

From: Board.Secretary
Sent: Friday, August 21, 2015 5:10 PM
To: VTA Board of Directors
Subject: VTA Correspondence: Support Letters for ACA 4 (Frazier) & SB 516 (Fuller)

VTA Board of Directors:

We are forwarding to you the following:

From	Topic
Chairperson Perry Woodward	Support Letters for the following: ACA 4 (Frazier) and SB 516 (Fuller)

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

MEMORANDUM

TO: Members of the California State Assembly

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

DATE: August 21, 2015

RE: Support for SB 516 (Fuller)

The Santa Clara Valley Transportation Authority (VTA) respectfully requests your support for SB 516 (Fuller) when this bill comes before the Assembly for a vote. SB 516 modernizes state law to allow a Service Authority for Freeway Emergencies (SAFE) to fund a variety of motorist-aid programs in addition to roadside call boxes.

As you may know, under current state law, local governments are authorized to establish SAFEs, which may impose a \$1 vehicle registration surcharge to provide funding for motorist-aid programs. The first priority for SAFE funds is the implementation and operation of roadside call-box systems. Any revenues in excess of the amount needed for call boxes may be used for other motorist-aid programs, including changeable message signs, traffic operations centers, and tow trucks to remove disabled vehicles from freeways.

Given the significant decline in call-box usage resulting from an increase in cell-phone ownership, SB 516 removes the requirement that call-box systems receive first priority for SAFE funds. Instead, the legislation allows SAFE funds to be used for any motorist-aid program, including call-boxes. The bill also adds traveler information systems and other transportation demand management services; intelligent transportation systems; and safety-related hazard and obstruction removal to the list of eligible SAFE expenditures.

Call boxes are becoming an antiquated technology. Call volumes from roadside boxes have declined significantly not only in the Bay Area, but also in other parts of California. At the same time, advances in intelligent transportation systems and mobile technology have resulted in less expensive motorist-aid services becoming more readily available, including phone- and web-based 511 traveler information systems, freeway ramp meters, and speed cameras. SB 516 updates state statutes to reflect this situation. The measure gives SAFEs the flexibility to determine the best and most cost-effective way to provide motorist-aid services to their respective regions. Therefore, we respectfully seek your support for SB 516. Thank you for your consideration of our request.

VTA Board of Directors:

Please see VTA staff's response below to Mr. Brett Bymaster pertaining to VTA development at the Tamien site.

Thank you.

Office of the Board Secretary
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From: Board.Secretary
Sent: Wednesday, August 19, 2015 6:11 PM
To: Brett Bymaster
Cc: Board.Secretary
Subject: FW: VTA Housing development at Tamien & the related park

Dear Mr. Bymaster:

Thank you for your email of Tuesday, August 11, 2015, regarding the development of the Tamien Station park. VTA staff understands how long awaited this park has been and is pleased to have facilitated its realization through the complex sale agreement we executed with the City of San Jose in 2008. As you correctly noted, this agreement includes "prepaid" park credit fees (in exchange for the park property) that only have value if certain housing units are approved for development on the VTA property located adjacent to the future park.

We recently learned from City staff about the prospect of the State park funding and are working closely with them to advance the approvals for VTA's development project so that the funding deadline can be met. In fact, after many meetings with City planning staff, VTA formally resubmitted its PD-Zoning application for the development project last week. As you may be aware, this application has undergone an iterative process between the City and VTA this past year, but we are confident that the revised application submitted by VTA reflects a shared vision for the project that will be well received by the City. We will continue to work with City staff to further advance the approval process and will respond to City direction/comments to our resubmitted application as soon as we receive them.

As you also noted, there is a reappraisal process in the agreement which we have initiated in coordination with City Parks & Recreation staff. We anticipate the appraisal to be completed within the next month or so. While land values are certainly higher than the original value that was negotiated in the 2008 agreement, we are fairly optimistic that the reappraised value of the park property will not result in cash owing to VTA from the City. The original agreement

resulted in a total of 251 prepaid park credits. In our resubmitted PD Zoning application, VTA has proposed a project that ranges up to a maximum of 440 units.

Thank you for your continued interest in these community developments and we look forward to working with you.

Regards,

Bijal Patel

Real Estate Director
Valley Transportation Authority
3331 North First Street
San Jose, CA 95134
(408) 321-5791

From: Brett Bymaster

Sent: Tuesday, August 11, 2015 7:44 AM

To: perry.woodward; Cindy.Chavez; District2; District10 San Jose; District5@sanjoseca.gov; Board.Secretary; rose.herrera; raul.peralez; mayoremail@sanjoseca.gov; findrichlarsen; jasonb; whittum; Esteves, Jose; supervisor.yeager

Subject: VTA Housing development at Tamien & the related park

Chair Woodward and VTA board members,

I wanted to write regarding the VTA development at the Tamien site. I own a property adjacent to the open field, and have been very involved in the development of the park there. For more than 20 years, our community has been promised a park at the Tamien train station. Now we are finally close to achieving that dream!!

I know that you discussed the Tamien park and housing development at a board meeting in March. Since then we've realized that the development of the park is gated by the density of housing on the VTA land. The Tamien park development is currently funded by a state grant that requires the park to be built by next summer. The land sale agreement between VTA & San Jose had a reassessment option, which was triggered recently by the VTA. With rising land value, that means that San Jose now owes VTA money, which can be transferred in the form of a park credit swap, but if the housing density is on the order of 400 units, then no cash transfer is required (or so I've been told).

So before we can build a park, we need VTA to get their housing development plans into the San Jose planning department, so that we can settle the park credit swap.

I'd like to ask your help with two items:

1. It is critical that the Tamien housing development plans be completed as soon as possible and submitted to the city of San Jose in order to ensure that a park gets built. *Please*

help us make sure that the VTA planning team gets the housing numbers to the City of San Jose as soon as possible.

2. As you surely know, we have a housing crisis. That crisis is particularly impacting the low income Latino community around the Tamien station. We have a desperate need for low income housing. Please consider prioritizing low income housing development at the Tamien station. VTA is a governmental institution, not a for-profit developer. It's the only hope we have of significant low income housing in our community! I would like to ask that the board agendize a conversation on low income housing at Tamien site. Would you consider a resolution calling for 100+ low income units at Tamien?

Our community would be so appreciative of your support in ensuring that the Tamien park gets built, and addressing the housing crisis in our community.

Kind regards,
Brett Bymaster
Washington/Tamien Community Member