and the cities of Los Altos, Mountain View, Palo Alto, San Jose, Santa Clara, and Sunnyvale.

The VTA Administrative Code provides that each of these jurisdictions may appoint governing board members to serve as its representative and alternate member. All appointments by external bodies to VTA PABs require ratification by the Board of Directors.

DISCUSSION:

Submitted for Board ratification are several recent appointments to the El Camino Real Rapid Transit PAB made by member jurisdictions. All meet the requirement of being a governing board member from the appointing jurisdiction. The appointments are:

- Cory Wolbach, representing the City of Palo Alto (Member)
- Liz Kniss, representing the City of Palo Alto (Alternate Member)
- Charles "Chappie" Jones, representing the City of San José (Alternate Member)
- Mary Prochnow, representing the City of Los Altos (Alternate Member)
- John Inks, representing the City of Mountain View (Alternate Member)

ALTERNATIVES:

The Board could choose to not ratify these appointments.

FISCAL IMPACT:

There is no fiscal impact as a result of this action.

Prepared by: Stephen Flynn, Advisory Committee Coordinator
Memo No. 5095

SHUTE, MIHALY
& WEINBERGER LLP

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ELLEN J. GARBER
Attorney
garber@smwlaw.com

June 4, 2015

Via E-Mail and U.S. Mail

Board Secretary
Santa Clara Valley Transportation Authority
Board of Directors
3331 North First Street
San Jose, CA 95134
E-Mail: board.secretary@vta.org
Elaine.Baltao@vta.org

Re: Silicon Valley Express Lanes Program Phases 3 & 4

To the Santa Clara Valley Transportation Authority Board of Directors:

On behalf of our the City of Cupertino, City of Saratoga, and Town of Los Gatos, we request the Board not to authorize the General Manager to execute a three-year design services contract with HNTB Corporation for the Silicon Valley Express Lanes Program Phases 3 and 4 Project (Item 7.4 on the Agenda for the Board's June 4, 2015 meeting) prior to completion of environmental review for the State Route 85 Express Lanes Project as a whole.

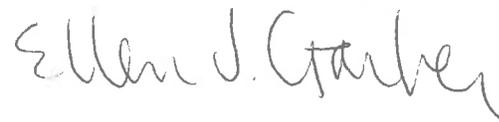
On May 28, 2015, our clients filed suit in Santa Clara County Superior Court to request that the California Department of Transportation ("Caltrans") be enjoined from commencing the State Route 85 Express Lanes Project ("Project") until Caltrans complies with the California Environmental Quality Act ("CEQA"). The petition, which names the Santa Clara Valley Transportation Authority ("VTA") as a real party in interest and a responsible agency, reiterates Caltrans's myriad CEQA violations as described in comment letters the petitioners submitted to Caltrans in February 2014 before the Project was approved. These violations include Caltrans's adoption of a negative declaration for the Project instead of an environmental impact report to analyze the Project's significant impacts on traffic, noise, air quality, and climate change, among other significant impacts of the Project; Caltrans's failure to identify or adopt thresholds of significance to analyze these impacts; and Caltrans's failure to adopt appropriate measures to mitigate these impacts.

Elaine Baltao
June 4, 2015
Page 2

In light of the inadequacy of the environmental review for this project and the pendency of the litigation, the City of Cupertino, City of Saratoga, and Town of Los Gatos strongly urge the Board not to take steps to implement the Project by authorizing funds for the design of the Silicon Valley Express Lanes Program Phases 3 and 4 Project.

Very truly yours,

SHUTE, MIHALY & WEINBERGER LLP

A handwritten signature in cursive script that reads "Ellen J. Garber".

Ellen J. Garber

685903.2



Councilmember: Lon Allan
Councilmember: Marshall Anstandig
Councilmember: Burton Craig
Councilmember: Susan Garner
Councilmember: Walter Huff

City Manager: Brian Loventhal
City Clerk: Andrea Chelemengos
Finance Officer: Sue L'Heureux
Building Official: Rob Queirolo

City of Monte Sereno

August 4, 2015

VTA Board of Directors
3331 North First Street
San Jose, CA 95134

RE: VTA Board of Directors August 6, 2015 Meeting Agenda Item #7.2

Dear Chairperson Woodward and Board Members,

I write to respectfully request that the City of Monte Sereno be included on the SR85 Corridor Policy Advisory Board. The City of Monte Sereno should be considered a stakeholder city in the SR85 corridor because the City is affected by traffic impacts at Winchester Boulevard and the SR85 on and off ramps. The City of Monte Sereno is within 1/2 mile of the SR85 corridor and located between Los Gatos and Saratoga, both stakeholder cities. Due to its location, the City of Monte Sereno experiences traffic and noise impacts resulting from SR85. Based on the impact to its community, The City would like the opportunity to have a representative on the PAB to provide input and recommendations to the VTA Board of Directors.

Respectfully,

Brian Loventhal
City Manager
City of Monte Sereno
Phone (408) 354-7635
www.cityofmontesereno.org

CC: Monte Sereno City Council
Nuria Fernandez
VTA Board Member Baker
VTA Alternate Board Member Miller

From: Board.Secretary

Sent: Thursday, August 06, 2015 3:24 PM

To: VTA Board of Directors

Subject: August 6, 2015, VTA Board of Directors Meeting - Additional Comments relating to Agenda Item #7.1 - Silicon Valley Express Lanes Program Phases 3 & 4

VTA Board of Directors:

Attached are additional comments relating to Agenda Item #7.1 – Silicon Valley Express Lanes Program Phases 3 & 4.

Copies of the comments will be provided at the meeting.

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



**SIERRA
CLUB**

Sierra Club Loma Prieta Chapter

3921 East Bayshore Road, Suite 204, Palo Alto, CA 94303
loma.prieta.chapter@sierraclub.org (650) 390-8411

August 6, 2015

Valley Transportation Authority (VTA) Board of Directors
County Government Center
70 West Hedding Street
San Jose, California

Via email:

RE: Silicon Valley Express Lanes Program Phases 3 and 4 Project

Dear Chair Woodward and VTA Directors,

The Sierra Club Loma Prieta Chapter (SCLP) is more than 16,000 members of the Sierra Club in San Mateo, Santa Clara, and San Benito counties who enjoy, explore, and protect the planet. SCLP urges VTA to develop a new regional master plan and provide a full Environmental Impact Report (EIR) on the Silicon Valley Express Lanes Program before investing further public resources in the project.

As proposed to date, the project will encourage single occupancy vehicle use and would increase the environmental problems associated with increased automobile traffic. These problems include but are not limited to:

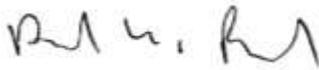
- Increased air pollution resulting in associated health problems including allergies and heart and lung disease
- Increased greenhouse gas emissions and the associated climate disruption such as drought, loss of snow pack, flooding as a result of rain events, flooding of our bay and coastal areas associated with rising sea levels, degradation of natural habitats and pressure on the flora and fauna that depend on them, increased wildfire threats, etc.
- Increased noise pollution impacting local neighborhoods and aggravating stress levels and associated health concerns
- Increased traffic congestion in arterial and neighborhood streets and in existing choke points
- Increased traffic congestion leading to yet unevaluated potential new choke points
- Increased segregation between the economic classes and their access to public resources and the resulting lack of willingness to support new shared infrastructure
- Difficulty of converting a congested toll lane to transit in the projected near future when the expected capacity of the project has been exceeded.

VTA needs to study alternatives such as raising the vehicle occupancy requirements of the existing HOV lane to reduce the number of automobiles rather than increase the number of vehicles on the roadways, encouraging company carpooling software integration with company employee data to facilitate ridesharing programs, obtaining parking rights to facilitate ridesharing, study the long term cost and effectiveness of the multitude of regional transit options with long term projections in the rapidly growing area, and keep its commitment to communities promised in signed performance agreements.

In addition to creating the perception of renegeing on a transit promise to local communities, pursuit of this project without sufficient environmental review and adequate long term planning would mislead the public about the potential benefit and place the financial and environmental costs on future residents while limiting their options for long term transportation solutions.

Thank you for your consideration of this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Poeschel".

David Poeschel,
Sierra Club Loma Prieta Chapter, Guadalupe Regional Group Conservation Chair

Cc: Barbara Kelsey, Loma Prieta Chapter Coordinator
Gladwyn d'Souza, Loma Prieta Chapter Transportation Committee Chair
Mike Ferreira, Loma Prieta Chapter Conservation Chair

From: Carolyn Verdugo
Sent: Thursday, August 06, 2015 3:10 PM
To: Board.Secretary
Subject: concerning SR 85 expansion

I am unclear about the use of HOT express lanes. Is there always a toll fee? Will cars with 3 or more passengers have to pay a fee. It sounds like a good idea to expand, but I don't like the idea of taking away free car pool lanes.

Thank you for your consideration in this matter,
Carolyn Verdugo

AGENDA ITEM #7.1

COMMENTS FROM MEMBERS OF THE PUBLIC

From: Tom Scott
Sent: Wednesday, August 05, 2015 8:03 PM
To: Board.Secretary
Subject: Highway 85

Dear members of the VTA Board, I am writing today to urge you to approve the expansion of highway 85. Highway 85, like many other highways, serves the residents of the entire County, not just those who live adjacent to it. Improving transportation is a vital link to access to affordable housing. Those who currently drive from South San Jose, Morgan Hill, Gilroy and points south must first wait at the 10 minute metering light at the start of highway 85, then travel at 10 mph from Highway 87 to points North. The commute is already unbearable. This is clearly because cities in North SC County are building far more office buildings than housing. When we build commercial properties that fuel job growth, we also need housing and transportation.

Tom Scott, Morgan Hill.

From: Laura Monczynski
Sent: Wednesday, August 05, 2015 8:16 PM
To: Board.Secretary
Cc: Ash Kalra
Subject: Hwy 85

To VTA Board of Directors,

Please DO NOT make express lanes on Highway 85. We do not need more traffic, and we do not need special lanes for rich people. We need more public transportation. We need to encourage people to get out of their cars, not give incentives to drive. Walking, bicycling, and public transportation are sustainable and should be encouraged and supported.

Thank you.

Laura Monczynski
160 Red River Way
San Jose, CA 95136

From: Ginny Baird
Sent: Wednesday, August 05, 2015 9:28 PM
To: Board.Secretary
Subject: Highway 85 Express Lanes Project

I am for the Highway 85 Express Lanes Project. If the communities of Saratoga, Los Gatos and Cupertino do not want the expansion, another solution to alleviate the highway traffic would be to ban drivers from those communities from using 85. Or ban them from driving through my community in San Jose.

Ginny Baird

From: Danielle Cleveland
Sent: Wednesday, August 05, 2015 9:37 PM
To: Board.Secretary
Subject: Expressways vote

Hello,

Please vote YES to award the design contract of Phases 3 and 4 of the Expressways project, which includes the toll infrastructure as well as improvements to the SR 85/101 and SR 85/280 interchanges!

Thank you!

Danielle Cleveland

(Hwy 85 frustrated commuter)

From: Ron Higgin
Sent: Thursday, August 06, 2015 12:13 AM
To: Board.Secretary
Subject: Opinion re SR 85 toll lane project
Importance: High

Dear Mr. Secretary,

I live in the Almaden Valley area of San Jose. I just finished reading the August newsletter authored by my city council representative, Johnny Khamis. One of the major issues addressed by this newsletter is that of adding toll lanes to Highway 85. The following is an excerpt from this newsletter:

“. . . the fact is that SR 85 is already over capacity and demand will grow over the next several years. We cannot ignore the 2,200 homes being built on Communication Hill, the 3,700 units slated for Cottle and 85, nor the Urban Villages being planned for Snell, and for Union Ave at SR 85.”

I assure you I am fully aware of these new construction projects. Every day I ask myself why our city continues to approve the building of these massive housing projects when it is a proven fact the city/county infrastructure does not have sufficient capacity to support the needs of current residents let alone more.

Where is it written that continuous growth is necessarily a good thing? It might be good for someone but it certainly isn't good for most current residents. It certainly doesn't address our current and future water shortage problem.

It actually annoys me that the water saved by any conservation efforts on my part is (or soon will be) essentially redirected to new housing units. Although I do not have any empirical evidence to support this I would hazard a guess that the aggregate growth of water consumption for San Jose is at best flat and more likely increasing due in no small part to additional city approved housing units such as the ones referenced in Councilman Khamis's newsletter.

Back to the SR 85 toll lane issue.

If it is not obvious by now let me explicitly state my opposition to the toll lane project for a number of reasons:

1. If the toll lanes did in fact reduce road congestion the relief would only be temporary as long as the cities along the SR 85 corridor continue to approve additional building projects that necessarily lead to increased demand on the highway system and other overcommitted resources such as water.
2. There is a high probability that implementation of these toll lanes will simply move the traffic bottleneck to another location not serviced by the toll lanes or – more likely – to one of the already congested SR 85 interchanges at highway 280, 237, or 101.
3. Toll roads effectively implement a two class society within the highway system; those who can afford to pay a toll and those that do not have the financial means to do so.

Thank you in advance for passing my input on to the VTA Board of Directors. I believe the issue of population growth management must be a component of any workable plan intended to resolve transportation infrastructure and other critical resource capacity problems. In my opinion simply kicking such problems (literally or figuratively) down the road will not yield an effective solution to anything.

Sincerely
Ronald W. Higgin

From: Jeffrey Oldham
Sent: Thursday, August 06, 2015 8:01 AM
To: Board.Secretary
Subject: SR85 and US101 Express Lanes Project

I encourage the VTA to support the Silicon Valley High Occupancy Toll (HOT) Lanes Program.

Supporting high-occupancy vehicles is an important way to transport people throughout Santa Clara County. These lanes will do that in a time- and money-efficient manner.

Almost every weekday, I ride a bus carrying tens of people on CA85, but it gets stuck on this freeway, which is used at capacity. I look forward to better service for high-occupancy vehicles.

Thanks,
Jeffrey D. Oldham

From: Bob Strain
Sent: Wednesday, August 05, 2015 4:25 PM
To: Board.Secretary
Subject: Improving CA85

Dear VTA Board Members:

During the Cupertino Forum on Monday evening, Prof. Stefan Heck and Rod Diridon seemed to agree that some multi-mode transit system is required to solve the region's long term travel problems. On the other hand, there has been no study or planning for such a system. Further, the region's history in rail transit is dismal. BART, which logically should have circled San Francisco Bay, took 31 years to get to SFO.

CalTrain, which has a train per hour during mid-day, is not yet electrified and has uncertain funding. Finally, VTA Light Rail represents one of the slowest ways of getting from South to North San Jose, and its cost recovery is 15% or less.

This preamble relates to improving flow along the CA85 corridor from CA87 to I280. Santa Clara County has shown that they can build highways, but not rapid transit. Therefore, there is no sense in reserving perfectly good traffic lanes for another light rail system that will have no significant ridership. VTA should proceed with all deliberate haste to expand CA85. That will relieve pressure on city streets in Los Gatos, Saratoga and Cupertino. While tolls are distasteful to some, it represents a funding model; the Federal Government is the only funding model for the alternatives.

Please vote to proceed with the necessary engineering so that there will be no more delay in expanding the capacity of CA85.

With respect and thanks,

Bob Strain, Past President
Almaden Valley Community Association

From: David Noel
Sent: Thursday, August 06, 2015 10:19 AM
To: Board.Secretary
Cc: weolson2; nj_olson; nelson5711; likes_green; Jerry Flane; DNoel1234; Robyn McKeon; leahv925; aes.enasj; Jenny Adams; ENABOARD.GP; Pamela Parrish; Johnny Khamis
Subject: Supporting Hwy 85 Expansion

Dear VTA Board,

I am writing on behalf of the Board of Directors and residents of Erikson Neighborhood Association, a community of 650 homes in San Jose roughly bounded by Branham, Pearl, Hwy 85 and Almaden Expressway. We strongly urge that you support full implementation of the SR85 express lanes project, including and especially, the addition of one new lane in each direction between Hwys 85 and 280. The Silicon Valley economy is expanding, and we all need to share in the impacts of that growth. Cities in the west and north have continued to exacerbate the jobs/housing imbalance, which in great part contributes to the need for these lanes. Its a matter of fairness. They benefit from the jobs created in their cities, and they need to share in the pain of transporting those workers since they have not chosen to provide the necessary housing stock.

Before you make any final decisions on the two additional lanes, I urge you to travel the entire length of Hwy 85 during both morning and evening peak commute hours for one typical week, i.e. when school is in session and not a week that includes a holiday.

Regards,

David Noel, President
Erikson Neighborhood Association

From: Rod Sinks

Sent: Thursday, August 06, 2015 11:12 AM

To: Board.Secretary

Subject: Please provide this article to Board Members for the meeting today

Dear Board Secretary,

Please provide the attached article to Board Members and Alternates for tonight's meeting. I will make verbal remarks on the Express Lanes item under consideration and refer to the article.

Thank you,

Rod Sinks
Mayor
City of Cupertino

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BAY AREA & STATE

Clogged diamond lanes mean carpoolers get little relief

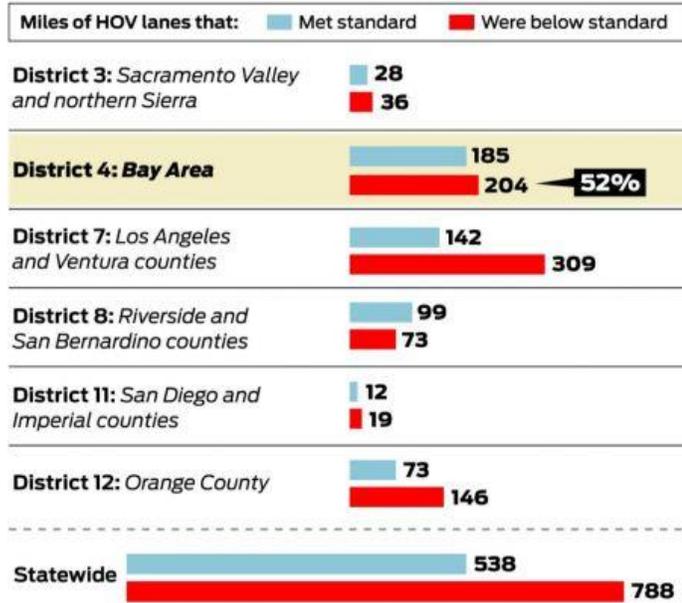
By **Michael Cabanatuan** | July 26, 2015 | Updated: July 27, 2015 8:41am

How fast are California carpool lanes?

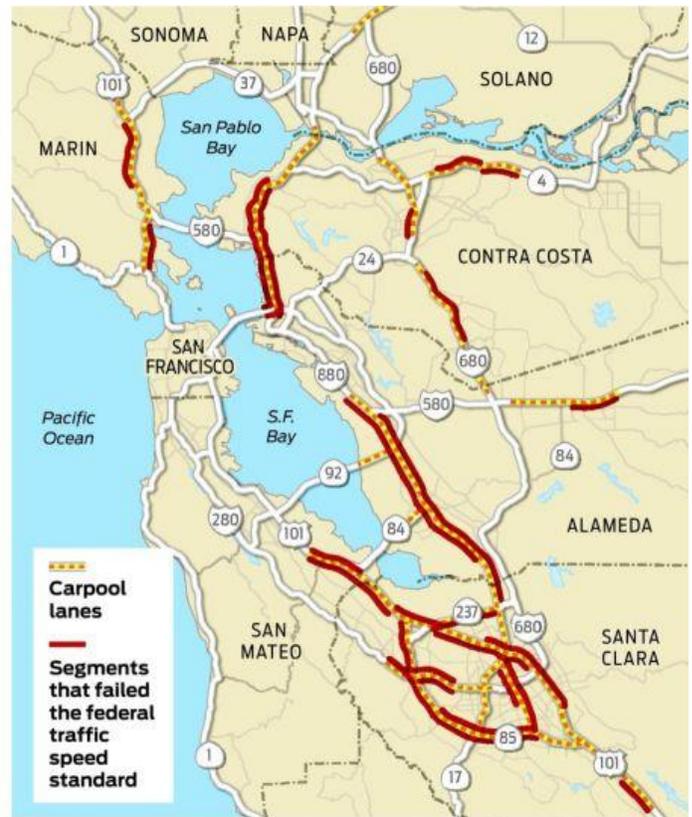
A Caltrans analysis found that 52 percent of Bay Area carpool lane miles failed to meet federal performance standards for traffic speed.

Performance of California carpool lanes

July 1 to Dec. 31, 2013



Source: Caltrans



Todd Trumbull / The Chronicle

As the Bay Area economy booms and the highways fill with traffic, there's little relief — not even in the carpool lanes. More than half of the region's nearly 400 miles of carpool lanes flow so slowly that they fail to meet federal performance standards.

And despite pleas from federal highway officials, who say Caltrans' plans lack urgency, specificity and aggressiveness, speeds still lag in what are officially dubbed high-occupancy vehicle lanes, also known as diamond lanes.

By any name, the lanes are designed to be fast lanes, giving drivers who haul passengers a quicker trip. Traffic is

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supposed to move at speeds better than 45 mph at least 90 percent of the time they're in operation, according to the Federal Highway Administration.

In the nine-county Bay Area, however, 204 of the 389 miles of carpool lanes — 52 percent — flunked that test in the latter half of 2013, according to the most recent carpool lane analysis, released by Caltrans. Statewide, the carpool lane performance was similarly sluggish with 59 percent — or 788 — of the 1,326 miles of lanes failing.

“Carpool lanes are supposed to save you time — and they're not,” said Randy Rentschler, a spokesman for the Metropolitan Transportation Commission, the Bay Area's transportation planning and financing agency.

Fixing the problem could require a mix of heavier enforcement of carpool lanes, tinkering with the number of passengers required to allow a car to use them, instituting longer hours including weekends, kicking out clean-fuel vehicles and creating more express lanes that allow solo drivers to buy their way into carpool lanes.

In fact, the situation is even worse than the statistics indicate. Bay Area traffic recently returned to 2000 levels — the peak of the dot-com boom, Rentschler said.

While carpool lanes are failing all

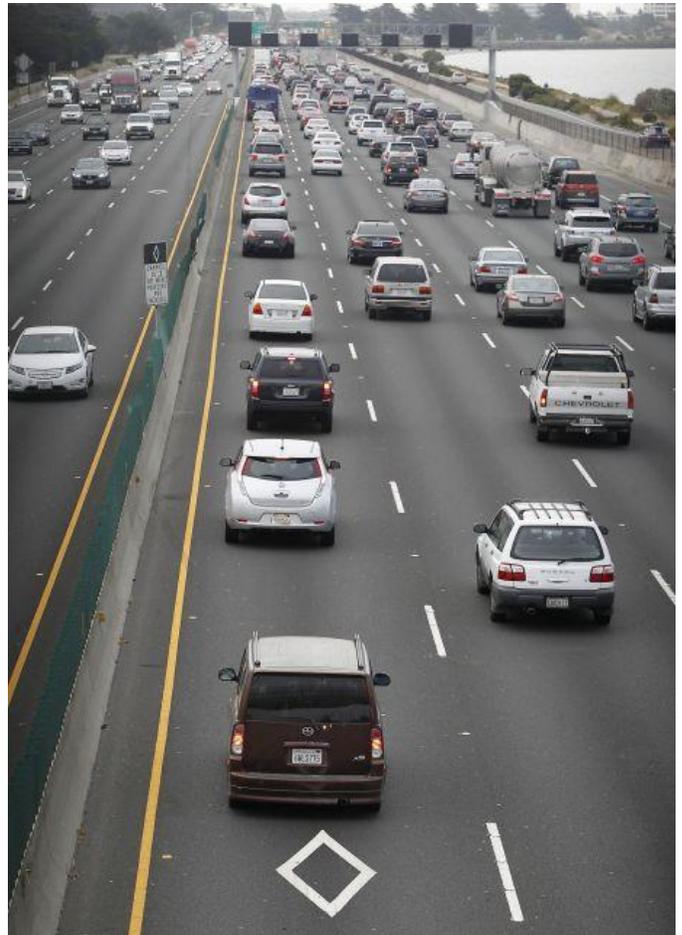


Photo: Paul Chinn, The Chronicle

A line of commuters drive towards the MacArthur Maze in the carpool lane on westbound Interstate 80 in Berkeley, Calif. on Tuesday, July 21, 2015. A Caltrans study shows that nearly half of the HOV lanes are failing to meet the federal standard of keeping traffic in them moving at 45 mph.

over the state, the Bay Area faces some unique difficulties. First, the obvious: Since most of state's job growth is taking place here, so is most of the traffic, and it's clogging carpool lanes.

“With the uptick, the reality that people face is much worse,” he said. “When that happens, transit gets tight, road lanes get tight, carpool lanes get slower.”

Confusing design

Besides being affected by the booming economy, the region's carpool lane network is confusing. Unlike Southern California, where carpool lanes operate around the clock, have a common entry requirement of at least two occupants, are separated by double lines, and have entry and exit points, the Bay Area's are far less organized. Southern California's lanes operate differently, Caltrans officials say, because that region's infamous traffic is heavier and more persistent.

Carpool lanes here have a hodgepodge of varying regulations that haven't kept pace with changing traffic patterns.

On most freeways, the lanes operate from 5 to 10 a.m. and 3 to 7 p.m., but some start or end earlier or later, and operate in both directions or only one direction. None of them operates on weekends, even where traffic regularly backs up, like on various stretches on Interstate 80. The required minimum number of occupants is two on all Bay Area freeways but I-80, which requires three. And drivers are free to weave in and out of carpool lanes where they want.

TANGLED TRAFFIC



Bay Area commuters say they'd pay to improve public transit



S.F. traffic: Numbers don't show why it really is bad



Wrong-way bus lane: right fix for Bay Bridge jams?



Northern California at center of driverless car development

Officials with Caltrans and the Metropolitan Transportation Commission, who work together on carpool lane rules, say they have no plans to convert any Bay Area carpool lanes to 24-hour operation. But later this year, Caltrans spokeswoman Vanessa Wiseman said, the carpool lane on Interstate 580 through eastern Alameda County will move to what Caltrans calls “all-day” hours: 5 a.m. to 8 p.m.



Bay Area commutes are lousy, but at least they're reliable

Another problem for Bay Area carpool lanes is the popularity of alternative fuel vehicles, which are eligible for special stickers giving them access regardless of the number of occupants. The Department of Motor Vehicles issues the decals at the behest of the Legislature — green for plug-in hybrids, white for battery-powered electric and natural gas vehicles.

According to the DMV, 148,811 vehicles have the special stickers. Up-to-date breakdowns are not available, but in the past, more than 35 percent of those vehicles were registered in the Bay Area.

“As these lanes fill up, those vehicles become an impact on the systems,” Rentschler said. “Especially as more people buy them.” The MTC has historically opposed opening carpool lanes to clean vehicles or others, taking the position that carpool lanes should be reserved for carpools.

Federal officials also have their thoughts about how California should speed carpool lanes to satisfy their standards.

The Federal Highway Administration has called out Caltrans in the last couple of years for the large number of failed carpool lanes and for lacking a strong plan to fix the problem. In a January 2014 letter, the California district administrator, Vincent Mammano, wrote: “Caltrans’ action plan does not appear to include proactive or tangible strategies ... for bringing the facilities into compliance or at least leading towards that goal.”

The administrator said Caltrans' plan relied too much on adjusting existing strategies that include increased enforcement; responding faster to collisions, stalls and incidents; and improving its traffic monitoring system.

Yet in December, the latest Caltrans action plan relied on most of the same tactics, though it mentioned the possibility of requiring more occupants for a car to use certain unspecified congested carpool lanes.

Possible changes

Wiseman said on Friday that Caltrans is indeed considering raising the required number of passengers as well as developing more combined carpool-toll lanes, which allow solo drivers to buy their way into carpool lanes when capacity is available.

Rentschler said the MTC supports a four-step plan, starting with stepped-up enforcement. The perception of carpool lanes filled with cheaters is inaccurate, he said, but there are enough scofflaws to not only slow the lanes but encourage others to ignore the rules.

“Carpool lanes work because people have a trust and a faith in them,” he said. “We can’t let that culture of fairness erode.”

Daniel Hill, a CHP officer and spokesman, said enforcing carpool lanes can be challenging because they operate during commute times when the limited number of officers is often occupied with overturned trucks, stalled cars and other traffic violators.

“It seems like an easy fix — just enforce the law — but it’s a lot more complicated,” he said.

Still, the CHP conducts occasional crackdowns on carpool lanes to dissuade cheaters, Hill said.

The MTC would also like to see Caltrans tinker with the hours of operation, adjusting them to be more consistent where possible but also to break out of the idea that they’re entirely for commuters. Some stretches of highway are more crowded on weekends, at

midday or later in the evenings: Consider I-80 in Emeryville or the Bay Bridge approach on weekends or I-80 in Solano County on Sunday evenings.

Down the road, however, the solution likely involves a combination of raising the required number of passengers, allowing drivers to pay tolls to use the lanes and completing gaps in the region's carpool lane network, Rentschler said. All of those are included in the region's long-range transportation plan.

“The goal is to get the most we can out of the system,” he said. “It's very expensive to build more capacity. We need to make those lanes move as many people as they can.”

Michael Cabanatuan is a San Francisco Chronicle staff writer. E-mail:

mcabanatuan@sfgchronicle.com Twitter: [@ctuan](https://twitter.com/actuan)



**Michael
Cabanatuan**

Transportation

Reporter

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From: Cheriell Jensen

Sent: Thursday, August 06, 2015 11:15 AM

To: Board.Secretary

Subject: Please provide this letter to the listed Board Members and Alternates

Dear Board Secretary,

Please provide this letter to the listed Board Members and Alternates for the meeting today. I will be there to speak, but as I am only allowed two minutes I need to refer to my letter. Thus please provide this letter as soon as you can so they have time to read it.

Thank you so much,

Cheriell Jensen

Cheriel Jensen

August 6, 2015
VTA Board Members
board.secretary@vta.org

Dear VTA Board Members and Alternate Members Jason Baker, Jeannie Bruins, Larry Carr, Magdalena Carrasco, Cindy Chavez, Dave Cortese, Jose Esteves, Rose Herrera, Ash Karla, Johnny Khamis, Rich Larsen, San Liccardo, Jamie Mathews, Howard Miller, Paul Peralez, David Whittum, Perry Woodward, Ken Yeager

RE: Agenda Item 7.1, Design Contract for Route 85 EXPANSION/TOLL Plan parts 3 and 4.

Item 7.1 is premature as there is no Environmental Impact Report for this whole project or any part of it, only an incomplete/ faulty Negative Declaration currently being challenged in court by three seriously impacted cities. There has been no proper air quality analysis as required by CEQA and NEPA, as detailed below. Neither CEQA nor NEPA allows piecemeal projects. An honest court will recognize this fault.

These two end parts of the TOLL lane/expansion project must not be prematurely designed as the court could very well rule the project is not allowed under the contracts with all the cities along the corridor. Thus the design contract would waste much needed transportation funds.

THE PROJECT AS A WHOLE

Claiming to make "better" use of the carpool lanes on Route 85 and Highway 101 VTA/CalTrans would TOLL the carpool lanes and add an additional lane to Highway 85 each way, between Route 87 and the junction with Highway 280 (both directions) making restricted access points and allowing wealthier single drivers to access these lanes without being in a carpool, or driving electric or hybrid vehicles. Under this Plan the additional lanes and the current carpool lanes will become TOLL lanes with carpools allowed, but single drivers also allowed if they pay constantly variable according to the current speed of the lane. The carpool lanes on 101 will also become TOLL lanes. On route 85 the additional lanes take the space the contracts with the west valley cities have saved for rail or other mass public transit, foreclosing our ability to ever have the completed rail transit loop this valley now so desperately needs now and will need even more in the coming years.

If the goal is to put more cars in the carpool lanes, no money or infrastructure project is required, only an increase in the number of electric and hybrids allowed, 10 minutes of paper work, a press release and accepting additional applications for and sending out carpool stickers. MTC has announced they will soon cut off the electric and hybrid permits because the carpool lanes are filling up. Where is this project within this disconnect? Why are we gearing up to sell carpool lanes space that, according to this MTC pronouncement, does not exist?

Saratoga, Los Gatos and Cupertino, are challenging this Plan's Negative Declaration/Initial Study in court. Additional suits to enforce the west valley City/VTA/CalTrans contracts could follow if the VTA Board votes to go forward ignoring the city contracts.

May 14 both the VTA Technical Advisory Committee and the VTA Policy Advisory Committee postponed giving a vote of approval for this Plan and may never give it.

What you can do as a VTA Board Member or sitting Alternate to save the space in the Route 85 corridor to provide for light rail or other mass public transit:

1. Vote against this design contract, Item 7.1.
2. Pass a resolution honoring the contracts with the cities, and
3. Pass a resolution recognizing the high demand in the corridor and that rail transit planning begin now.

Listed following are some reasons west residents oppose all parts of the TOLL/CONVERSION/WIDENING Plan for Highway 85.

AIR QUALITY

Unaddressed air pollution currently impacts a wide swath along this corridor but especially the first rows of adjacent houses. Residents along the corridor see oil coating the surfaces of backyards and floating in their pools. Within a quarter mile there is significant dust. A third of west valley residents experience the whole range of automobile pollution described in more detail on page 5, yet we are told the added lanes and traffic increases which will fill them will not have significant air quality impacts. There is no study presented to back up these VTA/CalTrans assertions. (See Exhibits 1. Notice, and 2. Letter opposing this determination, pages 6 and 7 attached to this letter.)

NOISE

Unaddressed noise impacts the west valley in spite of the county voter's approval of \$10 million in a bond measure to bring the Route 85 noise into compliance with standards. The know-how was determined to accomplish this, but only about \$3 million of the bond money for noise reduction was spent. VTA/CalTrans ignored their studied, effective options and grinding was adopted instead of adding a rubberized asphalt surface. The noise is still outside of standards (limits) for residential areas and also substantially impacts travelers on Route 85.

Due to intensity and frequency, noise near the corridor is often unbearable. For several hours a day and at times of air inversions or rain, holding a conversation in many places along the corridor is impossible. Noise can frequently be heard throughout much of the west valley.

No noise mitigation is in this Plan. VTA/CalTrans have declared the noise impact insignificant through their noise study, which used noise readings taken mostly mid-day. Saratoga's noise study was substantially at odds with the VTA/CalTrans Noise Study.

LOSS OF CARPOOL ACCESS

Loss of carpool access in this Plan at several places, including Saratoga Avenue, favors the longest distance commuters to the actual EXCLUSION of short distance commuters from our carpool lanes (no carpool/TOLL Lane access from Saratoga Ave.). This is exactly the wrong incentive. Public project design should not favor people in their decisions to move a great distance from their workplaces.

LOSS OF CURRENT MITIGATIONS

As the carpool lanes fill with single-paying drivers, would be and actual carpools, electric vehicle drivers and hybrid drivers lose incentive through the loss of speed and crowded, inflexible conditions (such as restricted access points). Thus air quality, noise and traffic advantages we have had from the existing carpool lanes, as they are, are lost. This loss of incentives mean more cars on the highway, more noise and more pollution from the same numbers of drivers as well as more drivers in more polluting, noisier vehicles.

CHOKES POINTS INCREASED, DELAY INCREASED

All choke points will grow even more overloaded with this Plan. The worst choke point, where Highway 85 merges with 280 northbound toward Los Altos, the current 15 minutes-to-hour delays at morning rush hour will increase significantly for both Highway 85 and Highway 280 northbound directions. At Stevens Creek, where this Plan begins to funnel two TOLL into one TOLL lane going north, the additional delays, coupled with the interchanges just mentioned could significantly delay morning TOLL commutes rendering the TOLL lanes useless. (See Exhibit 4, page 10 for instructions to access a Google map of the current delays.) At this point the spillover into the neighborhoods has not been addressed.

As the transitions into the carpool lanes currently occur all along the distance, traffic is not generally slowed as cars can wait to move smoothly into and, when a gap, out of the carpool lane because drivers can wait for opportunity to merge without overshooting their off-ramps. In this Plan, with the designed-in limited merge opportunities, the traffic will be slowed by drivers who have to enter and leave the TOLL lanes at the limited merge points/now choke points, and further slowed by drivers trying to read and confused by complex ever-changing instruction/price signs.

VTA/CalTrans has not recognized the significant losses in speed built into their freeway Plan. There is no plan to fix any choke points either with or without this TOLL/CONVERSION/EXPANSION Plan. There is no time and motion study for this Plan.

NO EIR

A range of options to actually fix the flaws in the design of Route 85 and/or provide alternative public transportation would be required if the required EIR had been prepared. As I pointed out at the time, there was no EIR in the fall of 2014 when VTA added a lane to their 2040 Plan. There is no EIR for this Plan. There was only a gap filled, dishonest reporting of current environmental impacts in a Negative Declaration.

TRUCKS

Unlike the funding for other freeways, local residents paid for this freeway with a sales tax premium, not gas tax, to prevent the risk of federal funds and trucks that would follow. This was a huge, unique, special investment to prevent trucks. If federal funds are used and trucks come in, the air quality will plummet, freeway accident rates and

delays will increase, and noise will increase. No study or document addresses the impact of trucks.

PAY TWICE

After buying Route 85 with a special SALES TAX premium, under this Plan with it's increased delays, drivers, especially San Jose residents, in desperation, will unfairly pay again.

TOLLS MAY NEVER PAY OFF BONDS.

Projections of revenue may not pay off bonds. Even if TOLLS eventually could pay off construction bonds, a commitment from VTA is worthless because MTC ultimately controls the revenue. The revenue, or part of it, could be diverted to other MTC projects elsewhere. Revenue projects do not even have to be transportation related. As with the bridges, we may never even be allowed by MTC to pay off these bonds through the TOLLS no matter how high TOLLS go. We may end up with a debt load AND lose Route 85 to private bondholders who can charge users whatever they want. VTA has talked many times about public/private partnerships.

MTC is rebuilding a huge spec building with diverted transportation money, mostly diverted bridge tolls. They have a huge, very highly paid staff. They are an unelected, undemocratic and unaccountable level of government, but they control the transportation money including any TOLLS collected on Highway 85. MTC also controls where federal loans and grants are applied, so getting into this Plan runs the risk of federal funds and with it trucks on Route 85.

SAN JOSE LAND USE MISTAKES IMPACTS ON WEST VALLEY CITIES

The decision to proceed with this Plan to this stage was made by an unelected VTA Board overwhelmingly dominated by San Jose officials, who have not provided for balanced land uses in their own city. Now they Plan to further degrade the environment of the west valley to account for the excess traffic demand from the land use decisions they have made and continue to make, while at the same time denying the rest of us the ability to actually provide for this travel demand with transit. They should instead stop trying to force this plan and their plans for densification. They should support the rail lines we need in the west valley that would primarily serve their own residents. They should find their residents routes to work through their own city in response to the imbalances they have already caused. They should provide a simple, alternate light rail bypass of the SJ city center so light rail lines can quickly take San Jose commuters to their jobs along the existing Tasman light rail line.

San Jose has increased housing density and future density in south San Jose although the jobs are 15 to 50 miles away in Cupertino, Sunnyvale, Mountain View and all the way up the Peninsula meaning built-in land use dependence on more and longer trips, exactly the opposite of energy saving, vibrant living communities or a clean, less noisy, affordable environment. It means increasing San Jose residents commute times so they have less real-life time. It means more dependence on oil and significant climate impacts. San Jose should re-designate for job-producing land uses to get into balance with their existing housing. In the past they paid very serious attention to this issue and should do so again. I was on their Planning Staff when this was an issue given much attention.

Apparently no longer.

CONTRACTS WITH THE WEST VALLEY CITIES

When the freeway was built, all the cities along the corridor made contracts with the Transportation Authority that preceded VTA, and contracts with CalTrans. In state law VTA inherited the Transportation Authority contracts when VTA took over from the County Transportation Agency. These contracts limit the number of lanes to the current number and reserve the existing carpool lane for carpools. The center median is reserved for light rail or other mass transit. Large trucks are prohibited and presumably anything that makes their introduction inevitable is also prohibited such as federal dollars. True noise abatement was promised. There was to be landscaping and specific profiles for that landscaping limiting hardscape. These contract provisions are mitigations for the only EIR ever done for this corridor.

Why are VTA and CalTrans pursuing a Plan that ignores ALL their obligations under the contracts with the cities? Why are they ignoring the actual requirements of CEQA? Why are they playing fast and lose with federal money issues? Why are they worsening existing choke points and planning for new choke points? In a word -- m o n e y.

UPCOMING BALLOT MEASURE

But they may lose big on this gamble. As soon as residents of Santa Clara County see these TOLL lanes going up, will they vote for a transportation tax as is being planned for 2016? Voters will see all these taxes and may well say NO to the piling on. VTA actions on TOLLS could defeat their own ballot measure.

AIR QUALITY, MORE DETAIL

The freeway introduces PM 10s and PM 2.5s (fine and extra fine particulates), NOxs (nitrogen oxides), SOxs (sulfur oxides), O3 (ozone), (CO) carbon monoxide, petroleum distillates and oils (including cancer causing benzene), cancer causing polycyclic aromatic hydrocarbons, and concrete and asbestos dust into what was formerly a very clean, primarily residential environment.

PM 2.5s are especially hazardous to lungs as they combine with SOxs, NOxs and the other pollutants and carries them into the lungs. Too small to be expelled by the body's natural defenses, they remain, limit lung capacity through scar tissue and cause lung cancer. These erode longevity. Heart attacks rise among people who live along freeways. (See article Exhibit 3, beginning page 8 below comparing residents to driver/passenger accident risks.) Carbon monoxide causes cell death, brain impairment and brain damage.

No agency has measured the current air quality. (See Exhibits 1 and 2, pages 6 and 7 below.) No agency has admitted the actual impacts of an additional lane of traffic.

Yours truly,

Cheriel Jensen

CC: NextDoor
4 Exhibits below

Exhibit 1

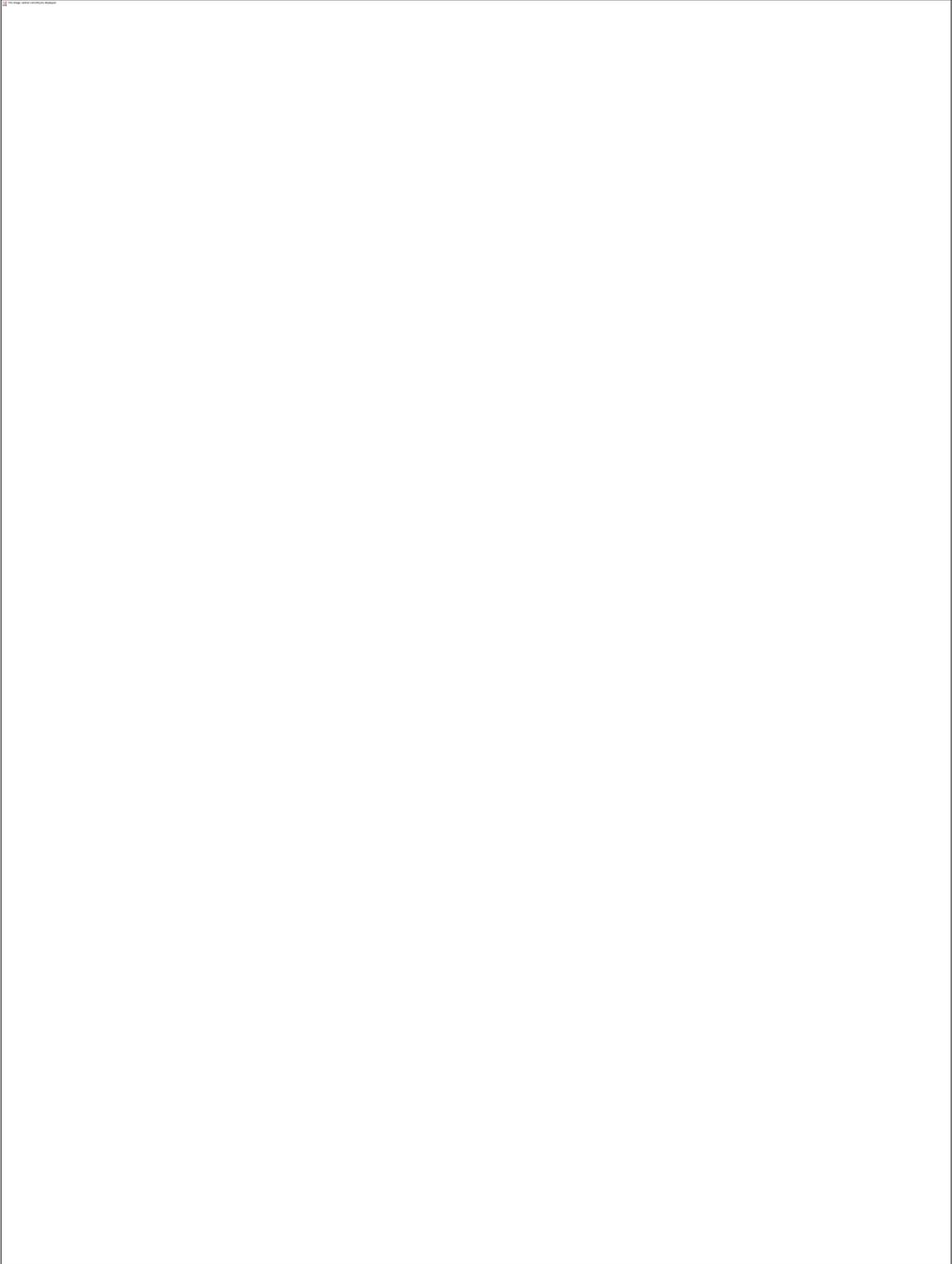


Exhibit 2

Cheriel Jensen

March 5, 2015

Eric DeNardo,

Dear Mr. denardo,

RE: Comments regarding Project Level Air Quality Conformity Analysis for
PM 2.5 on SR 85 Express Lanes Project

If the project-level conformity analysis shows that the project will conform to the State Implementation Plan as you assert, for carbon monoxide (CO) and particulate matter (PM 2.5) required by 40 CFR 93.116 and 93.123 where are your measurements? When were they taken? Give the specific day and time of measurements.

An assumption of conformity, such as you plan, disregards the law. These standards are not met now. The only thing currently holding down the pollutants are the carpool lanes which encourage drivers to drive hybrids and electric cars as well as some drivers doubling up (fewer cars). With the "Lexis Lane" project fewer of these drivers will be willing to double up, fewer will buy hybrids, and fewer still will buy electric vehicles. You are obligated to make the projections for the current number of vehicles. You are obligated to make reasonable projections as the vehicle mix changes to higher polluting vehicles and fewer carpools (more cars). In addition, higher density is being developed in south San Jose in anticipation of this extra capacity. Thus, in addition to the change in pollution from the current numbers of cars, the project will result in far more cars, in fact equivalent to an entire medium sized city. Thus the pollution will be much greater. You are obligated to project the additional pollution based on the land uses planned, not just make assumptions with no foundation.

You admit no detailed measurements or hot spot analysis was completed for even the current conditions. Due to this failure to measure or do analysis, including hot spot analysis, there is no proof that current or future conditions meet the Clean Air Act and 40 CFR 93.116.

I hereby demand true measurements and accurate analysis, according to federal requirements, be completed.

Yours truly,

Cheriel Jensen

Exhibit 3

<http://www.motherjones.com/environment/2014/11/car-emissions-vs-car-crashes-which-ones-deadlier>

Mother Jones

ENVIRONMENT

□ *Climate Change, Climate Desk, Top Stories*

Car Emissions vs. Car Crashes: Which One Is Deadlier?

The answer actually surprised us.

—By **Eric Jaffe**

| Tue Nov. 11, 2014 6:30 AM EST

Hung Chung Chih/Shutterstock

This story originally appeared in CityLab and is republished here as part of the Climate Desk collaboration.

The ever-thought-provoking David Levinson posed a question at his *Transportationist* blog earlier this week that's worth a longer look: Are you more likely to die from being in a car crash or from breathing in car emissions? If your gut reaction is like mine, then you've already answered in favor of crashes. But when you really crunch the numbers, the question not only becomes tougher to answer, it raises important new questions of its own.

First, let's look at US traffic fatalities at the national level. For consistency with the pollution statistics (more on that in a moment), we'll focus on 2005. That year, there were 43,510 traffic crash fatalities in the United States, according to the National Highway Traffic Safety Administration. That's a fatality rate of roughly 14.7 per 100,000 Americans.

Now we turn to deaths attributable to air pollution—more specifically, to particulate matter produced by cars. A research team led by Fabio Caiazzo of MIT, who

appears from his university profile to be an actual rocket scientist, recently quantified the impact of air pollution and premature death in the United States for the year 2005. They reported that about 52,800 deaths were attributable to particulate matter from road transportation alone. (Road pollution had the largest share of any individual pollution sector, at around a quarter of all emissions-related deaths.) That's a mortality rate of roughly 17.9 per 100,000 Americans.

Straight fatality figures make a strong case that car emissions are deadlier than car crashes.

By that estimate, road-related particulate matter was responsible for about 19 percent more deaths, nationwide, than car crashes were in 2005. And keep in mind that particulate matter isn't the only air pollutant produced by cars (though it is the most significant type). Caiazzo and company attribute another 5,250 annual deaths to road-related ozone concentrations, for instance. In other words, the true health impact of auto emissions may be much greater.

At the city level, this broad conclusion remains the same. Here are the mortality totals and rates attributable to road-related particulate matter in five major metro areas tracked by Caiazzo and colleagues: New York (3,615 / 28.5), Los Angeles (2,092 / 23.3), Chicago (1,379 / 28.4), Dallas (374 / 23.2), Washington, D.C. (533 / 28.6). The rates are well over 20 per 100,000 people in all five places.

Now here are the fatality totals and rates from car crashes in the same five metros, via the Center for Disease Control and Prevention. Granted, these figures are from 2009 instead of 2005, but even taking that inconsistency into account, the difference is striking: New York (986 / 5.1), Los Angeles (848 / 6.6), Chicago (565 / 5.9), Dallas (611 / 9.8), Washington, D.C. (408 / 7.5). In no case does the fatality rate even reach double digits.

These straight fatality figures make a strong case that car emissions are deadlier than car crashes at both the national and major metro levels. But death is only one measure of these health impacts. *Age* of death matters, too, especially since younger people tend to be involved in fatal car crashes. In 2012, for instance, about 55 percent of the people who suffered motor fatalities were under age 45. Caiazzo et al. report that emissions tend to cut lives short about 12 years, whereas crashes cut them short about 35 years.

Levinson tries to adjust for age through the Global Burden of Disease database, which includes a measure called Years of Life Lost. In 2010, there were 1,641,050 years of life lost attributable to particulate matter, against 1,873,160 years of life lost to road injuries.

That might seem like a near wash, but in fact the gap is much wider, because these data reflect *all* air pollution, not just road-related air pollution. If we figure (based on Caiazzo*) that 25 percent of all deaths attributable to air pollution come via car emissions, then road injuries account for more than four times as many years of life lost as particulate matter from cars—1,873,160 to 410,288.

The absence of a clear single answer is a revelation in itself, suggesting that the problems are more on par than we typically treat them.

Circling back to the original question, whether car crashes or auto emissions is deadlier, we find any answer requires additional parameters. Strictly speaking, Americans appear more likely to die from auto emissions. In terms of wasted life potential, crashes seem the bigger danger. If anything, the absence of a clear single answer is a revelation in itself, suggesting that the problems are more on par than we typically treat them.

So why don't elected leaders pay as much attention to emissions-attributable deaths as they do to car fatalities? The answer no doubt has a lot to do with something Levinson's University of Minnesota colleague, Julian Marshall, said during their discussion of the topic: "no death certificate says 'air pollution' as cause of death." Rather, emissions are yet another risk factor and invisible killer in a world full of risk factors and invisible killers. As such they're convenient (and perhaps even comforting) to ignore. A road death, meanwhile, is stark and tragic and undeniable—in political terms, a much stronger platform.

But what *should* cities do about it? Well, they can start by drawing more attention to the problem. A true Vision Zero campaign, for instance, would acknowledge that even a New York without road fatalities wouldn't be a New York without car-related deaths and illnesses. (That's not to criticize this initiative; just to make a point.) As a stronger step, cities can follow the likes of London, which recently announced an additional tax on emissions-heavy cars, and start charging these drivers the true cost of their social impact (or something closer to it). A few drivers can pay now, or general public health can pay later, but everyone pays eventually.

** It's worth pointing out that the Caiazzo study and the GBD reach vastly different conclusions about how deaths are attributable to total emissions in a given year: roughly 200,000 for the former to roughly 103,000 to the latter.*

Exhibit 4

Neighbor Nextdoor

From:

Steve Klos, San Tomas Lead

I'll make one other comment, then let others chime in - you can go to google maps and get traffic info. From there, you can say live traffic, or typical traffic. If you use Typical Traffic, you can zoom out and scroll through the hours to see where the red occurs.

Northbound in the morning, it primarily occurs on 85 from the 280 interchange on up. The 85 expansion will have even more vehicles getting to this choke point faster and will result in backups further south on 85. and even slower traffic going north. The problem isn't 85 between 17 and 280, it's between 280 and 101 - unless and until VTA addresses that choke point, expansion is simply being done to line someone pockets - not to help the general public.

The real answer is mass transit such as a rail system that goes all the way up 85 from 87 to the business center of Mtn View - where 85 and 101 connect. A rail line would take a significant load off the freeway, would pollute less, move more people and would not cause 85 to choke up even more than it does today!

[In response to] Original post by Cheriell Jensen from Gardiner Park)

From: Robert Jones

Sent: Thursday, August 06, 2015 11:48 AM

To: Board.Secretary

Subject: Highway 85 expansion

Please approve the expansion of Highway 85.

From: Geoff Stahl

Sent: Thursday, August 06, 2015 12:39 PM

To: Board.Secretary

Subject: Highway 85 Express Lanes

VTA board,

I live with the 85 commute daily and have done so for the better part of the last 16 years. I drive from Almaden Expressway to 280 daily so I see the area of interest close up on a daily basis.

Additionally, my vehicle calculates the time difference from nominal based on traffic.

There is an average of 20 min of delay daily, many times over 30 minutes (on August 5th it was truly 60 minutes of delay just for traffic) and rarely less than 15 minutes, this is each direction.

This means for a 50 week commute, 5 days a week, each driver heading up 85 at about 8:15 AM (after dropping kids at school), will waste over 80 hours sitting in traffic every year or 2 weeks of lost productivity or time with ones family just going to work in the morning, the afternoon is often just as

bad and thus one might waste a month of full work days just sitting in traffic on 85. So on a yearly basis the travel for each person from 87 to 280 costs in 160 hours (per person!!!!).

Note, the car pool lane is also over capacity and at many times is slower than the non-carpool lanes. Any accident with lane closure often results in over an hour delay as we saw just this week. Ask anyone stuck on 85 on Wednesday August 5th if something needs to be done, the answer will be clearly yes.

You have the traffic flow numbers thus can multiply this 160 hours by the number of drivers between 7:30 and 10:00 AM (seemingly the peak times) and the loss of productivity in the Valley (the center of the worlds technology innovation) is staggering. The road is clearly over capacity and needs smart commute, pollution and people friendly express lanes to ease the congestion.

Additionally, with today's modern routing apps on every phone and in every car, I am seeing more and more recommendations to take side streets and detour off of the clogged highway 85. Folks in communities that object to efficient transportation through their cities (cities which clearly benefit by continued economic prosperity in the valley) will find they have many of these folks abandoning these roads in favor of their city and neighborhood streets. I expect this is not what anyone wants. This is silicon valley and we should take transportation and lost productivity seriously with serious plans,

As an executive in the valley I also see the impact of hiring and moving here. People seriously consider the cost of housing the the crazy commutes when deciding whether to take job here. Living in Morgan Hill may get someone away from suburbia but now forces a crazy commute upon them.

If one looks at the traffic monitoring in the morning, 85 is always red often well past 10 AM, it makes no sense and cost the city, valley and state millions if not billions of dollars to not fix this problem.

Please address the entire highway 85 problem soonest, it is already many years late.

Regards,

Geoff Stahl

From: Board.Secretary
Sent: Friday, August 07, 2015 9:51 AM
To: Board.Secretary
Subject: From VTA: Transit Justice Alliance Envision Meetings

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

The meetings mentioned below are open to the public. Please pass this information to any party who may be interested in Envision Silicon Valley. Thank you.

Office of the Board Secretary
Santa Clara Valley Transportation Authority
board.secretary@vta.org

The Transit Justice Alliance will be holding a set of community meetings on Envision Silicon Valley in August and September to solicit input from the public. VTA will be co-presenting at these community meetings on the Envision process. Attached is a flyer for those meetings. Contact the information line for the Transit Justice Alliance at 408-638-9091 if you have questions. These meetings will be held at the following locations:

SOUTH COUNTY

Saturday, Aug 8th, 2:30 – 5:00 p.m.
Serra Cottage
7980 Church St, Gilroy, CA 95020

NORTH COUNTY

Thursday, Aug 27th, 6:00 – 8:30 p.m.
Rengstorff Community Center
201 S. Rengstorff Ave, Mountain View, CA 94041

CENTRAL SAN JOSE

Wednesday, Sept 2nd, 6:00 – 8:30 p.m.
Dr. Martin Luther King Library, Room 225
150 E San Fernando St, San Jose, CA 95112

EAST SAN JOSE

Wednesday, Sept 9th, 6:00 – 8:30 p.m.
Mexican Heritage Plaza
1700 Alum Rock Ave, San Jose, CA 95116

SPEAK UP FOR GREAT TRANSPORTATION!

The Valley Transportation Authority  is considering placing a sales tax measure on the 2016 ballot that could raise billions of dollars for transportation.



Investments to reduce congestion and clean up our air!



Transportation improvements for people of all incomes, ages, and abilities!

Accessible and affordable transit!

Safe streets for walking and biking!



Make **YOUR VOICE** heard at the Envision Silicon Valley workshops co-presented by the **Transit Justice Alliance (TJA)** and the **VTA**:

SOUTH COUNTY

Saturday, Aug 8th, 2:30 – 5:00 p.m.

Serra Cottage

7980 Church St, Gilroy, CA 95020

RSVP: <http://bit.ly/1O96W56>

CENTRAL SAN JOSE

Wednesday, Sept 2nd, 6:00 – 8:30 p.m.

Dr. Martin Luther King Library, Room 225

150 E San Fernando St, San Jose, CA 95112

RSVP: <http://bit.ly/1Md8RrV>

NORTH COUNTY

Thursday, Aug 27th, 6:00 – 8:30 p.m.

Rengstorff Community Center

201 S. Rengstorff Ave, Mountain View, CA 94041

RSVP: <http://bit.ly/1JkF9uJ>

EAST SAN JOSE

Wednesday, Sept 9th, 6:00 – 8:30 p.m.

Mexican Heritage Plaza

1700 Alum Rock Ave, San Jose, CA 95116

RSVP: <http://bit.ly/116IZw4>

Free food and refreshments provided. Spanish translation will be provided at all meetings. Vietnamese translation will be provided at the East San Jose meeting. Childcare and additional translation services available upon request.

For additional information call 408-638-9091

The Transit Justice Alliance (TJA) is a broad network of community groups working together to advocate for equitable transit-oriented development and the transportation needs of low-income residents of Santa Clara County. More than a dozen organizations comprise the TJA, including: ATU Local 265, California Walks, Friends of Caltrain, Greenbelt Alliance, People Acting in Community Together, Public Advocates, Sacred Heart Community Service, Sacred Heart United Seniors Action Committee, Riders United for Transportation Revitalization, Silicon Valley Council of Nonprofits, Silicon Valley Independent Living Center, South Bay Labor Council, Teamsters, TransForm, Transit Riders United, Urban Habitat, Working Partnerships USA, and Yu-Ai Kai.

ALCE LA VOZ PARA MEJOR TRANSPORTE PÚBLICO!

La Autoridad de Transporte del Valle de Santa Clara  está considerando una medida en la boleta electoral 2016 para recaudar billones de dólares para transporte público.



¡Inversiones que reducen la congestión y mejoran la calidad del aire!



¡Mejoras de transporte para personas de todas clases, edades, y habilidades!

¡Transporte público accesible y barato!

¡Calles seguras para andar a pie y en bicicleta!



LEVANTE SU VOZ en los foros de “Nuestra Visión”, presentados por La Alianza de Transporte Justo (Transit Justice Alliance) y el VTA:

Sur del Condado

Sábado, 8 de Agosto, de las 2:30 - 5:00 p.m.

Serra Cottage

7980 Church St, Gilroy, CA 95020

Confirme su asistencia: <http://bit.ly/1O96W56>

Norte del Condado

Jueves, 27 de agosto a las 6:00 – 8:30 p.m.

Centro Comunitario Rengstorff

201 S. Rengstorff Avenue, Mountain View, CA 94041

Confirme su asistencia: <http://bit.ly/1JkF9uJ>

Centro de San Jose

Miércoles, 2 de Septiembre, de las 6:00 – 8:30 p.m.

Biblioteca Dr. Martin Luther King, Salon 225

150 E San Fernando St, San Jose, CA 95112

Confirme su asistencia: <http://bit.ly/1Md8RrV>

Este de San Jose

Miércoles, 9 de Septiembre, de las 6:00 – 8:30 p.m.

Plaza de la Herencia Mexicana

1700 Alum Rock Ave, San Jose, CA 95116

Confirme su asistencia: <http://bit.ly/1l6lZw4>

Comida y bebidas gratis. Cuidado de niños gratis disponible con confirmación previa.

Para más información, llame al 408-638-9091.

La Alianza de Transporte Justo (TJA por sus siglas en inglés) es una red de grupos comunitarios luchando para el desarrollo asequible y las necesidades de transporte de los residentes de bajos recursos del Condado de Santa Clara. Más de una docena de organizaciones forman el TJA, incluyendo: ATU Local 265, California Walks, Friends of Caltrain, Greenbelt Alliance, People Acting in Community Together, Public Advocates, Sacred Heart Community Service, Sacred Heart United Seniors Action Committee, Riders United for Transportation Revitalization, Silicon Valley Council of Nonprofits, Silicon Valley Independent Living Center, South Bay Labor Council, Teamsters, TransForm, Transit Riders United, Urban Habitat, and Working Partnerships USA, Yu-Ai Kai.

From: Board.Secretary

Sent: Friday, August 07, 2015 10:16 AM

To: VTA Board of Directors

Subject: From VTA: community working group meetings for SVRT Phase II and Mathilda Avenue Improvements Project public scoping meeting

VTA Board of Directors:

THIS IS FOR YOUR INFORMATION ONLY.

Below are the upcoming meetings for VTA's BART Silicon Valley Phase II Extension Community Working Groups and Mathilda Avenue Improvements Project at SR 237 and US 101.

A. VTA's BART Silicon Valley Phase II Extension (Community Working Group meetings)

Downtown/Diridon Community Working Group Meetings

San Jose Chamber of Commerce

101 W Santa Clara St, San Jose, CA 95113

August 11, 2015, 4:00 pm – 6:00 pm

Alum Rock Community Working Group Meetings

Mexican Heritage Plaza

1700 Alum Rock Ave, San Jose, CA 95116

August 12, 2015, 4:00 pm – 6:00 pm

Santa Clara Community Working Group Meetings

Santa Clara Senior Center

1303 Fremont Street, Santa Clara, CA 95050

August 13, 2015, 4:00 pm – 6:00 pm

For more information, please open the attached agendas and/or visit:

<http://www.vta.org/bart/upcomingmeetings>

B. Mathilda Avenue Improvements Project at SR 237 and US 101 (Public Scoping meeting)

Thursday, August 27, 2015*

Columbia Middle School (Staff Lounge)

739 Morse Avenue

Sunnyvale, CA 94085

5:30 p.m. to 7:00 p.m.

*note change in meeting date/time.

About the Project:

The project proposes to improve Mathilda Avenue in the City of Sunnyvale from Almanor Avenue to Innovation Way, including on- and off-ramp improvements at the SR 237/Mathilda Avenue and US 101/Mathilda Avenue interchanges. The purpose of the project is to reduce congestion on Mathilda Avenue, improve mobility for all travel modes, and provide better access to local destinations. The improvements proposed in the project are needed to address existing roadway deficiencies including closely spaced intersections and uncontrolled ramp movements. Bicycle and pedestrian access improvements are also proposed with the project limits.

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



Alum Rock Community Working Group (CWG)

Agenda

(Mexican Heritage Plaza, 1700 Alum Rock Avenue, San Jose)

August 12, 2015 – 4:00-6:00 PM, 6:00-7:00 PM Special Topic

1. Welcome and Introductions
2. Follow up items
 - a. Ridership Demographics
 - b. Berryessa end of line traffic conditionsFacilitator
Erica Roecks
Bernice Alaniz
3. Project Status
 - a. Phase II Evolution of Design DecisionsVTA Staff
4. City Projects within the BART corridor
 - a. Nelson Nygaard Access & Connectivity Study Summary
 - b. Assessing Potential BART to Silicon Valley Phase II Development Impacts
 - c. US-101/Mabury Road interchangeSan Jose Staff
5. Financial Update of BART Phase II
Ernst & Young
6. Envision Project Update
John Sighamony
7. Next Steps
 - a. Next Meeting (October 14, 2015 – 4:00-6:00 PM)
 - b. Confirm Action Items
 - c. Review Work PlanFacilitator
8. Alum Rock Alternative Concept
Facilitator &
VTA Staff



Downtown/Diridon Community Working Group (CWG)
Agenda
(San Jose/SV Chamber of Commerce, 101 W. Santa Clara Street, San Jose)
August 11, 2015 – 4:00-6:00 PM

1. Welcome
1. Follow up items Facilitator
Erica Roecks
Bernice Alaniz
 - a. Ridership Demographics
 - b. Open data portal request
2. Project Status VTA Staff
 - a. Phase II Evolution of Design Decisions
3. City Projects within the BART corridor San Jose Staff
 - a. Nelson Nygaard Access Study Summary
 - b. Assessing Potential BART to Silicon Valley Phase II Development Impacts
4. Financial Update of BART Phase II Ernst & Young
5. Envision Project Update John Sighamony
6. Next Steps Facilitator
 - a. Next Meeting (October 13, 2015 – 4:00-6:00 PM)
 - b. Parking Lot Items
 - c. Confirm Action Items
 - d. Review Work Plan



Santa Clara Community Working Group (CWG)
Agenda
(Santa Clara Senior Center, 1303 Fremont Street, Santa Clara)
August 13, 2015 – 4:00-6:00 PM

1. Welcome
1. Follow up items Facilitator
 - a. Ridership Demographics Erica Roecks
 - b. Bike Counting Methodology –VTA, BART & Caltrain Kevin Kurimoto
2. Project Status VTA Staff
 - a. Phase II Evolution of Design Decisions
3. City Projects within the BART corridor Santa Clara Staff
4. Financial Update of BART Phase II Ernst & Young
5. Envision Project Update John Sighamony
6. CWG feedback to VTA Outreach CWG Members
7. Next Steps Facilitator
 - a. Next Meeting (October 15, 2015 – 4:00-6:00 PM)
 - b. Confirm Action Items
 - c. Review Work Plan