

From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Tuesday, May 28, 2019 10:46 AM
To: VTA Board of Directors <VTABoardofDirectors@vta.org>
Subject: From VTA: May 28, 2019 Media Clips

VTA Daily News Coverage for Tuesday, May 28, 2019

1. [Evergreen Light Rail Project Environmental Impact \(Evergreen Times\)](#)
2. [San Jose lawmakers want to fund nearly 100 new ideas. Here's a look at some of them. \(San Jose Spotlight\)](#)
3. [The best – and worst – apps for navigating public transit in the Bay Area \(SiliconValley.com\)](#)

Evergreen Light Rail Project Environmental Impact (Evergreen Times)

Report to be voted upon June 6 by VTA board

The Evergreen Light Rail Project Environmental Impact Report is to be voted upon June 6 by the VTA board of directors. The vote is not on whether to approve or reject the project, just the environmental document and the moving forward with steps to begin what is called the, "Eastridge to BART Regional Connector Project."

The entire City of San Jose has received Light Rail, but Eastridge was put on hold over the past decade. In the event the Final Supplemental Environmental Impact Report-2 (SEIR-2) is not approved at the VTA Board Meeting on June 6, VTA staff would work with the Board to evaluate the next steps and determine what if any revisions would need to be made to the document. This vote is the opener to progressing forward with the building of the 2.4 mile Eastridge Light Rail Station Project which is estimated to cost more than 400 million dollars.

The light rail stations would be placed on an elevated area above Story Road and on a ground level station area near the current Eastridge bus center at Tully Road and Capital Expressway. A majority vote is required by the board to move forward or not with regard to beginning light rail at Eastridge Center. It would run along Capital Expressway to the Alum Rock Light Rail connection which in turn runs to the newly built Milpitas BART station, which is finished and scheduled to open at the end of this year.

There may be some VTA board members in outlying areas who may choose to vote against the 2.4 mile Eastridge Light Rail station project which could result in a no vote on the environmental impact Report. No one knows for sure which VTA board members may be considering voting against the environmental impact report but many believe it could be VTA members that are representing areas far away from the Evergreen to the Alum Rock corridor. The main reason for a possible no vote includes the belief that the cost may be considered high to build such a project with the elevated aerial rail track.

The approved vote must gain a majority vote from the 12 VTA board members, thus a minimum of 7 of the 12 VTA board members will need to vote in support of various reports for the project to continue to move forward. Also on the VTA agenda at the June 6 meeting is the capital budget for all of VTA along with the updated environmental impact report for the Eastridge project. The total estimate for the completion of the four-year project which keeps increasing is listed at \$453M in VTA presentations. If approved, the entire Eastridge Light Rail Project would be completed in 2025. Project Update The project has been discussed and contemplated for over a decade.

In 2012 extensive new sidewalks for pedestrian improvement as well as modern lighting were installed along Capital Expressway. In 2015-18 the Eastridge bus transit center was modernized to include Rapid-

Transit bus services. This Eastridge Light Rail line is unique. It is a carefully planned elevated light rail project from Tully to Story road. By using an aerial light rail track, the automobiles below will be able to drive under it, making turns more accessible. Some object to the shrinking of car- pool lanes A sticking point for some residents is that from Tully to Story Road the eight lanes of Capital Expressway will be shrunk to six lanes, to accommodate the raised track. The concern is bottlenecks in traffic on Capital Expressway from Tully to Story Road.

During the five years there will be vast construction on Capital Expressway If approved, VTA explains that large equipment will be used to build the project and the work areas will need a wide berth for safety during construction. More than 2,000 concrete pilings will be installed using pile drivers so as to provide strong foundations to support the light rail structures. Temporary noises will include jackhammers, tractors, back up alarms and more. Between 35-46 land areas (properties) will be affected but no homes.

Properties along Brownstone Court, Pinkstone Court and Silverstone Place will be affected. Carrasco, Liccardo and Cortese openly voice support for the project While it is seen that some key City and County leaders have voiced support publically for the Eastridge Light Rail project, many other VTA board members are quiet about which way they are leaning to vote. All VTA board meetings and public comment can be viewed on video on the VTA website.

Hey, what about East San Jose

While some oppose the project, the vast majority of citizens who spoke out at several VTA board meetings during their individual short public comment time of one minute expressed that they want the Eastridge Light Rail and too they have been paying taxes for the past decade for the other areas of San Jose to get their light rail, but Evergreen is last to receive it.

Many spoke of the need for equity in honoring the East Side of San Jose in the implementation of light rail. Some spoke on how the light rail corridor from Eastridge will open up travel for them to get to their jobs to the North and visit their families with more frequency. Who make up the 12 VTA board members?

The Board of Directors consists of 12 voting members who are appointed by their respective appointing agencies as provided in Public Utilities Code Section 100060 on the basis of the appointees' expertise, experience or knowledge relative to transportation issues. To know the twelve members who vote, one can go to the VTA website and click on "About us" then click on "Members." To communicate to any individual board member or all of them at one time, one can write an email or letter attachment to the "VTA Board Secretary."

The Board secretary's email is board.secretary@vta.org. Thus, one cannot individually e mail a board member but instead must process any correspondence through the "VTA board secretary."

Here are the voting members and the areas they represent: Teresa O'Neill, Chairperson, City of Santa Clara Cindy Chavez, Vice Chairperson, County of Santa Clara Magdalena Carrasco, VTA Board Member, City of San Jose Charles "Chappie" Jones, VTA Board Member, City of San Jose Lan Diep, VTA Board Member, City of San Jose Sam Liccardo, VTA Board Member, City of San Jose Raul Peralez, VTA Board Member, City of San Jose John McAlister, VTA Board Member, City of Mountain View Rob Rennie, VTA Board Member, Town of Los Gatos Larry Carr, VTA Board Member, City of Morgan Hill Rich Tran, VTA Board Member, City of Milpitas Dave Cortese, VTA Board Member, County of Santa Clara Councilmember Arenas of District 8

Evergreen voices approval

"I'm grateful to our East Side and Evergreen residents, community advocates, and business leaders that came out to the May 2, 2019 VTA Board meeting in force to support the continuation of the Eastridge to BART Light Rail project without delay. As our community stated, this isn't just about transportation, it's a social equity issue. Our residents have been patiently waiting for this vital connection to the rest of the

Bay Area that was promised 20 years ago. I joined our residents in expressing this view in the hope we will finally see the Eastridge to BART Light Rail project move forward.”

Editor’s Note: There will be more milestones for the VTA to vote upon for approval of the project to proceed and move forward over the next years to come. The June 6 VTA Board Meeting will be held at 70 West Hedding Street San Jose, CA 95110. To learn more about the project, go to the VTA website, vta.org, and click under “PROJECTS AND PROGRAMS.” The VTA community outreach phone number is (408) 321-7575.

One can get information off the VTA website or call them for more information on questions. To communicate to the VTA Board members one can e mail and speak to the VTA Board secretary: call (408) 321-5680, or email board.secretary@vta.org

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San Jose lawmakers want to fund nearly 100 new ideas. Here’s a look at some of them. (San Jose Spotlight)

Bolstering a declining bus route – Councilmember Pam Foley

As VTA looks to implement a new transit service plan, officials have considered cutting back on certain bus routes that have low ridership. One of these is Route 65, which runs from the Cambrian area, through downtown and up into North San Jose. VTA is launching a campaign that offers up to five free rides in June in an attempt to increase ridership. [Foley is proposing funding](#) in the form of seed money to help see if it is possible to increase Route 65 ridership.

What will it cost? – \$15,500, one-time funding

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The best – and worst – apps for navigating public transit in the Bay Area (SiliconValley.com)

With more than two dozen bus, train and ferry agencies all covering different parts of the Bay Area, navigating your commute without a car — especially for first-timers — can be incredibly daunting. It’s not always clear where the bus goes, when the next train will come or how much the trip will cost. Take political science professor Patrizia Longo of Lafayette’s experience, the first time she decided to take BART to babysit her granddaughter in San Jose. She didn’t map out her route ahead of time, assuming she’d just hail an Uber or Lyft when she got to the end of the line at Warm Springs in South Fremont. One \$30 ride later, and she quickly realized that wasn’t going to work for regular visits.

“I said, ‘I need to find a bus,’” Longo said.

Eventually, she did, Googling around a bit until she found the Santa Clara Valley Transportation Authority’s 181 express route. But this is the home of Silicon Valley, and there’s an easier way: There’s an app for that.

Some transit apps were developed by private companies, others by the transit agencies themselves. We’re still waiting for the Holy Grail of apps: one that would allow you to plan your entire trip — including buses, trains, ferries, Ubers, Lyfts, shared scooters and bikes — and pay for it, all in one click. The Metropolitan Transportation Commission (MTC), the region’s transportation planning agency, is working on something similar. It expects to debut an [app for mobile Clipper card](#) payments in 2020 that would essentially replace the physical card. The same app would have a trip-planning tool, said John Goodwin, an agency spokesman. But, the two functions — planning your trip and paying for it — won’t be completely integrated until that app gets further upgrades in 2021 or beyond. And, adding private companies, such as Lyft or shared scooters, may be even further out.

Until then, there are dozens of apps out there to help ease your commute. Some include mobile payments; others are strictly for trip planning. There are far too many to include in this roundup. So, if you have an app you especially love, drop a link in the comments section of this article with your take on how well it works. We field-tested the apps below for accuracy and overall ease of use.

For Trip-Planning:

How it works: All of the following trip-planning apps work in essentially the same way. Enter your start point, or “my location,” and your destination. Select the time you want to go, whether that’s right away, leaving at a certain time or arriving by a particular time. The apps will show you multiple options for the best route, and some will offer cost and time comparisons for hailing an Uber or Lyft, or hopping on a shared bike or scooter.

Transit: Our favorite. It had the best time predictions for bus and train arrivals, working equally well in the East Bay with AC Transit buses and BART, in San Francisco with MUNI, and in the South Bay with SamTrans and the VTA. Better time predictions made for smoother trips, less waiting between transfers and fewer missed connections. That being said, it’s not perfect all the time and left one reporter stranded for 30 minutes when a scheduled bus never showed. But, it still beat its competition. For an added perk, the app also provides time and cost comparisons for taking Lyft and Ford GoBike, when the shared bike rentals are available in your area.

BART (official): A very close second. While it’s easy to hate on BART when there are delays or dirty trains, this is one instance where we have to give credit where it’s due. We loved being able to open the app and see when the train is coming, knowing whether we had time to duck into a nearby cafe and grab that cup of coffee (or not). It also has pretty accurate predictions for connections to AC Transit, MUNI and VTA buses. But, what really makes the BART (official) app stand out is the ability to choose whether you want directions for walking to the bus or train station, biking or driving. Live ten miles from the nearest BART station and plan to park? That’s fine, just choose the “car + train” option, and the app will get you there. Live two miles away and plan to bike? It has directions for you, too. All the other apps assume you’ll be on foot until you board a bus or train. And here’s a bonus: download the [BART to Airport](#) app to save 25 percent on tickets to the Oakland or San Francisco airports for two or more people. When you’re going through the fare gates, simply show the ticket to the station agent or fare inspector. You’ll only need one receipt for all the tickets.

Google maps: It’s the standard. You’ve probably used it to get driving directions and maybe also toggled to the “bike” or “walking” options, too. While it’s pretty good, it isn’t as consistently reliable for predicting when the bus or train will get there as others.

Moovel and **Moovit:** These two apps were closely tied in our books. Both seemed to rely on the stated bus or train schedules, rather than real-time information, which resulted in missed connections or long waits. Both give users the option to connect an Uber account to the app, so you could choose between taking transit and hailing a ride, which is nice.

CityMapper: Our biggest disappointment. This app had all the hallmarks of greatness. Not only will it show you bus, train and ferry routes, but it also displays nearby shared scooter and bike rentals, and the comparative cost and time for both Uber and Lyft. In other words: nearly every option you could possibly take to get somewhere that’s not in your own car. There’s a feel-good display that shows you how many trees your transit trip saved, how many calories your shared bike ride or walk to the bus stop burned and how much money you saved. But wow, oh wow, are the time predictions inaccurate, rendering the app essentially useless. We hope the app developers can tap into the real-time data many Bay Area transit agencies already collect. Once it does, you won’t need another app.

For buying tickets:

How it works: If you tend to use only one transit agency, then these apps can be really useful. All of them give you the option of creating an account to automatically debit money from your bank account. Why do that if you already have a Clipper card account? It usually takes three to five business days for

money you added to your online Clipper account to show up on your card — a huge hassle if you need to ride the train tomorrow. You can manually load cash or credit onto your Clipper card at a BART or MUNI Metro station, but there aren't many ticket machines outside those stations.

[Hopthru](#): Works with the San Francisco Bay Ferry, Sonoma County Transit and Vine Transit. Use the **[SMART eTickets](#)** app if you're taking the train.

[MUNIMobile](#): Works for not only MUNI and MUNI Metro passes, but also Caltrain and VTA tickets.

[VTA EZfare](#): Buy local day passes, express day passes, and single rides. It also uses the **Transit** app as its trip-planning tool, which we like.

[CaltrainMobile](#): Useful for buying tickets, but don't try to plan your trip! The app takes you to the mobile Caltrain site, which is essentially a digitized version of the paper time tables. Use **[CaltrainMe](#)** to find schedules, service advisories, trip fares, the nearest station and more.

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From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Wednesday, May 29, 2019 4:04 PM
To: VTA Board of Directors <VTABoardofDirectors@vta.org>
Subject: From VTA: May 29, 2019 Media Clips

VTA Daily News Coverage for Wednesday, May 29, 2019

1. [Letter: Time to build a world-class VTA people will want to use \(Mercury News\)](#)
2. [How one Caltrain conductor is using humanity to improve your commute \(SFGate.com\)](#)
3. [Big north San Jose apartment deal points to South Bay boom \(Mercury News\)](#)

[Letter: Time to build a world-class VTA people will want to use \(Mercury News\)](#)

The agency should invest in expanding bus service because more highways will not reduce congestion

Re: "[VTA's budget-cut death spiral impacts future development](#)" (Mercurynews.com, May 22):

Letter-writer Federico Madden is correct about the fact that VTA is currently in a death spiral. However, the budget is not locked.

The VTA Board of Directors will be voting on their FY 20-21 budget on June 6. VTA does have the proposed FY 20-21 budget and it indicates that VTA plans to divert \$60 million (over two years) of transit operating funds to capital projects.

The VTA Board of Directors can and should eliminate or reduce their annual transfer from operations to capital. VTA should invest in expanding bus service because as the letter-writer mentioned, highway expansions will do nothing to reduce congestion.

It's time for us to build world-class transit system in Santa Clara County that people will want to use.

Monica Mallon

San Jose

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[How one Caltrain conductor is using humanity to improve your commute \(SFGate.com\)](#)

Sixty-four strangers sit silently, faces buried in 64 smartphones as Caltrain No. 319 labors up the Peninsula corridor.

"Morning, everybody. Tickets and passes. Thank you all for riding."

Lee Guillory doesn't just say that, he effuses it as those same 64 strangers reach into pockets, wallets, and bags, for tickets, Caltrain apps, and Clipper cards.

And then Guillory, his shiny bald head, his thick bifocal glasses, and his Christmas-morning smile begin.

Beep

"Thank you, sir. 'Preciate you."

Beep

"Thank you, ma'am. 'Preciate you, too."

Beep

"Sorry to bother you. Thank you so much; I appreciate you so much."

Beep

"Have a beautiful day today. Good to see you again."

It takes the 58-year-old Guillory 15 minutes to do a job — checking tickets in a single car — that should really only take five.

"When I interact with people, I try to look at people face to face and engage them," Guillory says, as he looks at me, face to face, fully engaged. "I'm looking at you, this is your time — 'good morning, ma'am; good morning, sir' — I look at them — 'have a blessed day' — I give them their due. They paid, they deserve that. That's what I think; not everybody does that. I'm not advocating that everybody does that, but that's what I do."

Actually, hardly anyone does that.

Especially not during that sacred time of day when commuters are either already on a laptop putting in extra hours they won't get paid for, or wishing they weren't about to endure the hours they will.

And that's what makes Guillory sort of special.

He's the one man who can make 64 strangers on 64 smartphones look up.

A dozen passengers linger on Guillory as he passes through the car — some smile, some offer back "no, thank you," some shoot smartphone video of Guillory as he treats a 5-year-old girl to the rare combination of his voice a full three octaves higher, and a high-five.

"You see families grow up, see kids in junior high, then they're graduating, going to school. You see ladies go out on maternity come back — 'hey, what did you have, boy or girl?' It's really a personal service out here. Letting people know they matter to me," Guillory says. "It's kind of like you're family out here, we see each other every day.

"I just want to make it a brighter day for them."

Guillory has been a railroad man for three decades.

He started on a steel gang in 1989, laying railroad tracks for Southern Pacific across the country, then was a dispatch operator, a train master, and the manager of train operations for Amtrak. He worked in the maintenance yard for Caltrain for six years, and then for the past two years, he has been a conductor six days a week on the morning commute up and down the Peninsula.

And he looks like he has all 30 years worth of railroad experience stuffed into his Caltrain conductor vest.

There's his notice of violation handheld, his radio, a flip-phone, 20 pens, his ID on a lanyard, a beanie, Band-Aids, gloves, timetables, a Leatherman, two water bottles, bike tags, train paperwork (bulletins, track work restrictions, his conductor train report), a tiny bottle of bathroom air freshener, and a bag of apple slices all quite literally spilling out of his vest.

Oh, and he has two watches, one on each wrist. Just in case.

"I try to come prepared," he says.

Because, as Guillory grants, this is a 365-days-a-year operation — something is always going to happen.

On this Friday morning in May, it's a host of malfunctioning doors.

Guillory can run pretty well, and when the doors don't open, run he does. He tears through train car after train car, swinging open hidden wall panels, cranking levers, resetting switches, before finally the familiar *ding ding* sounds and the doors fly open.

And he does all of this while apologizing to literally everyone in his path.

"I'm so sorry. We'll get them working again folks."

Sweat is fully pooled on his brow by the time we reach San Jose, but the doors are all finally working.

"You got doctors, lawyers, judges, police officers, firemen, cafeteria workers, maintenance people, laborers — you've got people from all walks of life out here," he says. "When the system breaks down like this, and they're late for work, I take it personal. These guys have got somewhere to go; they've got mothers and fathers, kids going to school, adults going to school ... they've got somewhere to be. I try to do my best, do my part, to make this a reliable service for everyone."

A veteran of the U.S. Marine Corps, Guillory credits his service and his upbringing in a small Louisiana town just outside of Texas for his relentless desire to help.

Whether you've got a ticket or not.

"Thank you for telling me how to deal with this," a woman says after he writes her a citation and explains how to get it taken care of. "They didn't explain it to me last time I got a ticket. Thank you so much."

"It's gonna be a good Friday for you anyway, it's gonna be a good weekend," Guillory says at a near whisper, not wanting to draw attention to the offender. "Just get that ticket paid in the next 21 days and you'll be fine."

It's not the kind of thing you say to a stranger.

But then, by the time he's done making his way through his train, there aren't usually many of those left.

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Big north San Jose apartment deal points to South Bay boom (Mercury News)

Investors grab new apartment complex in bustling north San Jose

A big new apartment complex in north San Jose has been bought by Bay Area investors in a deal that underscores the development and tech surge in Silicon Valley.

251 Brandon at Riverview Apartments, a residential complex located near First Street in north San Jose, has been purchased by an affiliate of Pacific Multifamily Investors, which is a pension venture controlled by Palo Alto-based Pacific Urban Residential.

This deal was completed amid an ongoing expansion of tech companies throughout Silicon Valley, including north San Jose, scene of a big increase in activity by an array of tech companies, notably Google, Apple, and Samsung.

"There's a lot of activity in terms of leases and property purchases, and we have to figure out the challenge of where will all of these tech workers be housed," said Dave Sandlin, an executive vice president with the San Jose office of Colliers International, a commercial real estate firm.

The 271-unit apartment complex is located at 251 Brandon St., slightly over a block away from North First Street and a busy light rail corridor.

PMI Brandon, the Pacific Multifamily Investors affiliate, paid \$132.5 million for the new apartment complex, according to documents filed on April 26 with Santa Clara County officials.

The buyers also assumed an existing loan on the property in the amount of \$70.8 million, county property records show.

That loan was issued in July 2018, soon after construction on the 251 Brandon complex was completed and the apartments opened. Greystone, a commercial real estate lender, provided the loan for the apartments and noted the financing was provided at a time of heated demand for housing in Silicon Valley.

"The fundamentals for the San Jose rental market are certainly strong, with a bevy of job opportunities and many potential home buyers being priced out of the market," said Cody Field, a Greystone executive.

Some tech titans have become very busy with expansions in north San Jose in recent years — and recent months.

Mountain View-based Google has quietly assembled what would be one of the largest office campuses in the Bay Area with a fresh purchase of several office buildings in north San Jose near the Alviso community.

With its latest acquisition in the northernmost section of San Jose, Google now controls eight big buildings and has cobbled together a vast campus where several thousand of the search giant's employees could work.

Google's latest deals mean the tech titan now has made major commitments for three huge employment hubs in San Jose: The Alviso district of north San Jose, the north San Jose area near the city's airport, and downtown San Jose.

Cupertino-based Apple, through a combination of property purchases, has assembled 85 acres in north San Jose between North First Street and U.S. Highway 101.

Samsung has established a major regional headquarters on North First Street. Hewlett Packard Enterprise in February began moving into a large office building at 6280 America Center in San Jose where 1,300 people could work. Micron Technology, based in Idaho, has shifted its main Silicon Valley offices to north San Jose.

"North San Jose is doing very well," Sandlin said. "Some major deals have occurred in that area, and more are happening."

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

Sent: Thursday, May 30, 2019 6:20 PM

To: VTA Board of Directors <VTABoardofDirectors@vta.org>

Subject: VTA Information: June 6, 2019, Board of Directors Regular Meeting Agenda Packet

VTA Board of Directors:

You may now access the VTA Board of Directors Agenda Packet for the **June 6, 2019**, Regular Meeting on [our website here](#).

Please note the meeting will **start at 4:30 p.m.** at the County Government Center, [Board of Supervisors' Chambers, 70 W. Hedding St., San Jose, CA](#).

VTA has released a beta version of our redesigned website for testing at <http://beta.vta.org>. Starting in June, all meeting information will be in the VTA Board and Committees Portal at <http://santaclaravta.igam2.com/Citizens/default.aspx>. By July, we will switch over to the new redesigned site.

Thank you.

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Conserve paper. Think before you print.

From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Friday, May 31, 2019 4:42 PM
To: VTA Board of Directors <VTABoardofDirectors@vta.org>
Subject: From VTA: May 31, 2019 Media Clips

VTA Daily News Coverage for Friday, May 31, 2019

1. [Santa Clara VTA Encourages Cooperation with Speed Policy \(Passenger Transport\)](#)
2. [\\$15.50 for BART from San Jose to San Francisco is cheaper than driving: Roadshow \(Mercury News\)](#)
3. [Commutes, jobs at stake in California's clean air battle with Trump \(CalMatters.org\)](#)

Santa Clara VTA Encourages Cooperation with Speed Policy (Passenger Transport)

The Santa Clara Valley Transportation Authority (VTA) in San Jose, CA, is on target to help speed up its service by recruiting support from the 15 cities and county it serves to prioritize public transit above single occupancy vehicles.

The agency's new "Transit Speed Policy" calls for municipalities to adopt their own compatible policies that give public transit greater priority and to ensure that future growth will not make transit slower. The plan calls for partnerships between the agency and local cities. VTA can make its public transit routes straighter and more direct—as is proposed in its new transit service plan— and can lengthen the distance between bus stops so buses spend less time stopped and more time moving.

Currently, riders can purchase their fares before boarding the bus, directly from their cellphone, with EZ Fare, which makes the payment process quicker. VTA will explore new ways to make boarding the bus faster, including allowing all-door boarding.

Because cities control factors that slow buses and light rail trains down, such as traffic signal timing and how road space is allocated, those cities can adopt policies that help to speed up public transit service. That means more green lights for high-capacity, space efficient modes like public transit and bus-only lanes in areas where traffic congestion slows buses down.

Making these kinds of changes will mean that cars receive lower priority, perhaps waiting a few more seconds at a red light. But buses can move more people at one time than cars, so efficiency takes a front seat.

VTA is pursuing support from local cities throughout Santa Clara County to address growing traffic congestion in an area that includes Silicon Valley, home to some of the most iconic, and largest, tech companies in the world.

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\$15.50 for BART from San Jose to San Francisco is cheaper than driving: Roadshow (Mercury News)

Q: Isn't paying \$15.50 for a round trip on BART from Berryessa to San Francisco steep?

Francis Ramero, San Jose

A: Not really. Driving costs for gas, wear and tear on your car plus parking in San Francisco (now that is steep) would run higher than \$15.50 a day according to AAA.

Q: How much will it cost for parking at the BART station at Berryessa? And will parking be available after 7 a.m.?

Jate Naeger

A: Riders getting on board at the Milpitas or Berryessa stations will have to pay for parking at garages and surface lots with a daily flat fee of \$3. A monthly pass will cost \$50 and long-term parking \$7 a day. Parking fees will be charged 24 hours a day, seven days a week.

The Valley Transportation doesn't expect lots to fill up for a few years. When the Milpitas station opens there will be a garage for 1,200 cars and another 435 in a street-level lot. The Berryessa station garage can handle 1,150 spaces plus another 328 in an adjacent lot with room to expand..

Q: When will the light rail line from Eastridge to the BART station in San Jose open?

Mike Diaz, San Jose

A: Late 2024.

Q: There are two sets of train tracks running parallel to the BART tracks in Hayward. I've been using the downtown Hayward BART Station for three years, and I've never seen a train use those tracks. Have they been abandoned?

Bob Frates, Hayward

A: No. This is where BART trains go for maintenance.

Q: It was useful several weeks ago when the electronic sign on Interstate 880 north entering Fremont finally started displaying drive times – Fremont 9 minutes, Hayward 17 minutes and Palo Alto 32 minutes. All day, every day, height of commute, late at night, Sunday afternoon. Any chance of useful information from the electronic sign people?

Marc Ricketts, Fremont

A: The times are the average for all lanes but over time will more accurately reflect a time a trip takes.

Q: There is a Ford with a license plate on the rear that causes the plate reader to charge our account every month when that person's car crosses the San Mateo Bridge. Our car is a grey 2006 Prius and the plate starts with 5TEZ, and the Ford plate starts with 5TFZ. I have to call FasTrak every month to get the charge removed.

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[Commutes, jobs at stake in California's clean air battle with Trump](#) (CalMatters.org)

Unrelenting commutes. Lost construction jobs. A statewide economic shudder. Prepare for all three if California loses its clean air battle with the Trump administration.

That's the warning from state transportation planning agency officials, who say the ongoing fight over passenger vehicle standards might cause collateral damage to road and public transit projects. That could affect air quality, construction jobs, the economy and, as projects designed to improve flow are delayed, ensure Californians stay stuck in traffic.

The clash is over [proposed federal rollbacks](#) to Obama-era fuel economy and greenhouse gas standards for vehicles. Trump's Environmental Protection Agency also has proposed [revoking a waiver](#) that lets California make its own, stricter tailpipe emissions rules. The final rule hasn't been released yet—and when it is, California intends to fight it in court.

"We will not yield on our standards."

"Where we're going to start is litigating," California Air Resources Board chair [Mary Nichols](#) told CALmatters. "And we will not yield on our standards. So we will be enforcing our standards while that goes on."

Still, she said, there's no guarantee that California will win. In the meantime, the state must conform to air quality goals set by the EPA's Clean Air Act. Falling short of those goals, Nichols said, could lead to lawsuits from groups that oppose freeway projects.

“Or, the Trump administration, which is showing in many ways these days a desire to hurt California, could decide that they would no longer fund highway programs that have previously been approved,” she said. “And then we would be unable to continue working on a bunch of different projects that are designed to improve traffic flow—because we wouldn’t have the federal funds.”

That’s where things get dicey for transportation infrastructure. About 93 percent of Californians live in parts of the state that aren’t meeting federal standards for pollutants like [ozone](#) or [tiny airborne particles](#), according to a recent [air board presentation](#). Transportation planners in these regions must show that road and transit projects won’t make the air worse.

Since California has historically bad air quality and, for now, the EPA’s permission to make its own strict clean car rules, the air board has [a custom-built model](#) to estimate emissions. Baked into that model is the assumption that cars are going to get cleaner over time.

“The ramifications are pretty dire.”

If the Trump administration yanks California’s waiver, that assumption breaks down and the model stops working. Instead, major transportation projects could run the risk of grinding to a halt while the state develops a new model for the EPA to approve. “It puts a big monkey wrench into how we deliver transportation projects,” said [Chris Schmidt](#), Southern California planning and modal programs manager with the California Department of Transportation.

If the delays last long enough, federal dollars for some of those projects could disappear altogether thanks to use-it or lose-it provisions in the funding, according to [Tanisha Taylor](#), director of sustainability for the [California Association of Councils of Governments](#), a non-profit representing major transportation planning agencies.

There are a lot of “ifs” here, but in a worst-case scenario, the association calculates that roughly [2,000 projects totalling \\$130 billion](#) could be affected. “The ramifications are pretty dire,” Schmidt said.

“You’re talking about many, many projects, and we’re talking about lots and lots of money.”

That includes projects in the San Joaquin Valley, which suffers from [major air quality](#) problems. [Andrew Chesley](#), executive director for the San Joaquin Council of Governments, points to a safety improvement project slated for fiscal year 2021 that would widen a highway bottleneck and ease congestion. Applying for federal approvals and adding the project to the region’s broader transportation plans will require checking it still conforms to clean air standards. But if the rollbacks break the air board’s model, they can’t run those calculations.

“So that project is somewhat jeopardized,” Chesley said. “It’s arcane—I don’t go home at night and tell my wife about conformity findings ... But it has a real impact.”

“Every day of delay costs money.”

In the Bay Area, plans to roll out new Bay Area Rapid Transit cars and extend the train to Silicon Valley could be put on hold. Projects to widen major Bay Area freeways—including Highway 101 across four counties—could stall, too. [Randy Rentschler](#), director of legislation and public affairs for the Metropolitan Transportation Commission, cautions that major projects can stall for many reasons—and the federal rollbacks are just one.

“This is not necessarily the reason why a project might be delayed—but it certainly doesn’t help,” Rentschler said.

[Darin Chidsey](#), chief operating officer of the Southern California Association of Governments, calculates \$22 billion of transportation projects across six southern California counties could be delayed. That includes \$6 billion to widen parts of Interstate 710 to curb congestion from trucks shuttling goods in and out of the ports of Los Angeles and Long Beach.

“Every day of delay costs money,” Chidsey said—citing costs to local residents stuck in congested commutes, to public agencies, and to the local economy. “\$22 billion of projects translates into a lot of jobs, a lot of economic activity—it’s critical.”

“We want clean air. We want transportation projects. This rule works against both of them.”

From a back-of-the-envelope-calculation, that could mean a hit to tens of thousands of jobs, according to [Kiana Valentine](#), executive director for Transportation California—an advocacy group that represents labor and business in the construction industry. That’s extrapolated from the [White House’s Council of Economic Advisers’ stat](#) that “every \$1 billion in federal highway and transit investment funded by the American Jobs Act would support 13,000 jobs for one year.” From that, Valentine said, “If we’re looking at putting at risk \$130 billion, we anticipate that there would be some pretty significant impacts to construction jobs and the economy in the state.”

For now, transportation planners are in a state of limbo—anticipating a major setback, but not knowing when or how bad it could be.

“To do a lot of contingency planning is hard to do, because we don’t know what the final rule is going to say,” Caltrans’s Schmidt said. “We’re all concerned, and we’re trying to think about what might the ramifications be—but we don’t know that. And our hope is really that the rule doesn’t get finalized.”

San Joaquin’s Chesley agrees. “The headline is don’t make it tougher to do transportation improvements. It’s already tough enough as it is,” he said. “We want clean air. We want transportation projects. This rule works against both of them.”

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From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Friday, May 31, 2019 5:14 PM
To: VTA Board of Directors <VTABoardofDirectors@vta.org>
Subject: VTA Correspondence: VTA's 2019 Summer Youth Pass

VTA Board of Directors:

We are forwarding you the following:

From	Topic
VTA	VTA's 2019 Summer Youth Pass

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





Dear Community Representatives,

VTA's Summer Youth Pass offers unlimited rides on VTA bus and light rail all summer long for a discounted price of \$70. VTA's Summer Youth Pass is the perfect way for youth to get to summer jobs, the movies, the mall, and all their favorite places.

We are hoping to spread the word to the community, so feel free to share the above information and the attached poster and flyer with your constituents. For questions about VTA services and programs, please direct interested individuals to VTA Customer Service (408) 321-2300, Customer.Service@vta.org, or www.vta.org/syp.

Thank you for your continued support.

Sincerely,

Navdeep Kaur

Public Communications Specialist II

Santa Clara Valley Transportation Authority

3331 North First Street, Building B

San Jose, CA 95134-1927

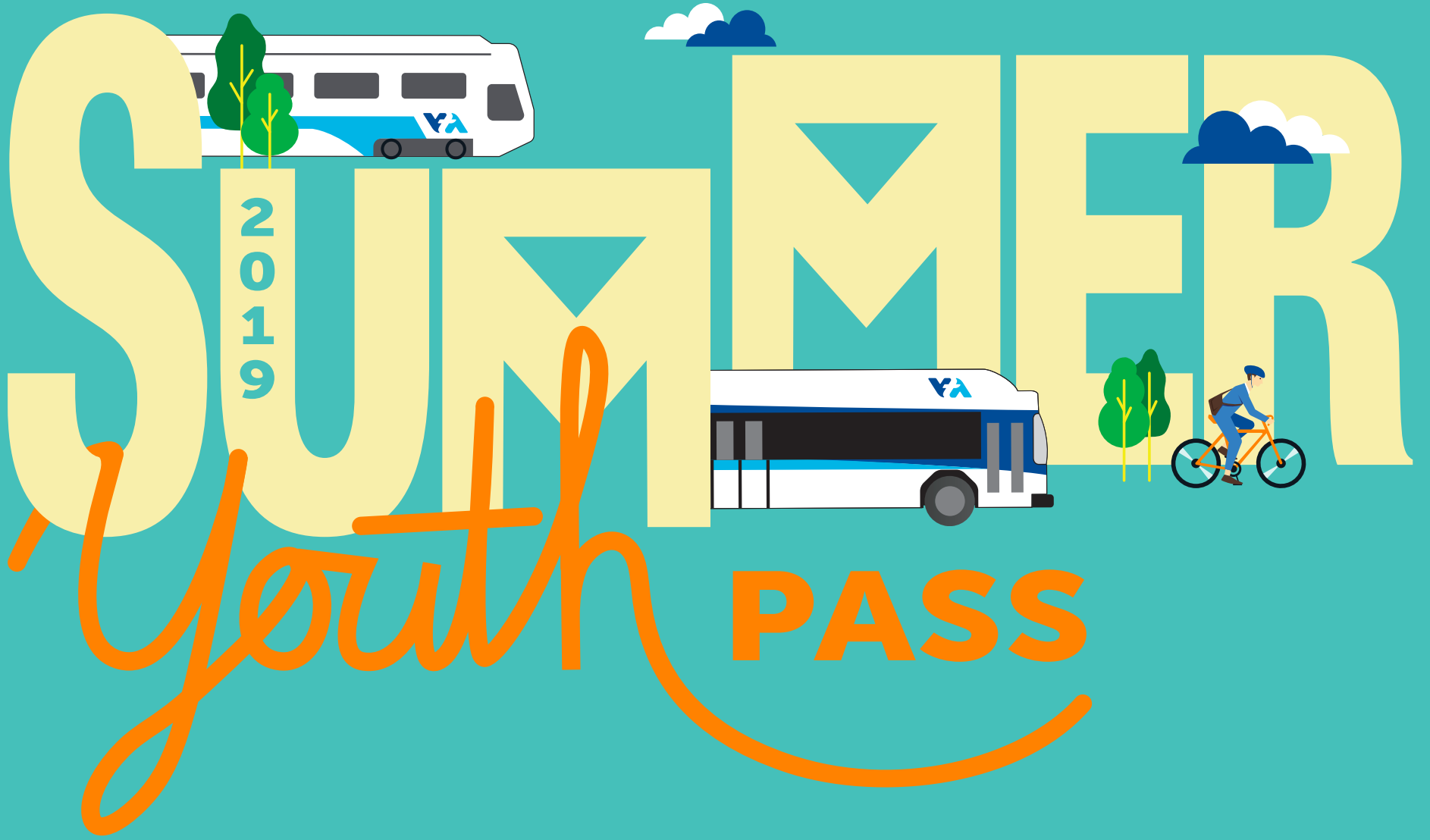
Phone **408-321-5841**



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2019

Youth PASS



Get 3 Months
of Travel for **\$70**

#VTA**Summer**

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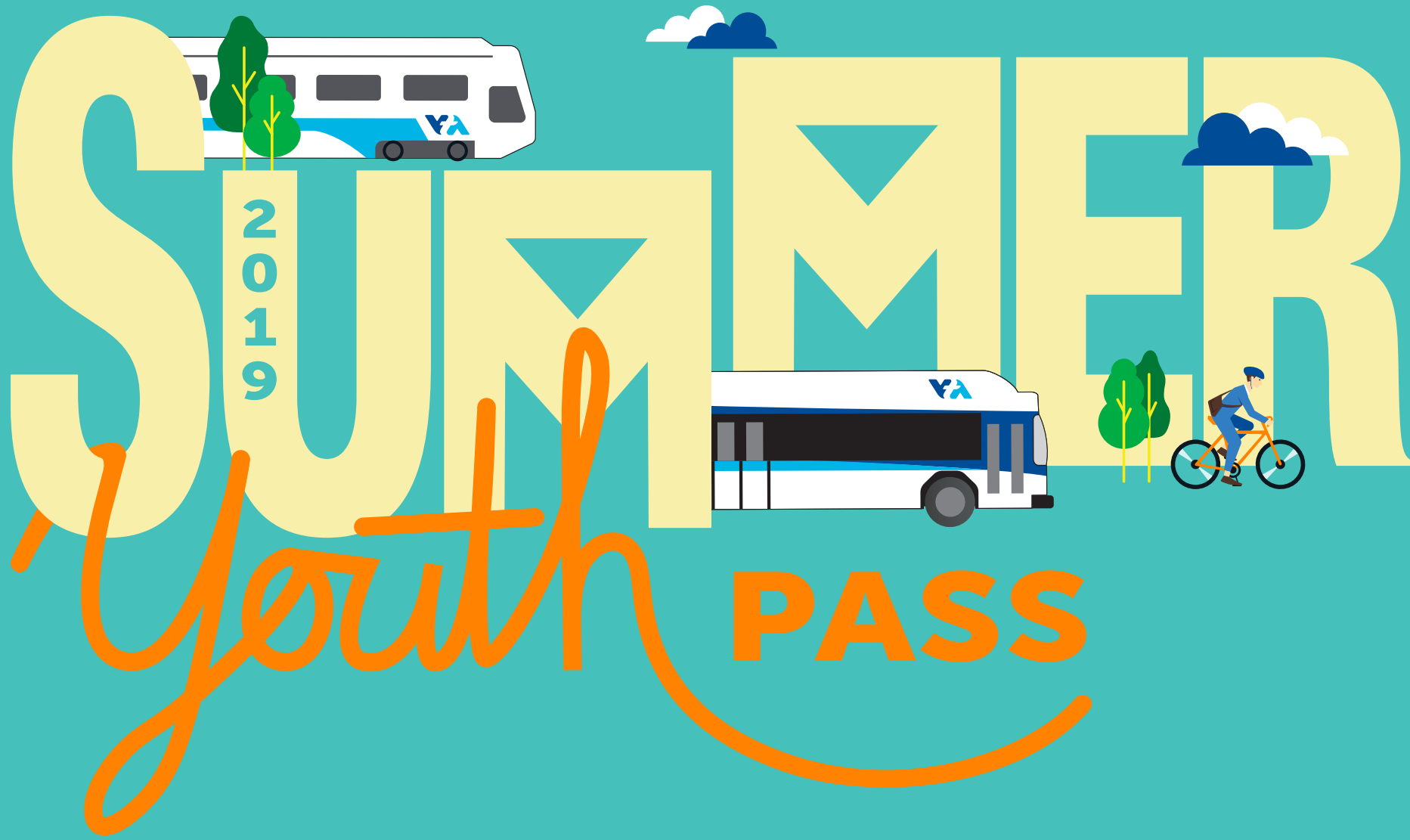
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2019

Youth PASS



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3 meses por **\$70**

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Recibe ofertas especiales de nuestros patrocinadores:



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www.vta.org/syp • (408) 321-2300 • TTY: (408) 321-2330

Get the 2019 Summer Youth Pass for \$70!



Youth 18 and under enjoy unlimited rides on VTA bus & light rail with the Summer Youth Pass from June through August. That's 3 months of travel for the price of 2 Youth Monthly passes!

Public transit is safe, reliable, and an adventure of its own. With special offers from our partners, this summer is bound to be extra fun!

#VTA**Summer**

Purchase a Pass:

1) Online at www.vta.org/syp

2) In person at

- VTA River Oaks Offices
3331 North First Street
(Building B – Main Lobby)
San Jose, CA 95134
8 a.m. - 4:30 p.m., Mon – Fri
- VTA Downtown Customer Service Center
55-A West Santa Clara Street
San Jose, CA 95112
9 a.m. - 6 p.m., Mon – Fri

3) By mail, using the attached order form.

Boost the summer fun, check out these amazing deals from our partners!



- *buy one,*
- *get one free*



- *discounted admission,*
- *valid for up to 6 guests*

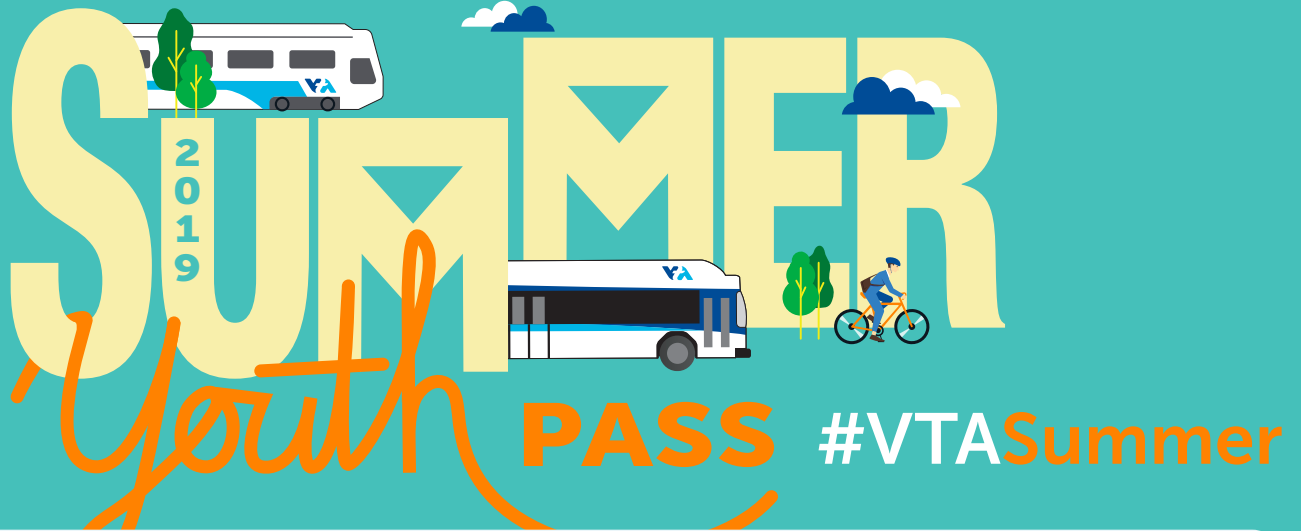


- *one free*
- *pizza slice*



- *buy one,*
- *get one free*

2019 Summer Youth Pass



VTA's Summer Youth Pass Mail Order Form

Name: _____

Address: _____ City: _____ Zip: _____

Phone: (_____) _____ - _____ Email: _____

Please send me: _____ Summer Youth Pass(es) @ \$70 each

Total amount enclosed: \$ _____ **Make checks or money order payable to VTA.**

Terms and Conditions:

- VTA's Summer Youth Pass valid on VTA bus and light rail June 1 through August 31, 2019 to youth 18 years and younger.
- Mail-in order forms will be accepted through June 30, 2019.
- Order online at www.vta.org/syp.
- Please allow one week for delivery.
- Passes and payments are non-refundable and non-transferrable.

I have read and agree to the VTA Summer Youth Pass Program Terms and Conditions:

Signature of parent or guardian (If child is under 18 years)

Date: _____

Please mail completed form and payment to:

Santa Clara Valley Transportation Authority
Attn: VTA Customer Service
3331 North First Street
San Jose, CA 95134-1927

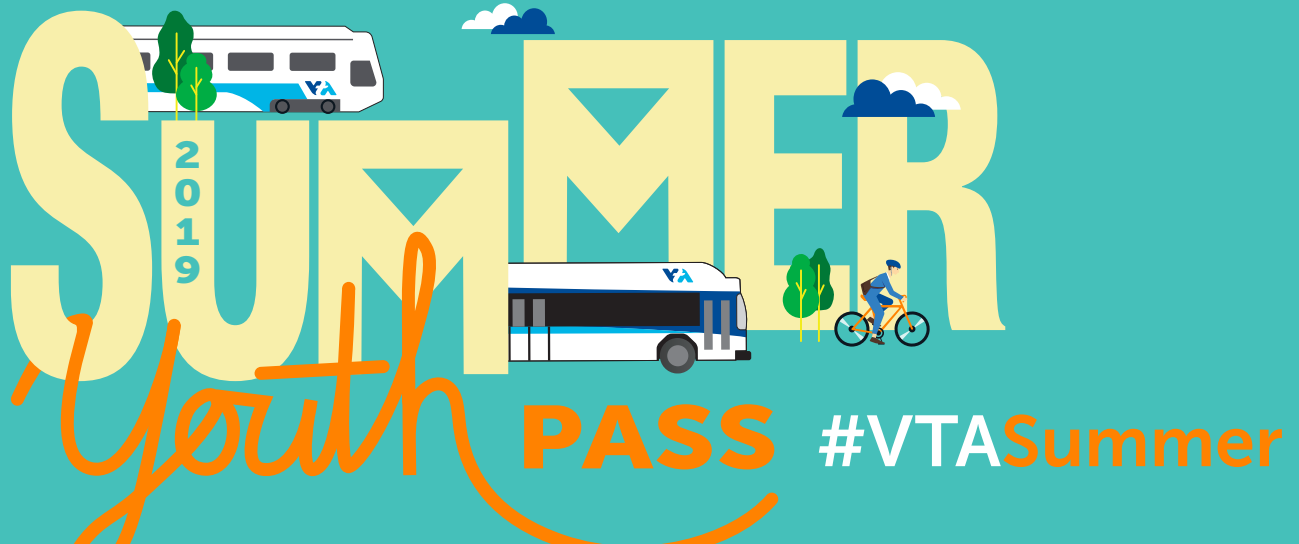


www.vta.org/syp
(408) 321-2300
TTY (408) 321-2330

Get even more with special offers and discounts from our partners:



2019 Summer Youth Pass



Formulario de pedido por correo del pase especial de verano para jóvenes de VTA (Summer Youth Pass)

Nombre: _____

Dirección: _____ Ciudad: _____ Código Postal: _____

Teléfono: (_____) _____ - _____ Correo Electrónico: _____

Por favor, envíeme: _____ Pase(s) Summer Youth Pass(es) de \$70 cada uno

Importe total adjunto: \$ _____ **Emitir el cheque o giro postal a nombre de VTA.**

Condiciones generales:

- Pase Summer Youth Pass de VTA, válido en autobuses y tranvías de VTA entre el 1 de junio y el 31 de agosto de 2019, para jóvenes de hasta 18 años.
- Se aceptarán formularios de pedido por correo hasta el 30 de junio de 2019.
- Pídelo por internet en www.vta.org/syp.
- El plazo de entrega es de una semana.
- Los pases y los pagos no son transferibles ni reembolsables.

He leído y acepto las condiciones generales del programa Summer Youth Pass de VTA:

Firma del padre o tutor legal (para menores de 18 años)

Fecha: _____

Por favor, envíe por correo el pago y el formulario completo a:

Santa Clara Valley Transportation Authority

Attn: VTA Customer Service

3331 North First Street

San Jose, CA 95134-1927



www.vta.org/syp
(408) 321-2300
TTY (408) 321-2330

Obtén más beneficios y ofertas de parte de nuestros patrocinadores:

