



## Community Outreach “Day After” Report

<b>Submitted by</b>	Scott Haywood
<b>Date submitted:</b>	February 25, 2015
<b>Meeting date, time, and location:</b>	February 24, 2015 1:30 p.m. to 3:00 p.m. VTA Auditorium
<b>Topic presented/discussed:</b>	The following items were presented and discussed: <ul style="list-style-type: none"> <li>• Overview of past transportation sales tax measures in Santa Clara County.</li> <li>• The draft goals and principles for Envision Silicon Valley.</li> <li>• Introduction to metrics to help us measure how well projects help meet the identified goals of the program.</li> </ul>
<b>Number of Meeting Attendees:</b>	21
<b>Organizations Present:</b>	Communiversity Transportation Solutions Traffic Safe Communities Network City of San Jose Sunnyhills Neighborhood Association ATU Local 265 Sunnyvale Cool Santa Clara County Morgan Hill Chamber of Commerce Building Trades Council Moffett Park Business Group Cupertino Chamber of Commerce Five Wounds/Brookwood Terrace SEIU Local 521 JMH Weiss Inc. Friends of Caltrain Transform Office of Supportive Housing
<b>Meeting Notes:</b>	After the past sales tax measures presentation, staff responded to questions on the following topics: <ul style="list-style-type: none"> <li>• Light Rail to Eastridge</li> </ul>

- Caltrain Double Track Project in South County. It was requested that staff also provide a written response.
- Population and Job Projections

Comments were made that the last tax measure was all for transit and that there has not been any new revenues for roadway maintenance. Additionally, it was noted that a lot of sales tax funds go to transit, yet a small percentage of the population uses transit.

After staff presented the draft goals and principles, the following comments were made:

- Staff was thanked for including health and safety.
- Suggest adding language about a “fair farebox” and coordinating fares and services among transit systems.
- Complete Streets should be included.
- Improved Travel Time should be included.
- It was suggested language be added that projects will support local land-use plans and the goals within those plans.
- Suggest replacing the term “reduce potholes” with “road and sidewalk maintenance.”
- Written comments were submitted with a variety of suggested revisions to the draft goals and principles.
- It was suggested that programs for seniors be included.
- Programs for the homeless should be included.
- The word “foster” should be replaced with a more proactive word such as “deliver”.
- The word “promote” should be replaced with a more committed word such as “provide.”
- Language regarding financial stability and/or improved farebox recovery ration should be included.
- VTA should also improve its outreach efforts on projects.

At the conclusion of the Introduction of potential metrics, the following was raised:

- Questions were raised whether vehicle miles traveled (VMT) is an effective metric. Others suggested keeping VMT as it helps measure congestion levels. Passenger miles traveled per vehicle per fuel type was suggested.
- Rather than discuss VMT we should look at Greenhouse Gas Reductions. This is an important metric and should be prominent.
- It was suggested that PCI be used for measuring roadway maintenance.
- Fewer transfers shouldn’t be a metric in that sometimes a good transit system does require quick transfers.
- Suggested staff look at average distance between work and school trips.
- Encourage on-demand services.

	<ul style="list-style-type: none"><li>• Need to encourage outreach to children so they begin using transit at an early age.</li><li>• VTA should look into a “hub” system for transit services.</li><li>• We should identify the appropriate speed for each corridor.</li><li>• The ridership of today will not be the ridership of the future as housing is finally being built along the light rail corridor. Low ridership is related to spread-out land uses.</li><li>• We need to be looking at where we want to go as a community, not where we are currently stuck.</li><li>• Need to have more funding for light rail.</li><li>• For Levi’s Stadium, we should use existing rail lines to take customers directly to the stadium – not through downtown San Jose.</li><li>• Other suggested metrics included: Vision Zero for bike and pedestrians, the number of UPLIFT passes used, induced demand, obesity &amp; asthma rates, door to door time for travel, trips made by public transit, ridership of private shuttles, mode shift.</li></ul>
<b>Next Steps:</b>	Next Meeting will be held on April 21.