

**From:** VTA Board Secretary  
**Sent:** Thursday, September 12, 2019 1:38 PM  
**To:** VTA Board of Directors <[VTABoardofDirectors@vta.org](mailto:VTABoardofDirectors@vta.org)>  
**Subject:** From VTA: September 12, 2019 Media Clips

## ***VTA Daily News Coverage for Thursday, September 12, 2019***

1. [Not another transportation sales tax: Roadshow \(Mercury News\)](#)
2. [Basics of \\$100B Faster Bay Area concepts, funding presented to STA \(Solano County Daily Republic\)](#)
3. [Google purchases widen in downtown San Jose for transit village project \(Mercury News\)](#)

### **Not another transportation sales tax: Roadshow** (Mercury News)

**Q:** I could not believe what I read in your column last week that the Contra Costa Transportation Authority is considering placing a new sales tax measure on the March ballot. What happened to all of the dollars just allocated for transportation?

It never stops. There is a black hole somewhere gobbling up all of this transportation money. And the taxpayers in this area will pass it just like they always do. As long as we give them unlimited funding, they will continue to soak it up.

**Richard Garlow, Sunnyvale**

**A:** There have been a lot of new taxes approved, but Contra Costa's attempt narrowly failed in 2016. This is an effort to get that half-cent measure past voters again. It would run for 30 years and pay nearly \$3 billion for filling potholes on highways and city streets, improving BART, Interstate 680, Interstate 80, highways 24 and 4, and transit upgrades for seniors and people with disabilities and increasing bicycle/pedestrian safety. Previous measures helped pay for the fourth bore through the Caldecott Tunnel, carpool lanes on I-680; \$360 million went toward city streets and maintenance and improvement, the eBART extension and widening of Highway 4.

**Q:** I perhaps use a bridge only once or twice a year nowadays. I don't have a transponder to be read when our bridges become totally automated within the next five years. Will I need to drive through, have a photo taken, and then be billed, or will there be a requirement to have a transponder?

**Gary Fong, San Ramon**

**A:** You don't need a transponder to go through the toll booths, but be a good citizen and get FasTrak. The per-transaction cost for a FasTrak toll crossing is 16 cents. But this jumps to 40 cents for a pay-by-plate transaction and to 48 cents for each cash-paid transaction.

**A:** The lack of parking at the Chase Center was done on purpose to motivate using public transportation. If one can afford tickets, one should be able to afford parking or some kind of Uber service to get them to the game. I'd rather watch sports events on TV as I don't have to spend more time to and from the game than the game itself and I have better access to reasonably priced snacks.

### **Frank Heinisch**

**A:** I love it that at last weekend's concerts a lot of folks took Muni.

**Q:** Who cleans up the bike path on the Dumbarton Bridge? It's very narrow, barely enough room for two bikes to pass each other. Lately, there's been an accumulation of trash, including a discarded barbecue grill. That ride is pretty hair-raising as it is, dodging obstacles makes it even more interesting, and not in a good way.

### **Tom Purcell, Mountain View**

**A:** Caltrans and cleanup crews will be out soon.

### **[Back to Top](#)**

## **[Basics of \\$100B Faster Bay Area concepts, funding presented to STA](#) (Solano County Daily Republic)**

Proponents behind a \$100.6 billion tax plan to develop a "world-class, integrated transportation system" for the Bay Area on Wednesday laid out the foundation of the Faster Bay Area proposal to the Solano Transportation Authority.

Stuart Cohen, who identified himself as a member of the Faster Bay Area steering committee, said the region's transportation system needs to be upgraded to match the "dynamic economy" of the region.

"I'm not sure how this is going to be received in Solano County," Supervisor Jim Spering, a member of the Solano Transportation Authority board, said after the 8-minute presentation.

"If there is going to be any support in Solano County, there is going to have to be a clear benefit," said Spering, who added that he does not know if he will support the plan without additional information.

Spering noted as important the comments of Alicia Minyen of Vacaville, who asked what were the economic assumptions to reach the \$100.6 billion total with a 1 percent tax; how will Solano County get its share; and whether there would be an oversight committee on the use of the funds, a committee with "some teeth."

"If we are not going to get our fair share, I would rather see Solano Transportation Authority propose its own 1 percent so we can keep it all to ourselves," Minyen said.

Spering also rebuked another speaker, George Guynn Jr. of Suisun City, for suggesting that Solano County has not benefitted from these kinds of regional transportation tax programs, calling the statements “foolishness.” “This is a (regional) transportation system. It does not stop at the Solano borders,” argued Spering, adding that BART and other parts of that system benefit Solano even if they are not in the county.

Spering argued that Solano County has received great benefits from those regional programs, including bridges and highway improvements and the California Highway Patrol truck scales.

But Guynn’s argument went beyond the program benefits, and noted that the elected officials that sit on the Solano Transportation Authority board should be representing the will of the county voters who have generally opposed such ballot measures.

“You guys are supposed to work for us,” Guynn said.

The proposal is for a 1 percent sales tax to go before the voters of all nine counties on the November 2020 ballot. If passed, the tax would sunset in 40 years, Cohen explained.

The plan likely would include significant improvements to Bay Area Rapid Transit and Caltrain service, including a second tube or bridge for BART. Changes would also include a vast network of toll lanes around the bay and an expansion of the region’s ferry network.

The state Legislature will have to give its blessing, and then presumably, the Metropolitan Transportation Commission would take steps to have the measure placed on the ballots in all nine counties – with the boards of supervisors voting as obligated by their membership in the Metropolitan Transportation Commission.

Cohen said up to this point, the steering committee and the three organizations behind Faster Bay Area – the Bay Area Council, the Silicon Valley Leadership Group and the urban planning think-tank SPUR, the San Francisco Bay Area Planning and Urban Research Association – have focused their conversations with community leadership and transportation officials, but have planned an extensive public outreach that would include social media and community town hall meetings.

“We have already done focus groups and polling to get us to this point,” Cohen said.

Dixon Mayor Thom Bogue told Cohen that a clear connection will have to be made so the voters can see how their taxes from past measures have specifically benefitted them, or they will not see the value of the new tax. He also noted that the voters are also likely to be asked to support tax measures for housing programs associated with the CASA Compact program. “This is going to be a tough ballot measure and it is going to be imperative that we are very clear,” Bogue said.

Cohen, who also served on the CASA steering committee, said in an interview that the strategy is to show the voters how the two concepts are

not in competition with each other, but rather how they work together to solve the two biggest challenges the Bay Area faces.

One specific element of the Faster Bay Area plan caught the attention of Suisun City Mayor Lori Wilson, who asked what it meant that the funds would not be restricted.

Cohen said that meant the funds could be used for infrastructure, operations or anything else deemed to be the priority.

He said the critical part is to provide voters a clear long-term vision, but to also have specific projects that can come to fruition in the first five to 10 years.

[Back to Top](#)

## [Google purchases widen in downtown San Jose for transit village project](#) (Mercury News)

### **Steel welding and machining shop site is latest property bought by Google in downtown San Jose**

Google has bought the downtown San Jose site of a metal fabrication shop that's been in business for nearly seven decades, a fresh purchase by the search giant as it pursues a proposed transit village.

The Puccio Machine & Welding Works site is the latest property that Google has collected for its transit-oriented development in downtown San Jose near the Diridon train station and SAP entertainment and sports complex.

The transaction serves as a new reminder of Google's resolve to create a game-changing development on the western edges of the downtown of the Bay Area's largest city.

"Google is now a digital nation-state," said Mark Ritchie, president of San Jose-based Ritchie Commercial, a real estate firm. "They are beyond the measure and definition of a private business enterprise."

San Jose residents Kenneth Puccio and Kathleen Mitchell sold the property at 357 N. Montgomery St. to Google for slightly more than \$1 million, according to public documents filed with Santa Clara County officials on Sept. 10.

The Puccio steel welding shop was founded at that site in 1941 and began the business in support of the nation's World War II efforts, according to Kerry Puccio, an executive with the company.

The early steel machining and welding work during the war years included jobs for legendary FMC, which in 1941 landed a U.S. War Department contract to construct amphibious tracked landing vehicles. In later decades, FMC produced the Bradley Fighting Vehicle for the nation's military. For decades, Puccio Machine & Welding also made cans used by the numerous canneries in the South Bay.

Today, much of Puccio Machine's work focuses on the motorcycle industry and specialized metal work.

Since the tech giant began purchasing properties in downtown San Jose for its transit village, starting in December 2016, Google has spent approximately \$387.8 million acquiring an eclectic group of sites.

“Google may find it more difficult to buy properties because people are now aware of what the boundaries are of the development,” said Bob Staedler, principal executive with San Jose-based Silicon Valley Synergy, a land use and planning consultancy.

In late August, Google unveiled the first details of the transit-oriented community that it plans for downtown San Jose, including the anticipated boundaries of its development footprint.

Among the proposal highlights: 6.5 million square feet of offices, up to 5,000 homes, hundreds of hotel rooms, 500,000 square feet of retail, restaurants, arts, cultural hubs, education centers, and other active uses, and 15 acres of parks.

As many as 25,000 people are expected to work in the transit village. The development will flank three sides of the Diridon train station and its rail connections that now include Caltrain, Amtrak, the Capitol Corridor line, the ACE Train, light rail, and ultimately, a BART stop.

Downtown San Jose is far from Google’s only area of interest in San Jose and Silicon Valley. The company is eyeing huge expansions in Sunnyvale, Mountain View, Palo Alto, and Redwood City. Yet in San Jose alone, Google has taken steps to create new employment hubs downtown, just east of the city’s airport, and next to the Alviso district of north San Jose.

“Right now, the way Google is going, maybe they will have three major campuses in San Jose, each with several million square feet of offices,” Ritchie said.

In downtown San Jose, Google envisions the transit village near Diridon Station as a neighborhood that will be far more than an office park.

“We have an incredible opportunity here,” Alexa Arena said in August during Google’s presentation to a special advisory group during which the project was unveiled. “We can do something really different here.”

[Back to Top](#)

**From:** VTA Board Secretary <[Board.Secretary@vta.org](mailto:Board.Secretary@vta.org)>  
**Sent:** Thursday, September 12, 2019 4:49 PM  
**To:** VTA Board of Directors <[VTABoardofDirectors@vta.org](mailto:VTABoardofDirectors@vta.org)>  
**Subject:** VTA Information: September 2019 Standing Committee Agenda Packets

**VTA Board of Directors:**

You may now access your VTA CMPP, A&F, and SSTPO agenda packets via the links below.  
**Please note change in meeting time for SSTPO.**

- **Congestion Management Program and Planning (CMPP) Committee** – Thursday, September 19, 2019, at 10:00 a.m. – [CMPP Agenda Packet](#)
- **Administration and Finance (A&F) Committee** – Thursday, September 19, 2019 at 12:00 p.m. – [A&F Agenda Packet](#)
- **Safety, Security, and Transit Planning & Operations (SSTPO) Committee** – Friday, September 20, 2019, at 12:00 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:** Baltao, Elaine <Elaine.Baltao@vta.org>  
**Sent:** Friday, September 13, 2019 5:30 PM  
**To:** VTA Board Secretary <Board.Secretary@vta.org>  
**Subject:** VTA Connections Newsletter - September 2019

**VTA Board of Directors and Advisory Committee Members:**

Below is VTA's newsletter for September 2019. It can also be accessed using this link:  
<https://mailchi.mp/7e7738f6b46a/september-2019-connections-newsletter?e=c808a9b6e7>

Please share with your constituents.

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)



[View this email in your browser](#)



# VTA Connections Newsletter

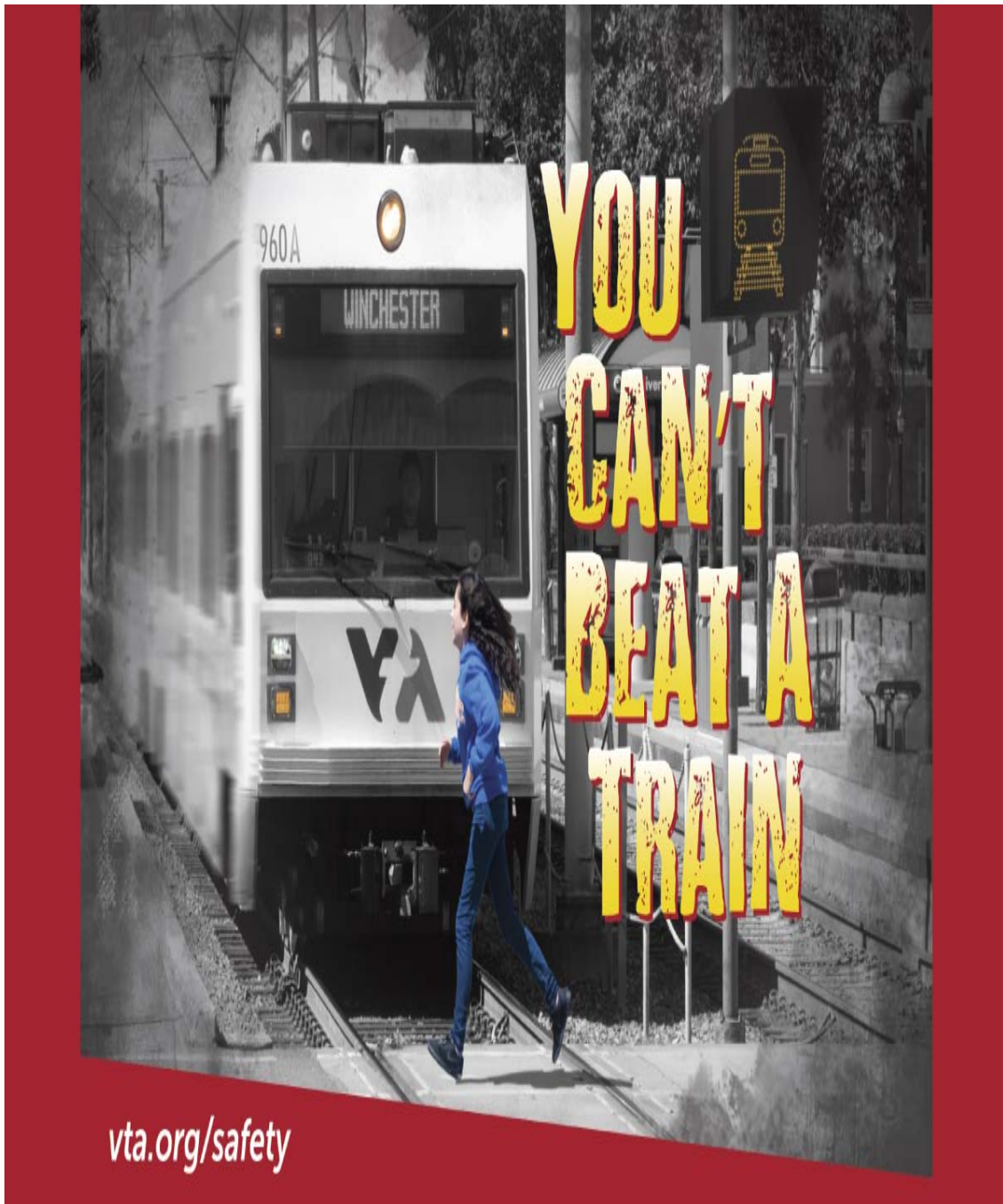
Stay in the know about  
transportation in Silicon Valley



**September 2019**

**You Can't Beat a Train - Safety Awareness  
Campaign Begins**





[vta.org/safety](http://vta.org/safety)

In recognition of Rail Safety Month, in September, VTA is asking you to share an important message to help save lives. The message is “You can’t beat a train.”

It sounds simple. It sounds like common sense. However, our light rail operators are noticing an alarming increase in students and other pedestrians or bicyclists deliberately ignoring safety precautions in place at light rail crossings. Also, people are increasingly looking at their smart phones, wearing ears buds or headsets, and simply not paying attention as they approach VTA light rail tracks.

[Read More](#)

---

## VTA Receives First of Its Kind Federal Funding Allocation



The U.S. Department of Transportation's Federal Transit Administration (FTA) Acting Administrator K. Jane Williams announced the allocation of \$125 million to the Santa Clara Valley Transportation Authority (VTA) for the Bay Area Rapid Transit (BART) Silicon Valley Phase II project. This is the first project to receive a funding allocation under FTA's Expedited Project Delivery Pilot Program.

Administrator Williams made the announcement at the Berryessa Transit Center, one of two stations VTA has built for the BART Silicon Valley Extension. The Berryessa station and the BART Station in Milpitas are set to open for passenger service at the end of this year.

The allocation through the Expedited Project Delivery Pilot Program streamlines project delivery allowing VTA to fast track its funding process by more than 14 months. With innovative partnerships and funding from a variety of sources, projects can be completed more quickly, making better use of taxpayer dollars and bringing new transit service to growing communities.

[Read More](#)

---

## **ATU Local 265 Union Votes 'Yes' to Ratify New VTA Contract**



On August 29, ATU Local 265 members cast their vote on the tentative agreement reached with VTA just twenty days earlier. Out of 1,106 votes cast, 594 members voted 'yes' and 512 members voted 'no', meaning that ATU has ratified a new three-year successor agreement.

“We cannot be more pleased with the outcome of the vote after a year of negotiating with ATU,” stated Teresa O’Neill, VTA Board Chair. “Throughout this process, our most important goal was to reach an agreement that protects the public, the taxpayer and our customers. This contract ensures long-term financial sustainability for the organization while still providing equitable and competitive compensation for employees.”

***On September 5, 2019, The VTA Board of Directors unanimously adopted the successor agreement negotiated between VTA and Amalgamated Transit Union (ATU) Local 265.***

[Read More](#)

---

## Apprenticeship Program Captures the Attention of ATU International



Strengthening the voice transit workers have at their agencies is a top priority for International President of the Amalgamated Transit Union (ATU) John Costa. When he heard that the Santa Clara Valley Transportation Authority (VTA) and ATU Local 265 had a successful formula for that concept, he decided to make the three thousand mile trip from Washington, D.C. to San Jose to learn the secret to the success.

What Costa may not have expected to find was the strong relationship between management and labor created through the Joint Workforce Investment program (JWI.)

“I’m glad to see the pride here in how you work together,” Costa told a gathering of the VTA/ATU program participants who came together to provide Costa with a full view of how the program functions. “This is good stuff, working together.”

[Read More](#)

---

---

## Board Update

- Unanimously adopted the successor agreement negotiated between VTA and Amalgamated Transit Union (ATU), Local 265.
- Approved staff’s recommendation to place the Vasona Light Rail Extension and Corridor improvements program on hold.
- Approved VTA responses to the 2018-2019 Civil Grand Jury Report.

## Upcoming Events

## Wednesday, Sept. 11, 2019

1:30 PM

[TAC Meeting](#)

4:00 PM

[CAC Meeting](#)

6:30 PM

[BPAC Meeting](#)

## Thursday, Sept. 12, 2019

10:00 AM

[CTMA Meeting](#)

4:00 PM

[PAC Meeting](#)



**For questions or more information about VTA please contact Customer Service at (408) 321-2300 or Community Outreach at (408) 321-7575.**

Copyright © 2019 Valley Transportation Authority, All rights reserved.  
You are receiving this email because you opted in via our website.

**Our mailing address is:**

Valley Transportation Authority  
3331 N 1st St  
San Jose, CA 95134-1906

[Add us to your address book](#)

Want to change how you receive these emails?  
You can [update your preferences](#) or [unsubscribe from this list](#).