

**From:** VTA Board Secretary  
**Sent:** May 11, 2021 3:48 PM  
**To:** VTA Board of Directors  
**Subject:** From VTA: Announcement from the VTA Office of the General Counsel

VTA Board of Directors:

Please see message below, or refer to attached, regarding an announcement from Evelyn Tran, General Counsel and Interim General Manager/CEO.

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)

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It is with tremendous pride, yet heavy heart, that I announce the impending departure from VTA of Deputy General Counsel Carlos Orellana. Effective May 14, Carlos will be leaving VTA to become the District Counsel for the Santa Clara Valley Water District.


Carlos began his tenure with VTA just over 6 years ago as Assistant Counsel, and his skillful dedication to the agency allowed him to quickly move to Senior Assistant Counsel, then Deputy General Counsel. I have considered Carlos my “right hand” and have tremendous respect for his leadership. He was the primary attorney handling construction matters. Among his most valuable accomplishments was his successful defense of VTA’s 2016 Measure B sales tax. In the past few months, he had taken over day-to-day management of the Office of General Counsel while I serve in my additional role as Interim GM/CEO.

Above and beyond his professional ability, those who know Carlos appreciate his calm and kind demeanor and his dry sense of humor. Please join me in wishing him all the best as he takes this next big career step in his well-deserved lead role at Valley Water. Carlos, VTA will miss you! With Carlos’ departure, I am promoting Senior Assistant Counsel Victor Pappalardo to Deputy General Counsel. Vic has been with VTA since 2012 and has been our lead real estate and transactions attorney. He led the multi-year effort that resulted in our Operations & Maintenance Agreement with BART and has overseen and trained our various transactional attorneys. He was previously with the City of San Jose and in private practice at the law firms of Meyers Nave and Berliner Cohen. He is a tremendous asset to VTA, and I hope you will join me in congratulating him on this promotion.

Warmly,

Evelynn Tran, VTA General Counsel  
Acting General Manager & CEO

## MEMORANDUM

**TO:** VTA Board of Directors 

**FROM:** Evelyn Tran, General Counsel and Interim General Manager/CEO

**DATE:** May 11, 2021

**SUBJECT:** Announcement from the VTA Office of the General Counsel

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Above and beyond his professional ability, those who know Carlos appreciate his calm and kind demeanor and his dry sense of humor. Please join me in wishing him all the best as he takes this next big career step in his well-deserved lead role at Valley Water. Carlos, VTA will miss you!

With Carlos’ departure, I am promoting Senior Assistant Counsel Victor Pappalardo to Deputy General Counsel. Vic has been with VTA since 2012 and has been our lead real estate and transactions attorney. He led the multi-year effort that resulted in our Operations & Maintenance Agreement with BART and has overseen and trained our various transactional attorneys. He was previously with the City of San Jose and in private practice at the law firms of Meyers Nave and Berliner Cohen. He is a tremendous asset to VTA, and I hope you will join me in congratulating him on this promotion.

Warmly,

Evelynn Tran, VTA General Counsel  
Acting General Manager & CEO

**From:** VTA Board Secretary  
**Sent:** May 14, 2021 5:38 PM  
**To:** VTA Board of Directors  
**Cc:** VTA Board Secretary  
**Subject:** VTA Correspondence: Week ending May 14, 2021

**VTA Board of Directors:**

We are forwarding to you the following correspondence:

<b>From</b>	<b>Topic</b>
VTA Staff	Response to San Jose/Silicon Valley Branch of the NAACP pertaining to riders being passed up for transit rides
Members of the Public	Comments pertaining to: 1) potential transit-oriented development to be built on the parking lot of the historic train station in the City of Gilroy; 2) Capitol Corridor Governance; 3) Potential Caltrain Governance Workshop schedule conflict; and 4) comment pertaining to Agenda Item #5.4 at the May 6 <sup>th</sup> Board meeting.

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)



Conserve paper. Think before you print.



May 11, 2021

San Jose/Silicon Valley Branch of the National  
Association for the Advancement of Colored People  
1313 North Milpitas Blvd Suite #163  
Milpitas, CA 95035

Dear Reverend Moore,

We join in your concern for those members of our community whose livelihoods depend on public transportation they can count on. As an essential service, VTA has worked tirelessly for the past 13 months to ensure our transit-dependent community has a way to get to work, school, medical appointments, and grocery stores. As I know you are aware, the COVID pandemic has forced everyone to switch gears from “business as usual” and VTA has made stringent efforts to accommodate our passenger and employees alike.

The number one reason our buses are forced to pass up waiting passengers is the restriction on social distancing of 6-feet. Because of that, our buses can only accommodate less than a quarter of normal capacity. We have been strongly advocating for a safe loosening of the 6-foot restriction.

In terms of federal stimulus funding, VTA cannot put more buses on the street without operators, and we are currently making every effort to recruit and train drivers to fill the current shortage. A class of seven operators graduated May 5 and will immediately be able to take to the streets to help alleviate our driver shortage. We expect to have more than 2 dozen additional bus operators finish training at the end of June, again providing much needed staffing to help serve our passengers.

Please be assured that while additional money helps, it does not solve the pass up problem.

We appreciate your advocacy, not only for our passengers, but on behalf of all the people of Santa Clara County.

Thank you for your support and interest in ensuring our community has the safe, reliable public transit we all need and deserve.

Sincerely,

A handwritten signature in blue ink that reads 'Jim Lawson'.

Jim Lawson  
Chief External Affairs Officer

cc: VTA Board of Directors



SAN JOSE/SILICON VALLEY BRANCH OF THE  
NATIONAL ASSOCIATION FOR THE ADVANCEMENT OF COLORED PEOPLE

1313 North Milpitas Blvd Suite #163, Milpitas, CA 95035  
Phone 408-991-4610

April 29, 2021

Santa Clara Valley Transportation Authority (VTA)  
Board Of Directors  
3331 N. First St.  
San Jose, CA 95134-1906

Dear VTA Board Of Directors Members and Staff:

At the April 1st VTA Board Of Directors' meeting, we learned that an average of 1,200 riders per day are being "passed up" for transit rides. This is due to buses meeting (or exceeding) their capacity limits due to county and state mandates re: social distancing aboard transit.

Silicon Valley's economy is slowly recovering from the COVID-19 pandemic. Businesses throughout Silicon Valley are reopening or expanding their services. This is especially true as residents are being vaccinated at sites throughout the Valley. Yet, VTA leaving riders stranded at bus stops puts a stranglehold on that recovery.

Things to consider: every person you leave stranded at a bus stop must reschedule or even cancel their COVID-19 vaccination appointment. Workers in the retail, health care, and service sectors of our economy left stranded at VTA bus stops end up late for work. Worse, workers left stranded by VTA buses risk docked pay, denied promotion, or even being fired for excessive tardiness. As Board member Magdalena Carrasco of San Jose pointed out at that same April 1 Board meeting, these people don't have the option or privilege of working remotely from home, as some of us do now. We feel that VTA passing up these passengers ultimately helps put these people on the path to homelessness. How can VTA provide "Solutions That Move You" while people are being left stranded at bus stops?

VTA has more than \$150 million in COVID relief money from the Federal government. More funding is available via funding frozen from President Biden's American Rescue Plan (ARP) at the Metropolitan Transportation Commission (MTC) in San Francisco.

Let's work in May to unlock that funding from the MTC. Let's also make sure VTA's Fiscal Year 2022-2023 budget includes money from ARP in addition to current COVID funding in place. Finally, let's work with ATU Local 265, as Board member Cindy Chavez agreed to do, to train more transit drivers and make it safer and cleaner for VTA to restore transit service back to March 2020. NOW.

Sincerely,

Pastor Jethroe Moore II, President

**From:** james rogers  
**Sent:** Thursday, May 13, 2021 11:12 AM  
**To:** Baltao, Elaine <[Elaine.Baltao@vta.org](mailto:Elaine.Baltao@vta.org)>  
**Subject:** [EXTERNAL] Gilroy letter to the Board

Hi Elaine,

Will you please distribute this letter to all the Board Members and any appropriate staff members? I tried sending it to the Board Members at their [vta.org](http://vta.org) addresses, but most of them bounced back saying it was an "invalid recipient". I really appreciate your help with this.

Connie Rogers, former CAC Member

May 13, 2021

VTA Board of Directors

VTA Headquarters

3331 North First Street

San Jose, CA 95134

Dear Board Members,

We are writing as a citizen's group of Gilroy residents who are actively involved in Gilroy planning issues. Several of our members participated in both of the recent Zoom meetings with VTA Staff and Place Works regarding the transit-oriented development you are planning to build on the parking lot of our historic train station.

The 1918 Southern Pacific train station is now on the National Register of Historic Places. With VTA's help the City restored the station in 1998 at a cost of nearly a million dollars. It functions as an important multi-modal transportation hub, serving Caltrain, Greyhound, three VTA bus lines, taxis and shuttles from Hollister and Salinas.

We appreciate being included in design planning for the 140-160 affordable units for families. A number of good ideas were discussed, however it was very obvious that the planners do not know Gilroy and were designing in a vacuum. What was **not** considered were several factors applying to Gilroy as a whole community. Among them are these:

1. Gilroy is not urbanized like San Jose and larger, more dense cities north of us. Our needs are quite different. Large, monolithic high-rise buildings do not fit here. Almost all of our buildings are two or three story, even downtown. Just the mass of a five-story building will overwhelm the area.

2. Parking is a critical need because we are the end of the Caltrain line. When Gilroy had four trains/day our parking lot was completely full and so was the San Martin parking lot. Parking east of the train tracks would not serve us because boarding for Caltrain is on the west, next to the historic station. Furthermore, most of the residents who would use Caltrain live on the west side of town and even commuters from Los Banos, Hollister and Salinas (we have many) need to board on the west side. There is no way to cross the four tracks without walking a long distance via either 7<sup>th</sup> or 10<sup>th</sup> streets and absolutely no guarantee that the now empty lot on the east side would be available for future parking.

3. Gilroy has already met 350% of our Regional Housing Needs Allocation for the Low-Income category and has several affordable apartment projects under construction. At five stories this proposal is not compatible with our historic downtown and station.

4. The area is industrial, not residential and not suitable for families with children. A large commercial bakery will adjoin the property on the south. It will operate gas ovens twenty-four hours a day with noise and emissions and include a fleet operation and distribution center. Caltrain parks its diesel engines which run throughout the night on the tracks to the east. The area is an environmental justice zone established by the State and called out in our 20/40 General Plan.

5. It is likely that employment and commute patterns will change following the pandemic. None of us knows how this will affect Caltrain and the Gilroy station.

6. We have had negative experiences with the 200-unit, five story Alexander Station apartments near the station on Tenth Street. They are poorly designed and managed, causing health and police concerns in regards to access. Our residents prefer smaller, lower rise buildings with open space around them like 103-unit Cannery Apartments on Lewis St. and the 98-unit Harvest Park apartments on Cohansey Avenue.

7. No one can predict when High Speed Rail or even Caltrain electrification is coming because Union Pacific owns the tracks. We definitely can't depend on them to provide much needed parking.

We ask that you consider all these factors in planning for use of the VTA parking lot. It is currently performing a very essential function for the multi-modal transportation center. High rise development on the parking lot is in direct conflict with the intent of our Downtown Specific Plan. Our historic downtown is part of the City's plan for economic development and tourism and this development seems very premature at this point.

Sincerely,

Connie Rogers, Chair

**Gilroy Growing Smarter**

*Keeping Gilroy Healthy & Beautiful*

**Phone** 408-842-8494 | **Website** [GilroyGrowingSmarter.org](http://GilroyGrowingSmarter.org)

**Email** [communications@GilroyGrowingSmarter.org](mailto:communications@GilroyGrowingSmarter.org)



**From:** Roland Lebrun

**Sent:** Friday, May 14, 2021 1:50 PM

**To:** Caltrain Board <board@caltrain.com>

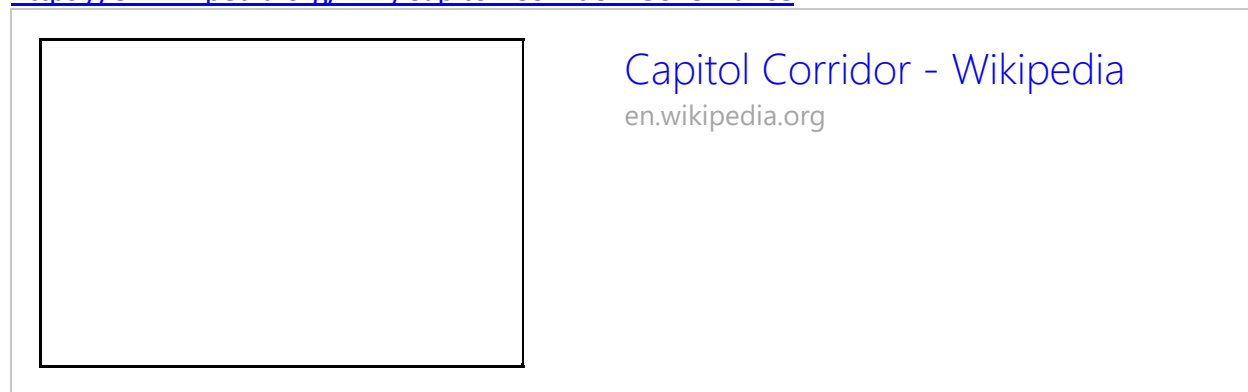
**Cc:** SFCTA Board Secretary <clerk@sfcta.org>; VTA Board Secretary <Board.Secretary@vta.org>; MTC Info <info@bayareametro.gov>; BART Board <boardofdirectors@bart.gov>; Caltrain CAC Secretary <cacsecretary@caltrain.com>; SFCTA CAC <cac@sfcta.org>

**Subject:** [EXTERNAL] Capitol Corridor Governance

Dear Caltrain Board,

As you consider the next steps towards a Governance structure that might work for Caltrain, please consider Capitol Corridor's Governance structure and the SCCJPA's annual \$4.9M contract for BART administration vs. the proposed \$29M for SamTrans in FY22.

[https://en.wikipedia.org/wiki/Capitol\\_Corridor#Governance](https://en.wikipedia.org/wiki/Capitol_Corridor#Governance)



Thank you.

Roland Lebrun

CC

MTC Commissioners  
BART directors  
SFCTA Commissioners  
VTA Directors  
SFCTA CAC  
Caltrain CAC  
VTA CAC

**From:** Roland Lebrun  
**Sent:** Monday, May 10, 2021 11:31 AM  
**To:** Caltrain Board <board@caltrain.com>  
**Cc:** MTC Commission <info@mtc.ca.gov>; SFCTA Board Secretary <clerk@sfcta.org>; VTA Board Secretary <Board.Secretary@vta.org>  
**Subject:** [EXTERNAL] Potential Caltrain Governance Workshop schedule conflict

Dear Caltrain Board,

Kindly be aware that the Caltrain Board workshop scheduled for Friday 14th may conflict with the following MTC meetings and consider starting the Governance workshop no earlier than 1.00 PM.

Thank you in advance if your consideration.

Roland Lebrun

**Friday, May 14, 2021**

**[Operations Committee](#)**

[Attendee Link\(link is external\)](#)

Bay Area Metro Center - Board Room - 1st Floor (REMOTE)

Friday, May 14, 2021

9:35 am

[Meeting Agenda](#)

**[Joint MTC Planning Committee with the ABAG Administrative Committee](#)**

[Attendee Link\(link is external\)](#)

Bay Area Metro Center - Board Room - 1st Floor (REMOTE)

Friday, May 14, 2021

9:40 am

[Meeting Agenda](#)

**[Joint MTC ABAG Legislation Committee](#)**

[Attendee Link\(link is external\)](#)

Bay Area Metro Center - Board Room - 1st Floor (REMOTE)

Friday, May 14, 2021

9:45 am

[Meeting Agenda](#)

**[BATA Recovery Ad Hoc Working Group](#)**

Bay Area Metro Center - Board Room - 1st Floor (REMOTE)

Friday, May 14, 2021

2:00 pm

CC

MTC Commissioners  
SFCTA Commissioners  
VTA Board  
VTA PAC

**From:** b. beekman

**Sent:** Wednesday, May 12, 2021 11:56 AM

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

**Subject:** [EXTERNAL] Blair Beekman. VTA BoD meeting. May 6, 2021. Item 5.4. Public Comment.

Dear VTA,

At the April 30, 2021, Diridon station planning meeting - it was labeled an important priority, to work towards & promote, a good, overall CHSR program.

To concentrate, how the CSHR, can be built through the California corridor, at this time, from LA to Merced to Stockton to Sacramento - this can possibly work towards a process, of positive, collective, good reasoning, and agreements, from all sides, around the state, at this time.

For such agreements, this can insure, how the CHSR, can finally have, an open, secured, guaranteed plan. And can make it, more understandable & easier, to acquire federal funding dollars, for the CHSR project, as a whole.

And from this, how we can all move forward together, into the future, at this time.

As the L.A to Merced, to Stockton, to Sacramento line, is some of the initial intentions, of the CHSR - at this point. It probably cannot be completed, until 2030-35. With the use of the ACE rail, as a possible, interim or permanent rail source, into the Bay Area,

A more complete CHSR line, into San Jose, and/or the Bay Area, probably cannot be completed, until at least 2045,

To focus, work plans & funding, on Central California, at this time, this can simply allow, the next 2-5-10 years, for San Jose and Alameda County, to continue to debate, over the future of high-speed rail, into the SF Bay Area.

It is not my intention, at this time, or at public comment time, to choose one Bay Area county, over another, as a final Bay Area CHSR destination.

The point of this letter, is to try to present, a clear, objective way, to understand CHSR issues, at this time. It is only one, of several plans & options, for the CHSR, the SF Bay area, and federal funding. These are ideas & thinking, that can change quickly.

I don't want to get in the way,, of any close-to-final plans & lobbying, in the South Bay, and the SF Bay Area.

But I also sense, a bit of confusion, from Santa Clara Co. officials, in how to even ask for, CHSR funding, at this time.

If nothing else, please do not hurt, VTA Transit Operation programs, at this time, to secure any CSHR federal funding, for Santa Clara County.

To conclude, with two LA persons, being assigned, to Ca. State transportation chairs - a reminder, it is very possible, in the next few years, both LA & the SF Bay Area, will have issues of wildfires, sea level rise, and a possible, large earthquake.

Good, open communication, shared good reasoning, and education, for all persons & communities, from all parts, of the state, is important, at this time.

sincerely,  
blair beekman.