

**From:** Board.Secretary  
**Sent:** Monday, November 21, 2016 4:09 PM  
**To:** VTA Board of Directors  
**Subject:** Additional Public Comments on Next Network

**VTA Board of Directors:**

Please find attached additional comments from the public regarding the Next Network.

Thank you,

VTA Office of the Board Secretary  
Santa Clara Valley Transportation Authority  
3331 N. First Street  
San Jose, CA 95134  
[board.secretary@vta.org](mailto:board.secretary@vta.org) (e-mail)  
(408) 321.5680 (telephone)  
(408) 955.0891 (fax)

From: Andy Dugacki  
Sent: Friday, November 18, 2016 12:46 PM  
To: Board.Secretary  
Cc: Penny Ellson; Arthur Keller  
Subject: VTA decision on the bus network

Dear VTA Board Members,

As I did before, I'm writing to you again to understand that our Palo Alto community relies on 35 and 88 buses. For many of us that is the only way to get our kids to and from High School. My kids are telling me that buses are completely full both in the morning and in the afternoon.

Please consider other measures to improve your bottom line rather than eliminating these buses that our community needs.

Best Regards,  
Andy Dugacki  
Gunn High School Parent

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From: Taruna Arora  
Sent: Friday, November 18, 2016 10:16 PM  
To: Board.Secretary  
Cc: Arthur Keller; pellson  
Subject: Please keep the bus 35 and 88

Hello,

I just wanted to send an email to request that the Bus 88 route be kept. Many students in this area, including mine, have parents that work full time and live very far from the Gunn area--farther than biking would permit. Buses are often the only means of transportation they have. Therefore, for students' transportation needs and for the retention their ability to get such a great education at Gunn, I hope that you will strongly consider keeping route 88 and 35. That way, students can get the transportation and education they deserve.

Regards  
Taruna Arora

18NOV2016

The revised VTA Mission Statement has codified the 85% Plan for Transit Reduction Implementation Plan (TRIP).

Saratoga will lose all of its bus service except the 57.  
There could end up being a new line 28 restoring service from WestGate to DeAnza Blvd. along Prospect which would be a big help - this connection was lost when the 53 was rerouted and the 54 taken away.

No nights and weekend service for Saratoga at all. I am surprised that the 37 would get axed since it is our connection to Light Rail and has heavy ridership serving WVC. It was great while it lasted.

**I request that VTA to do the following:**

1. Bring back the 54 - serving 75% of our community and our Julia Morgan Bus Stops
2. Don't axe the 37 - our connection to Light Rail
3. Introduce dial a ride in West Valley with bike rack equipped vehicles - Morgan Hill/Gilroy had this awhile back. We need something. We pay for transit. We pay the most money for transit of any County in the Bay Area with specific earmarks to run **buses**. Remind Cindy Chavez that it was not OK for the VTA BOD to relegate "increased bus service" called for by the Y2k Measure A to year 29 of the 30 year tax measure.

Other considerations:

- A. Run a bus along Saratoga Avenue all the way to the Santa Clara Train Station & future BART Station – this would also serve the airport.
- B. Change policy at VTA so ParaTransit is available even where there is no scheduled transit service so the transit dependent disabled and elderly community isn't left stranded.
- C. Deliver the promised Y2k Measure A "increased bus service" by matching what AC Transit has done with their **AC Go** launched this year - "More Buses, More Often" <http://www.actransit.org/ac-go-main/>

Santa Clara County has the highest transit tax of the 9 Bay Area Counties. VTA has three ½ cent sales taxes paying for bus service. More cars on the roads in Santa Clara County could be a likely consequence of eliminating bus service.

[2jimstallman](#)

## VTA Bus Service Levels

(Start of BART-SJX project was in 2000)

<http://www.mtc.ca.gov/library/statsum/statsum.htm>

Year	service delta since 1990	Active Fleet	budget \$M	hours 1k	delta hrs %
1990	0.0	425	114	1422	
1991	1.1	428	123	1438	1.1
1992	5.1	432	144	1494	3.9
1993	6.8	433	161	1518	1.6
1994	3.4	421	160	1471	-3.1
1995	-12.9	525	178	1238	-15.8
1996	-15.5		205	1243	0.4
1997	-10.0		233	1280	3.0
1998	8.4		226	1347	5.2
1999	0.0	525	271	1422	5.6
2000	3.5		263	1472	3.5
2001	2.3	461	351	1454	-1.2
2002	2.2		338	1453	-0.1
2003	-4.1	622	314	1364	-6.1
2004	-10.3		304	1276	-6.5
2005	-11.4	622	304	1260	-1.3
2006	-13.6		347	1228	-2.5
2007	-12.3	625	382	1247	1.5
2008	-10.2		372	1277	2.4
2009	-10.4	523	327	1274	-0.2
2010	-13.7		344	1227	-3.7
2011	-17.9	523	365	1168	-4.8
2012	-16.5		397	1188	1.7
2013	-14.8	527	400	1212	2.0
2014					
2015					



OFFICIAL BALLOT  
COUNTY OF SANTA CLARA

GENERAL ELECTION  
November 7, 2000

DISTRICT  
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

**A** 1/2 CENT TRANSIT SALES TAX

To:

- Connect BART to Metrolink San Jose, Santa Clara
- Build rail connection from San Jose Airport to BART, Caltrans Light rail
- Purchase vehicles for staffed access, security, clean air buses
- Provide light rail throughout Santa Clara County
- Expand electric trolleys
- Expand rail services

Shall Santa Clara Valley Transportation Authority enact a 1/2 cent sales tax for 30 years beginning 4/1/00 when current tax expires, with annual audits published in local newspaper and an independent citizens watchdog committee?

SANTA CLARA VALLEY WATER DISTRICT

**B** CLEAR, SAFE CREEKS AND NATURAL FLOOD PROTECTION: Shall the Santa Clara Valley Water District replace an expired program, consistent with a special parcel tax, as provided in District Resolution No. 2000-44, to protect homes, schools, businesses and roads from flooding and erosion, protect, enhance and restore healthy creeks and bay ecosystems, provide additional open space trails and parks along creeks, and provide clean, safe water in our creeks and bays?

CITY  
CITY OF SAN JOSE

**K** GENERAL PLAN — GREENLINE/URBAN GROWTH BOUNDARY

Shall the Greenline/Urban Growth Boundary policies of the San Jose 2000 General Plan, which protect the City's Greenbelt, hillsides and baylands from urban development, be adopted and amended with a requirement that they may only be repealed or amended by the voters of the City of San Jose?

### COMPLETE TEXT OF MEASURE A - Continued

#### Fund Operating and Maintenance Costs for Increased Bus, Rail and Paratransit Service

Provision herein to ensure funding, to at least 2014 and possibly longer, of the following: the new Terman East, Castro and Mission Light Rail lines, the commuter rail connection to BART, expanded paratransit services, expanded bus rapid transit services, the Downtown/Santa Clara Valley Light Rail line operations, which can commence in 2006, and the BART extension to San Jose which can commence operations by 2010;

is subject to the following mandatory requirements:

- The Tax Must Generate 30 Years After Implementation
  - If approved by the voters, this initiative shall be implemented 30 years after implementation. The tax will be approved for the period commencing April 1, 2000 when current tax expires and continues on March 31, 2030. The length of this tax period is provided without a vote, and the expiration of the period of Santa Clara County.
  - An Independent Citizens Watchdog Committee Must Review all Expenditures
  - The Independent Citizens Watchdog Committee will consist of private citizens, representatives of the District's Advisory Committee.
  - Public Hearings and Reports: The Committee will hold public hearings and issue reports on at least an annual basis to inform Santa Clara County residents how the funds are being spent. The hearings will be held in full compliance with the Freedom of Access to Clinic Entrances Act and the Americans with Disabilities Act, and the reports will be published and posted in advance.
  - Annual Independent Audit: An annual audit conducted by an independent Auditor will be done each fiscal year to assure the funds are being spent in accordance with the intent of this measure.
  - Published Results of Audits and Annual Reports: The Committee must publish the results of the independent audit and the Annual Report in local newspapers in addition, copies of these documents must be made available to the public at large.
- such authorization being pursuant to the provisions of Sections 100000 et seq. of the Public Utilities Code and Sections 7051 et seq. of the Revenue and Taxation Code.

Continue Voting on Next Page



## Penny Ellson

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**From:** Keri Wagner  
**Sent:** Friday, November 18, 2016 12:46 PM  
**To:** community.outreach@vta.org  
**Cc:** dherrmann ; Pat Burt; Audrey Gold; Barbara Best; Max McGee; Terry Godfrey; Miriam Stevenson; Penny Ellson; board.secretary@vta.org  
**Subject:** VTA bus redesign

VTA Board --

The Palo Alto school community definitely needs needs more discussion about the bus network redesign, as it affects a large number of students who currently use the bus to get to school.

The short notice of this meeting (less than 24 hours) is insufficient and disenfranchising to most Palo Alto students and parents. Please schedule another meeting preferably at a north county location where residents of Palo Alto, Mountain View, and Los Altos can review the redesign and offer feedback.

Thank you.  
Keri Wagner,  
Parent of a Gunn High School student

Sent from my iPhone=

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No virus found in this message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 2016.0.7859 / Virus Database: 4664/13432 - Release Date: 11/18/16

**From:** Board.Secretary  
**Sent:** Monday, November 21, 2016 4:47 PM  
**To:** VTA Board of Directors  
**Cc:** Gaeta, Angelique M; Lawson, Jim; Gonot, Carolyn; Srinath, Raj  
**Subject:** From VTA: Caltrain Electrification Full Funding Grant Agreement  
**Importance:** High

**VTA Board of Directors:**

We are forwarding you the following:

<b>From</b>	<b>Topic</b>
Nuria I. Fernandez, General Manager/CEO	Memorandum to VTA Board of Directors regarding Caltrain Electrification Full Funding Grant Agreement

Thank you.

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



## MEMORANDUM

**TO:** VTA Board of Directors

**FROM:** Nuria Fernandez, General Manager/CEO

A handwritten signature in black ink, appearing to read 'Nuria Fernandez', written over the printed name.

**DATE:** November 21, 2016

**SUBJECT:** Caltrain Electrification Full Funding Grant Agreement (FFGA)

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VTA is a partner in the Peninsula Corridor Joint Powers Authority (Caltrain). As such the Board has committed \$80 million from 2000 Measure A to the projects that electrify the Caltrain system from San Francisco to the Tamien Station in San José. The funding agreements VTA has agreed to (along with our partners in San Mateo and San Francisco further assisted by funding commitments from MTC) are dependent upon a Full Funding Grant Agreement (FFGA) from the Federal Transit Administration (FTA) in the amount of \$647 million.

As part of the process for securing an FFGA, FTA, through an assigned Financial Management Oversight (FMO) consultant, conducted a review of the finances of Caltrain and all the funding partners in preparation for their consideration of the grant application. The FMO report had a series of five recommendations including a requirement that demonstrates Caltrain's ability to fund a potential 10% increase in the cost of the project. This equates to \$198 million and is not covered by the agreements between the partners.

Caltrain staff requested that VTA along with San Francisco Transportation Authority, San Mateo County Transportation Authority and MTC provide letters of support indicating our ability to provide \$50 million each in the event the project exceeds the planned budget by 10%.

Since the project itself has an unusually large contingency (\$316 million) and the contracts for electrification and vehicle purchase have already been awarded, the possibility of a cost overrun is minimal. Nevertheless, in response to the request from Caltrain staff for an indication of support by the partner agencies and MTC, I sent the attached letter to the FTA indicating our history of support for Caltrain and the potential, subject to Board approval, of providing additional funding if that should become necessary. The other three funding partners provided a similar letter to FTA.

If you have questions or need further information, please contact Jim Lawson at 408 321-5516.



November 18, 2016

Ms. Carolyn Flowers  
Acting Administrator  
Federal Transit Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Administrator Flowers,

Santa Clara Valley Transportation Authority (VTA) supports Caltrain's Peninsula Corridor Electrification Program (PCEP), and our agency is one of the signatories to the MOU that provided \$1.98 billion in total funding for the PCEP project currently being considered for a Full Funding Grant Agreement (FFGA) with the Federal Transit Administration (FTA).

The full funding plan for the project, as shown in Attachment 1, assumes \$647 million in FTA Core Capacity funds, which represents 33% of the project's funding plan. Our Board approved an MOU on May 3, 2012 and an MOU supplement on June 2, 2016 to provide, along with other project funding partners, the total funding needed for the project.

Caltrain is currently targeting January 2017 for the approval of a FFGA, which is FTA's official commitment of federal Core Capacity funds to the project and is a necessary milestone that signals the project's ability to move into the construction phase. We understand receipt of the FFGA requires the fulfillment of many deliverables, including securing all of the capital funding for the project. These requirements are identified in the roadmap, which is a list of deliverables and corresponding deadlines for receiving the FFGA that was jointly developed by the FTA and Caltrain.

As required by the FTA roadmap, Caltrain submitted a financial plan for the project to the FTA. FTA's review of the project's financial plan involves a financial capacity assessment that includes evaluation of Caltrain's plans to ensure that it can meet the cash flow needs of the project in the event that some of the funding is delayed or if costs increase over the baseline.

FTA recommends that Caltrain needs to have a plan in place to address potential cost overruns or funding shortfalls of up to 10% of the overall project cost, which equates to about \$198 million. It is important to note that the budget of \$1.98 billion for the project already included \$316 million in overall project contingency. With proper project management mechanisms in place, there should be little risk of cost overruns above and beyond the current project budget of \$1.98 billion.

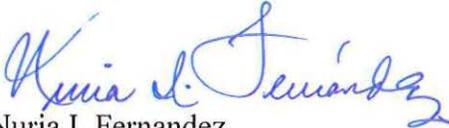
We have been working with the Caltrain and other funding partners to address FTA's recommendation, and we could potentially provide up to an additional \$50 million from the 2000 Measure A, a thirty year ½ cent sales tax measure begun in 2006. The VTA Board has

long been committed to improvements in the Caltrain corridor. 2000 Measure A specifically calls out Caltrain electrification. VTA's potential funding capacity of an additional \$50 million along with \$150 million from San Francisco County Transportation Authority, San Mateo County Transportation Authority, and the Metropolitan Transportation Commission totals \$200 million, approximately 10% of the current project budget. While we believe the project has sufficient controls in place and do not believe the additional 10% is needed, we are willing to work with Caltrain and the project funding partners to explore this additional revenue resource.

Finally, we'd like to emphasize again that Caltrain's funding partners have established in writing a set of program oversight roles so that the delivery of PCEP can be monitored to ensure adherence to both schedule and budget established for the Project.

If you have any questions regarding this, please feel free to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "Nuria I. Fernandez". The signature is fluid and cursive, with a large initial "N" and "F".

Nuria I. Fernandez  
General Manager/CEO