



JPB Board of Directors  
Meeting of June 3, 2021

Correspondence as of June 2, 2021

# Subject

- 1 VTA Agenda Public Comment
- 2 Agenda Item Request
- 3 Bernardo Avenue
- 4 VTA Board Request

**From:** [Mayor Marie Blankley](#)  
**To:** [Baltao, Elaine \[board.secretary@vta.org\]](#)  
**Cc:** [info@bayareanetro.gov](#); [Board \(@caltrain.com\)](#); [Board \(@samtrans.com\)](#); [clerk@sfcta.org](#)  
**Subject:** Public Comment, 6/3 agenda item 6.7  
**Date:** Sunday, May 30, 2021 1:03:26 PM  
**Attachments:** [VTA Board Agenda Item 6.7.pdf](#)

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Elaine,

Please submit the attached as public comment to consent calendar agenda item 6.7. If I succeed in getting a board member to pull it from consent, I will also speak to it at the meeting.

Thank you.

Marie

*From the office of*

***Gilroy***

**Mayor Marie Blankley, CPA**

June 1, 2021

VTA Board of Directors  
3331 N. First St.  
San Jose, CA 95134

**RE: June 3<sup>rd</sup> Board Agenda Item 6.7  
Loss of Parking at Gilroy Transit Center from proposed VTA TOD**

Chair Hendricks and Boardmembers:

On your 6/3 agenda is a request from VTA staff to authorize the General Manager to issue a Request for Offer for an affordable housing project at the Gilroy Transit Center. **At issue is the future of Gilroy's only public transit center and its current 471 parking spaces.**

VTA's primary function is as a transportation service agency, *Solutions that Move You*. Bus and rail service to Gilroy is not yet sufficient for public transportation to be a viable option for most, and still 63% of our mere 471 parking spaces were utilized pre-pandemic. Increasing services and ridership on both Caltrain and VTA busses is dependent on riders' ability to park and ride and should be viewed with Gilroy's potential in mind as a key transportation hub serving South County with rail/bus connections in all directions. The Salinas-Gilroy light rail line is currently being planned by the Transportation Authority of Monterey County (TAMC) and will terminate at Gilroy's transit center. VTA's housing proposal in Phase 1 alone would jeopardize up to 198 parking spaces from a transit center that has yet to actually be one. Today, the 15-minute frequency of the 68 bus line is all that qualifies Gilroy as a transit center. VTA staff expects to generate 87 daily bus trips at full build out of Phase 1 (150 housing units) and 26 daily trips for Caltrain. **I submit that this development will not support increased transportation service for Gilroy residents (meaning more bus lines and trains), and worse, it will remove the potential for a viable VTA transit center in Gilroy by consuming park-and-ride land that can only be replaced once High Speed Rail is built out.** I've worked with VTA staff to achieve at a minimum a project goal of 1:1 transit replacement parking, but at only 471 existing parking spaces, the future of VTA's not-yet-transit center in Gilroy demands over twice that long before High Speed Rail will be a reality.

The Gilroy Transit Center is located downtown near the city's eastern border. It is not centrally located within the city, and not within walking distance of most of Gilroy's housing. High Speed Rail cannot be relied upon to provide parking that will be necessary long before HSR exists in Gilroy. **It is VTA's responsibility to act as a transit agency first, to plan for the transportation needs that include Gilroy and its one and only park-and-ride lot at its one and only VTA transit center. Gilroy and South County residents should not be dependent on High Speed Rail for a transit center we deserve from VTA. The TOD before you is short-sighted and premature.**

Respectfully submitted,



Marie Blankley, CPA

Mayor, City of Gilroy and VTA Board alternate

cc: MTC Commissioners, [info@bayareanetro.gov](mailto:info@bayareanetro.gov)  
Caltrain Board, [board@caltrain.com](mailto:board@caltrain.com)  
SamTrans Board, [board@samtrans.com](mailto:board@samtrans.com)  
SFCTA Commissioners, [clerk@sfcta.org](mailto:clerk@sfcta.org)

From the office of

**Gilroy**

**Mayor Marie Blankley, CPA**

May 26, 2021

**TO:** County of Santa Clara  
Housing, Land Use, Environment, and Transportation Committee

**RE: Loss of Parking at Gilroy Transit Center from proposed VTA TOD**

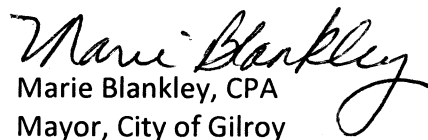
Chair Wasserman, Vice-chair Simitian, and committee members:

On VTA's 6/3 agenda is a request from VTA staff to authorize the General Manager to issue a Request for Offer for an affordable housing project at the Gilroy Transit Center. **At issue is the future of Gilroy's only public transit center and its current 471 parking spaces.**

VTA's housing proposal in Phase 1 alone would jeopardize up to 198 parking spaces from a transit center that is yet to actually be one. Bus and rail service to Gilroy is not yet sufficient for public transportation to be a viable option for most, and still 63% of the existing parking spaces were utilized pre-pandemic. Increasing services and ridership on both Caltrain and VTA busses is dependent on riders' ability to park and ride and should be viewed with Gilroy's potential in mind as a major transportation hub for south county, connecting Monterey and San Benito counties as well. The current TOD proposal places housing where there is not yet actual transportation but for the 68 bus line (to which VTA expects to add 87 riders/day from this TOD), and worse, lessens the possibility for a viable transportation center in Gilroy by consuming park n' ride land that can only be replaced once High Speed Rail is built out. I submit that the timing of this TOD is off.

The Gilroy Transit Center is located downtown near the city's eastern border. It is not centrally located within the city, and not within walking distance of most of Gilroy's housing. High Speed Rail cannot be relied upon to provide parking that will be necessary long before HSR exists in Gilroy. **It is VTA's responsibility to act as a transit agency first, to plan for the transportation needs that include Gilroy and its one and only park and ride lot at its one and only VTA transit center. I respectfully request that this committee consider VTA's TOD proposal in Gilroy as short-sighted and premature and notify the VTA Board accordingly prior to their June 3 meeting.**

Sincerely,

  
Marie Blankley, CPA  
Mayor, City of Gilroy

**From:** [Roland Lebrun](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Cc:** [MTC Commission](#); [SFCTA Board Secretary](#); [Baltao, Elaine \[board.secretary@vta.org\]](#); [cacsecretary \[caltrain.com\]](#); [SFCTA CAC](#); [Board \(@samtrans.com\)](#); [cacsecretary \[samtrans.com\]](#)  
**Subject:** Item 3 General Counsel Report on Santa Clara County sales tax measures  
**Date:** Sunday, May 30, 2021 11:57:39 PM  
**Attachments:** [2000 Measure A full text.pdf](#)  
[B-2. 2016 Measure B Ballot Language.pdf](#)

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Dear Caltrain Board,

Please consider agendaing an additional closed session item requesting that Caltrain General Counsel review the ballot languages of 2000 Measure A and 2016 Measure B as approved by the voters of Santa Clara County and advise the Board as to the legality of VTA refusing to contribute to Caltrain FY22 and FY23 Operating and Capital budgets "*because of the passage of Measure RR in November 2020*".

*"In prior years, VTA contributed to Caltrain's operating budget based on a ridership formula agreed to by the partner agencies. In FY 2020 and FY 2021, that contribution totaled \$10.8 million annually. **The FY 2022 and FY 2023 Proposed Biennial Budget no longer includes a contribution to Caltrain because of the passage of Measure RR in November 2020.** Measure RR implemented a 30-year one-eighth cent sales tax in San Francisco, San Mateo, and Santa Clara counties to fund Caltrain operations and capital improvements. Caltrain is projected to receive about \$57 million in FY 2022 from this tax generated in Santa Clara County."*

[http://santaclaravta.igq2.com/Citizens/Detail\\_LegiFile.aspx?Frame=&MeetingID=3349&MediaPosition=&ID=7691&CssClass=](http://santaclaravta.igq2.com/Citizens/Detail_LegiFile.aspx?Frame=&MeetingID=3349&MediaPosition=&ID=7691&CssClass=)

Sincerely,

Roland Lebrun

Attachments:

- 2000 Measure A Ballot language
- 2016 Measure B Ballot language

CC

MTC Commissioners  
SFCTA Commissioners  
VTA Board  
SamTrans Board  
VTA PAC

Caltrain CAC  
SFCTA CAC  
VTA CAC  
SamTrans CAC

OFFICIAL BALLOT  
COUNTY OF SANTA CLARA

GENERAL ELECTION  
November 7, 2000

**DISTRICT**  
**SANTA CLARA VALLY TRANSPORTATION AUTHORITY**

**A 1/2 CENT TRANSIT SALES TAX**

To:

- Connect BART to Milpitas, San Jose, Santa Clara;
- Build rail connection from San Jose International Airport to BART, Caltrain, light rail;
- Purchase vehicles for disabled access, senior safety, clean air buses;
- Provide light rail throughout Santa Clara County;
- Expand, electrify Caltrain;
- Increase rail, bus service.

Shall Santa Clara Valley Transportation Authority enact a 1/2 cent sales tax for 30 years beginning 4/1/06 when current tax expires, with annual audits published in local newspapers and an independent citizens watchdog committee?

**COMPLETE TEXT OF MEASURE A**

Shall the Board of Directors of the Santa Clara Valley Transportation Authority (VTA) be authorized to enact a retail transactions and use tax ordinance imposing (a) a tax for the privilege of selling tangible personal property at retail upon every retailer in Santa Clara County, the territory of VTA; such tax to be at the rate of one-half of one percent of the gross receipts of the retailer from the sale of all tangible personal property sold by him at retail in the territory of VTA, and (b) a complimentary tax upon the storage, use, or other consumption in Santa Clara County, the territory of VTA; such tax to be at the rate of one-half of one percent of the sales price of the property whose storage, use, or other consumption is subject to the tax, such taxes to be imposed for a period not to exceed 30 years, and to take effect only upon the expiration of the current County of Santa Clara 1996 Measure B 1/2 cent sales tax in April, 2006, and to be used only to:

- **Extend BART from Fremont through Milpitas to Downtown San Jose and the Santa Clara Caltrain Station, specifically,**

To build a BART Extension from Fremont to Milpitas, San Jose and Santa Clara with a major connection to the Tasman Light Rail line at the Milpitas BART Station. In San Jose to include a BART subway section with stations at San Jose State University, the new San Jose City Hall, Downtown San Jose at Market Street, San Jose Arena and the Diridon Multimodal Station connecting to Caltrain, ACE, Amtrak, the Vasona Light Rail line and VTA bus service. In Santa Clara, to serve Santa Clara University, and the Caltrain Station with a



people mover connection to San Jose International Airport.

- **Provide Connections from San Jose International Airport to BART, Caltrain and the VTA Light Rail, specifically,**

To build a people mover rail line connecting the airport passenger terminals directly with BART, Caltrain and the VTA Light Rail line.

- **Extend Light Rail from Downtown San Jose to the East Valley by**

Building a Downtown/East Valley Light Rail line from downtown San Jose serving the new San Jose City Hall and San Jose State University, out Santa Clara Street to Capitol Avenue to join the Capitol Light Rail line then south to Eastridge Shopping Center.

- **Purchase Low Floor Light Rail Vehicles, specifically**

To better serve disabled, seniors and others; purchase an additional 20 low floor light rail vehicles to join the 30 low floor vehicles now being constructed for the new Tasman, Capitol and Vasona Light Rail lines and 50 new low floor vehicles to replace VTA's existing 50 light rail vehicles.

- **Improve Caltrain: Double Track to Gilroy and Electrify from Palo Alto to Gilroy**

Extend the Caltrain double track from the San Jose Tamien Station through Morgan Hill to Gilroy. Provide VTA's funds for the partnership with San Francisco and San Mateo counties to electrify Caltrain from San Francisco to Gilroy.

- **Increase Caltrain Service, specifically**

Purchase new locomotive train sets for increased Caltrain service in Santa Clara County from Gilroy to Palo Alto and provide additional facilities to support the increased service.

- **Construct a New Palo Alto Intermodal Transit Center**

In partnership with the City of Palo Alto and Stanford University, design and construct a new parkway and underpass for University Avenue from the campus to downtown Palo Alto to improve bicycle, pedestrian and transit access to the campus, Palo Alto Caltrain station and downtown Palo Alto. Upgrade passenger facilities at the historic Palo Alto Caltrain station, upgrade transit facilities for VTA, SAMTRANS, Dumbarton Express and the Stanford Marguerita and Palo Alto shuttle services.

- **Improve Bus Service in Major Bus Corridors**

For VTA Line 22 (Palo Alto to Eastridge Center) and the Stevens Creek Boulevard Corridor, purchase new low floor articulated buses. Improve bus stops and major passenger transfer points and provide bus queue jumping lanes at intersections to permit buses quick access along the corridors.

- **Upgrade Altamont Commuter Express (ACE)**

Provide VTA's matching funds for additional train sets, passenger facilities and service upgrades for the ACE Commuter Service from San Joaquin and Alameda Counties.

- **Improve Highway 17 Express Bus Service**

Provide VTA's share of funds for the partnership with the Santa Cruz County Transit District for additional buses and service upgrades for the Highway 17 Express Bus Service.

- **Connect Caltrain with Dumbarton Rail Corridor**

Provide VTA's share of matching funds for a partnership with Alameda and San Mateo counties for the rebuilding of the Dumbarton Rail Corridor to connect to Caltrain and train sets for this new service conditioned on Alameda and San Mateo County's funding.

- **Purchase Zero Emission Buses and Construct Service Facilities**

Provide funds to supplement federal funds to expand and replace existing VTA diesel bus fleet from current size of just over 500 vehicles to 750 vehicles with the new zero emission buses and to provide maintenance facilities for this new, clean vehicle propulsion system. All new buses to be low floor for easier boarding by seniors and the disabled.

- **Develop New Light Rail Corridors**

Provide capital funds for at least two new future light rail corridors to be determined by Major Investment Studies (MIS). Potential corridors include: Sunnyvale/Cupertino; Santa Teresa/Coyote Valley; Downtown/East Valley Connection to Guadalupe Line; Stevens Creek Boulevard; North County/Palo Alto; Winchester/Vasona Junction; and, initial study of BART connection from Santa Clara through Palo Alto to San Mateo County.

- **Fund Operating and Maintenance Costs for Increased Bus, Rail and Paratransit Service**

Provide revenue to ensure funding, to at least 2014, and possibly longer, of the following: the new Tasman East, Capitol and Vasona Light Rail lines, the commuter rail connection to BART, expanded paratransit services, expanded bus fleet of 750 vehicles, the Downtown/East Valley Light Rail line operations, which can commence in 2008, and the BART extension to San Jose which can commence operations by 2010;

All subject to the following mandatory requirements:

- The Tax Must Expire 30 Years After Implementation.

If approved by the voters, this half-cent sales tax must expire 30 years after implementation. The tax will be imposed for the period commencing April 1, 2006 when current tax expires and terminate on March 31, 2036. The length of this tax cannot be extended without a vote – and the approval – of the residents of Santa Clara County.

- An Independent Citizen's Watchdog Committee Must Review all Expenditures.

The Independent Citizen's Watchdog Committee will consist of private citizens, not elected officials, who comprise the VTA's Citizen's Advisory Committee. Responsibilities of the Citizen's Watchdog Committee are:

- **Public Hearings and Reports:** The Committee will hold public hearings and issue reports on at least an annual basis to inform Santa Clara County residents how the

## APPENDIX A - 2000 MEASURE A BALLOT LANGUAGE

funds are being spent. The hearings will be held in full compliance with the Brown Act, California's open meeting law with information announcing the hearings well-publicized and posted in advance.

- Annual Independent Audits: An annual audit conducted by an independent Auditor will be done each fiscal year to ensure tax dollars are being spent in accordance with the intent of this measure.
- Publish results of Audits and Annual Reports: The Committee must publish the results of the Independent Auditor and the Annual Report in local newspapers. In addition, copies of these documents must be made available to the public at large.

such authorization being pursuant to the provisions of Sections 100250 et seq. of the public Utilities Code and Sections 7251 et seq. of the Revenue and Taxation Code.

# B-2. 2016 Measure B Ballot Language

## MEASURE B

### COUNTY COUNSEL'S IMPARTIAL ANALYSIS OF MEASURE B

California law permits the Santa Clara Valley Transportation Authority (VTA) to impose a retail transactions and use tax (commonly called a "sales tax") in the territory of the VTA, which includes both the unincorporated territory and all the cities within Santa Clara County. Such a tax must first be approved by two-thirds of the voters voting in an election.

Measure B was placed on the Ballot by the VTA Board of Directors (Board). Measure B proposes enactment of a .5% (one-half cent) sales tax. The Board anticipates that the sales tax would be operative on April 1, 2017. The authority to levy the sales tax will expire thirty years later.

Under California law, all local governments within each county cannot enact a total sales tax rate of more than 2% in any territory. Approval of this Measure would result in the territory within the cities of Campbell and San Jose reaching that 2% cap during 2017 and until the expiration of an existing tax. The State also imposes a sales tax, some of which is distributed to local governments. The State sales tax rate is scheduled to be 7.25% as of January 1, 2017. Approval of this Measure is anticipated to result in a total 9.25% sales tax in the cities of Campbell and San Jose, and a 9.0% sales tax elsewhere in Santa Clara County, as of the date the sales tax is anticipated to begin. Because existing sales taxes may expire, or other sales taxes may be enacted, overall tax rates may vary during the thirty-year period of this tax.

State law requires the VTA to state the specific purposes for which the sales tax proceeds will be used, and the VTA must spend the proceeds of the tax only for these purposes. The stated purposes of the proposed sales tax are to: repair potholes and fix local streets; finish the BART extension through downtown San Jose and to Santa Clara; improve bicycle and pedestrian safety; increase Caltrain capacity, in order to ease highway congestion, and improve safety at crossings; relieve traffic on the expressways and key highway interchanges; and enhance transit for seniors, students, low-income, and disabled individuals. The Measure states that the VTA will establish a program and develop program guidelines to administer tax revenues received from the measure.

Measure B provides for the establishment of an independent citizens' oversight committee for ensuring that proceeds of the tax are expended consistent with the program established by the VTA. The committee would hold public hearings, issue reports on at least an annual basis, and arrange for an annual independent audit of expenditures.

A "yes" vote is a vote to authorize a special sales tax of one-half cent (.5%) operative for 30 years, expected to expire on March 31, 2047.

A "no" vote is a vote not to authorize the special sales tax.

James R. Williams  
Acting County Counsel

By: /s/ Danielle L. Goldstein  
Deputy County Counsel

## COMPLETE TEXT OF MEASURE B

To repair potholes and fix local streets; finish the BART extension through downtown San Jose and to Santa Clara; improve bicycle and pedestrian safety; increase Caltrain capacity, in order to ease highway congestion, and improve safety at crossings; relieve traffic on the expressways and key highway interchanges; and enhance transit for seniors, students, low-income, and disabled, shall the Board of Directors of the Santa Clara Valley Transportation Authority (VTA) enact a retail transactions and use tax ordinance, Ordinance No. 2016.01, imposing (a) a tax for the privilege of selling tangible personal property at retail upon every retailer in Santa Clara County, the territory of VTA, such tax to be at the rate of one-half of one percent of the gross receipts of the retailer from the sale of tangible personal property sold by him/her at retail in the territory of VTA; and (b) a complementary tax upon the storage, use, or other consumption in Santa Clara County, the territory of VTA, such tax to be at the rate of one-half of one percent of the sales price of the property whose storage, use, or other consumption is subject to the tax; collection of such tax to be limited to thirty years?

VTA shall be the administrator of the tax, shall establish a program and develop program guidelines to administer the tax revenues received from the enactment of this measure (the "Program"). Tax revenues received for the 30-year life of the tax, including any interest or other earnings thereon, less any funds necessary for satisfaction of debt service and/or cost of borrowing and costs of program administration and oversight, such as costs of grant administration and financial management, shall be referred to herein as "Program Tax Revenues."

VTA shall allocate the Program Tax Revenues to the following categories of transportation projects: Local Streets and Roads; BART Phase II; Bicycle and Pedestrian; Caltrain Grade Separation; Caltrain Capacity Improvements; Highway Interchanges; County Expressways; SR 85 Corridor; and Transit Operations.

The present value (i.e., present day purchasing power) of the Program Tax Revenues, as of April 2017, is forecasted to be approximately \$6.3 Billion. The actual revenues to be received over the 30-year life of the tax will be affected by various economic factors, such as inflation and economic growth or decline. The estimated amounts for each category reflect the allocation of approximately \$6.3 Billion. The estimated amounts for each category, divided by \$6.3 Billion, establishes ratios for the allocation among the categories. The VTA Board of Directors may modify those allocation amounts following the program amendment process outlined in this resolution.

- **Local Streets and Roads—Estimated at \$1.2 Billion of the Program Tax Revenues in 2017 dollars.**

To be returned to cities and the County on a formula basis to be used to repair and maintain the street system. The allocation would be based on the population of the cities and the County of Santa Clara's road and expressway lane mileage. Cities and the County will be required to demonstrate that these funds would be used to enhance and not replace their current investments for road system maintenance and repair. The program would also require that cities and the County apply Complete Streets best practices in order to improve bicycle and pedestrian elements of the street system. If a city or the County has a Pavement Condition Index score of at least 70, it may use the funds for other congestion relief projects.

## COMPLETE TEXT OF MEASURE B-Continued

- **BART Phase II—Estimated at \$1.5 Billion of Program Tax Revenues in 2017 dollars (capped at a maximum of 25% of Program Tax Revenues).**

To fund the planning, engineering, construction, and delivery costs of BART Phase II, which will create a new regional rail connection by extending BART from the Berryessa Station in San Jose to Santa Clara with stations at Alum Rock/28<sup>th</sup> Street, downtown San Jose, San Jose Diridon Station, and Santa Clara.

- **Bicycle/Pedestrian—Estimated at \$250 Million of Program Tax Revenues in 2017 dollars.**

To fund bicycle and pedestrian projects of countywide significance identified by the cities, County, and VTA. The program will give priority to those projects that connect to schools, transit, and employment centers; fill gaps in the existing bike and pedestrian network; safely cross barriers to mobility; and make walking or biking a safer and more convenient means of transportation for all county residents and visitors. Bicycle and pedestrian educational programs, such as Safe Routes to Schools, will be eligible for funding. Candidate Projects are set forth in Attachment A.

- **Caltrain Grade Separation—Estimated at \$700 Million of Program Tax Revenues in 2017 dollars.**

To fund grade separation projects along the Caltrain corridor in the cities of Sunnyvale, Mountain View, and Palo Alto, separating the Caltrain tracks from roadways to provide increased safety benefits for drivers, bicyclists, and pedestrians and also reduce congestion at the intersections.

- **Caltrain Corridor Capacity Improvements—Estimated at \$314 Million of Program Tax Revenues in 2017 dollars.**

To fund Caltrain corridor capacity improvements and increased service in Santa Clara County in order to ease highway congestion, including: increased service to Morgan Hill and Gilroy, station improvements, level boarding, extended platforms, and service enhancements.

- **Highway Interchanges—Estimated at \$750 Million of Program Tax Revenues in 2017 dollars.**

To fund highway projects throughout the valley that will provide congestion relief, improved highway operations and freeway access, noise abatement, roadway connection overcrossings, and deploy advanced technology through Intelligent Transportation Systems (ITS). Candidate Projects are set forth in Attachment B.

- **County Expressways—Estimated at \$750 Million of Program Tax Revenues in 2017 dollars.**

To fund Tier 1 improvement projects in the County's Expressway Plan in order to relieve congestion, improve safety and increase the effectiveness of the expressway system in the county. Candidate Projects are set forth in Attachment C.

- **State Route 85 Corridor—Estimated at \$350 Million of Program Tax Revenues in 2017 dollars.**

To fund new transit and congestion relief projects on SR 85, including a new transit lane from SR 87 in San Jose to U.S. 101 in Mountain View. Additionally this category will fund noise abatement along SR 85 and will provide funding to study transportation alternatives that include, but are not limited to, Bus Rapid Transit with infrastructure

## COMPLETE TEXT OF MEASURE B-Continued

such as stations and access ramps, Light Rail Transit, and future transportation technologies that may be applicable.

- **Transit Operations—Estimated at \$500 Million of Program Tax Revenues in 2017 dollars.**

The revenue from this program category will provide additional funds specifically for bus operations to serve vulnerable, underserved, and transit dependent populations throughout the county. The goals of the program category are to increase ridership, improve efficiency, enhance mobility services for seniors and disabled, and improve affordability for the underserved and vulnerable constituencies in the county. As VTA considers modifications to bus operations and routes to improve ridership and efficiencies, these funds may also be utilized to maintain and expand service to the most underserved and vulnerable populations. The funds may be used to increase core bus route service frequencies, extending hours of operations to early mornings, evenings and weekends to improve mobility, safe access and affordability to residents that rely on bus service for critical transportation mobility needs. Attachment D describes the list of Candidate Projects and Programs.

The Program Categories will be administered in accordance with program guidelines and policies to be developed and approved by the VTA Board of Directors.

An independent citizen's oversight committee shall be appointed to ensure that the funds are being expended consistent with the approved Program. Annually, the committee shall have an audit conducted by an independent auditor. The audit shall review the receipt of revenue and expenditure of funds. The committee shall hold public hearings, and issue a report annually to inform the Santa Clara County residents how the funds are being spent. The hearings will be public meetings subject to the Brown Act.

To support and advance the delivery of projects in the Program, VTA may issue or enter into financial obligations secured by the tax revenues received from the State Board of Equalization (SBOE), including but not limited to, bonds, notes, commercial paper, leases, loans and other financial obligations and agreements (collectively, "Financing Obligations"), and may engage in any other transactions allowed by law. Notwithstanding anything to the contrary, to obtain the strongest credit ratings and lowest financing costs, VTA may pledge up to the full amount of tax revenues received from the SBOE as security for any Financing Obligations of the Program and may contract with the SBOE to have pledged amounts transferred directly to a fiduciary, such as a bond trustee, to secure Financing Obligations to fund any project in the Program. Any Financing Obligation shall be fully paid prior to the expiration of this tax measure.

If approved by a 3/4 majority of the VTA Board of Directors, and only after a noticed public meeting in which the County of Santa Clara Board of Supervisors, and the city council of each city in Santa Clara County have been notified at least 30 days prior to the meeting, VTA may modify the Program for any prudent purpose, including to account for the results of any environmental review required under the California Environmental Quality Act of the individual specific projects in the Program; to account for increases or decreases in federal, state, and local funds, including revenues received from this tax measure; to account for unexpected increase or decrease in revenues; to add or delete a project from the Program in order to carry out the overall purpose of the Program; to maintain consistency with the Santa Clara Valley Transportation Plan; to

## COMPLETE TEXT OF MEASURE B-Continued

shift funding between project categories; or to take into consideration new innovations or unforeseen circumstances.

### ATTACHMENT A ENVISION SILICON VALLEY BICYCLE AND PEDESTRIAN CANDIDATE LIST

#### Project

Implementation of Santa Clara Countywide Bicycle Plan\*  
Trails in Expressway Rights-of-Way  
Alum Rock Trail  
Coyote Creek Trail Completion  
Lions Creek Trail  
Lower Silver Creek Trail  
Miramonte Avenue Bikeways  
Fremont Road Pathway  
Los Gatos Creek Trail Connector to SR 9  
Berryessa Creek Trail  
West Llagas Creek Trail  
Guadalupe River Trail-Extension to Almaden  
Three Creeks Trail East from Guadalupe River to Coyote Creek Trail  
Five Wounds Trail from William Street to Mabury Road/Berryessa  
Hwy. 237 Bicycle Trail: Great America Parkway to Zanker (Class I, II, and IV)  
Lower Guadalupe River Access Ramps  
Los Gatos Creek Trail Gap Closure  
Calabazas Creek Trail  
San Tomas Aquino Trail Extension to South & Campbell Portion  
Union Pacific Railroad Trail  
Stevens Creek Trail Extension  
Hamilton Avenue/Highway 17 Bicycle Overcrossing  
Pedestrian/Bicycle Bridge over SR 17 from Railway/Sunnyside to Campbell Technology Parkway  
Mary Avenue Complete Streets Conversion  
UPRR Bicycle/Pedestrian Bridge Crossing: Stevens Creek Boulevard to Snyder Hammond House/Rancho San Antonio Park  
Montague Expressway Bicycle/Pedestrian Overcrossing at Milpitas BART Station  
Shoreline/101 Bicycle/Pedestrian Bridge  
Mayfield Tunnel Pedestrian/Bicycle under Central Expressway connecting to San Antonio Caltrain Station  
South Palo Alto Caltrain Bicycle/Pedestrian Crossing  
Matadero Creek Trail Undercrossing  
Caltrain Capitol Undercrossing  
Phelan Avenue Pedestrian/Bicycle Bridge over Coyote Creek  
Newhall Street Bicycle/Pedestrian Overcrossing over Caltrain Tracks  
Kiely Bicycle/Pedestrian Overcrossing  
Winchester Bicycle/Pedestrian Overcrossing  
Bernardo Caltrain Undercrossing  
San Tomas Aquino Creek Trail Underpass at 49er Stadium  
Latimer Avenue Bicycle/Pedestrian Overcrossing

## COMPLETE TEXT OF MEASURE B-Continued

Bicycle/Pedestrian safety education at approximately 200 schools  
Implementation of Pedestrian Access to Transit Plan (VTA)\*  
Bike amenities at transit stops and on transit vehicles  
Countywide Vision Zero Program (VTA)\*  
Highway 9 Pedestrian Safety Improvements

\*These plans are currently being developed/updated and projects are being identified.

### ATTACHMENT B ENVISION HIGHWAY PROGRAM CANDIDATE LIST

#### Project

US 101 Improvements in the cities of Palo Alto and Mountain View to address regional connectivity and circulation between San Antonio Road and Charleston Road at the US 101/San Antonio Road, US 101/Rengstorff/Charleston Road and US 101/Shoreline Boulevard interchanges.

SR 85/SR 237 Area Improvements in Mountain View to address mainline congestion and regional connectivity through the SR 85/SR 237 connector, SR 85/EI Camino Real interchange, and the SR 237/EI Camino/Grant Road interchange.

SR 237/US 101/Mathilda Avenue Area Improvements in Sunnyvale to address local roadway congestion.

SR 237 Corridor Improvements in the cities of San Jose, Santa Clara and Milpitas to address mainline congestion and regional connectivity by addition of SR 237 westbound/eastbound auxiliary lanes between Zanker Road and North First Street, improvements at the SR 237/Great America Parkway westbound off-ramp, and replacement/widening of the Calaveras Boulevard structures over the UPRR tracks.

West County Improvements along I-280 in Cupertino, Los Altos, Los Altos Hills and Sunnyvale to address mainline congestion with mainline and interchange improvements from Magdalena Avenue to the San Mateo County line.

SR 85/I-280 Area Improvements in Cupertino, Los Altos, and Sunnyvale to address regional connectivity through a northbound I-280 braided ramp between SR 85 and Foothill Boulevard and improvements at the northbound I-280 off-ramp to Foothill Boulevard.

US 101/Trimble Road/De La Cruz Boulevard to Zanker Road Area Improvements to address local roadway connectivity and mainline congestion in San Jose and Santa Clara with US 101/Trimble Road/De La Cruz Boulevard interchange improvements, southbound US 101/SB 87 connector improvements, and a new US 101/Zanker Road interchange.

US 101/Old Oakland Road Improvements in San Jose to address local roadway congestion, access and connectivity.

A new interchange at US 101/Mabury Road in San Jose to address regional access.

I-680 Corridor Improvements in San Jose to address mainline congestion and regional connectivity by improving the I-680/Alum Rock Avenue and I-680/McKee Road interchanges.

I-280/Lawrence Expressway/Stevens Creek Boulevard Interchange Improvements to address mainline and local roadway congestion.

## COMPLETE TEXT OF MEASURE B-Continued

I-280/Saratoga Avenue Interchange Improvements to address local circulation and mainline congestion.

I-280/Winchester Boulevard Area Improvements in Santa Clara and San Jose to address regional connectivity and local circulation.

SR 87 Corridor Technology-based Improvements in San Jose to address mainline congestion and system reliability through the implementation of technology-based operational improvements to the freeway.

Highway 17 Corridor Congestion Relief: Upgrade Highway 17/9 interchange to improve pedestrian and bicycle safety, mobility, and roadway operations; deploy advanced transportation technology to reduce freeway cut through traffic in Los Gatos, including traffic signal control system upgrades in Los Gatos, Traveler Information System, advanced ramp metering systems; support Multi-Modal Congestion Relief Solutions, including enhanced Highway 17 Express Bus service, implementing local bus system improvements that reduce auto trips to schools, work, and commercial areas in Los Gatos; and develop park and ride lots to serve as transit hubs for express bus, shuttles, local bus system connections.

SR 17 Southbound/Hamilton Avenue Off-ramp Widening Improvements in Campbell to address mainline congestion and local circulation.

SR 17/San Tomas Expressway Improvements in Campbell to address mainline congestion and local circulation.

US 101/Blossom Hill Boulevard Improvements in San Jose to address local roadway congestion and connectivity, including for bicyclists and pedestrians.

US 101 Improvements in Gilroy to address mainline congestion and regional connectivity with a new US 101/Buena Vista Avenue interchange and US 101/SR 152 10th Street ramp and intersection improvements.

SR 152 Corridor Improvements in Gilroy including US 101/SR 25 interchange improvements to address regional connectivity and goods movement network improvements.

I-280/Wolfe Road Interchange Improvements in Cupertino to address mainline congestion and improve local traffic circulation.

I-880/Charcot Avenue Overcrossing in San Jose to address local relief circulation and adjacent I-880 interchanges congestion relief.

Noise Abatement Projects in Santa Clara County to implement treatments to address existing freeway noise levels throughout the county.

Intelligent Transportation Systems (ITS) Projects in Santa Clara County such as integrated corridor management systems, traffic operations systems, ramp metering, managed lanes, and local traffic signal control systems to address freeway mainline congestion and local roadway congestion caused by cut-through traffic.

## COMPLETE TEXT OF MEASURE B-Continued

### ATTACHMENT C

### SANTA CLARA COUNTY EXPRESSWAY IMPROVEMENTS (TIER 1)

#### Project

Almaden Expressway at SR-85-Interim Improvements

Almaden Expressway at Branham Lane Intersection Improvements

Almaden Expressway at Camden Ave Intersection Improvements

Capitol Expressway Widening and Interchange Modifications between I-680 and Capitol Avenue

Central Expressway at Thompson Intersection Improvements

Foothill Expressway Auxiliary Lanes between El Monte and San Antonio

Lawrence Expressway at Homestead Road Interim Improvements

Lawrence Expressway at Homestead Road Grade Separation

Lawrence Expressway from Reed/Monroe to Arques Grade Separation

Montague Expressway Complete 8-lane Widening including HOV lanes and Auxiliary Lanes between Great Mall and McCarthy/O'Toole

Oregon-Page Mill Widening (possible HOV lanes) and Trail between I-280 and Foothill Expressway

Oregon-Page Mill Intersection Improvements between Porter and Hansen

Oregon-Page Mill/El Camino Real Intersection Improvements

San Tomas Expressway Widening and Trail between Homestead and Stevens Creek

Santa Teresa-Hale Corridor Road and Trail between Dewitt and Main

Santa Teresa-Hale Corridor Widening and Trail between Long Meadow and Fitzgerald

SR 17/San Tomas Expressway Interim Improvements

I-280/Foothill Expressway Interchange Modifications and Auxiliary Lane to Homestead

I-280/Oregon-Page Mill Road Interchange Reconfiguration

Expressway ITS/Signal System Countywide

### ATTACHMENT D

### TRANSIT OPERATIONS CANDIDATE PROJECTS AND PROGRAMS LIST

- Expand mobility services and affordable fare programs for seniors, disabled, students and low-income riders.

This project would provide funds to develop and expand senior and disabled transportation mobility programs and services. The proposed program would provide mobility options such as coordinated eligibility services and enhanced mobility options provided in a secure and safe manner for the most vulnerable and underserved residents in the County, such as seniors and persons with disabilities. It would support mobility options including maintaining the paratransit service coverage area and service expansion by extending hours of operation and weekend service. The funds would also establish permanent and augment discount fare programs to increase transit access for low-income, underserved and vulnerable populations unable to afford standard fares.

## COMPLETE TEXT OF MEASURE B-Continued

- Enhance Frequent Core Bus Network.

The project would upgrade service frequency on VTA's top core network routes to 15-minutes or faster. Some specific examples include expanding the number of high frequency core routes and expanding the schedule of existing services. This may also include enhancing frequency of services during early mornings, evenings and weekends in order to improve convenience, reliability, connectivity, ridership, farebox recovery and support local land use plans. The upgrade would improve the quality of service for vulnerable, underserved and transit dependent populations as well as existing riders and attract new riders which would decrease vehicle miles traveled, traffic congestion and pollution.

- Improve amenities at bus stops to increase safety, security and access.

The project would provide funds for system wide improvements to bus stops, transit centers and stations including new and replacement shelters, lighting, access improvements including safe sidewalk connections, passenger information signs and security.

- Support new innovative transit service models to address first/last mile connections.

The project would support affordable new innovative transit service models to address first/last mile connections including FLEX type services, dynamic on-demand subscription shuttles and partnerships with other demand responsive service providers serving vulnerable, underserved and transit dependent populations.

## ARGUMENT IN FAVOR OF MEASURE B

Uncommon allies united for a common goal: Relieve Traffic; Repair our Roads. That's why the League of Women Voters, San Jose Silicon Valley Chamber of Commerce, League of Conservation Voters, former U.S. Transportation Secretary Norman Mineta and Senator Dianne Feinstein are championing Measure B to provide vital local funding to fill potholes, maintain roads and reduce traffic throughout Santa Clara County.

We are fortunate to enjoy a special quality of life here. Unfortunately, many of Santa Clara County's roads are in dire need of repair and we're spending too much time trapped in traffic. We need meaningful countywide congestion relief.

Measure B will:

- Finish the BART extension to downtown San Jose and Santa Clara
- Relieve traffic congestion on all 10 Expressways (Almaden, Capitol, Central, Foothill, Lawrence, Montague, Page Mill, San Tomas, Santa Teresa, Hale) and key highway interchanges
- Protect and enhance transit options for seniors, the disabled, students and the poor
- Repair roads and fix potholes in all 15 cities
- Improve bicycle and pedestrian safety, especially near schools
- Increase Caltrain capacity, easing highway congestion and improving safety at grade crossings
- Connect BART/Caltrain in downtown San Jose and Santa Clara, with platform-to-platform connections, to finally provide rapid rail around the entire Bay Area

Voting YES on Measure B provides Santa Clara County with a source of locally controlled funding to repair and maintain our roads and improve safety. Measure B helps Santa Clara County secure state and federal matching funds, otherwise lost to other regions.

The state or federal government cannot take away Measure B funds. We need to act now; the longer we wait, the more expensive these improvements become.

Measure B mandates strong taxpayer safeguards, including independent financial audits with citizen oversight. Elected leaders will be held accountable to spend funds as promised.

Measure B repairs our roads and contributes to a better quality of life throughout Santa Clara County. Join us in supporting Measure B.



## ARGUMENT IN FAVOR OF MEASURE B-Continued

www.YesMeasureB.com

/s/ Roberta Hollimon

Chair, Council of the Leagues of Women Voters of Santa Clara County

/s/ Matthew Mahood

President & CEO, San Jose Silicon Valley Chamber of Commerce

/s/ Rod Diridon, Sr.

Chair Emeritus, League of Conservation Voters of Santa Clara County

/s/ Michael E. Engh

President, Santa Clara University

/s/ Darryl Von Raesfeld

Fire Chief, City of San Jose (Retired)

## REBUTTAL TO ARGUMENT IN FAVOR OF MEASURE B

Has your commute improved since Measure A in 2000? One thing is abundantly clear: If VTA actually could deliver "meaningful countywide congestion relief" they would have done it by now. This is a promise they can't deliver on.

Measure B would add a big increase to an already hefty transportation sales tax. What confidence do you have that you will ever benefit from it?

Look at the performance of Measure A from 2000. VTA's Capital Program Dashboard shows that no Measure A projects have been completed. The most expensive project, BART to Santa Clara, was cut in half. Why trust that Measure B will be any different? Voters deserve to see projects delivered before being asked to pay more taxes!

We've seen all this before: traffic keeps getting worse. The billions spent from existing taxes are not making our lives better. Clearly, the strategy doesn't work. Doing more of the same will continue to produce unacceptable results.

Measure B is a recipe for failure. We need a new direction. For example, voters need to consider whether major employers should pay more to reduce the congestion impacts of their employees' commutes.

Voting NO on Measure B sends a strong message: Find a new direction for our county--one that is good for the environment, good for the economy, and good for our health.

Please vote NO on Measure B. After the "bait and switch" of 2000's Measure A, let's not give VTA a \$6.3 billion blank check.

/s/ Michael J. Ferreira

Executive Committee Chair, Loma Prieta Chapter, Sierra Club

/s/ Mark W.A. Hinkle

President of the Silicon Valley Taxpayers Association

/s/ John M. Inks

Mountain View City Councilmember

/s/ Elizabeth C. Brierly

Santa Clara County Homeowner and Lifelong Resident

## ARGUMENT AGAINST MEASURE B

Each year you are stuck in worse congestion. The 1% sales tax you've paid for the past thirty years to "relieve traffic" hasn't worked. Will raising the tax by 44% really "relieve traffic"?

Santa Clara County has tremendously congested roadways and one of the very worst performing light rail systems in the nation. Bus service is unusable and scheduled to get worse.

Population has increased since 2001, while transit ridership has declined 23 percent. If allowed to continue, the whole county will end up in gridlock.

Let's not put even more money into a failed strategy!

Here is the actual list of projects promised by Measure A in 2000, and what happened since then:

- Connect BART to Milpitas, San Jose, Santa Clara (project was cut in half and is still not complete)
- Build rail connection from San Jose Airport to BART, Caltrain, light rail (project canceled)
- New vehicles for disabled access, senior safety, clean air buses (completed)
- New light rail throughout Santa Clara County (one corridor changed into a bus lane project; other corridors canceled)
- Expand, electrify Caltrain (project is delayed more than 15 years)
- Increase rail, bus service (2015 service was 13% below 2001 levels)

The County Civil Grand Jury determined in 2004 that "The VTA Board has proceeded with a transit capital improvement plan that cannot accomplish all that was promised in Measure A." That certainly turned out to be the case.

Why vote for another bait-and-switch?

This election will be close. Your vote can help defeat this tax increase and send a message that new thinking is needed. Air quality and climate change demand new solutions.

For short and long-term traffic relief, please vote No.

Demand a new direction!

## ARGUMENT AGAINST MEASURE B-Continued

For more information: [www.No2VTAmMeasureB.org](http://www.No2VTAmMeasureB.org)  
Twitter: #No2VTAmMeasureB  
Phone: 408-604-0932

/s/ Gladwyn d' Souza  
Regional Chair, Loma Prieta Chapter, Sierra Club

/s/ Mark W.A. Hinkle  
President: Silicon Valley Taxpayers Association

/s/ John M. Inks  
Mountain View City Councilmember

/s/ Andy Chow  
President, BayRail Alliance

/s/ Elizabeth C. Brierly  
San Jose Homeowner & Lifelong Santa Clara County Resident

## REBUTTAL TO ARGUMENT AGAINST MEASURE B

When reading the argument against Measure B, please consider the sources and review the facts for yourself. The opponents offer no solutions to the traffic congestion we face every day.

Some of the organizations signing the argument against Measure B have histories of opposing absolutely everything, including measures to support our schools, parks and public safety.

The text of their argument is even less credible.

### Here are the facts:

\*The first segment of the BART extension is running \$75 million under budget and a year ahead of schedule, with passenger service beginning in fall 2017.

\*Thanks to major investments, electrification of Caltrain will begin in 2020, which helps nearly double ridership capacity from 65,000 daily trips to 110,000.

**Why is Measure B important?** Please review the official ballot question for yourself. Measure B will accomplish the following while also mandating annual audits by an independent citizens watchdog committee to ensure accountability:

- Repair streets and fix potholes in all 15 cities & towns
- Finish the BART extension to downtown San Jose and Santa Clara
- Improve bicycle/pedestrian safety, especially near schools
- Increase Caltrain capacity, ease highway congestion and improve safety at crossings
- Relieve traffic on all 10 expressways and key highway interchanges
- Enhance transit for seniors, students, low-income citizens and the disabled

**All of us are Santa Clara County taxpayers and residents (the signers of the argument against cannot say the same thing). Please join community leaders and organizations**

**from across Santa Clara County in supporting Measure B for better commutes and better roads.**

## REBUTTAL TO ARGUMENT AGAINST MEASURE B-Continued

[www.YesMeasureB.com](http://www.YesMeasureB.com)

/s/ Yoriko Kishimoto  
Friends of Caltrain Chair and Board President of the Midpeninsula Regional Open Space District

/s/ Glenn M. Grigg  
Traffic Engineer, City of Cupertino (Ret.)

/s/ Mark Turner  
President/CEO, Gilroy Chamber of Commerce

/s/ Tony Siress  
President/CEO Mountain View Chamber of Commerce

/s/ Teresa Alvarado  
San Jose Director, SPUR



Mountain View Coalition for Sustainable Planning  
c/o Aaron Grossman  
817 Montgomery Street  
Mountain View, CA 94041

June 3, 2021

Caltrain Joint Powers Board  
1250 San Carlos Ave.  
San Carlos, CA 94070-1306  
publiccomment@caltrain.com

Re: APPROVE CALTRAIN CORRIDOR USE COMPATIBILITY FINDING FOR PROPOSED BICYCLE AND PEDESTRIAN UNDERCROSSING AT BERNARDO AVENUE IN SUNNYVALE AND MOUNTAIN VIEW

Dear Board members:

The Mountain View Coalition for Sustainable Planning (MVCSP) appreciates the opportunity to respond to your agenda item on approving the proposed bicycle/pedestrian Bernardo Avenue undercrossing at Central Expressway at the Mountain View / Sunnyvale border. We have reviewed the agenda item materials, and we have the following comments we would like to share with you.

As you know, this location provides a key connection point between our two cities, so we strongly support your approval of the project with stated conditions.

We appreciate that the project could pose some disruption and challenges, but we trust that all partners, including those with Caltrain, understand that the importance of the project is well worth any difficulties that might be encountered, and that all will endeavor to resolve and mitigate any of these along the way.

Besides the convenience the undercrossing will provide to bicyclists and pedestrians who use it, strengthening the bicycle/pedestrian network in and through both Mountain View and Sunnyvale will further encourage people to get out of vehicles and engage in active transportation. This is good for their health—we are currently suffering from rising rates of diabetes and obesity in the United States for one thing—and fewer vehicles on the road will help us address climate change, which had led the Biden Administration to target a 50-52 Percent Reduction in U.S. Greenhouse Gas Pollution from 2005 Levels in 2030, just nine years from now!

Note that both Sunnyvale identified “VIVID” design criteria for the project, which are as follows:

- Visibility: Avoid blind corners and hidden spaces with no eyes on the street
- Inclusion: Ensure ADA accessibility and sufficient width for pedestrians and bicyclists
- Vistas: Provide intrinsic wayfinding and orient entrances to wider networks and land uses
- Identity: Design the undercrossing as a public space and gateway element
- Directness: Avoid out-of-direction travel within the undercrossing and along approaches

Also, scheduling the design and construction is important because we understand Caltrain would like to complete grade separations before they take over design and construction of projects such as this one (which is required in cases where projects go over the Caltrain ROW). We understand the need for this approach, but we also don't want to jeopardize the Measure B funding for this project by delaying too long.

In short, we urge you to approve Caltrain corridor use compatibility allowing the project to proceed as designed.

Thank you again for the opportunity to comment.

Sincerely,

Bruce England

for the Mountain View Coalition for Sustainable Planning

cc:

Dawn S. Cameron, Public Works Director

Ria Lo, Transportation Manager

Kimbra McCarthy, City Manager

Heather Glaser, City Clerk

### **About Mountain View Coalition for Sustainable Planning**

The Mountain View Coalition for Sustainable Planning is a local volunteer-based organization dedicated to making Mountain View as beautiful, economically healthy, transit, bicycle, and pedestrian accessible, and affordable as possible. MVCSP member interest and expertise covers areas such as housing, transportation, the environment, the economy, and beyond!

For more information, see <http://www.mvcsp.org>.

To contact us, send email to [mvcsp.info@gmail.com](mailto:mvcsp.info@gmail.com).

**From:** [Roland Lebrun](#)  
**To:** [Baltao, Elaine \(board.secretary@vta.org\)](mailto:board.secretary@vta.org)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [MTC Info](#); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary@caltrain.com)  
**Subject:** Item 6.7 Authorization to Issue a Request for Offer (RFO) at the Gilroy Transit Center for Affordable Housing Development  
**Date:** Wednesday, June 2, 2021 4:10:24 AM

**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear VTA Board,

Please DO NOT approve the conversion of the Gilroy Caltrain parking lot to TOD and redirect staff to focus on the 34 vacant acres surrounding the Santa Teresa light rail station for the following reasons:

- The project conflicts with the 2000 Measure A ballot language
- The project conflicts with the 2016 Measure B ballot language
- The project conflicts with the Measure RR ballot language
- The project conflicts with the Caltrain Business Plan
- The project does not meet the Early Train Operator (ETO) parking demand forecasts [for Caltrain](#)
- The ETO has no plans to operate High Speed service between Gilroy and San Francisco in the near future.
- The project will increase highway congestion between Gilroy and San Jose

#### **The project conflicts with the 2000 Measure A ballot language**

##### ***“Increase Caltrain Service, specifically***

*Purchase new locomotive train sets for increased Caltrain service in Santa Clara County from Gilroy to Palo Alto and **provide additional facilities to support the increased service.**”*

[https://www.vta.org/sites/default/files/2020-10/CWC%20FY19%20annual%20report\\_comprehensive.pdf](https://www.vta.org/sites/default/files/2020-10/CWC%20FY19%20annual%20report_comprehensive.pdf) (page 32)

#### **The project conflicts with the 2016 Measure B ballot language**

##### ***“Caltrain Corridor Capacity Improvements—Estimated at \$314 Million of Program Tax Revenues in 2017 dollars.***

*To fund Caltrain corridor capacity improvements and increased service in Santa Clara County in order to **ease highway congestion**, including: **increased service to Morgan Hill and Gilroy, station improvements**, level boarding, extended platforms, and service enhancements”*

<https://www.sccgov.org/sites/rov/Info/Nov2016Info/Documents/E110%20-%20Measure%20B.pdf> (page 2)

#### **The project conflicts with the Measure RR ballot language**

*“2. to support the **infrastructure, rolling stock, and capital projects** necessary to advance the expansion of the Caltrain peak hour service from 5 trains per hour per direction **to 8 trains per hour per direction**, as well as the **expansion of the Gilroy service to a minimum of five morning and five afternoon trains.**”*

<https://www.caltrain.com/about/dedicatedfunding.html>”

#### **The project conflicts with the Caltrain Business Plan**

*“Caltrain will increase service to Gilroy to four roundtrips per day. Passengers from south of Tamien would have a one-seat ride to major stations and a transfer at Diridon Station to reach minor stations”*

<https://caltrain2040.org/wp-content/uploads/WPLP-CBP-Presentation-2020-01-22.pdf>

#### **The project does not meet the Early Train Operator (ETO) parking demand forecasts [for Caltrain](#)**

*“A total of 2,579 parking spaces are assumed, reflecting inputs from CHSRA, split as follows: San Francisco 4th & King (0), Millbrae (771), San Jose Diridon (948) and **Gilroy (860).**”*

[https://hsr.ca.gov/wp-content/uploads/docs/about/legislative\\_affairs/Central\\_Valley\\_and\\_Peninsula\\_Corridors\\_Operations\\_Financial\\_Plan\\_Study.pdf](https://hsr.ca.gov/wp-content/uploads/docs/about/legislative_affairs/Central_Valley_and_Peninsula_Corridors_Operations_Financial_Plan_Study.pdf)  
(page 232)

#### **The Early Train Operator (ETO) has no plans to operate High Speed service to Gilroy in the near future.**

***“The study shows that overlaying early HSR operations in the Peninsula corridor servicing only 4 HSR stations (difference between the 2028 Electrification Scenario and the 2028 Electrification + HSR Scenario) will result in an incremental increase of only approximately 6% in ridership.”***

[https://hsr.ca.gov/wp-content/uploads/docs/about/legislative\\_affairs/Central\\_Valley\\_and\\_Peninsula\\_Corridors\\_Operations\\_Financial\\_Plan\\_Study.pdf](https://hsr.ca.gov/wp-content/uploads/docs/about/legislative_affairs/Central_Valley_and_Peninsula_Corridors_Operations_Financial_Plan_Study.pdf) (page 24)

**The project will increase highway congestion between Gilroy and San Jose**

Thank you in advance for your support

Roland Lebrun

CC

MTC Commissioners

Caltrain Board

VTA PAC

VTA CAC

Caltrain CAC