

**From:** Katja Irvin  
**Sent:** Sunday, January 05, 2020 2:26 PM  
**To:** City Clerk <city.clerk@sanjoseca.gov>  
**Cc:** Gladwyn D'Souza ; James Eggers >; Barbara Kelsey  
**Subject:** January 7, 2020 Agenda Item 6.1 Submit Letter to VTA

Dear Mayor Liccardo and Council Members,

The Sierra Club Loma Prieta Chapter supports efforts to reduce single-occupancy vehicle travel and increase alternatives that reduce greenhouse gas emissions, particularly given the extraordinary climate emergency the planet is facing. The reallocation of transportation funding for public transportation is the kind of action local governments need to stand up and support to demonstrate a true commitment to solve this existential situation.

Please do not oppose action by the Valley Transportation Authority to do the right thing for our long-term future by reallocating these funds. Our grandchildren need us to stand up now to protect their future.

Thank you for your consideration.

Sincerely,

Katja Irvin and Gladwyn D'Souza  
Conservation Committee Co-Chairs  
Sierra Club Loma Prieta Chapter

**Dave Poeschel**

Mon 1/6/2020 8:11 AM

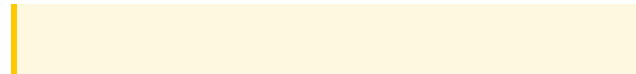
To:

- The Office of Mayor Sam Liccardo; District1; District2; District3; District4; District5; District 6; District7; District8;
- District9; District 10

Cc:

- Green, Scott; Agendadesk; City Clerk; Board.Secretary

📎



Dear Mayor Liccardo and Council Members,

Before advocating for Measure B outmoded automobile projects, **please review the California Governor's Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts**: <http://opr.ca.gov/ceqa/updates/sb-743/>. There you will find several brief but informative videos including this which explains the problem with LOS: <https://www.youtube.com/watch?v=tM3rdWOkbwA>, which had been the standard paradigm used when Measure B was developed.

The text of Measure B set expectations for allocating its funding. But in terms of the larger categories (roads vs. transit), it states funding levels as "**estimated**". Specific projects (all of which could not be adequately funded) are listed as "**candidate**".

Further, you have already altered expectations. When you declared a climate emergency, you put down in record for all the residents of the City of San Jose and the world the expectation that you will act with urgency to change the way our City prioritizes its infrastructure and behaviors which affect the production of GHGs. The definition of the word emergency is, "**a serious, unexpected, and often dangerous situation requiring immediate action.**"

It would be **wasteful of public tax dollars** and harmful to future generations not to prioritize candidate projects and **reevaluate** estimated funding **based on our current best available science** both in terms of our tools (VMT vs. LOS) and understanding of climate.

Sincerely,  
David W. Poeschel



# MOTHERS OUT FRONT

## MOBILIZING FOR A LIVABLE CLIMATE

Dear Mayor Liccardo and City Councilmembers Jones, Jimenez, Peralez, Diep, Carrasco, Davis, Esparza, Arenas, Foley, and Khamis,

We at Mothers Out Front South Bay urge you to encourage the VTA Board to declare a climate emergency and to reallocate Measure B funds from highway expansion projects towards expanding, upgrading, and electrifying the public bus transit system.

We thank you for your climate leadership, courage and vision in the past few years, including creating the Climate Smart San Jose plan, forming San Jose Clean Energy, passing a strong building electrification reach code and gas ban, and protecting Coyote Valley. These actions put our city on the path toward becoming truly sustainable and equitable for all our residents, and help ensure a livable future for our youth and future generations. Improving public transportation is an essential piece of that future, and must happen now.

As you know, we are in the midst of a Climate Emergency, which is even worse than scientists had predicted. Extreme weather is becoming more common, sea levels are rising, and wildfires are raging. We are fast approaching tipping points that will make climate destabilization irreversible. It's time to take bold, swift action to decrease our carbon footprint and to consider the climate impact of every policy decision we make.

Transportation is the number one contributor to greenhouse gas emissions in our area. San Jose's Climate Smart plan includes several bold initiatives, including "Reduce Per Capita Vehicle Miles Traveled." Your strategy to achieve this goal is **"developing integrated, accessible public and active transportation infrastructure,"** which **"reduces the dependency on the car to move within the city."** In your Resident Playbook on Mobility you tell residents to **"Use Public Transit,"** and that "major

upgrades in San José's transit system are making getting around more convenient and enjoyable."

When voters passed Measure B, we were promised "modifications to bus operations and routes to **improve ridership and efficiencies**" and maintaining and expanding "service to the most underserved and vulnerable populations." Furthermore, Measure B stipulated that "funds may be used to **increase core bus route service frequencies**, extending hours of operations to early morning, evenings and weekends to improve mobility, safe access and affordability to residents that rely on bus service for critical transportation mobility needs."

In fact, VTA has continued to cut bus routes, which has made commuting more difficult and inconvenient, if not impossible for many residents. A commute that would take 20 minutes by car can take **2 hours or more by public transit**, because buses run less frequently than before. This is especially true for our students and disadvantaged residents. People who are trying to be Climate Smart have tried switching to public transit, only to be left stranded or extremely late.

We understand that you are surely hearing from residents frustrated by the traffic jams and long car commutes. However, if you build and expand the highways, they will soon fill up and be gridlocked again. The true solution is to **make public transportation frequent, safer, and more convenient**. When more people can take the bus and/or train, the highways will become less congested. And more importantly, San Jose reduces VMT and greenhouse gas emissions, improving the chances for our climate to stabilize.

Finally, we urge you to encourage the VTA to develop a plan to rebuild the entire bus network with **zero-emission vehicles** and increase the fleet to 750 buses, as approved by voters, within the next five years. Zero-emissions vehicles may cost more up front, but they are much more cost effective in the long run, reducing operating and maintenance costs. Mothers Out Front has experience with converting to electric bus fleets and would be happy to support this transition.

Please encourage the VTA Board to follow your lead in declaring a climate emergency and to reallocate Measure B funds from highway expansion projects towards expanding, upgrading, and electrifying the public bus transit system.

Sincerely,  
Mothers Out Front South Bay

1/7/2020

San Jose City Council  
200 E. Santa Clara St.  
San Jose, CA 95113

RE: Affirmation and Preservation of Funding for Planned Highway  
and Streets Projects with Committed VTA Measure B Tax Dollars

Honorable Mayor and Council Members:

We urgently request that the San Jose City Council oppose the current, or any future efforts to divert and redirect committed Valley Transportation Authority (VTA) Measure B funds from road-related projects to transit. If any resident of Santa Clara County (SCC) who voted in favor of Measure B were asked how they expect collected funds will be spent, they would likely point to the projects that were listed in the Measure. Even though Measure B states that the "VTA may modify the Program for any prudent purpose, including ... to shift funding between project categories ...", any effort to divert the estimated \$6.3 Billion in Measure B funding between categories, no matter the source of political pressure, is not prudent at any time for reasons outlined in this letter.

A great deal of public input and support went into the creation of Measure B, and its 2/3 majority passage was due to its specific use of funding. The expected distribution of funding between categories, as well as the expected projects within categories of the Measure were clearly established. During the Measure's promotion, it was highly likely residents were presented the dollar figures and lists of proposed projects, but were not provided with the fine print pointing out potential changes or modifications allowed during the 30-year period.

Before the vote in 2016 and while developing the categories and funding distribution of the Measure, concerns with meeting the overall needs of the county, while considering carbon emissions and the environment, were all taken into account at that time. This is evident due to the high level of funds allocated to transit projects during the 30-year program, not only to help expand and increase use of transit, but benefit the environment:

- An approximate 48% allocation of Measure B's approximate \$6.3 Billion has already been allocated towards transit projects.
- The environmental concerns at the center of this argument are also being addressed in California through the project environmental process, one of the strictest in the country, through the required CEQA that requires the identification of the environmental impacts, rating their levels of significance and requiring actions to mitigate them.
- Given the overwhelmingly high level of necessary road repairs, new streets and improvements to existing streets, highways and expressways, establishing a roughly 52/48 split between roads and transit was a prudent decision. Modifying and diverting funds between categories, after the fact, will change this ratio, and sends a troubling message to residents.

SCC's passage of the 30-year Measure with just under 71% is evidence of the public's trust that the identified projects would be carried out and the idea of diverting funding is cause for serious concern. Residents who voted in favor of Measure B will want explanations to questions such as:

- By diverting funds between categories aren't you essentially creating a "general fund" type of spending within the Measure's specific use guidelines for the categories that were adopted by a 2/3 majority?
- Won't decisions made at this critical juncture, especially the diverting of funding, adversely affect other projects whose improvements have been waiting in line for decades, especially projects in the southern end of SCC where great numbers of the workforce have been forced to move or relocate?

**From:** Robin Roemer

**Sent:** Wednesday, January 22, 2020 10:48 AM

**To:** The Office of Mayor Sam Liccardo <TheOfficeofMayorSamLiccardo@sanjoseca.gov>; District1 <district1@sanjoseca.gov>; District2 <District2@sanjoseca.gov>; District3 <district3@sanjoseca.gov>; District4 <District4@sanjoseca.gov>; District5 <District5@sanjoseca.gov>; District 6 <district6@sanjoseca.gov>; District7 <District7@sanjoseca.gov>; District8 <district8@sanjoseca.gov>; District9 <district9@sanjoseca.gov>; District 10 <District10@sanjoseca.gov>

**Cc:** City Clerk <city.clerk@sanjoseca.gov>

**Subject:** 1/28/2020 Council Meeting, Item 5.1, Council VTA Measure B Letter

Dear Mayor Liccardo, Councilmembers,

please consider the attached discussion paper in your important debate about allowing the VTA Board of Directors to discuss and consider the best allocation of VTA Measure B highway and expressway funds.

In the light of the questions raised I would like to urge you to **allow the debate around the right allocation of Measure B highway and expressway funds to move forward without limitations.**

Kind regards,

Robin Roemer

## **Dear Mayor Liccardo, Councilmembers,**

Please consider the following in your important debate about allowing the VTA Board of Directors to discuss and consider the best allocation of VTA Measure B highway and expressway funds.

### **Ballot measures are flawed instruments for complex political decision making**

Vice Mayor Jones, Councilmembers Khams, Davis and Foley assert that the Council should “preserve and protect” Measure B as a) “originally envisioned” and b) “understood by voters”.<sup>1</sup>

As shown in the recent past (e.g. Brexit)<sup>2</sup> and widely debated in political science literature, ballot measures and referendums are flawed instruments for making political decisions such as budget allocations as they necessarily boil down complex question to simple yes-no votes.

Direct democracy is a fact of life in California with all its intended and unintended consequences (Prop. 13 comes to mind). A reasonable political system provides checks and balances to make adjustments when necessary not to counter or thwart the will of the voters but to further and advance the voters’ interests.

To imply that a vote for a ballot measure means that a voter intended to endorse all aspects of that measure as presented down to percentages of funding levels in perpetuity risks misunderstanding voter’s actual intentions.

### **Voters who voted for Measure B not necessarily did so because of highway or expressway funding**

Revisiting some of the polling<sup>3, 4</sup> done for Measure B shows that other funding categories such as transit scored much higher support than highway or expressway funding<sup>5</sup>.

- 88%: Repair streets, fix potholes in all 15 cities and towns
- 86%: Finish the BART extension to Downtown San Jose and Santa Clara
- 85%: Improve transit service for seniors, the poor and disabled
- 84%: Bicycle and pedestrian safety improvements, especially near schools
- 80%: Relieve traffic on all eight county expressways
- 73%: Electrify, modernize Caltrain Commuter Rail Service from Gilroy to Palo Alto

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<sup>1</sup> It should be noted that the original vision for the measure, what finally went to the voters and how it was understood by voters are hopefully overlapping, but don’t necessarily describe identical things.

<sup>2</sup> “Why Referendums Aren’t as Democratic as They Seem”, [New York Times](#), October 4, 2016

<sup>3</sup> “VTA › Intake Poll version 2 – Question 3&4”, [VTA](#)

<sup>4</sup> Presentation of polling results at [VTA Board of Directors Workshop](#), April 22, 2016 (at about 13 min time stamp)

<sup>5</sup> “Unlock the gridlock”, [Silicon Valley Leadership Group annual poll](#)

Voters might have passed VTA Measure B with no or less funding for expressway and highway projects, but they weren't presented with that option.<sup>6</sup>

## **Questionable if current highway and expressway funding can deliver the congestion relief that was promised to voters**

Expressway and highway interchange projects featured prominently in the Yes-Campaign.<sup>7</sup> The ballot text itself states "Relieve traffic on all 9 expressways, key highway interchanges;"<sup>8</sup> The proponents for the Measure argued on the ballot "We need meaningful countywide congestion relief."<sup>9</sup>

The FAQ on the campaign website argued: "Measure B will: [...] Relieve traffic congestion on all 10 Expressways (Almaden, Capitol, Central, Foothill, Lawrence, Montague, Page Mill, San Tomas, Santa Teresa/Hale) and key highway interchanges"<sup>10</sup>.

Mayor Liccardo in his chairperson's report summarized voters' aspirations for VTA Measure B at the VTA Board of Directors meeting on January 4, 2018 as "traffic relief, transit expansion and road repair".<sup>11</sup>

Councilmember Khamis writes in his recent op-ed for San Jose Spotlight that he does not want funds "intended to reduce traffic congestion" to be diverted.<sup>12</sup>

The question is if any capital project besides express lanes and congestion pricing can provide meaningful traffic relief to highway or expressways. To quote John Ristow, now Director of Transportation for San Jose: "As long as freeways are free they will always be full."<sup>13</sup>

More specifically, looking at two Measure B highway projects where environmental studies have been done or are underway shows that despite using up tens of millions of dollars of funding those projects will not bring the promised significant traffic relief and/or may even worsen some traffic conditions:

Mathilda/101/237: "The US 101 northbound results indicate an increase in travel time and mainline vehicle delay with both Build Alternatives."<sup>14</sup>

Charcot Extension: "The proposed extension will provide little to no measurable travel time savings when considering the size of the proposed Charcot extension in relation to the overall roadway system in the project area and the projected development growth."<sup>15</sup>

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<sup>6</sup> Efforts such as the "FASTER Bay Area" initiative make it seem as if there is sufficient political support for funding transportation efforts that do not include highway or expressway capital project funding in Santa Clara County.

<sup>7</sup> They also featured prominently in the No-Campaign but for widely different reason.

<sup>8</sup> <https://www.sccgov.org/sites/rov/Info/Nov2016Info/Documents/EI10%20-%20Measure%20B.pdf>

<sup>9</sup> "ARGUMENT IN FAVOR OF MEASURE B"

<https://www.sccgov.org/sites/rov/Info/Nov2016Info/Documents/EI10%20-%20Measure%20B.pdf>

<sup>10</sup> <http://www.yesmeasureb.com/faqs.html>

<sup>11</sup> [VTA Board of Directors Meeting](https://www.sccgov.org/sites/rov/Info/Nov2016Info/Documents/EI10%20-%20Measure%20B.pdf), January 4, 2018

<sup>12</sup> <https://sanjosespotlight.com/khamis-potential-highway-streets-funding-diversion-and-how-im-fighting-it/>

<sup>13</sup> "Highway 101: After \$1.2 billion in road work, it's as jammed as ever", [Mercury News](#), May 29, 2014

<sup>14</sup> Final Traffic Operations Analysis Report: Mathilda Avenue Improvements between SR 237 and US 101 Project "", [Fehr & Peers](#), June 2016, p.117

<sup>15</sup> Email DOT staff to Councilmember Lan Diep, Oct 2019.



Regarding the planned grade separations for expressways it should be noted that those also don't necessarily translate into free-flowing traffic as can be witnessed on our grade-separated and congested freeways.

Given how expressway and highway funding in Measure B was promoted it seems reasonable to assume that voters had significant traffic relief (results) on their mind in the booth, not thoughtless spending.

When scoring various projects for the inclusion in Measure B, VTA staff seemed to conclude that transit projects would generally be more impactful regarding congestion relief than highway or expressway projects.<sup>16</sup>

### **Also, voters unlikely familiar with list of specific projects**

Given the length and complexity of the project lists included for expressways and highways it seems unlikely that a typical voter had great familiarity with which specific projects would or would not be included in Measure B. This again raises doubt of the voter intention discussed above.

A short quiz included as attachment A provides an opportunity for anyone to test their project-level knowledge of the Measure.

### **Also, highway category oversubscribed, there couldn't have been a reasonable expectation that a specific project would get build**

Given the large number of highway projects eligible for Measure B funding, their sometimes fairly general and unspecific descriptions<sup>17</sup> and the significant (and rising) cost for any one of them, it is obvious that there aren't enough funds in Measure B to finance all projects included in the Measure.

This means voters should not have and cannot have a reasonable expectation that their favorite project on the list gets build. The projects will have to be prioritized. Currently this is done not by effectiveness or impact but mostly by project progress. This can potentially lead to significant geographic imbalances even within San José. DOT seems to suggest that about \$380 million of VTA measure B highway funds (out of 750 million) should be spent in and around North San José<sup>18</sup> leaving little funding for projects elsewhere in the City.

Reallocating some funding from the highway category to other purposes seems not likely to meaningfully change the number of projects that won't receive full funding.

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<sup>16</sup> "Envision Silicon Valley – Preliminary Project Evaluation, April 2016, [VTA](#)

<sup>17</sup> E.g.: "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."

<sup>18</sup> "FY 2018 Traffic Impact Fee Report", City of San José

## Recent development means, we are now in already in a different situation than when voters voted for Measure B

It might seem unusual to advocate for changes to a ballot measure less than five years of it passing. Yet, it can be argued that recent developments support the need for a reallocation to re-align the outcomes of Measure B with the promises made in 2016.

- When voting for Measure B in November 2016, most voters in Santa Clara County likely didn't foresee or (based on voting results) wanted a Trump administration that would deny climate change, gut environmental laws, shift funding from transit projects back to highway projects, and try to limit California in making environmental progress. San José City Councilmembers have since rightfully emphasized that it is up to local leaders to provide the leadership needed to fight climate changes.
- In 2018/19 the VTA made - based on recommendations of the Ad Committee on Financial Stability - significant changes to its transit plan, further cutting coverage bus routes from its network. This also wasn't necessarily expected by voters who were told: "Measure B ensures we serve our most vulnerable residents – seniors, the disabled, students and the working poor, with improvements to lifeline and core transit service on which they depend."<sup>19</sup>
- The effects of climate change have been felt much closer to home and supported to the adoption of the San José Climate Smart Plan as well as a Climate Emergency Declaration in 2019.
- Two of San José's Vision Zero Priority Safety Corridors are County Expressways (Capitol and Almaden). As Vision Zero San José is struggling to make progress and city-wide traffic fatalities reached a new high in 2019,<sup>20</sup> it is worthwhile to re-examine how Measure B County Expressway projects fit into San José Vision Zero program. For example, DOT staff has noted that frequent traffic lights (instead of grade separation) improve safety along major arterial roads.<sup>21</sup>

In the light of the questions raised above I would like to urge you to allow the debate around the right allocation of Measure B highway and expressway funds to move forward without limitations.

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<sup>19</sup> "Measure B will deliver the improvements we need with the accountability we deserve", Chris O'Connor, Director of Transportation Policy SVLG, October 2016

<sup>20</sup> "2019 the deadliest year for San Jose pedestrians in decades", Mercury News, December 30, 2019

<sup>21</sup> "Additionally, to provide improved mobility safety for pedestrians and bicyclists, and to enable the city to set slower arterial speeds through signal timing, additional traffic signals would need to be constructed to supplement the existing signal network." Staff Memorandum "Vision Zero Plan and Update" to T&E, November 4, 2019

## Attachment: Measure B Project-Quiz

Note: Answering less than 12 of these correctly would be considered an F in a school quiz.

	Eligible for Measure B funding	Not eligible
1. <b>SR 85 &amp; Cottle Rd. Interchange</b>	<input type="radio"/>	<input type="radio"/>
2. <b>SR 87 &amp; Capitol/Narvaez Interchange</b>	<input type="radio"/>	<input type="radio"/>
3. <b>SR 237 &amp; Great America westbound off-ramp</b>	<input type="radio"/>	<input type="radio"/>
4. <b>US 101</b>		
a. Montague Expwy. Interchange	<input type="radio"/>	<input type="radio"/>
b. Buena Vista Ave. Interchange	<input type="radio"/>	<input type="radio"/>
c. US 101/I-880 Interchange	<input type="radio"/>	<input type="radio"/>
5. <b>I-280</b>		
a. Senter Rd. Interchange	<input type="radio"/>	<input type="radio"/>
b. Downtown Access Improvements between 3rd St. and 7th St.	<input type="radio"/>	<input type="radio"/>
c. northbound off-ramp to Foothill Boulevard	<input type="radio"/>	<input type="radio"/>
6. <b>I-680</b>		
a. Alum Rock Interchange Improvement	<input type="radio"/>	<input type="radio"/>
b. Montague Expwy. Interchange Improvement	<input type="radio"/>	<input type="radio"/>
7. <b>Almaden Expwy</b>		
a. Widen to eight lanes between Coleman Ave and Blossom Hill Road	<input type="radio"/>	<input type="radio"/>
b. Branham Lane Intersection	<input type="radio"/>	<input type="radio"/>
8. <b>Lawrence Expwy</b>		
a. Additional Left-Turn Lane at Prospect Rd	<input type="radio"/>	<input type="radio"/>
b. Homestead Road Interim Improvements	<input type="radio"/>	<input type="radio"/>
c. Homestead Grade Separation	<input type="radio"/>	<input type="radio"/>
9. <b>Montague Expwy</b>		
a. Widen to eight lanes across I-880	<input type="radio"/>	<input type="radio"/>
b. 880 interchange modification	<input type="radio"/>	<input type="radio"/>
10. <b>Central Expwy</b>		
a. Thompson Intersection	<input type="radio"/>	<input type="radio"/>
b. Auxiliary Lanes between Mary Ave. and Lawrence Expwy.	<input type="radio"/>	<input type="radio"/>

## Answers

Eligible for Measure B funding seem to be only the following projects 3. / 5c. / 6a. / 7b. / 8b. / 8c. [ie. both Homestead Interim and Grade Separation] / 9a. [ie. widening Montague across 880 but not the interchange modification that would be necessary to do so] / 10a.

**From:** Monica Mallon

**Sent:** Friday, January 24, 2020 1:30 PM

**To:** City Clerk <city.clerk@sanjoseca.gov>; The Office of Mayor Sam Liccardo <TheOfficeofMayorSamLiccardo@sanjoseca.gov>; Reed, Jim <Jim.Reed@sanjoseca.gov>; Green, Scott <scott.green@sanjoseca.gov>; District2 <District2@sanjoseca.gov>; Sandoval, Vanessa <vanessa.sandoval@sanjoseca.gov>; Chapman, Helen <helen.chapman@sanjoseca.gov>; Villarreal, Maribel <maribel.villarreal@sanjoseca.gov>; Ramirez, Lucas <lucas.ramirez@sanjoseca.gov>; District3 <district3@sanjoseca.gov>; Ramos, Christina M <christina.m.ramos@sanjoseca.gov>; Tran, David <david.tran@sanjoseca.gov>; District4 <District4@sanjoseca.gov>; District5 <District5@sanjoseca.gov>; Herbert, Frances <frances.herbert@sanjoseca.gov>; Torres, Omar <Omar.Torres@sanjoseca.gov>; Radhakrishnan, Sachin <Sachin.Radhakrishnan@sanjoseca.gov>; District7 <District7@sanjoseca.gov>; Quintero, Andres <andres.quintero@sanjoseca.gov>; Pearce, Michael <Michael.Pearce@sanjoseca.gov>; District8 <district8@sanjoseca.gov>; McGarrity, Patrick <Patrick.McGarrity@sanjoseca.gov>; Le, Stacy <Stacy.Le@sanjoseca.gov>

**Subject:** Please vote no on item 5.1 on 1/28 - VTA letter

Dear Mayor Liccardo and Councilmembers,

I am writing to encourage you to vote against item 5.1 on the 1/28 agenda.

Throughout 2019, the public urged the VTA Board of Directors to consider reallocating Measure B funds from highways to transit operations. The last few board meetings alone included over an hour of public comments from youth, college students, parents, workers, seniors, and other members of the community urging the VTA Board to prioritize transit.

In October 2019, Supervisor and now VTA Chair Cindy Chavez demonstrated leadership by making a referral asking VTA staff to present options for improving bus service through a Measure B reallocation. In December 2019, she restated her desire to have the board consider changing Measure B to improve bus service. This item will be presented at the VTA Board of Directors meeting on 2/6.

In an attempt to block the reallocation before the item has been heard, four council members (Dev Davis, Chappie Jones, Pam Foley, and Johnny Khamis), signed a memo (attached) asking the SJ City Council to send a letter to the VTA board **against a Measure B reallocation**.

**Please vote against item 5.1 on 1/28.** 63% of GHG emissions in San Jose come from the transportation sector (mainly cars) so we really need better transit if we want to combat the climate crisis. The Measure B reallocation is a way to increase bus and light rail funding quickly without increasing taxes. I believe that it is too premature of the San Jose City Council to send a letter opposing this important item before it has been heard at VTA.

I have attached a presentation that includes an example of how the reallocation could improve the lives of San Jose and Santa Clara County residents. Please consider it before you vote on Tuesday. Feel free to reach out to me if you have any questions.

Best,

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**Monica Mallon**

# ***Countywide Transit Expansion Plan***

***Reallocating Measure B Funds to Break VTA's Downward Spiral  
and Revitalize Transit in Santa Clara County***

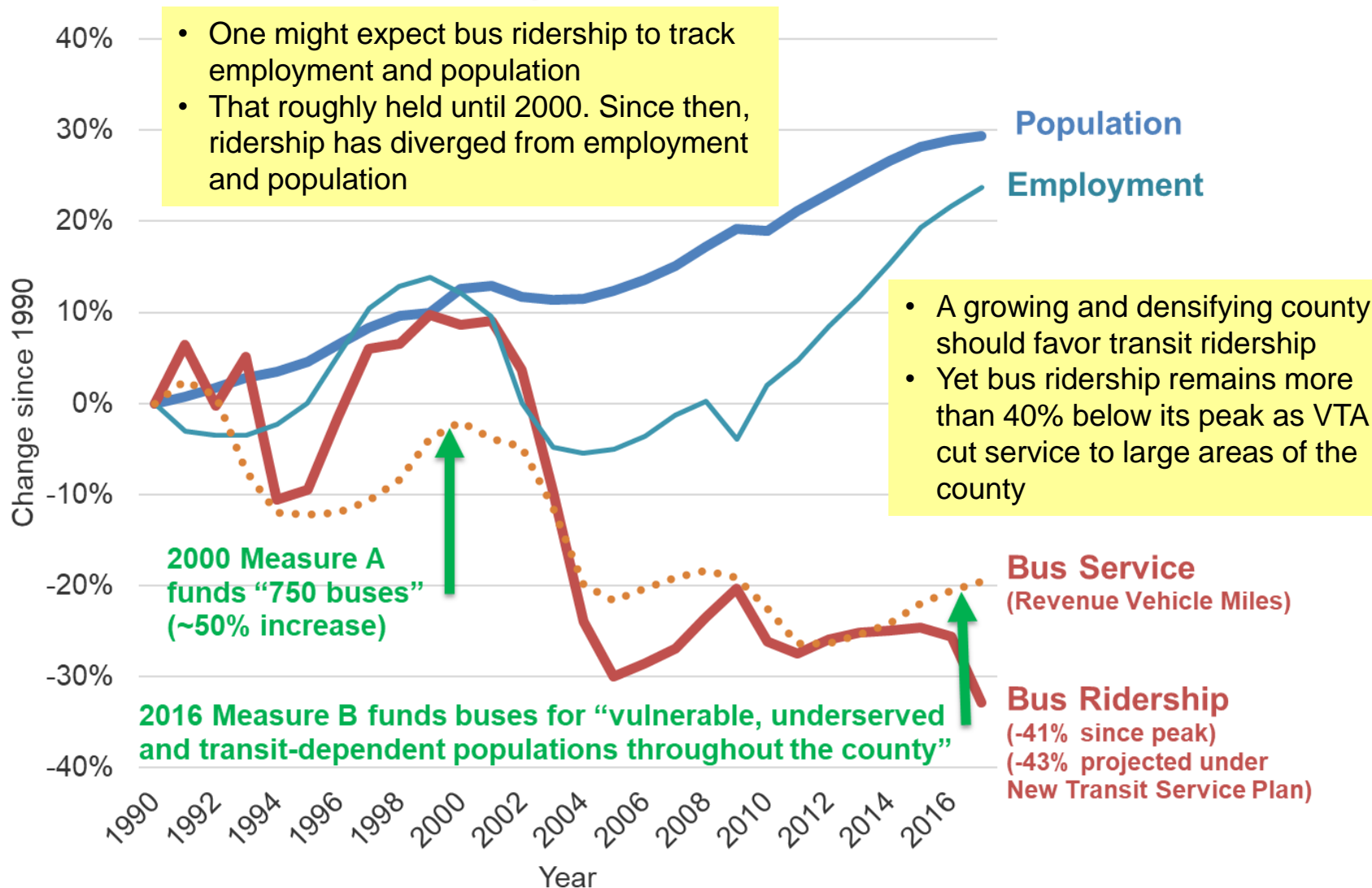


SILICON VALLEY TRANSIT USERS

December 2019 update

# VTA Ridership Has Fallen Despite Population & Job Growth

## Santa Clara County Bus Ridership Trends since 1990



**Even at peak VTA ridership in 2000, voters wanted more transit – but ...**

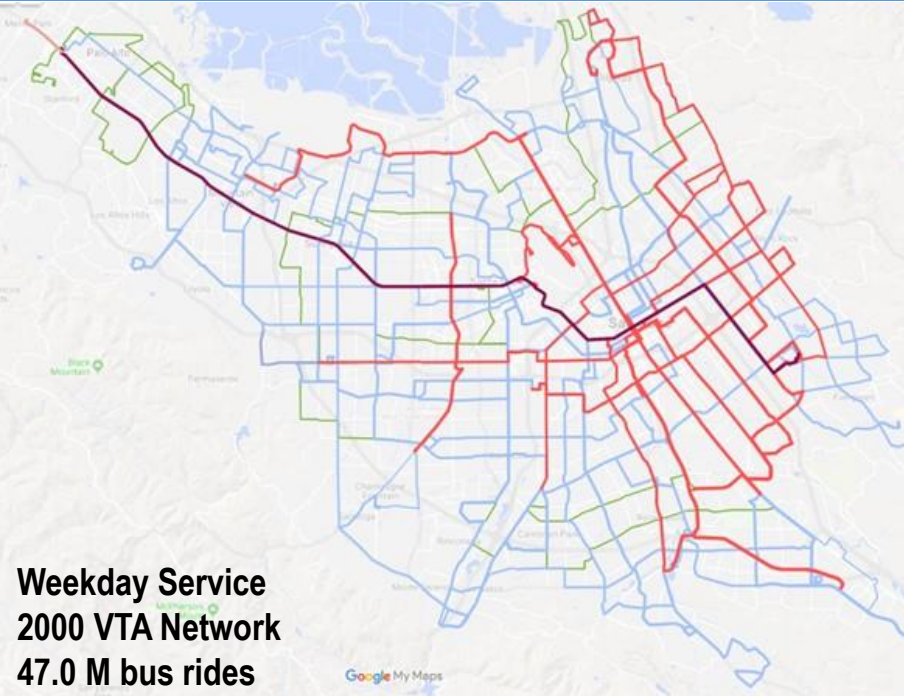


# VTA Twice Ignored the Will of the Voters Instead of Expanding Bus Service, VTA Cut It

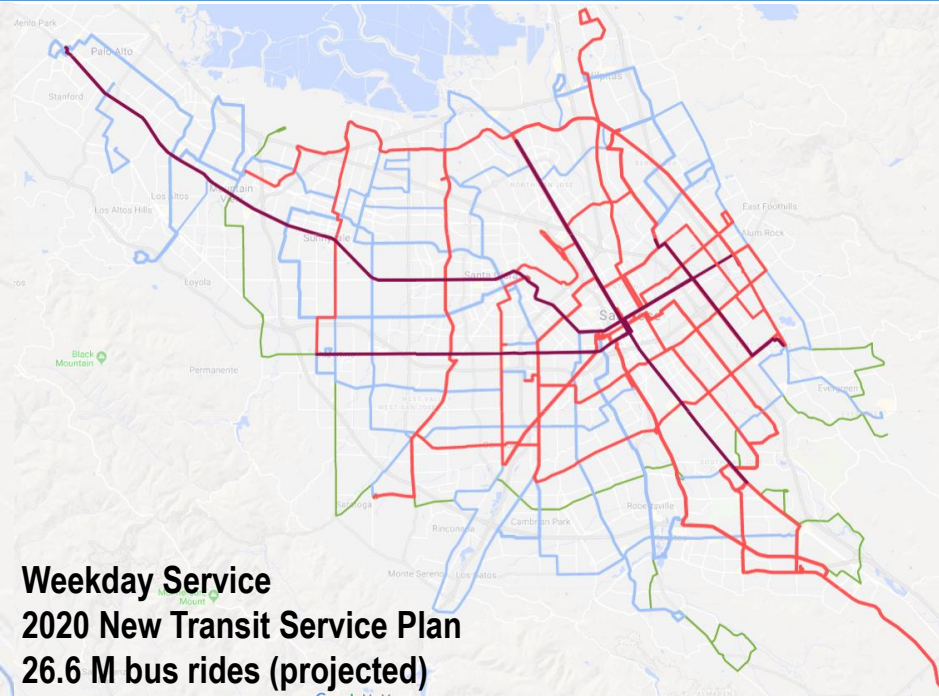
Santa Clara County Ballot Measures	VTA Action
<b>2000 Measure A</b> ½% sales tax that “Fund(s) Operating and Maintenance Cost for Increased Bus, Rail and Paratransit service”, including an <u>“expanded bus fleet of 750 vehicles”</u>	<ul style="list-style-type: none"> <li>• Five months after passage, VTA began cutting service, ostensibly due to an “operator shortage” – during a recession</li> <li>• Within five years, VTA had slashed 19% of its bus service</li> <li>• In its 2008 Comprehensive Operations Analysis (COA), VTA improved “ridership” (core) routes by cutting “coverage” (community) routes</li> <li>• In 2010, VTA further cut bus service 8% – again disproportionately impacting “coverage” routes</li> <li>• Each time the economy recovered, VTA did not restore service to underserved areas and instead saturated already-robust routes</li> <li>• VTA’s fleet has declined from 512 to 472 buses since 2000</li> </ul>
<b>2016 Measure B</b> ½% sales tax that “will provide additional funds specifically for bus operations to serve vulnerable, underserved, and transit dependent populations <u>throughout the county</u> ”	<ul style="list-style-type: none"> <li>• Two months after passage, VTA proposed a Next Network Plan that eliminated over 15 bus routes (without providing credible alternatives) and reduced service on other routes</li> <li>• On top of previous cuts, the Next Network Plan further reduced “coverage” service by 43% (from 30% to 17% of the system total)</li> <li>• Due to BART delays, VTA did not carry the Next Network through</li> <li>• In 2019, VTA implemented a New Transit Service Plan which cut “coverage” service by 67% (from 30% to 10% of the system total)</li> <li>• Riding the bus has become virtually impossible in parts of the county</li> </ul>

**VTA induced a downward spiral with devastating, lasting consequences for bus riders**

# Cutting Bus System Coverage Has Decreased Ridership



**Weekday Service  
2000 VTA Network  
47.0 M bus rides**



**Weekday Service  
2020 New Transit Service Plan  
26.6 M bus rides (projected)**

Route frequency: <10 min 10-15 min 16-20 min 21-30 min 31-60 min

	2000	2020 New Transit Service Plan	Change
Local Routes – Weekday Daytimes			
• Super-Frequent Service (<10 min)	25 miles	43 miles	+72%
• Frequent Service (≤ 15 min)	156 miles	192 miles	+23%
• Basic service (≤ 30 min)	559 miles	399 miles	-29%
• All service	693 miles	471 miles	-32%
Peak buses	418	384 (estimated)	-8%
Service Miles	22.9 million	19.0 million	-17%
Bus Ridership	47.0 million	26.6 million (projected)	-43% (projected)

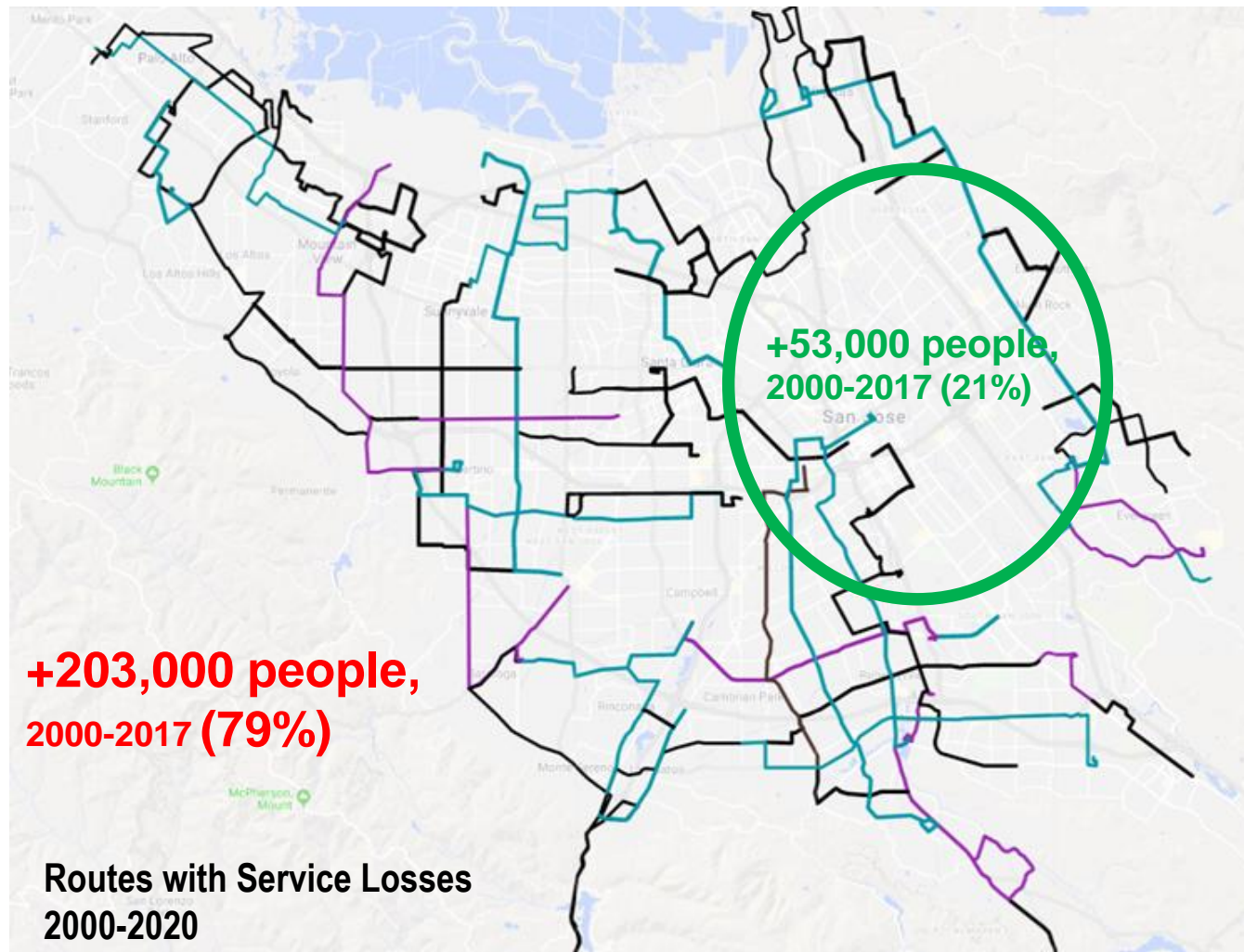
Adding frequency to “ridership” routes

By taking buses from “coverage” routes VTA cut in its service restructurings

And slashing service overall

Severely reduces ridership

# VTA has preserved “ridership”-oriented service, but cut transit where 79% of population growth occurred





# Even worse for transit riders, VTA is prioritizing costly highways over lifeline bus service



- A quarter mile from a light rail station, VTA is spending \$55 million (\$39.5 million in 2016 Measure B funds) to redo an existing on-ramp to Highway 237
- VTA approved funding for this on-ramp without performance evaluation
- Meanwhile, VTA is shutting down Route 65 to “save” \$830,000, forcing some riders to walk miles to reach another bus
- By cancelling this one unnecessary on-ramp redo, VTA could fund **66 years** of Route 65

# If VTA reallocated \$25 million annually from unsustainable highway projects to bus operations, would transit ridership significantly increase?

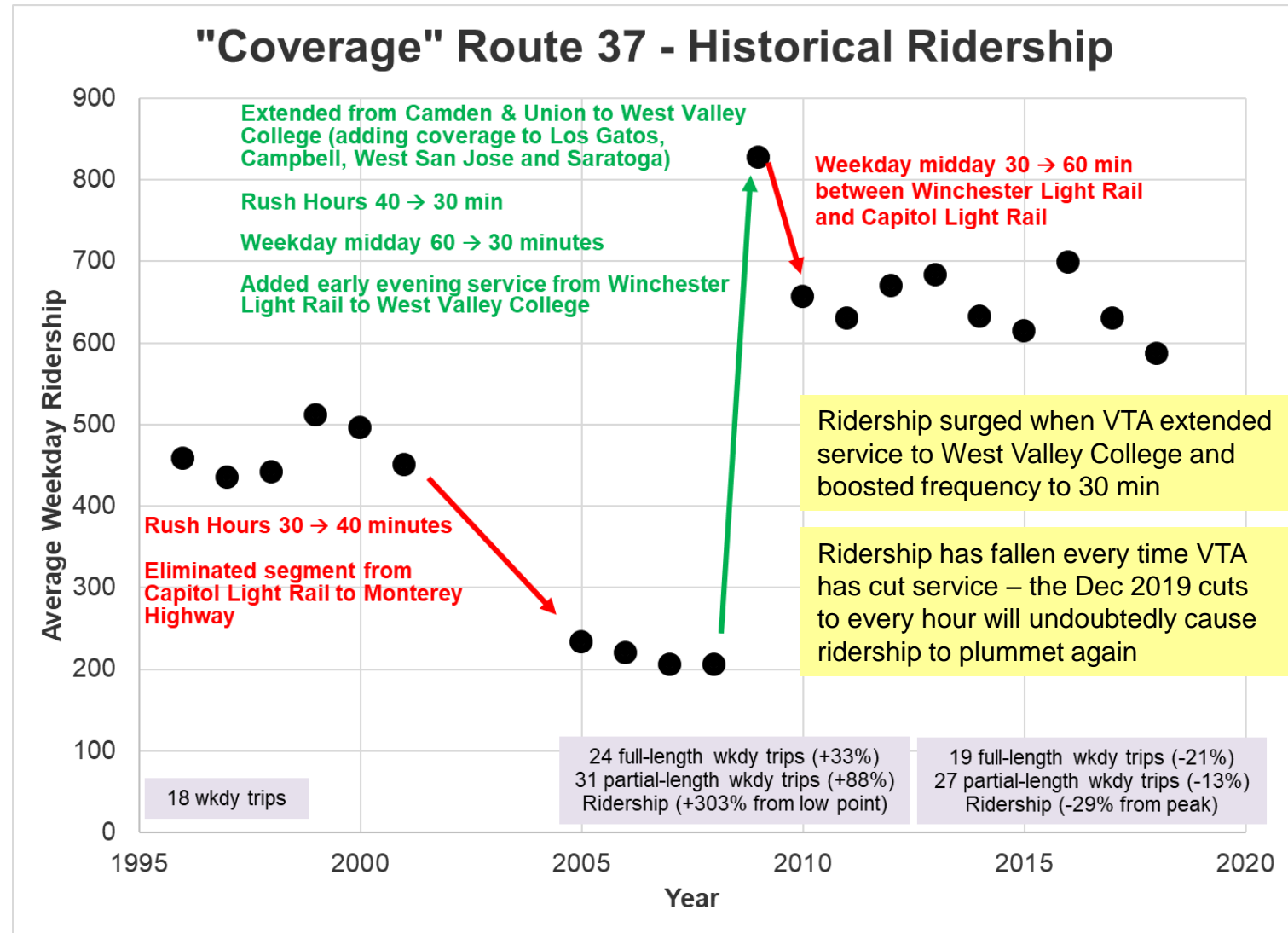
- **No** – If VTA further reduces or shuts down “coverage” routes to boost “ridership” routes
- **Yes** – With our ***Countywide Transit Expansion Plan***, which bolsters the entire bus network by strengthening coverage routes

## Why do we believe our approach will work?

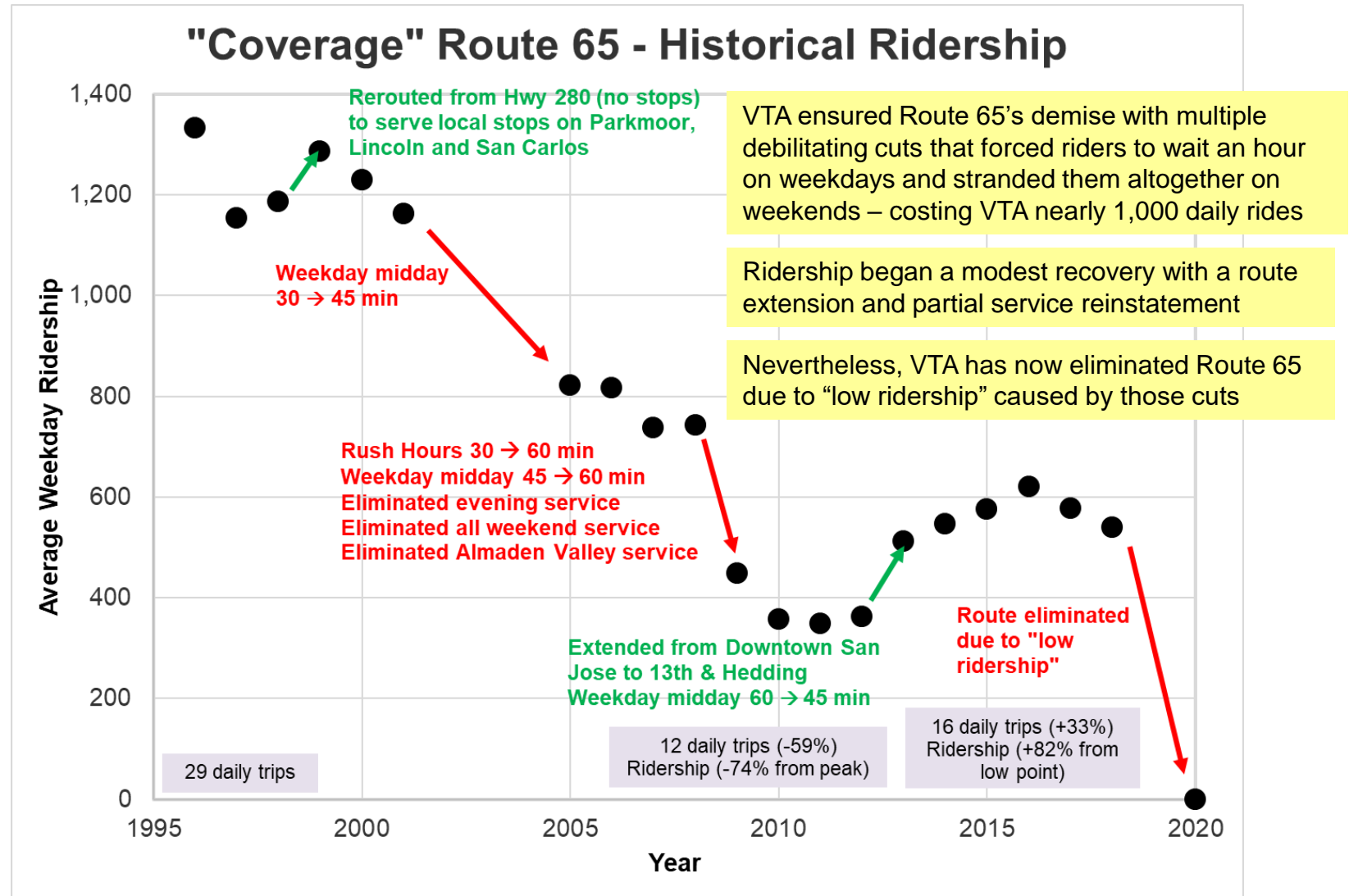
- VTA has cut service overall, while continually shifting resources from “coverage” to “ridership” routes **for nearly 20 years**
  - System ridership dropped more than 30% systemwide and more than 40% on buses
  - This is one of the worst outcomes in the country
- In contrast, our ***Countywide Transit Expansion Plan***
  - Invests in “coverage” routes, where VTA’s own history has shown that ridership is highly responsive to changes in service quality – which correspondingly impacts “ridership” routes
  - Reflects lessons learned from VTA ridership trends over the past 30 years
  - Incorporates practices of the best transit agencies in North America

**Examples from VTA’s ridership history show why our approach would be successful ...**

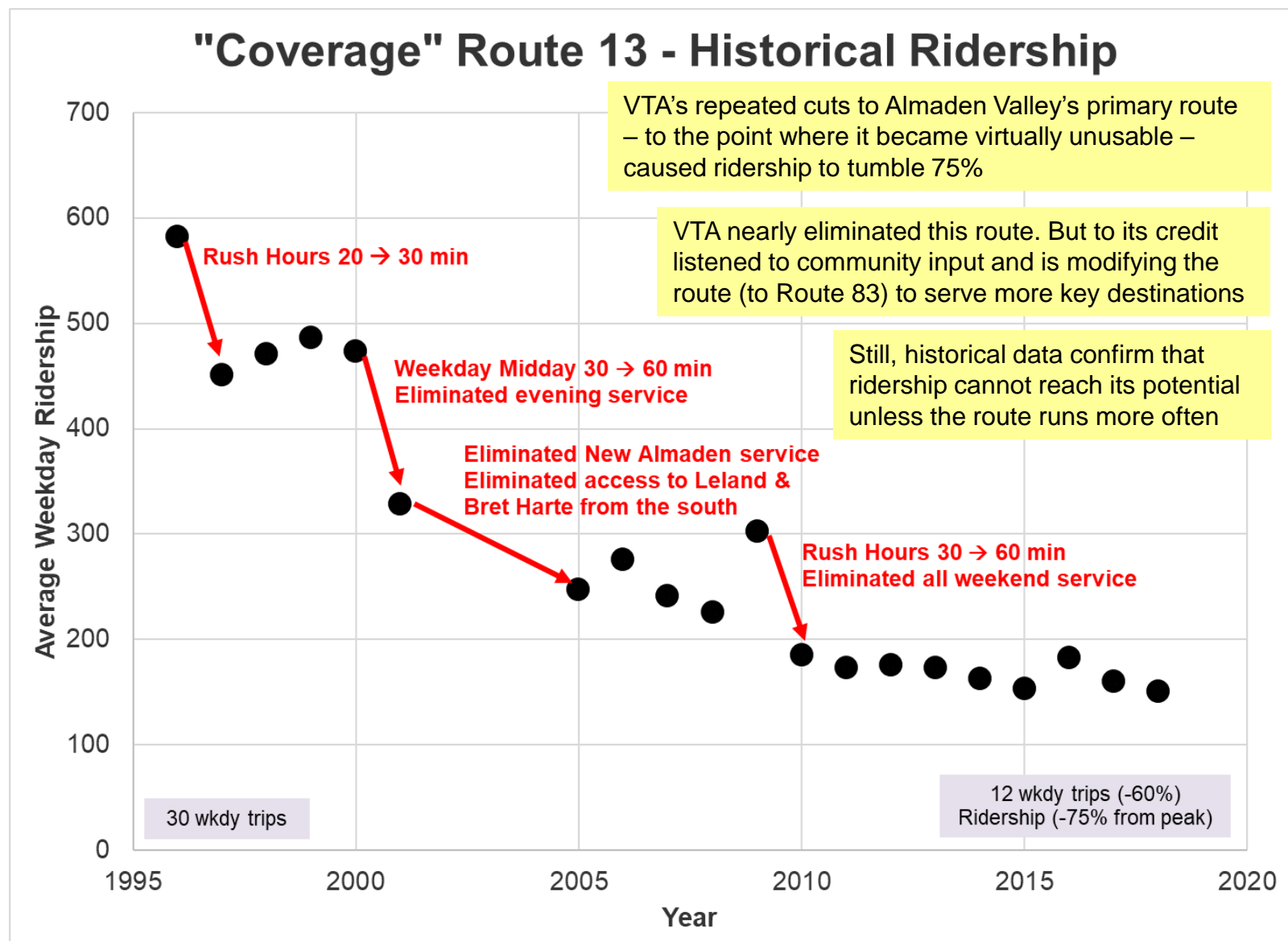
# Ridership surged when VTA extended Route 37 to West Valley College and implemented 30-min service – but fell when VTA cut frequency back to 40-60 min



# Route 65 ridership fell 74% when VTA cut service from 30 to 60 min, but partially rebounded with a route extension and added trips – VTA has now eliminated the 65

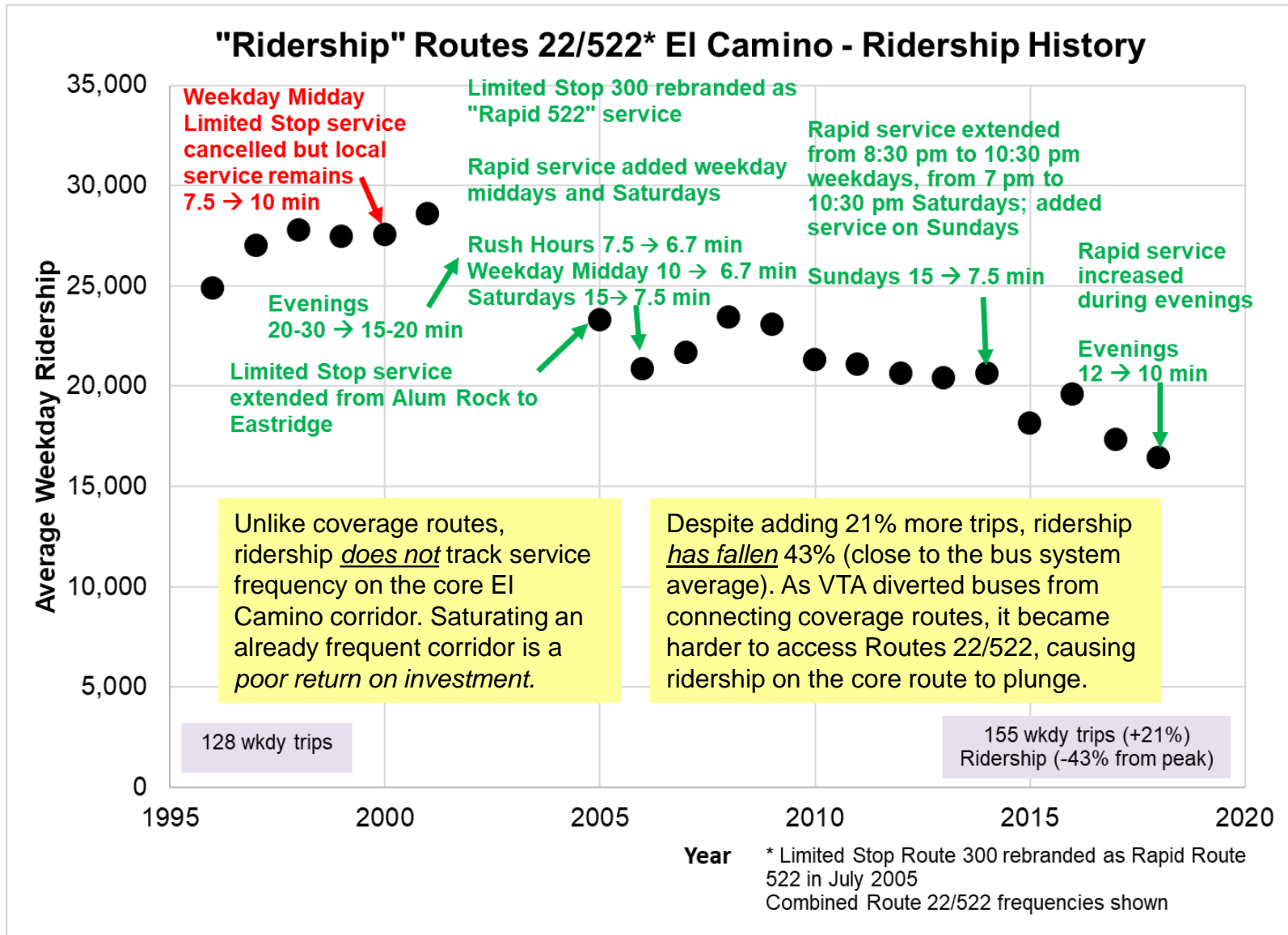


# Route 13 ridership tumbled when VTA cut service from 20-30 min to hourly and ended evening & weekend service





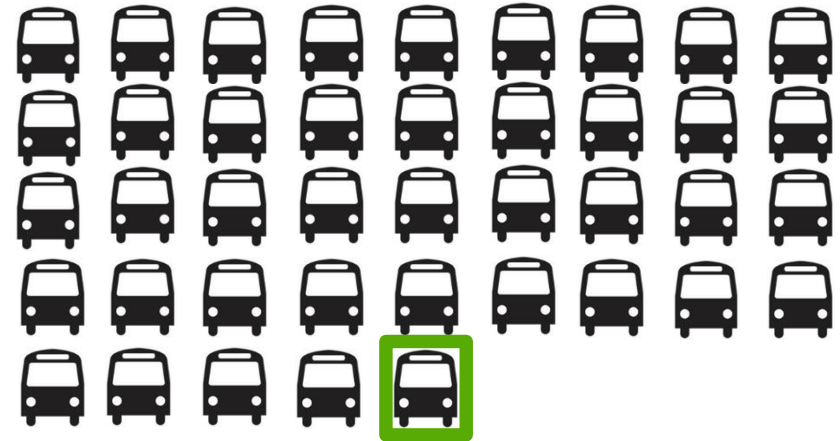
# As VTA diverted buses from coverage routes to its showcase El Camino corridor, ridership on *that* corridor plunged



# VTA contends it can grow ridership by cutting “coverage” to improve “ridership” routes – Why doesn’t this work?



Suppose VTA reallocates one bus from a “coverage” to a “ridership” route



## Almaden Valley Bus (Route 83\*)

60-75 min  
frequency



No Service

- Students, seniors, people with disabilities and other riders are stranded
- ***VTA loses most – if not all – of the route’s ridership***
- Because many of these riders transfer to light rail and other buses to complete their trip, ***VTA also loses ridership on those connecting routes***
- Many are forced off the system altogether

\*Formerly Route 13

## El Camino Corridor Buses (Routes 22/522)

6.67 min  
frequency\*\*



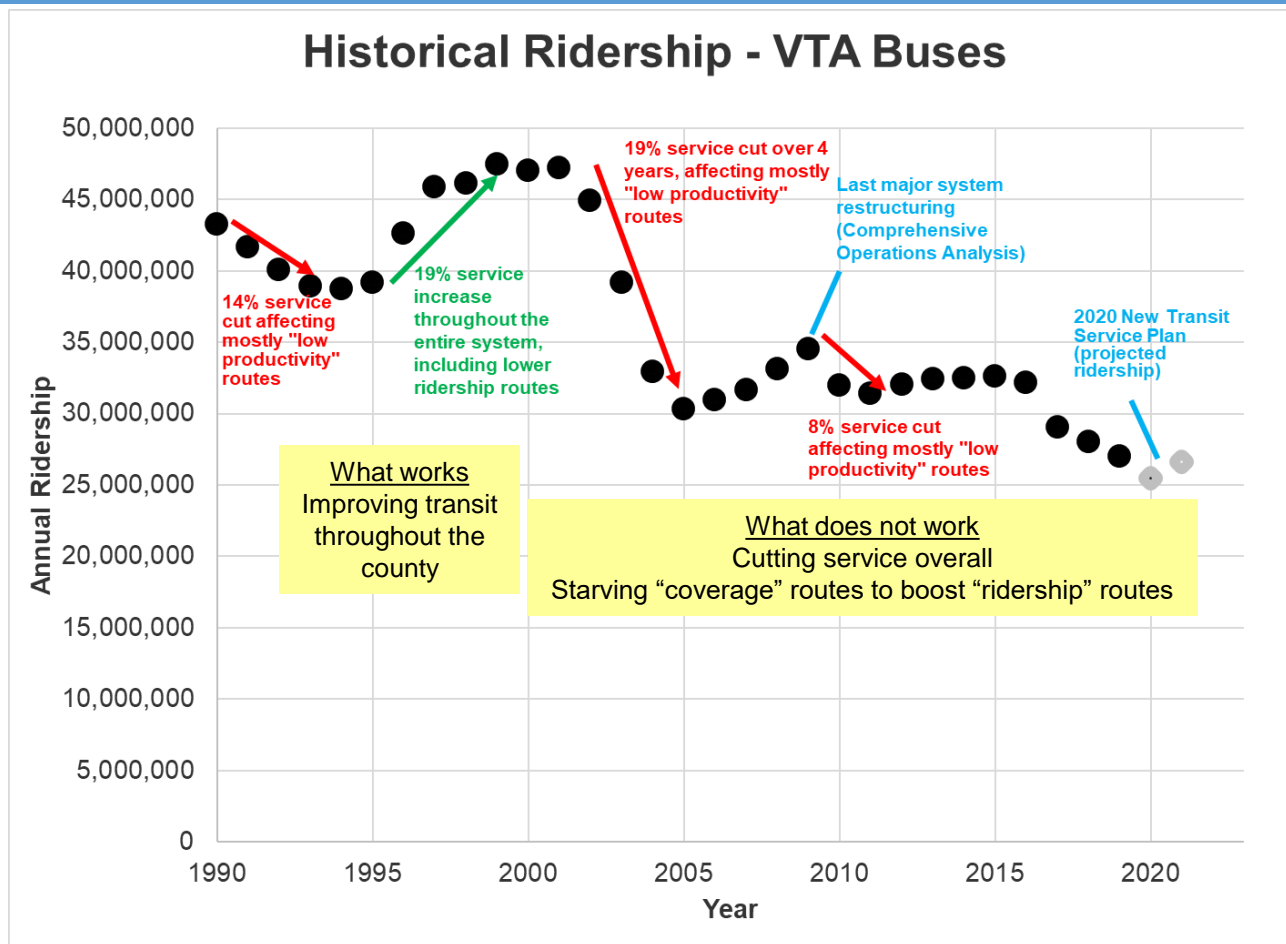
6.50 min  
frequency\*\*

- Who notices a 10-second shorter wait?
- ***Not surprisingly, new ridership fails to materialize***

VTA can easily lose, not gain riders by shifting resources from “coverage” to “ridership” services

\*\* Currently, VTA operates 9 buses/hour on the El Camino corridor (4 on Route 22 and 5 on Route 522) for a combined 6.7 min frequency. On weekdays, VTA assigns ~40 buses to the two routes, so reallocating 1 bus to the corridor would be a 2.5% service increase. Instead of 9 buses/hour, VTA could operate 9.225 buses/hour (a 6.5 min frequency).

# Yet VTA continues to pursue this unsuccessful strategy

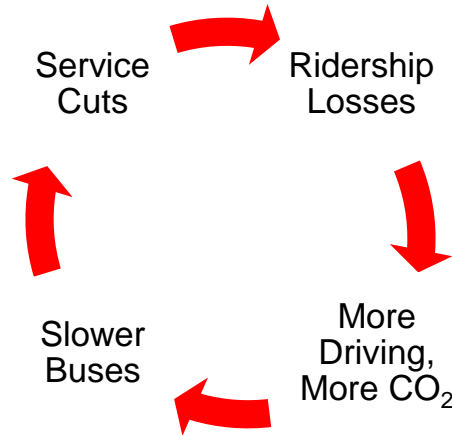


With decades of data showing that cutting service and starving "coverage" routes to boost "ridership" routes has cost VTA over 40% of its bus ridership, VTA continues down this path:

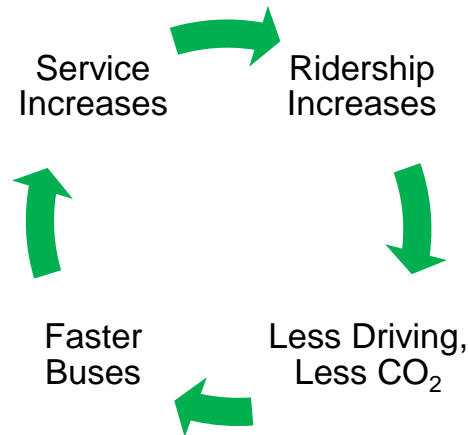
After long and careful evaluation, VTA's current ridership/coverage balance will change from 70/30 to 90/10 with the new service plan.

VTA General Manager/CEO Nuria Fernandez,  
*Letter to the Honorable Rep. Ro Khanna, 12/11/19*

## Why not reverse course and do something that actually works instead?



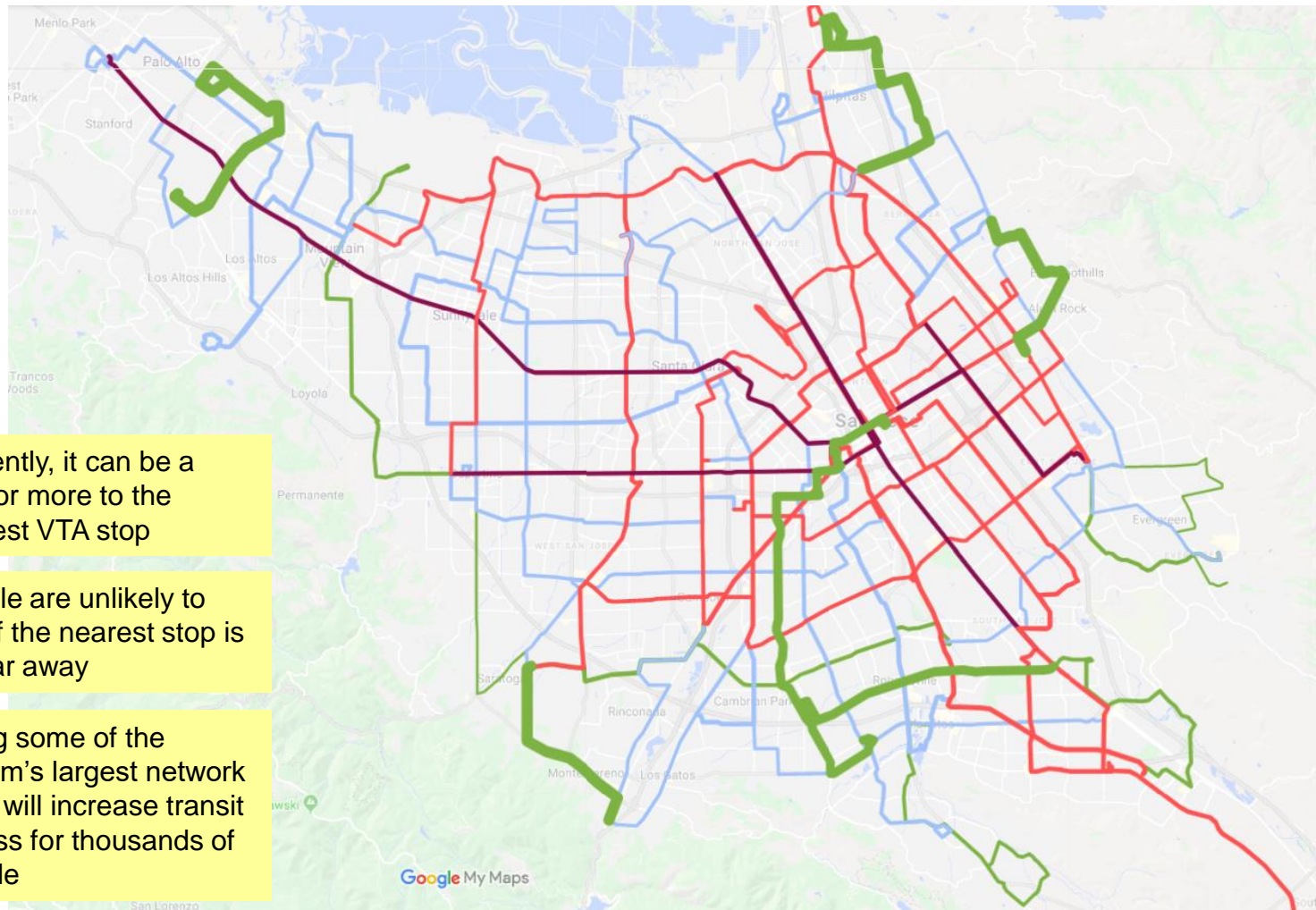
**After two decades, we can finally break VTA's downward spiral**



**Using a 5-step strategy, here's how ...**

# Step 1: Fill Large Network Gaps

## Maximize people within a 10-min walk of transit



Currently, it can be a mile or more to the nearest VTA stop

People are unlikely to ride if the nearest stop is too far away

Filling some of the system's largest network gaps will increase transit access for thousands of people

Route frequency: <10 min 10-15 min 16-20 min 21-30 min 31-60 min  
Restore or add new hourly service on 6 routes or route segments (**bold green**)

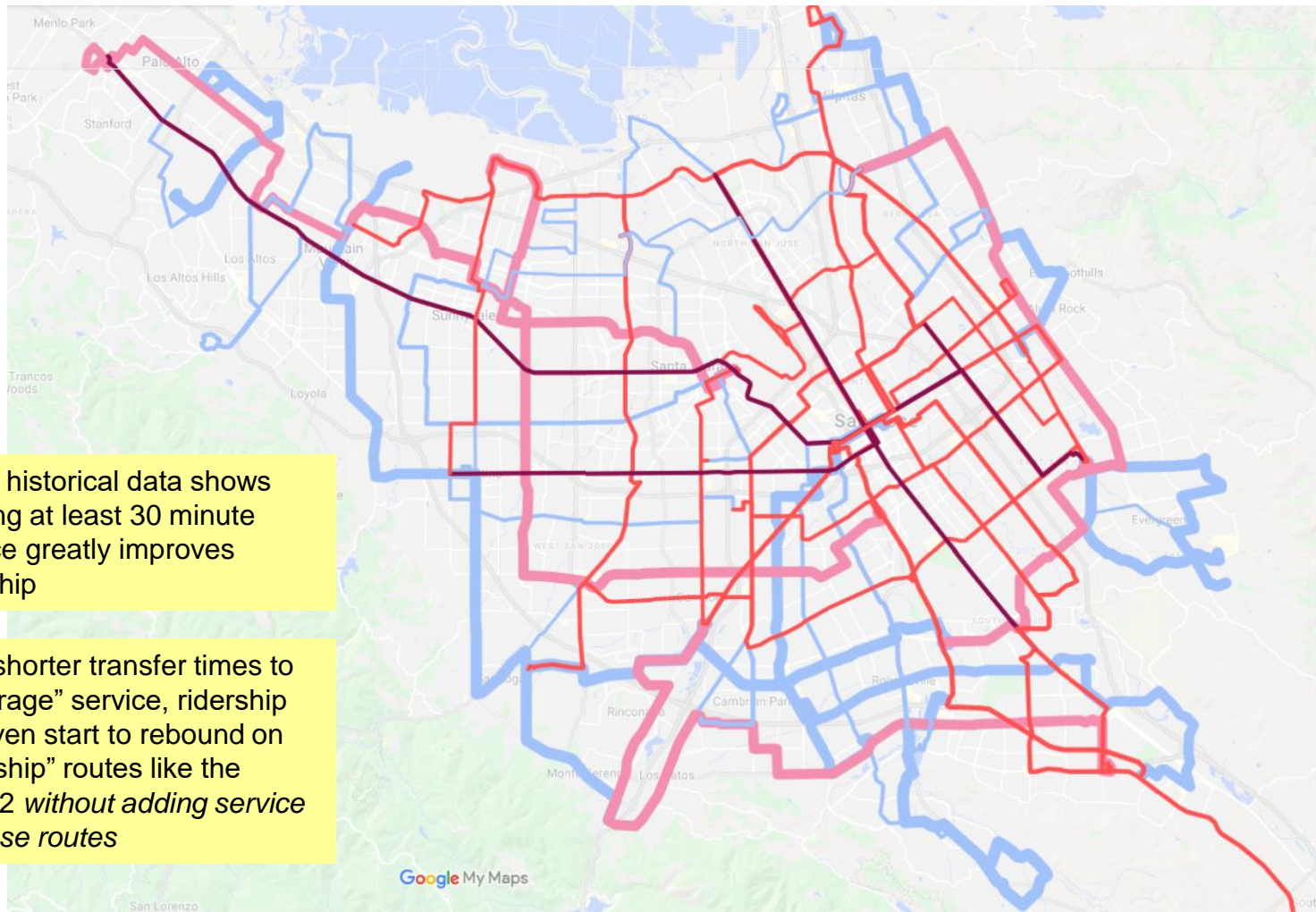


## Step 2: Improve Weekday Frequency

### All buses come at least every 30 min

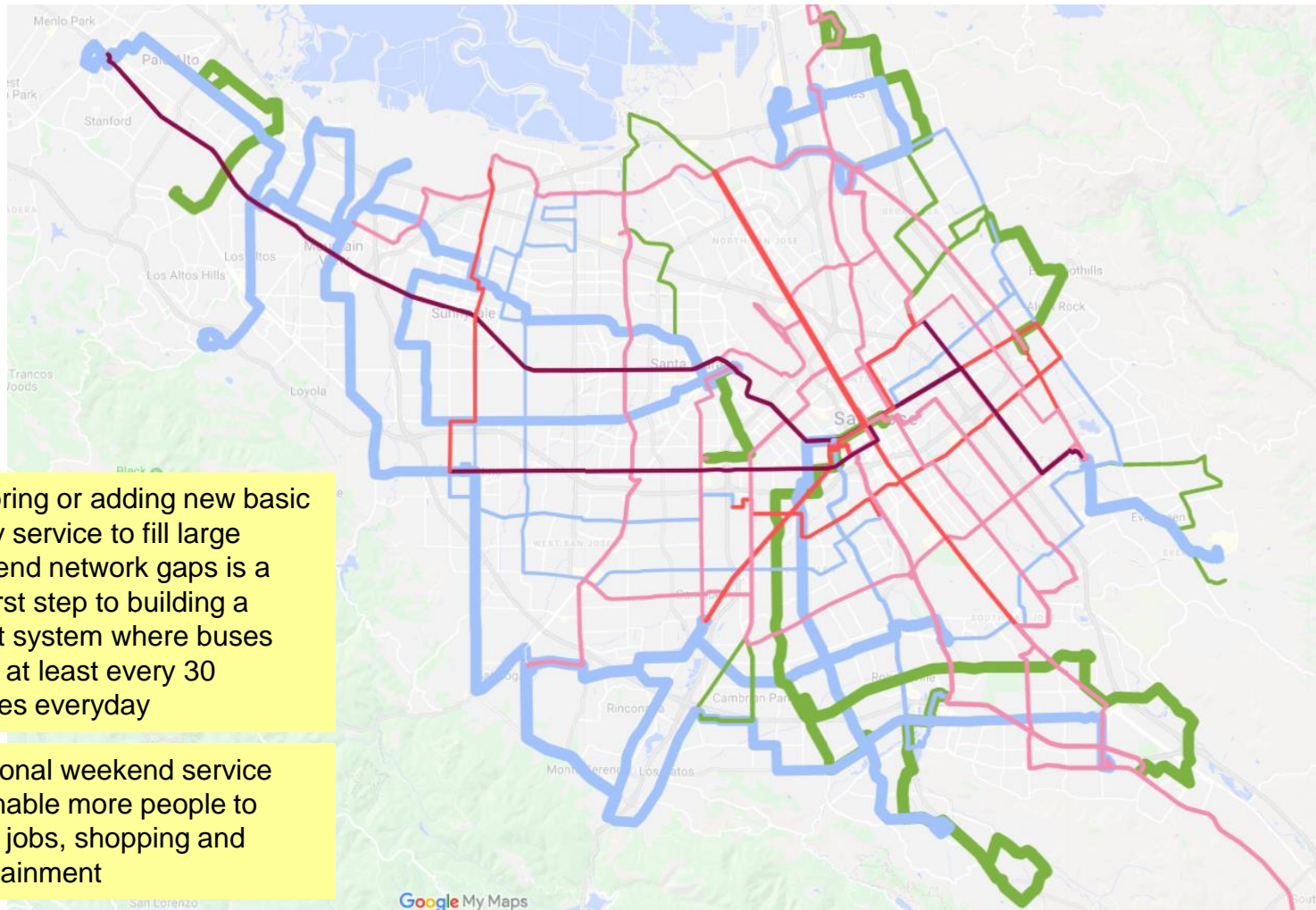
VTa's historical data shows offering at least 30 minute service greatly improves ridership

With shorter transfer times to “coverage” service, ridership will even start to rebound on “ridership” routes like the 22/522 *without adding service to those routes*



Route frequency: <10 min 10-15 min 16-20 min 21-30 min 31-60 min  
Improve frequency on 11 routes from 40-60 min to 30 min (**bold blue**)  
Improve frequency on 4 routes from 30 min to 20 min (**bold pink**)

## Step 3: Improve Saturday Service



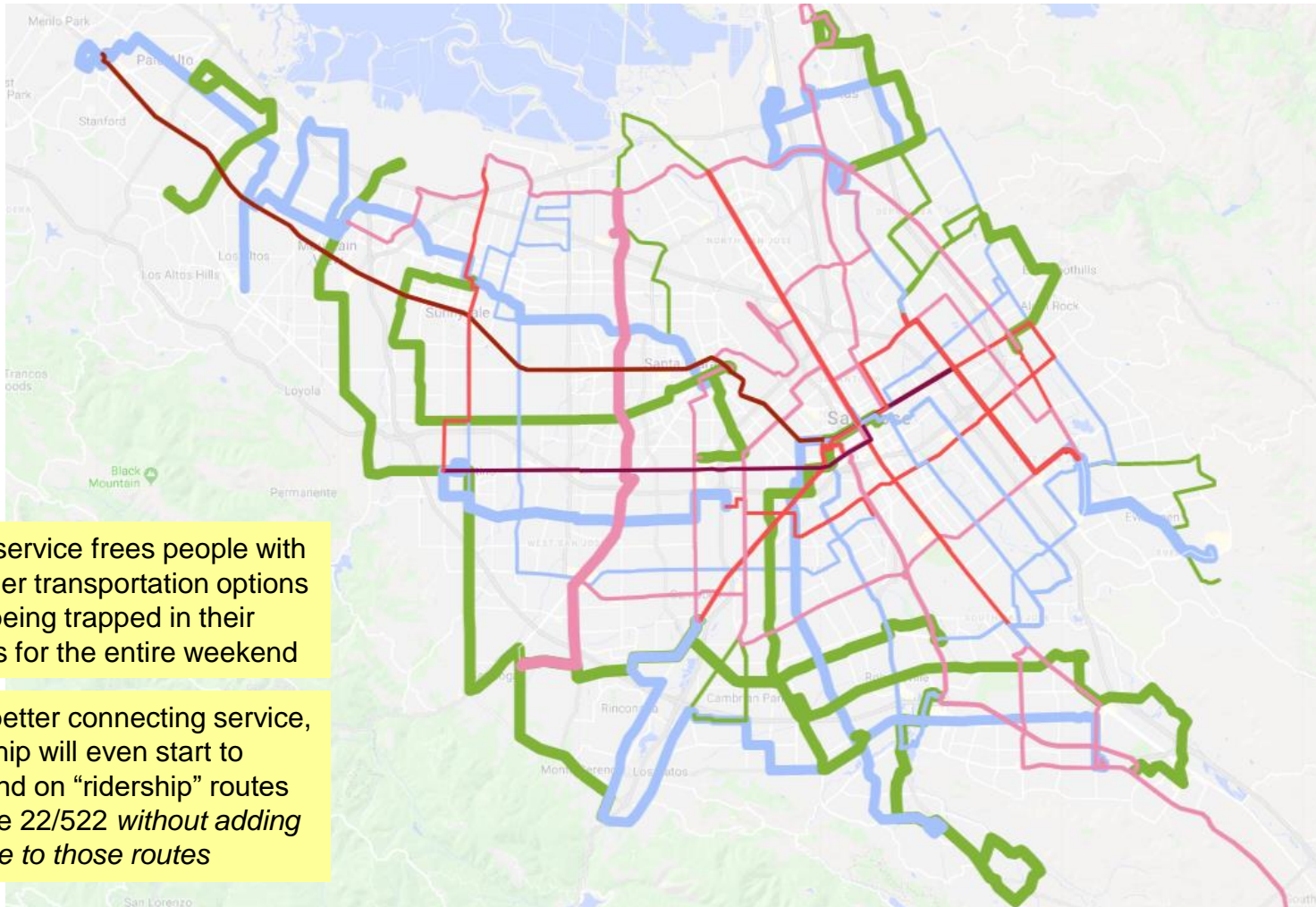
Restoring or adding new basic hourly service to fill large weekend network gaps is a key first step to building a transit system where buses arrive at least every 30 minutes everyday

Additional weekend service will enable more people to reach jobs, shopping and entertainment

Route frequency: <10 min 10-15 min 16-20 min 21-30 min 31-60 min  
Restore or add new Saturday service on 11 routes (**bold blue** or **bold green**)  
Improve frequency on 7 routes, mostly from 40-60 min to 30 min (**bold blue**)



## Step 4: Improve Sunday Service



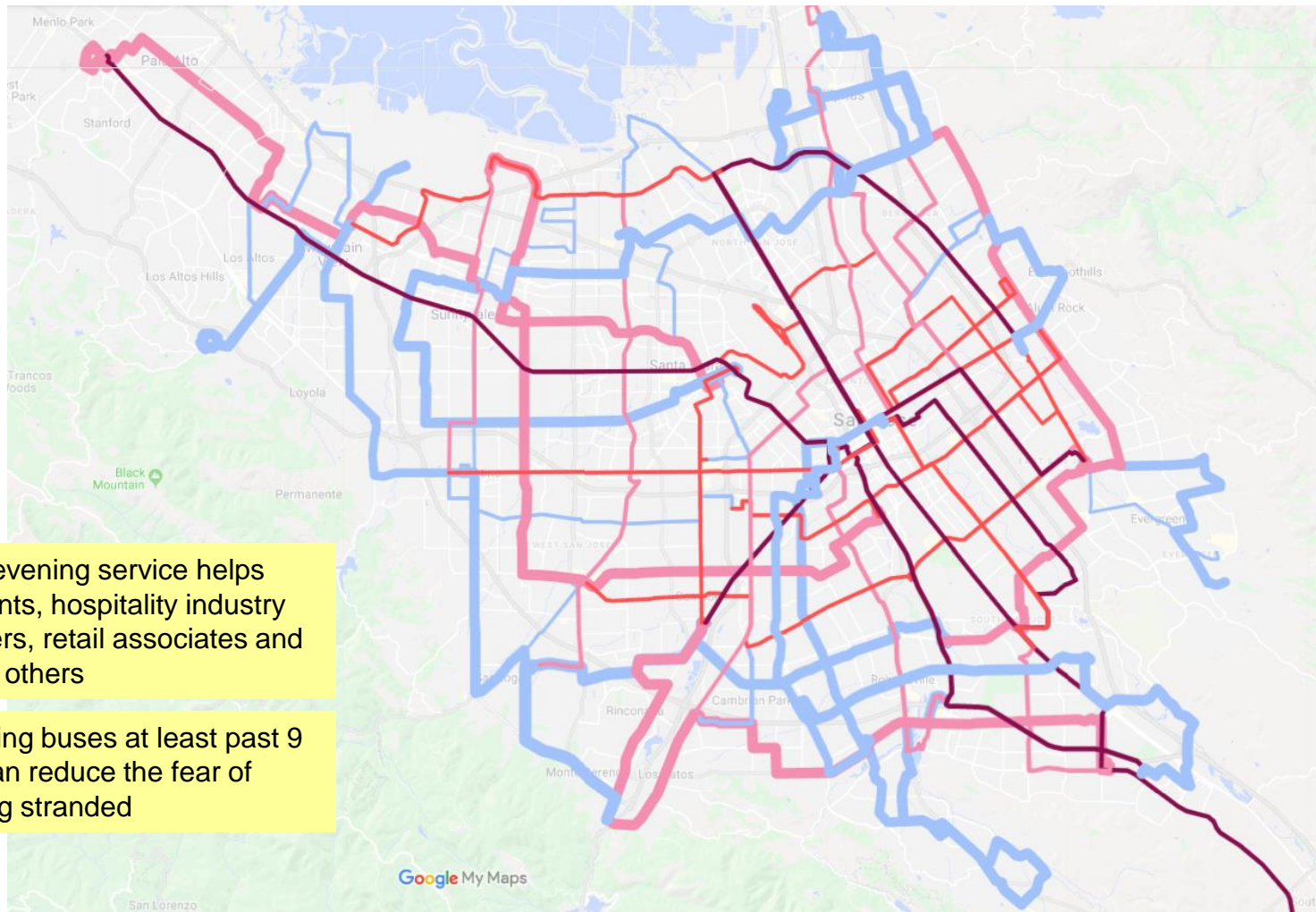
Daily service frees people with no other transportation options from being trapped in their homes for the entire weekend

With better connecting service, ridership will even start to rebound on “ridership” routes like the 22/522 *without adding service to those routes*

Route frequency: <10 min 10-15 min 16-20 min 21-30 min 31-60 min  
Restore or add new Sunday service on 12 routes (**bold blue** or **bold green**)  
Improve frequency on 8 routes, mostly from 40-60 min to 30 min (**bold blue**)



## Step 5: Extend Evening Service

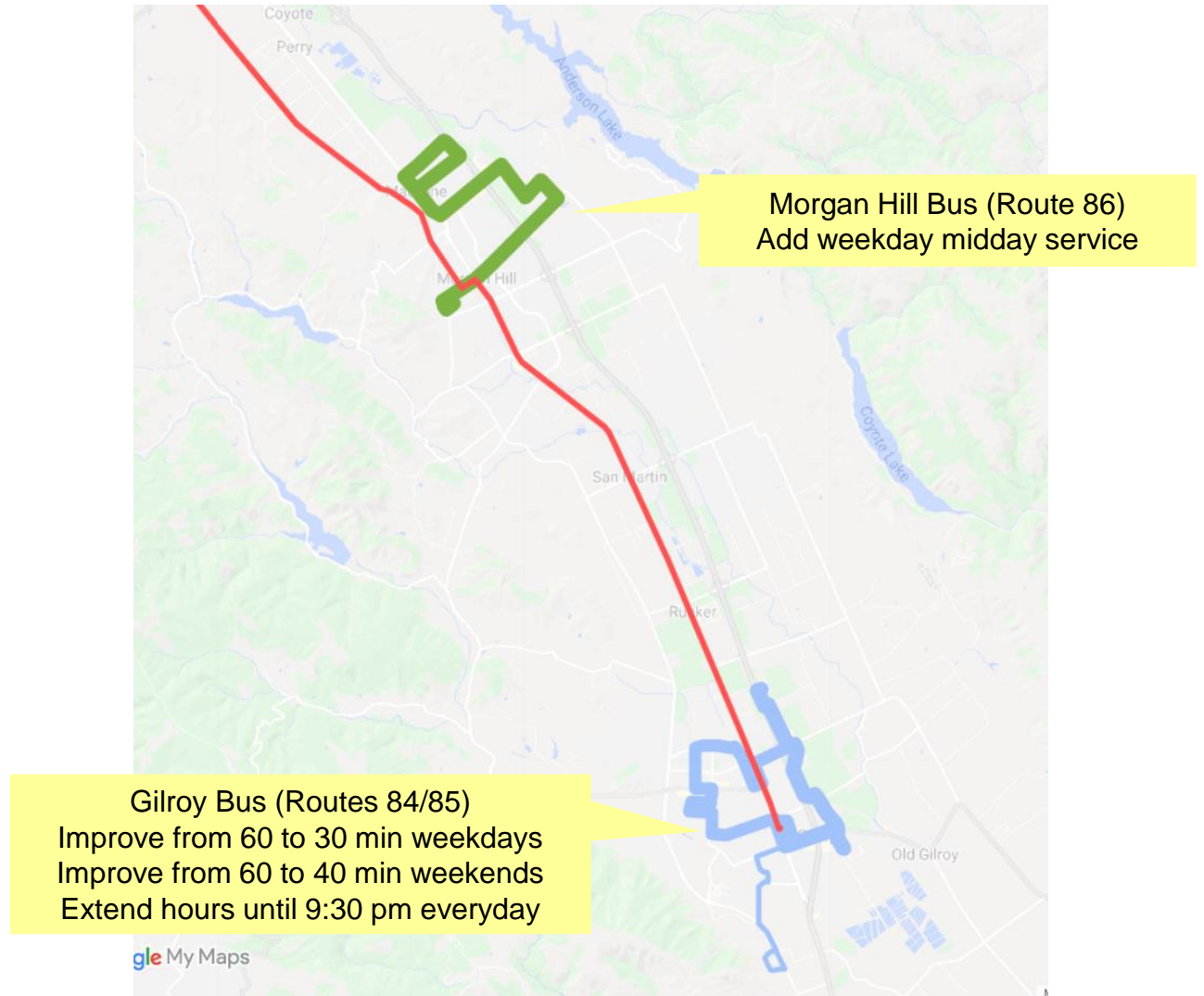


Late evening service helps students, hospitality industry workers, retail associates and many others

Running buses at least past 9 pm can reduce the fear of getting stranded

Last Weekday Trip: **After midnight** **11 pm-12 midnight** **10-11 pm** **9-10 pm** **8-9 pm** **7-8 pm**  
Extend evening hours on weekdays and/or weekends on 22 routes (**bold**)

# Getting around South County becomes easier



Route frequency: <10 min 10-15 min 16-20 min 21-30 min 31-60 min  
More frequent service and extended hours (**bold**)

# Detailed Proposed Service Increases

Route	Weekday Frequency	Saturday Frequency	Sunday Frequency	Extended Hours
20	15-30 min			8:30 pm→9:30 pm weekdays
21*	30→20 min	45→30 min	60→30 min	9 pm→10:30 pm weekdays 8 pm→9:30 pm Saturdays 6 pm→9:30 pm Sundays
25**	24 min	30 min	60→30 min	8 pm→9:30 pm weekends
27	30→20 min	45→30 min	60→30 min	9 pm→11 pm weekdays 7:30 pm→10 pm weekends
31	30 min	60→30 min	30 min	6 pm→9:30 pm Saturdays No service→9:30 pm Sundays
37	60→30 min	30 min	60 min	6:30 pm→9:30 pm weekdays No service→9:30 pm weekends
38***	60→30 min	60 min	60 min	No service→9:30 pm daily
39	60→30 min	60 min	60 min	6:30 pm→9:30 pm weekdays 6 pm→9:30 pm weekends
40	30 min	45→30 min	45→30 min	7 pm→10 pm Saturdays 5:30 pm→10 pm Sundays

No Change	New or Restored Service	Improved Frequency	New or Restored Service & Improved Frequency
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\* Route 21: Add Sunday service between Mountain View Caltrain and Santa Clara Caltrain and improve frequency and extend hours over entire route

\*\* Route 25: Increase Sunday service and extend weekend hours between Cupertino and Valley Medical Center

\*\*\* Route 38: Add new route between Camden & Branham and Santa Teresa Light Rail (replaces Route 42 between Branham & Monterey Hwy and Santa Teresa Station)

# Detailed Proposed Service Increases

Route	Weekday Frequency	Saturday Frequency	Sunday Frequency	Extended Hours
44/47	30 min	45→30 min	60→30 min	9 pm→9:30 pm weekdays 8 pm→9:30 pm Saturdays 7 pm→9:30 pm Sundays
46	30-60→30 min	60 min	60 min	6 pm→9:30 pm weekdays No service→9:30 pm weekends
51*	30-60→30 min	60→30 min	60 min	6:30 pm→9:30 pm weekdays 6 pm→9:30 pm Saturdays No service→9:30 pm Sundays
52				8:30 pm→9:30 pm weekdays
53	30 min	30 min	60 min	8 pm→9:30 pm weekdays No service→9:30 pm weekends
56	30→20 min			10 pm→11 pm weekdays 9 pm→10 pm Sundays
57	15 min	20 min	30→20 min	
59**	30 min	60 min	60 min	8 pm→9:30 pm Saturdays 6:30 pm→9:30 pm Sundays
61***	60→30 min	60→40 min	60→40 min	7pm→9:30 pm weekdays

No Change	New or Restored Service	Improved Frequency	New or Restored Service & Improved Frequency
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\* Route 51: Extend from West Valley College to Downtown Los Gatos and improve frequency and extend hours over entire route

\*\* Route 59: Add weekend service between Santa Clara Caltrain and Valley Fair and extend hours over entire route

\*\*\* Route 61: Extend from Piedmont Hills to Alum Rock (connects East San Jose foothills and Alum Rock with Berryessa BART, combined with cancelled Route 45 for scheduling efficiency)

# Detailed Proposed Service Increases

Route	Weekday	Saturday	Sunday	Extended Hours
64b	30 min	60→30 min	60→30 min	9 pm→10 pm weekdays 7 pm→9:30 pm Saturdays 6 pm→9:30 pm Sundays
65	45→30 min	60 min	60 min	6 pm→9:30 pm weekdays No service→9:30 pm weekends
70*	60→30 min			
71**	30→20 min	30 min	30 min	10 pm→11 pm weekdays 9 pm→10:30 pm Sunday
83	60→30 min	60 min	60 min	9 pm→9:30 pm weekdays No service→9:30 pm weekends
84/85	60→30 min	60→40 min	60→40 min	6:30 pm→9:30 pm weekdays 5:30 pm→9:30 pm weekends
87	60 min			Add weekday midday service
88***	60→30 min	60 min	60 min	

No Change

New or Restored Service

Improved Frequency

New or Restored Service & Improved Frequency

\* Route 70: Extend half of trips from Eastridge to Evergreen Valley College (replaces portion of Route 42)

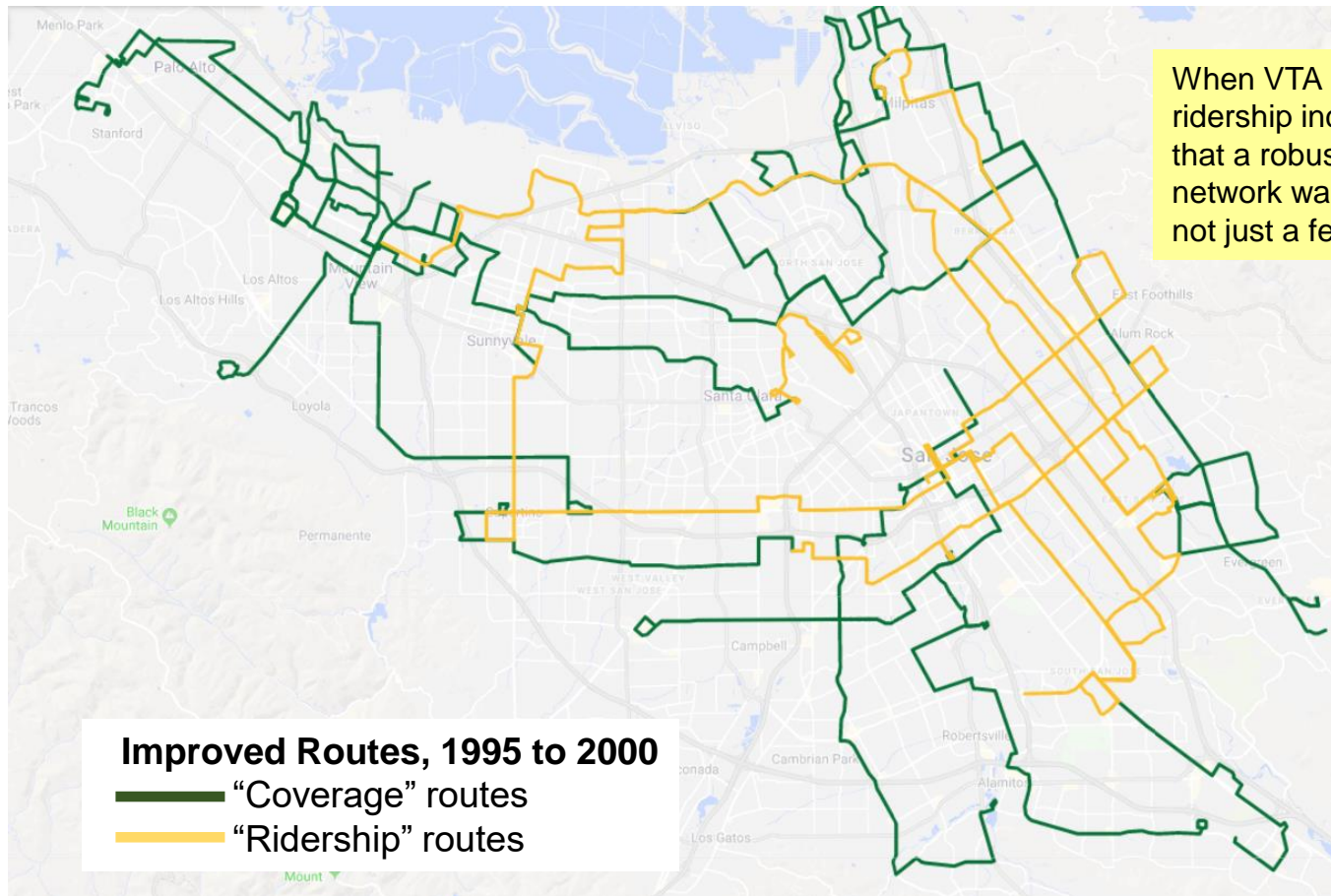
\*\* Route 71: Reroute from Senter Rd to Seven Trees Blvd (replaces portion of Route 42)

\*\*\* Route 88: Restore service and combine with Route 89 for scheduling efficiency (to offer better frequency with fewer buses)



# Why this plan will work:

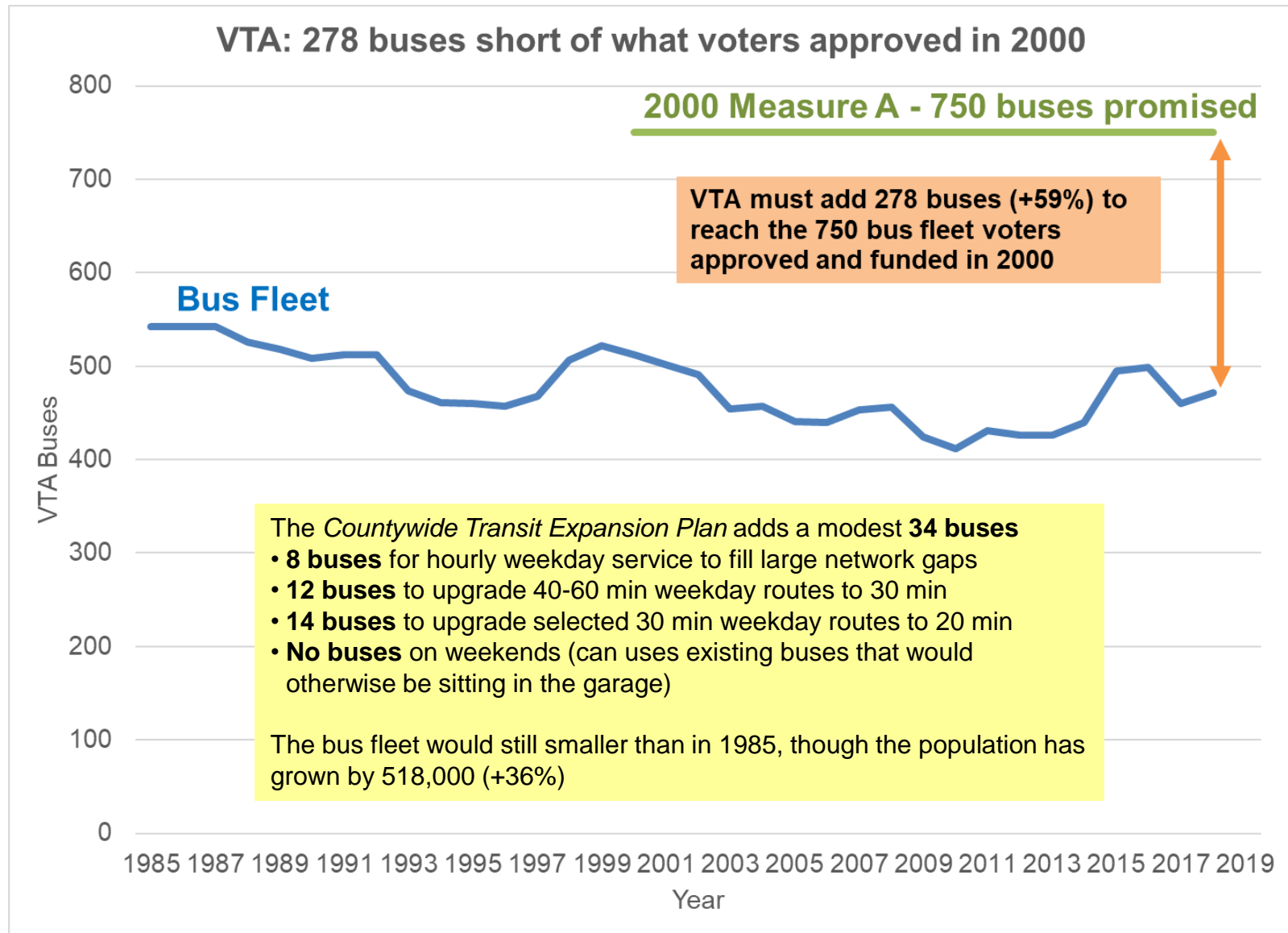
## It mirrors VTA's strategy that created the last ridership surge



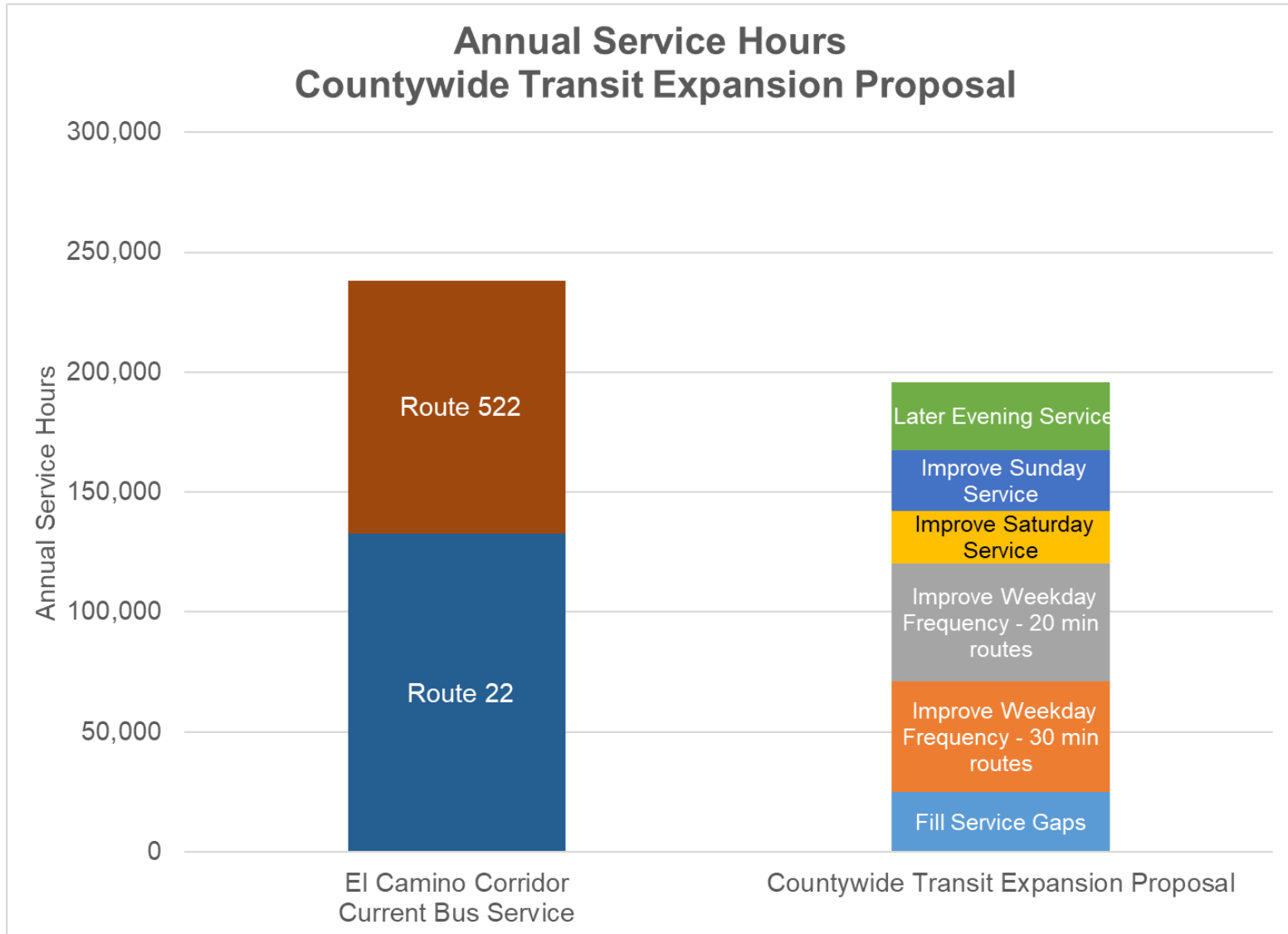
VTA's last 5-year growth period (1995 to 2000): **A 20% bus ridership surge**

- VTA did not increase service to El Camino, its busiest and most frequent route
- Instead, VTA strengthened the rest of the network, *including “coverage” routes*
- For “coverage” service, VTA extended operating hours, increased frequency from 45-60 min to 30 min (upgraded from “lifeline”), restored past service cuts and introduced new routes

# Our plan requires 34 buses, a small step towards the 278 buses needed to reach the voter-approved 750-bus fleet



# The *Countywide Transit Expansion Plan* uses fewer resources than the El Camino corridor





# How much Measure B fund reallocation would this plan require to operate?

Strategy	Estimated Annual Hours (thousands (k))*	Estimated Annual Marginal Operating Cost (millions (M))**
Fill Large Network Gaps (6 hourly routes)	24.8 k	\$3.1 M
Improve Weekday Frequency		
• 11 routes: 40-60 min → 30 min	46.2 k	\$5.8 M
• 4 routes: 30 min → 20 min	49.2 k	\$6.1 M
Improve Saturday Service		
• 11 added routes	15.4 k	\$1.9 M
• 7 more frequent routes (mostly 40-60 min → 30 min)	6.3 k	\$0.8 M
Improve Sunday/Holiday Service		
• 12 added routes	17.4 k	\$2.2 M
• 8 more frequent routes (mostly 40-60 min → 30 min)	9.1 k	\$1.1 M
Extend Evening Service (22 routes)	28.4 k	\$3.5 M
Grand Total (26 routes improved)	196.9 k	\$24.5 M

12% VTA service increase

Only \$1.05 monthly per county resident in reallocated Measure B funds

\* Includes driver breaks and time buses are traveling to/from garages

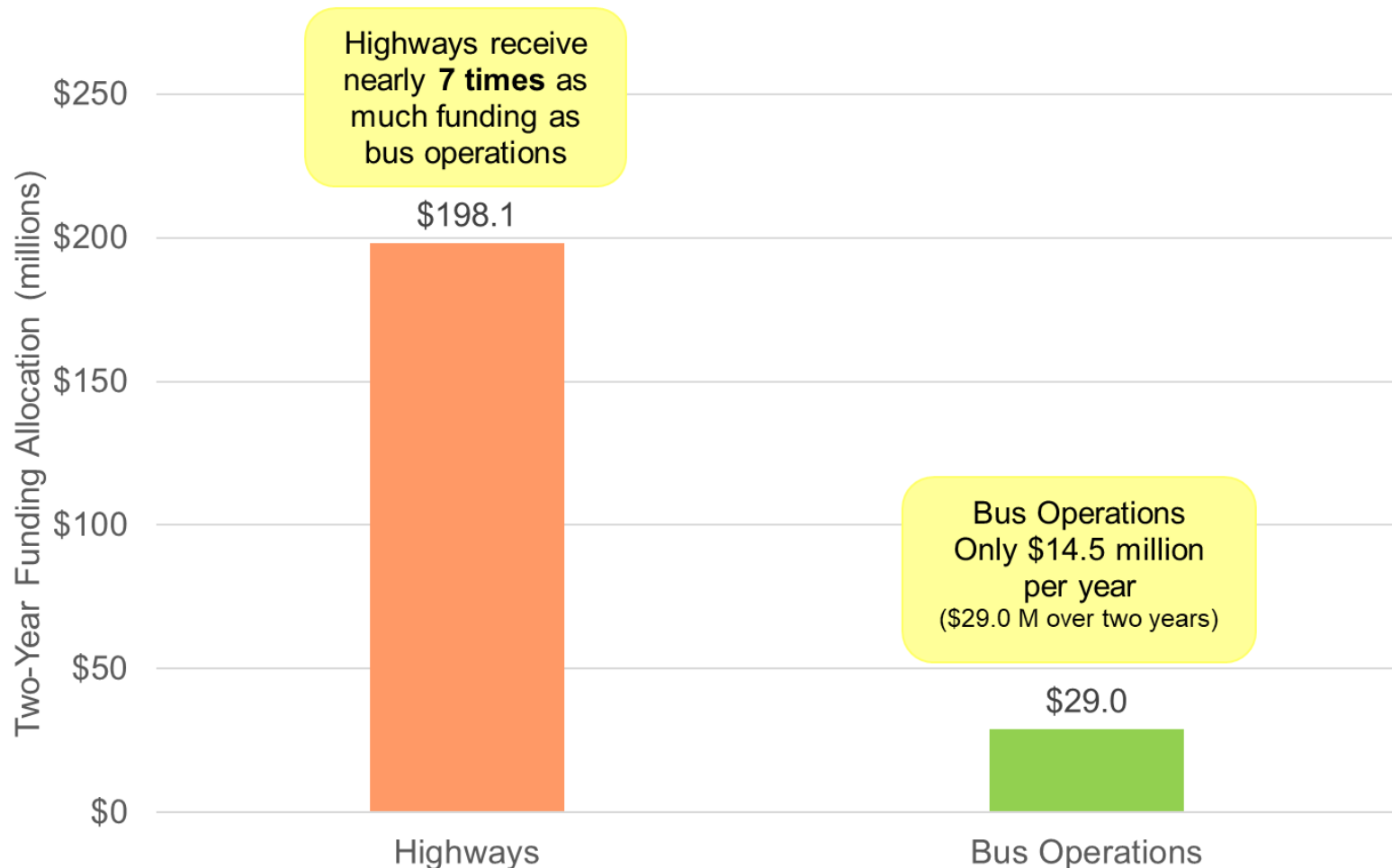
\*\* \$124.20 estimated net marginal operating cost per hour

Methodology: VTA estimated that cutting Route 65 would save 7,107 operating hours and \$830,000 per year (\$116.79/hour). Assumes 5% more to account for increase due to VTA's recent contract. Excludes fixed operating costs for VTA overhead like executive management, procurement, planning, office expenses, etc.

# VTA is spending nearly seven times as much Measure B funds on highways as on basic bus operations

## 2016 Measure B Two-Year Funding Allocations for FY 20 & FY 21

Source: VTA FY 20 & FY 21 Biennial Budget



# How much extra bus service could VTA provide instead of reconstructing these three interchanges?



	Middlefield/ State Route 237 On-Ramp	Hwy 101/ Trimble-De La Cruz	Hwy 101/ State Route 25	Total
Total Cost	\$55.0 M	\$60.0 M	\$65.0 M	\$180.0 M
Measure B funds	\$34.0 M	\$50.6 M	\$55.0 M	\$139.6 M
<i>Countywide Transit Expansion Plan</i>	\$24.5 M annually + \$6.9 M one-time to buy buses*			

Measure B funding for three interchanges would cover **5.4 years** of the *Countywide Transit Expansion Plan*, including bus purchases

\* In FY 2018, VTA paid \$12.5 M for 62 buses (remainder covered by federal funding), or about \$202 k per bus. Currently, VTA has nearly 90 spare buses, so some of these spare buses could be used.

# While Silicon Valley Technology Moves the World Forward, VTA's Highway Emphasis Reflects 1950s Priorities

[C]hanges that open up road space ... do not result in less congestion. These changes merely induce more trips to be made since the road is now more appealing to use, resulting in the same level of congestion as before.

VTA General Manager/CEO Nuria Fernandez,  
*Letter to the Honorable Rep. Ro Khanna, 12/11/19*

*But what are VTA's actual spending priorities?*

- VTA is spending **\$0** on Lawrence Expressway transit: in Dec 2019, VTA eliminated the only bus due to “low ridership” (Route 328, which offered just 2 trips per day per direction)
- Yet VTA plans to spend at least **\$540 million** as “part of an ultimate plan to make Lawrence freeway-like”



Cancelling this environmentally-damaging and unnecessary highway project would cover **21 years** of the *Countywide Transit Expansion Plan*, including bus purchases

8A	Lawrence Expressway from Reed/Monroe to Arques Grade Separation	Grade separation (Part of ultimate plan to make Lawrence freeway-like between I-280 and US 101 by adding grade separations at intersections and removing signals for Lawrence Expwy).	FY22 (Expressway Program Validation). Develop Program and Funding Plan.	\$440.0
8B	Lawrence Expressway at Homestead Road Grade Separation	Grade separation - Homestead Road at Kaiser Hospital.	FY22 (Expressway Program Validation). Develop Program and Funding Plan.	\$100.0

# VTA has gone down this dual path for decades ...

## Diverting Buses from “Coverage” to “Ridership” Routes

### *How will the COA affect VTA riders?*

Most VTA bus routes will be affected. For the majority of VTA bus riders, the changes will result in more frequent and faster service, particularly during off-peak hours and weekends.

When the new Service Operating Plan is implemented, bus service will be enhanced on lines with the potential for increased ridership, while service on under-performing lines with poor ridership will be candidates for consolidation into other lines or deletion.

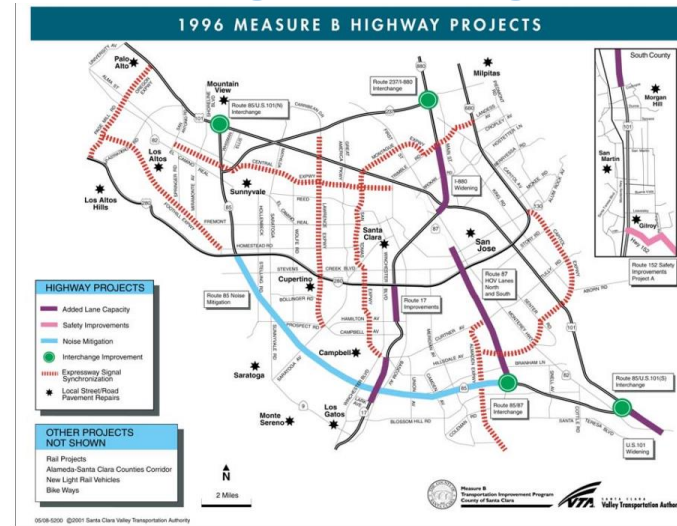
Despite the many changes, the overall level of bus service systemwide provided by VTA will remain the same. **The changes are being proposed to increase ridership and the agency's farebox recovery ratio.**

*2008 Comprehensive Operations Analysis (COA)*

**Goal:** “Increase ridership and the agency farebox recovery ratio”

**Outcome:** Bus ridership down over 40% since 2000; farebox recovery down from 14.7% (2000) to 8.4% (2018), even as inflation-adjusted fares rose 26%-78% (depending on fare category)

## Widening Highways & Redoing Interchanges



*Adopted Biennial Budget Fiscal Years 2006 and 2007*

**Goal:** “Congestion Management”

**Outcome:** “Silicon Valley braces for nightmare traffic in 2019” – *San Jose Spotlight*, Jan 18, 2019

Between 2000 and 2005, VTA cut bus service 19% with even deeper cuts to “coverage” routes. In 2010, VTA cut service another 8%. After sending the bus system into a free-fall, VTA increased its highway budget 143% from \$121 million to **\$295 million** for the 2010-2011 2-year budget cycle

## It's Time to Implement Something That Works

# Buses are the Past and the Future: Let's Invest in Them

[M]ore freeway lanes and bigger roads consistently fail to deliver much relief to aggrieved commuters, and worst of all, they fail at a high cost.

Mayor Sam Liccardo, *One Look Back, Four Years Forward: Transportation*, 2/17/19

- Buses are far more space-efficient than cars, reducing the need to expand roads
- Voters overwhelmingly have supported and paid higher transit taxes (2/3 approval threshold) for more service – not austerity and service cuts
  - 2000 Measure A: An “Expanded bus fleet of 750 vehicles”
  - 2016 Measure B: “Bus operations to serve vulnerable, underserved, and transit dependent populations throughout the county”
- With just 472 buses, VTA falls far short of both commitments (40 fewer than in 2000)

## **VTA's Route to Success**

- Acknowledge that diverting buses from “coverage” to “ridership” routes has failed
- Recognize that funding more highways will not solve congestion
- Recommit to the pre-2000 approach, a comprehensive network serving the entire Valley, with its proven track record of attracting increased ridership
- Revise Service Productivity Guidelines to preserve existing buses in communities with no other transit options

## ***Countywide Transit Expansion Plan***

- Begins to rebuild the network by adding resources with the goal of reaching the voter-approved 750-bus fleet and 30-minute daily service throughout the county within 5 years
- Redirects under \$25 million in 2016 Measure B funds from ineffective highway projects to bus operations



# For this plan to succeed, VTA must also reject inflexible Service Productivity Guidelines



Santa Clara County  
**-30%** ridership\*  
 2000-2017  
 (\*-41% loss on buses alone)

TABLE 7 - SERVICE PRODUCTIVITY GUIDELINES

	Light Rail	Rapid	Frequent	Local	Express
Minimum Boardings per Total Hour*					
Weekdays	60	25	20	15	15
Saturdays	50	15	15	15	15
Sundays	40	15	15	15	15

\*All routes must maintain a categorical minimum productivity of 15 boardings per total hour

These guidelines are intended for VTA managers to understand service productivity. In cases where routes do not meet minimum productivity guidelines, service changes should be made to improve route performance, such as modifying the route alignment, adjusting the span of service, eliminating unproductive segments, reducing service levels, or implementing a route marketing plan. If no changes can be identified, or service changes fail to improve productivity to meet the guidelines, service should be discontinued and the resources invested in more productive uses elsewhere in the system. **Any bus route (ridership or coverage) that is not supported by a third-party funding source and consistently (two quarters or more) operates below the categorical minimum standard should be discontinued.**

- Subjects transit to intense scrutiny – but not highways
- Designed to justify service cuts, not system growth
- “Improv[ing] route performance” involves “adjusting [cutting] the span of service” and “reducing service levels”
- Mandates service elimination unless a bus has an arbitrary 15 passengers/total hour it is “in service”, *including travel time to/from the garage and a driver’s break when a bus physically cannot serve any passengers*
- Ignores network impacts of individual route cuts

**One of America’s steepest ridership declines**



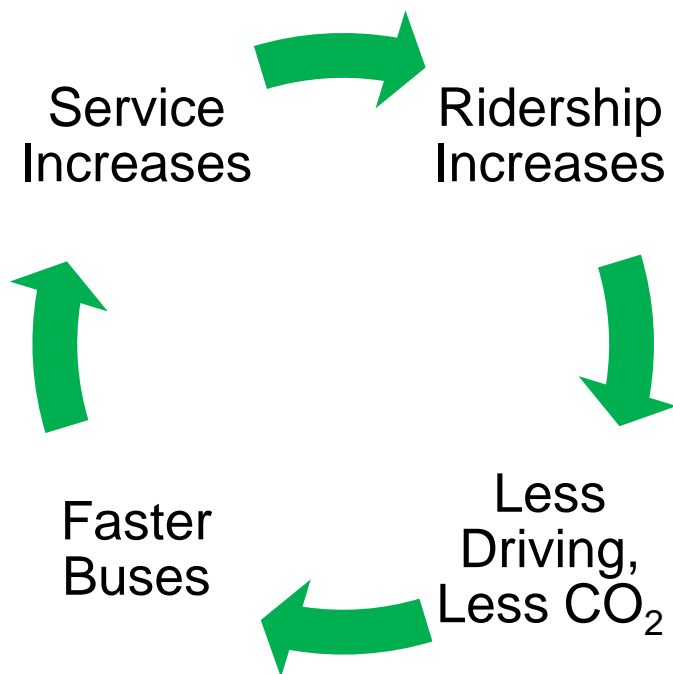
Seattle  
**+71%** ridership\*  
 2000-2017  
 (\*includes King County Metro and Sound Transit bus and rail; +41% for buses alone)

- **The relative impacts to all areas of the county in order to minimize or mitigate significant impacts in any one area.** Metro seeks to balance reductions throughout the county so that no one area experiences significant negative impacts beyond what other areas experience.
- **Preservation of last connections.** Metro serves some urbanized areas of east and south King County adjacent to or surrounded by rural land. Elimination of all service in these areas would result in significant reduction in the coverage that Metro provides. To ensure that Metro continues to address mobility needs, ensure social equity and provide geographic value to people throughout King County, connections to these areas would be preserved when making service reductions, regardless of route productivity.
- Fairer, more equitable and ultimately more successful service guidelines
- Focuses on addressing mobility needs, ensuring social equity and providing geographic value throughout the service area
- Invests resources in both the urban core and suburbs
- Preserves connections to lower-density areas **“regardless of route productivity”**
- Balances service cuts – if necessary – so that no one area experiences disproportionate negative impacts

**America’s fastest-growing ridership**



## Starting with a Measure B reallocation, we can finally begin to break VTA's downward spiral – and move VTA into the future



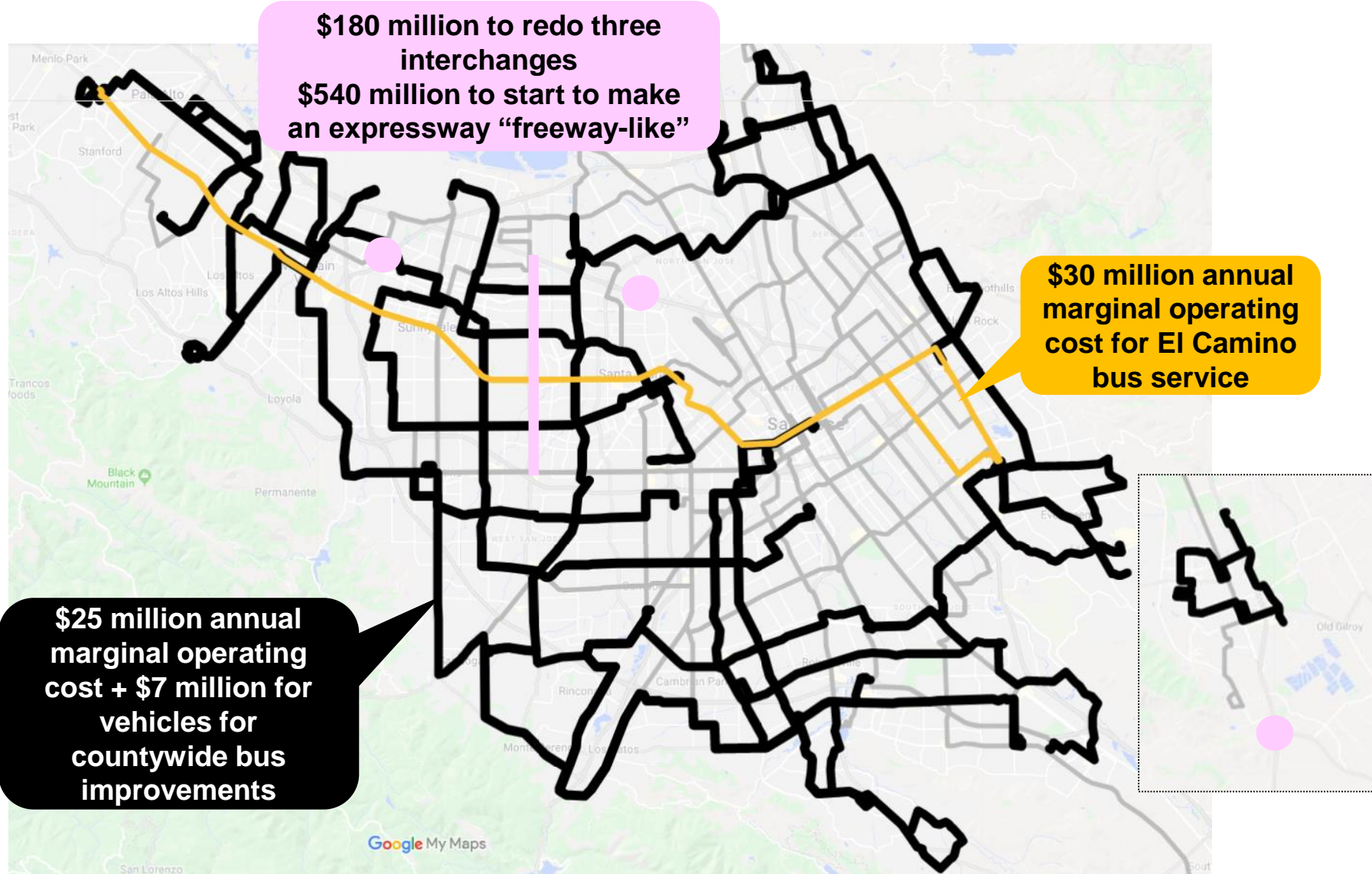
- VTA's network will become so much more usable by adding just 34 more buses to get to a fleet of 506 buses
- This plan lays the foundation for growth but is only a modest step towards building a truly comprehensive countywide transit network
- Imagine what a well-designed, robust network could do with 750 buses, as VTA committed to voters in the 2000 Measure A
- Younger Americans are shifting away from cars – it's time for VTA to prioritize its investments for the future world

Evolving travel patterns have prodded urban planners to take steps that would have been unthinkable just a few years ago. They are reducing the number of lanes on city streets, intentionally slowing down traffic and making room for bicycles, pedestrians and public transit. They are eliminating parking requirements for new construction.

– “America's Love Affair With Driving Takes a Back Seat”, *Wall Street Journal*, 12/24/19

# VTA does not have a financial crisis

## VTA has a values crisis



**Dave Poeschel**

Mon 1/27/2020 11:49 AM

To:

- City Clerk; The Office of Mayor Sam Liccardo; Reed, Jim; Green, Scott; District1; Gomez, David; diana.garcia@sanjosca.gov; District2;
- Sandoval, Vanessa; Chapman, Helen; Villarreal, Maribel; Ramirez, Lucas; District3; Ramos, Christina M; Tran, David; District4; District5;
- Herbert, Frances; Torres, Omar; Radhakrishnan, Sachin; District 6; Groen, Mary Anne; Moua, Louansee; District7; Quintero, Andres;
- Pearce, Michael; District8; McGarrity, Patrick; Le, Stacy; District9; Hughes, Scott; Lomio, Michael; District 10; Connolly, Shane Patrick;
- enrique.navarrodonnellan@sanjoseca.gov; Agendadesk

[External Email]

Dear Mayor Liccardo and City Council,

Please review the attached letter before deliberating on 1/28/20, Item 5.1.

On behalf of many community leaders and organizations,  
David W. Poeschel

Dear San Jose Mayor Liccardo and City Councilmembers Jones, Jimenez, Peralez, Diep, Carrasco, Davis, Esparza, Arenas, Foley and Khamis:

We, the undersigned want to extend our thanks for your work on declaring a climate emergency, protecting open spaces, and electrifying new construction. However, the San Jose City leaders need to do more, especially in the area of transportation.

As sea levels rise and devastating wildfires sweep across our state and the world, fueled by climate-driven drought, extreme heat and high winds, the need for action on climate change has never been more urgent. **We need to accelerate our transition to clean energy it ASAP.**

“The growing affliction of wildfires, hurricanes, floods and other natural disasters sharpens our focus on our new reality: We live in a climate emergency and must accelerate our efforts to combat it,” San Jose Mayor Liccardo said. “In the absence of federal leadership, San Jose will

continue to carry the standard for U.S. cities in reducing greenhouse gas emissions and promoting sustainability.”<sup>1</sup>

According to the California Air Resources Board’s 2017 GHG emissions data, the transportation sector, generates the largest share of greenhouse gas emissions (41 percent).<sup>2</sup>

In 2016, voters approved Measure B to, among other steps, “provide additional funds specifically for bus operations to serve vulnerable, underserved, and transit dependent populations throughout the county.”<sup>3</sup> However, VTA has failed to respect city and countywide voters by choosing instead to eliminate bus routes.<sup>4</sup>

**We urge each of you to vote against item 5.1 on the 1/28 agenda. We believe it is premature for the city council to take a stand on this since VTA has not heard this item yet.**

We write today to amplify and support the demands of youth community including the Foothill-De Anza (FHDA), San Jose State University and many people who rely on the VTA bus system to get to and from home, school and work. Our high school and college youth, seniors, and low-income and disabled residents across Santa Clara County need better public transit to get around.

We are calling on the San Jose City Council to urge the VTA Board to:

1. Declare a climate emergency that articulates VTA’s commitment to improving sustainable transportation options in Santa Clara County;
2. Adjust transit service guidelines to retain service in areas with no other transit options;
3. Reevaluate highway projects based on new CEQA (SB 743) standards<sup>5</sup> that will take effect on July 1st, 2020;
4. Reallocate Measure B funds from highway projects not meeting the new standards toward transit operations that will improve bus service and restore routes; and
5. Develop a plan to rebuild the entire bus network with zero-emission vehicles and increase the fleet to 750 buses, as approved by voters, within the next five years.

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<sup>1</sup> LopezSeptember, Nadia, and Nadia Lopez. “San Jose Leaders Declare a Climate Emergency.” *San José Spotlight*, 4 Jan. 2020, <https://sanjosespotlight.com/san-jose-leaders-declare-a-climate-emergency/>.

<sup>2</sup> “GHG Emission Inventory Graphs.” *GHG Emission Inventory Graphs*, 2017, <https://ww2.arb.ca.gov/ghg-inventory-graphs>.

<sup>3</sup> “Complete Text of Measure B.” *Santa Clara County Registrar of Voters*, 2016, <https://www.sccgov.org/sites/rov/Info/Nov2016Info/Documents/E110%20-%20Measure%20B.pdf>.

<sup>4</sup> Sheyner, Gennady. “Palo Alto Seniors Chafe at VTA’s Planned Bus Cuts.” *Palo Alto Online*, 27 Feb. 2019, <https://www.paloaltoonline.com/news/2019/02/27/palo-alto-seniors-chafe-at-vtas-planned-bus-cuts>.

<sup>5</sup> California, State of. “SB 743 Implementation.” *SB 743 Implementation | Caltrans*, <https://dot.ca.gov/programs/transportation-planning/office-of-smart-mobility-climate-change/sb-743>.

California needs everyone's support to reach its clean-energy and emissions-reductions goals to address the climate emergency. As the Capital of Silicon Valley, San José has a key role to play as a climate leader in creating a sustainable, equitable and state-of-the-art transportation system that looks to the future, not to the past. We thank you for your attention and consideration.

Sincerely,

**David Poeschel**, Adult Conservation Advisor, SV Youth Climate Action

**Nick Cortez**, Co-Chair South Bay progressive Alliance

**Pastor Jethroe Moore II**, President San Jose/Silicon Valley NAACP

**Richard Konda**, Executive Director, Asian Law Alliance

**Hoi Poon**, co-founder, SV Youth Climate Action, co-chair, environmental committee, SV Democratic Club

**Gary Latshaw**, Board Chair, Bay Area for Clean Environment

**Linda Sell**, co-founder, SV Youth Climate Action, Board Vice Chair, Bay Area for Clean Environment

**Sophia Mahoney-Rohrl**, Indivisible Peninsula/CA-14

**Linda Hutcins-Knowles**, California Senior Organizer, Mothers Out Front

**Susan Butler-Graham**, Mothers Out Front South Bay team leader

**Diane Bailey**, Executive Director, Menlo Spark

**Lisa Liddle**, March On Board Member & Director of External Relations; Women's March San Jose Leadership Team

**Zoë Wong-VanHaren**, student, Menlo Park and Project Green Home

**Sophia Wang**, student, Silicon Valley Youth Climate Action

**Abhimanyu Jayaraman**, Cupertino HS student, Cupertino Youth Climate Action

**Seema Vaid**, Certified Sustainability Practitioner, Member Climate Action.Tech

**Monica Mallon**, SV Youth Climate Action, SV Transit Users, Cambrian Community Council

**Otto Lee**, Fmr. Mayor of Sunnyvale

**Tara Sreekrishnan**, Silicon Valley Youth Climate Action Co-Founder

**Mary Buxton**, 350 Silicon Valley

**Amelia Chandless**, student, SV Youth Climate Action

**David Coale**, Member Carbon Free Palo Alto

**Aseem Vaid**, Unified Communities for Sensible Development (San Jose, Santa Clara, Cupertino)

**Seema Vaid**, Unified Communities for Sensible Development (San Jose, Santa Clara, Cupertino)

**Roberta Ahlquist**, Member Oily Wells, Raging Grannies

**Deidre Savino**, teacher, Notre Dame High School (San Jose) Zoe Vulpe, student, SV youth climate action team

**Mark Grossman**, 350 Silicon Valley

**Brian Haberly**, 350 Silicon Valley

**Carolina Villa**, student, San Jose/SV Youth Climate Action Team  
**Jennifer Zheng**, environmental activist, SV Youth Climate Action

**Ari Feinsmith**, environmentalist, Mission college undergraduate

**Leora Feinsmith**, environmentalist, SV Youth Climate Action team

**Elana Feinsmith**, environmentalist

**Kiki Velez**, SV Youth Climate Action, Stanford Undergraduate

**Rachel Blake**, Intern with the Office of Sustainability and Undergraduate Student, San Jose State University

**Rita Foster**, member of Extinction Rebellion, 350 Silicon Valley

**Hoai-An Truong**, Mothers Out Front South Bay team leader

**Wendy Bowers-Gachesa**, Nutrition Instructor, West Valley College

**Cee Gould**, Science teacher, UC Berkeley alumni

**Peri Plantenberg**, Co-Founder, Silicon Valley Youth Climate Strike, current student at Homestead High

**Emma Hokoda**, Environmental Studies major at Santa Clara University

**Gwyn Azar**, Cupertino HS Student, Silicon Valley Youth Climate Action Team

**Sharon Campbell-Crow**, local professional

**Nina Zhao**, Cupertino High school student, Silicon Valley Youth Climate Action Team

**Jamie Minden**, Saint Francis High School student, Silicon Valley Youth Climate Strikes co-founder, Silicon Valley Youth Climate Actions Team, Sunrise Palo Alto Leader

**Betty Dickey**, United Methodist Women Jurisdiction Climate Guide

**Peter Pham**, Silicon Valley Youth Climate Action San Jose Team Student Lead