

From: VTA Board Secretary
Sent: Friday, January 17, 2020 1:37 PM
To: VTA Board of Directors
Subject: VTA Information: January 2020 Standing Committee Agenda Packets

VTA Board of Directors:

You may now access your VTA CMPP, A&F, and SSTPO agenda packets on our agenda portal via the links below.

- **Congestion Management Program and Planning (CMPP) Committee** – Thursday, January 23, 2020 at 10:00 a.m. – [CMPP Agenda Packet](#)
- **Administration and Finance (A&F) Committee** – Thursday, January 23, 2020 at 12:00 p.m. – [A&F Agenda Packet](#)
- **Safety, Security, and Transit Planning & Operations (SSTPO) Committee** – Thursday, January 23, 2020, at 2:00 PM – [SSTPO Agenda Packet](#)

Thank you.

Office of the Board Secretary
Santa Clara Valley Transportation Authority
3331 North First Street, Building B
San Jose, CA 95134-1927
Phone [408-321-5680](tel:408-321-5680)



From: VTA Board Secretary
Sent: Friday, January 17, 2020 3:28 PM
To: VTA Board of Directors
Subject: VTA Information: Board of Directors Workshop Agenda Packet for January 24, 2020

VTA Board of Directors:

You may now access your VTA Board of Directors Agenda packet for the **Friday, January 24, 2020, Workshop Meeting** on our [agenda portal](#).

The Board Workshop Meeting will begin at **9:00 AM** and will be held at the River Oaks Auditorium, 3331 North First Street, San José.

Thank you,

Office of the Board Secretary
Santa Clara Valley Transportation Authority
3331 North First Street, Building B
San Jose, CA 95134-1927
Phone [408-321-5680](tel:408-321-5680)



From: VTA Board Secretary
Sent: Friday, January 17, 2020 5:48 PM
To: VTA Board of Directors
Subject: VTA Correspondence: Week ending Jan 10 and Jan 17, 2020

VTA Board of Directors:

We are forwarding to you the following correspondence:

From	Topic
Members of the Public	2016 Measure B funds/climate (two attachments)

Thank you.

Office of the Board Secretary
Santa Clara Valley Transportation Authority
3331 North First Street, Building B
San Jose, CA 95134-1927
Phone [408-321-5680](tel:408-321-5680)



VTA Board Correspondence – Week ending January 10, 2020 and week ending January 17, 2020

From: Sandra Delvin
Sent: Monday, January 6, 2020 1:15 PM
To: VTA Board Secretary <Board.Secretary@vta.org>
Subject: REQUEST: Send to VTA Board Members Please: Measure B Funding

I am writing you to request that you vote to support what the voters who voted for Measure B in 2016 voted for.

We, the voters, voted to fund a total of \$2 billion in highway improvements and street repairs. Measure B has programs over \$1 billion for Caltrain improvements, and \$500 million for expanded and improved transit operations – namely bus and paratransit service to senior, disabled, transit-dependent, and other vulnerable populations.

Declaring a climate emergency/event to divert funds from what the voters voted for is not ethical. We need our existing roads repaired and highway improvements.

We need our highway improvements done and street repairs done!

Thank you for your consideration.

Sandra Delvin

From: Brenda Dohmen
Sent: Monday, January 6, 2020 9:06 PM
To: VTA Board Secretary <Board.Secretary@vta.org>
Subject: Measure B Funds

Dear Secretary,

Is there a VTA vote that is being taken this week which may divert funds from road repairs and highway improvements to buses for Measure B? Please see that my comments below reach the right board members regarding this vote.

We ask that VTA keep their commitment to the voters who approved 2016's Measure B (our vote counts with 71% voting yes!) intended to reduce traffic congestion and REPAIR local streets, fixing potholes and relieving traffic on all 9 expressways and key highway interchanges. These funds should be used as intended by voters and not repurposed because of a liberal "climate emergency" agenda by the VTA board.

As long as Silicon Valley corporate executives, billionaires, elected officials, and Hollywood stars are allowed to take private jets to every board meeting, government offices or awards meeting around the globe on a moments notice without regard to their carbon footprint then I think us regular folks should be able to drive to work everyday without doing major damage to our cars and stuck in unnecessary traffic congestion. Let's keep the local economy on track. The street that we drive everyday is complete rubble and needs to be completely re-paved. It has not been paved in the 25 years we have lived here and has caused extensive and expensive damage to our cars!

The voters should be your number one special interest priority and you should keep your promises to them for increased traffic flow and much needed local road repairs. Do not disappoint your constituents! Stop changing our priorities for you own special interest agenda.

Sincerely,

Thomas & Brenda Dohmen

San Jose Residents & Registered Voters

From: JOHN FLEISCHER

Sent: Tuesday, January 7, 2020 10:53 PM

To: VTA Board Secretary <Board.Secretary@vta.org>

Subject: MEASURE B FUNDS- NO TO DIVERTING FUNDS

Dear VTA Board

My wife and I are residents of San Jose. We demand the 2016 election that passed as Measure B funds get used as intended and NOT DIVERTED for anything else. Traffic and road quality is the worst we have ever seen. Freeways clogged at 10am and freeways that crawl at 9 am are intolerable. We expect this fixed as promised when we voted the issue,

Every one we speak with agrees FX ROADS AND IMPROVE TRAFFIC FLOWS streets and highways

Thank you for readng our comments

John & Judith Fleischer

From: Dorian Lemarchand

Sent: Thursday, January 9, 2020 10:43 AM

To: VTA Board Secretary <Board.Secretary@vta.org>

Subject: Climate and spending priorities

Hello,

I want to send a strong note of support for moving Measure B dollars from road to transit. The VTA service planners are really smart and I hope that every single dollar moved is for *ridership only*. There is no climate benefit from empty buses.

Thanks,

Dorian Lemarchand (santa clara county resident)

From: Michael Abramson

Sent: Tuesday, January 14, 2020 11:17 AM

To: VTA Board Secretary <Board.Secretary@vta.org>

Subject: Actions to address the climate emergency

I urge the VTA Board to take meaningful actions to address the climate emergency. Please, make funding for public transit your first priority and use this funding to increase frequency of operations and reduce fares that would make the use of VTA system more attractive than driving.

Thank you,
Michael Abramson

1/14/2020

Valley Transportation Authority
3331 N. First St. #B
San Jose, CA 95134

RE: Re-directing of committed Measure B Funds in Santa
Clara County from Road Projects to Transit

Dear Chairperson Chavez:

We urgently request that the Valley Transportation Authority (VTA) oppose the current, or any future efforts to divert and redirect committed Measure B funds from road-related projects to transit. If any resident of Santa Clara County (SCC) who voted in favor of Measure B were asked how they expect collected funds will be spent, they would likely point to the projects that were listed in the Measure. Even though Measure B states that the "VTA may modify the Program for any prudent purpose, including ... to shift funding between project categories ...", any effort to divert the estimated \$6.3 Billion in Measure B funding **between categories**, no matter the source of political pressure, **is not prudent** at any time for reasons outlined in this letter.

A great deal of public input and support went into the creation of Measure B, and its 2/3 majority passage was due to its specific use of funding. The expected distribution of funding **between categories**, as well as the expected projects **within categories** of the Measure were clearly established. During the Measure's promotion, it was highly likely residents were presented the dollar figures and lists of proposed projects, but were **not** provided with the fine print pointing out potential changes or modifications allowed during the 30-year period.

Before the vote in 2016 and while developing the categories and funding distribution of the Measure, concerns with meeting the overall needs of the county, while considering carbon emissions and the environment, were all taken into account at that time. This is evident due to the high level of funds allocated to transit projects during the 30-year program, not only to help expand and increase use of transit, but benefit the environment:

- An approximate **48%** allocation of Measure B's approximate \$6.3 Billion has already been allocated towards transit projects.
- The environmental concerns at the center of this argument are also being addressed in California through the project environmental process, one of the strictest in the country, through the required CEQA that requires the identification of the environmental impacts, rating their levels of significance and requiring actions to mitigate them.
- Given the overwhelmingly high level of necessary road repairs, new streets and improvements to existing streets, highways and expressways, establishing a roughly 52/48 split between roads and transit was a prudent decision. Modifying and diverting funds between categories, after the fact, will change this ratio, and sends a troubling message to residents.

SCC's passage of the 30-year Measure with just under 71% is evidence of the public's trust that the identified projects would be carried out and the idea of diverting funding is cause for serious concern. Residents who voted in favor of Measure B will want explanations to questions such as:

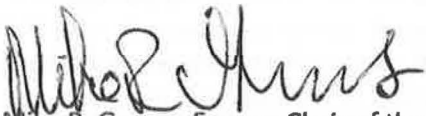
- By diverting funds between categories aren't you essentially creating a "general fund" type of spending within the Measure's specific use guidelines for the categories that were adopted by a 2/3 majority?
- Won't decisions made at this critical juncture, especially the diverting of funding, adversely affect other projects whose improvements have been waiting in line for decades, especially projects in the southern end of SCC **where great numbers of the workforce have been forced to move or relocate** (Morgan Hill, San Martin, Gilroy)?

- Aren't your decisions also going to affect neighboring counties and cities that also house the working force of SCC, such as San Benito County (SBC) and the City of Hollister, when the unmet, decades-long transportation improvements in the southern boundaries of SCC continually fail to be met?
- Is it possible than an erosion of voter confidence and trust from diverting Measure B funding within categories, will cross over to many other types of votes and have an impact on future elections?

If Measure B funds are redirected between categories, there will most certainly be a domino effect, likely in a southern direction, resulting in fewer funds available for projects such as US101, Hwy 25, the US101/25 Interchange, the Santa Teresa Blvd and the Realignment of Hwy 152. We ask the VTA to seriously consider opposing any efforts to divert Measure B funds **between** categories and if necessary, redirect funding from projects **within** the affected category should financial shortages, cost overruns or the desire to expand any project occur. We further urge that priority be given to projects with the **longest history** of waiting in line and others **that are ready to break ground** pending the final stage of putting the sources of funding in place.

Thank you very much.

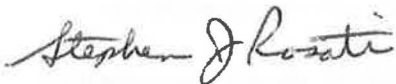
Sincerely,



Mike R. Graves, Former Chair of the SBC Board of Supervisors and the SBC COG



Clifford A. Cardoza, Former Mayor of Hollister and Chair of the SBC COG



Stephen J. Rosati, Former Co-Chair Hwy 156 Bypass Committee and Chair Measure A Committee in SBC
381 Donald Dr.

Hollister, CA 95023 sjrosati@aol.com