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KEVIN MURAI

January 27, 2020

Honorable Mayor Sam Liccardo and Members of the City Council  
City of San José  
200 East Santa Clara Street, 18th Floor  
San José, CA 95113

Agenda Item 5.1: Submit Letter to VTA In Affirmation and Preservation of Funding for Planned Transportation Projects with Committed VTA Measure B Tax Dollars

To Mayor Liccardo, Vice Mayor Jones, and Honorable Councilmembers Arenas, Carrasco, Davis, Diep, Esparza, Foley, Jimenez, Khamis and Peralez:

On behalf of the member companies of the Silicon Valley Leadership Group, **we would like to express our support for the preservation of existing VTA Measure B funding commitments** as promised to the voters and taxpayers of the City of San José and Santa Clara County just three years ago.

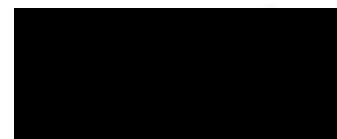
The Silicon Valley Leadership Group was founded in 1978 by David Packard, Co-Founder of Hewlett Packard. Today, the Leadership Group is driven by more than 350 member companies to proactively tackle issues to improve our communities and strengthen our economy, with a focus on education, energy, the environment, health care, housing, tax policy, tech & innovation policy and transportation.

In 2016, the Silicon Valley Leadership Group was honored to lead a broad-based coalition of elected officials and Santa Clara County residents that worked with VTA to champion Measure B for transportation solutions in our region. These improvements include \$1.2 billion for street maintenance and pothole repairs, up to \$1.5 billion for BART to downtown San José and Santa Clara, \$250 million for bike and pedestrian improvements, more than \$1 billion in capital improvements for Caltrain and much more.

The Silicon Valley Leadership Group is at the forefront on climate change and the reduction of greenhouse gas emissions at the local, regional, state and federal levels. We are delighted that so many residents in our Valley share our determination on the urgent need to combat climate change. Simultaneously, we disagree with any attempt to disregard the will of 71.94% of county voters who approved our 2016 Measure B transportation initiative, taxing themselves for a carefully considered list of improvements. Breaking faith with voters and taxpayers is not appropriate, nor does it recognize the positive impacts of every aspect of the Measure B expenditure plan for traffic relief, transit improvement and GHG reductions.

The Silicon Valley Leadership Group looks forward to continuing work with the City of San José and VTA in delivering on the promises of Measure B. We urge this Council to convey its strong commitment to preserving the 2016 Measure B transportation initiative, as understood and approved by voters, to the VTA Board of Directors.

Sincerely,



Carl Guardino  
CEO & President  
Silicon Valley Leadership Group

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**From:** Jenny Green <jlg95124@yahoo.com>

**Sent:** Tuesday, January 28, 2020 6:34 AM

**To:** District9 <district9@sanjoseca.gov>; Hughes, Scott <scott.hughes@sanjoseca.gov>; Lomio, Michael <Michael.Lomio@sanjoseca.gov>

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

**Subject:** Re: VTA funding reallocation -- please expand bus routes

[External Email]

Dear Councilmember Foley,

I've heard you're asking the City Council to oppose allocating Measure B funding for the VTA to expand bus routes. This just seems wrong to me. If San Jose wants to meet its climate goals, it's important to expand bus routes to underserved areas, add more express buses, and upgrade our existing bus fleet to an all-electric fleet.

Sincerely,  
Jenny Green

On Monday, January 6, 2020, 08:58:27 AM PST, Jenny Green <jlg95124@yahoo.com> wrote:

Dear Councilmember Foley,

I live in your district and and **I hope you'll support allocating transportation funding for the Valley Transportation Authority so it can expand bus routes** rather than shutting them down.

Please vote in favor of more money for bus routes for the sake of:

- 1) The climate crisis. I really appreciate how you and your fellow city council members have been taking the climate crisis seriously and taking real action to stop it. Please continue to fight the climate crisis by improving our valley's public transportation system.
- 2) Small businesses. Small businesses and nonprofits are already having trouble hiring enough staff because of the high cost of living. When potential employees can't get to work on the bus, it makes the hiring pool even smaller. I've seen this at the nonprofit where I work, and even in my own family -- my 15-year-old daughter had to turn down a job because she can't drive yet, and the job take more than an hour to reach by bus (even though it's only 5 miles from our house).

3) Our most vulnerable residents. Youth and lower-income people depend on public transit to get to work and school. When you cut bus routes, valley residents have to give up their jobs or drop out of college.

4) Commute times. In order for our valley to remain livable and to keep the traffic situation manageable, we need more public transit, not more roads. Building more roads will make the traffic situation worse, not better. Look at what's happened in Los Angeles -- they expanded the 405 freeway and now the 405 is more crowded than ever.

Sincerely,

**From:** Justin G

**Sent:** Monday, January 27, 2020 11:40 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>; District1 <district1@sanjoseca.gov>; Gomez, David <David.Gomez@sanjoseca.gov>; diana.garcia@sanjosca.gov <diana.garcia@sanjosca.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>

**Subject:** Request to Oppose VTA Letter for Highway Expansion Funds

[External Email]

Dear San Jose City Council Members,

Please read the below letter from a student leader, who is passionate about putting mega Measure B into effect in 2020. Now is the time to expand public transit routes and increase bus circulation and frequency by putting more buses and trams in motion.

Many thanks in advance!

Sincerely,

Justin

In light of VTA's most recent round of transit service cuts throughout large parts of the county and our planetary climate emergency, we urge you to support reallocating Measure B funds to transit operations and to reject sending a letter to the VTA Board of Directors that doubles down on funding ineffective highway projects.

While we disagree on the letter's recommendation, we do agree that, "Out of respect for city and countywide voters, it is imperative that we, as a City, take an affirmative position to preserve and protect the original intent of Measure B as originally envisioned and understood by the voters who assented to the sales tax," a statement that equally applies to previously-approved transit sales tax measures. We also agree that, "We must prepare for the future, and we also must improve today's reality."

*Historical Context*

Three times over 16 years, VTA has asked for and received over  $\frac{2}{3}$  approval from voters for additional funding for transit expansion - all three in support of BART to Silicon Valley and two for more bus service. In 2000, voters approved Measure A, a  $\frac{1}{2}\%$  sales tax that “Fund(s) Operating and Maintenance Cost for Increased Bus, Rail and Paratransit service” - including an “expanded bus fleet of 750 vehicles.” In 2016, voters approved Measure B, another  $\frac{1}{2}\%$  sales tax that “provide[s] additional funds specifically for bus operations to serve vulnerable, underserved, and transit dependent populations throughout the county.”

Within months after the passage of both measures, however, VTA failed to respect city and countywide voters by cutting or making plans to cut bus routes. Far from the 750 bus fleet VTA pledged to voters in 2000, VTA now has 469 buses - 43 fewer than when Measure A passed. With this downsized system, VTA then restructured its network from one with sufficient coverage that enabled people to travel almost anywhere in the urbanized area of Santa Clara County to one that focuses primarily on core routes. VTA sold a transit-oriented vision to the voters, and then promptly reneged on those commitments by cutting bus routes and reducing service frequency in large parts of the county. This has caused inordinate hardships on current and former transit riders who by circumstance happen to live or work away from the core area.

Today's reality is that VTA's route cuts and service reallocation approach has fueled the transit system's downward spiral. The bus network in 2000 had some 60,000 more riders per weekday than today (67% more) even though the county had 250,000 fewer people and was less dense. For many willing riders with the ability to drive, VTA has exacerbated the affordability crisis by forcing them to spend tens of thousands of dollars on cars once riding the bus ceased to be viable. This outcome suggests that VTA's current bus ridership is not only nowhere near its potential, but also is a direct result of funding and policy decisions rather than solely automobile-oriented land use.

VTA has indeed failed to show “respect for city and countywide voters” and defied “the original intent of Measure B [and 2000 Measure A] as originally envisioned and understood by the voters who assented to the sales tax[es].” Rather than continuing down an unsuccessful path, VTA must reverse course and “improve today's reality” by following the mandate of the voters and fulfilling its commitment to a 750 bus fleet.

### *Measure B Permits Funding Reallocation to Acknowledge Today's Reality*

Changing conditions is precisely why Measure B included flexibility in funding allocations. The Measure B ballot text states that funds can be legally reallocated, “if approved by a  $\frac{3}{4}$  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.” In October 2019, the California Sixth District Court of Appeals affirmed Measure B, including this provision, when it issued its decision on *Jensen v. Santa Clara Valley Transportation Authority*. The court noted, “We acknowledge the purposes

set forth in Measure B are broad and would permit VTA to use the tax proceeds for a wide range of transportation-related initiatives.”

While 2016 Measure B did include some highway funds, it is also true that today’s reality is very different from when the measure passed. For one, while many Measure B supporters truly believed that the measure would fund “bus operations to serve vulnerable, underserved, and transit dependent populations *throughout the county*” [emphasis added], the opposite has happened. What voters did not know in 2016 was that VTA would decimate service by two-thirds in so-called “coverage” areas of the county (from 30% of total resources to just 10%) - stranding riders who may not have any other viable transportation choices.

Secondly, the urgency of solving the climate emergency is much clearer than in 2016. Scientists now tell us that we have just one decade to control carbon emissions to prevent runaway climate change. In many ways, this apocalyptic future has already arrived, as evidenced by record-breaking heat, floods and droughts, out-of-control wildfires, and blackouts. In September 2019, the San José Clty Council acknowledged today’s reality by unanimously adopting a climate emergency declaration, which affirmed the transportation sector is responsible for the largest share (63%) of greenhouse gas emissions in San José. This declaration stated that “we are in a climate emergency and must act now rapidly to rapidly reduce greenhouse gas emissions and transform the way we currently live.”

On September 23, Mayor Sam Liccardo wrote, “Our young people have made it clear: they are terrified they’ll inherit an uninhabitable earth. They deserve a planet that does not imperil their future—and we haven’t lived up to that responsibility.”

It is now time to live up to that responsibility.

*Highways: Failing at a High Cost*

*Transit: Widespread Improvements at a Relatively Low Cost*

It is evident that we can no longer continue “business as usual” with highway expansions while cutting bus service for our most vulnerable populations. History has proven that expanding highways fails to offer long-term congestion relief due to induced demand. When public policy decisions make it easier to drive, more people will drive and traffic becomes worse. As Mayor Liccardo wrote in his February 17, 2019 *One Look Back, Four Years Forward: Transportation* medium.com piece, “[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.”

For example, in 2014, Los Angeles spent more than \$1 billion on a project to widen Interstate 405 by one lane, only to see traffic move one minute slower on average. Simply expanding roads and highways is becoming physically impossible and cost-prohibitive - not to mention increasing demand for parking lots and garages that consume scarce land which could instead be used for affordable housing. Google, Apple, Adobe and other corporations are building in “transit rich centers.” But if a trip that takes 15-20 minutes to drive by car takes an hour and a half by bus, Google

employees, etc. will have no reason to get out of their cars, exacerbating downtown gridlock and parking. A single bus carrying 70 passengers can take 70 cars off the road, reducing both traffic AND the ever growing need for parking AND our carbon footprint. To accommodate the city's projected job and population growth, we must prioritize transit modes like buses that are far more space and fuel-efficient than cars.

Here in Santa Clara County, VTA is planning to spend billions of dollars on highway expansions - including at least \$540 million alone on making Lawrence Expressway "freeway-like." By rejecting a project that will merely induce even more driving, VTA could fund over 20 years of our *Countywide Transit Expansion Plan* that would restore and improve bus operations throughout the county. Moving VTA towards the 750 bus fleet to which it had committed in 2000, this plan would begin to fill in major gaps and improve frequency to start repairing the damage wrought by two decades of bus service cuts. San José communities where transit would become more viable once again include Alum Rock, Robertsville, Cambrian Park, Almaden Valley, Blossom Valley, West San José, Evergreen Valley, as well as neighboring cities. More extensive bus service would get more cars off the roads to help manage traffic congestion, reduce greenhouse gas emissions to address climate change, and serve a wider socio-economic base.

### *An Opportunity to Demonstrate Leadership and Leave a Lasting Legacy for Future Generations*

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. This testimony put human faces of the impacts of our climate emergency and bus service cuts on our community.

If City Council supports funneling even more funds to ineffective highway projects while presiding over the continued decline of Santa Clara County's bus system, it will send an unmistakable message: The City of San José prioritizes the needs of people who drive over the needs of people who ride transit and are being responsible planetary stewards. It will show a profound lack of compassion and empathy for those tens of thousands of transit-dependent residents whose lives have been severely disrupted by two decades of VTA bus route cuts and frequency reductions, including those the agency implemented less than two weeks ago. It will directly contradict the City's stated desire to create a more livable planet for future generations.

The Santa Clara County Board of Supervisors voted this past August to declare a Climate Emergency. Therefore, they have signified the urgency of supporting a robust and efficient public transit system. The time for building roads for private cars is over. There is massive work ahead of us to transform business as usual and enact a World War II-scale mobilization. Using the Measure B funds to improve our transit system is an urgent first step in this mobilization.

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.

These options will be presented at the next VTA Board of Directors meeting. However, the VTA Board of Directors will not be voting to reallocate Measure B funds until February. They will simply be exploring options and voting on whether or not to move forward with the reallocation process as outlined in the ballot measure.

We respectfully ask that you vote against sending a letter to the VTA Board of Directors opposing reallocation of Measure B funds from highways to more environmentally-sustainable bus operations, especially this considering that reallocation options have not even been presented and that the VTA Board of Directors has had no official discussion. Better yet, please send a letter to VTA in support of Measure B reallocation to restore and improve bus service throughout San José and Santa Clara County. After all, an “expanded bus fleet of 750 vehicles” and more buses “to serve vulnerable, underserved, and transit dependent populations throughout the county” is exactly what voters wanted and paid for in 2000 and 2016.

Given the dual crises of our climate emergency and bus service cuts, this is your opportunity to demonstrate leadership. Undo the bus route cuts and frequency reductions that have disrupted so many lives and make good on the City Council’s resolution to “act now rapidly to rapidly reduce greenhouse gas emissions and transform the way we currently live.” Leave a legacy that would make future generations proud.



**From:** tessa woodmansee

**Sent:** Monday, January 27, 2020 11:20 PM

**To:** Quintero, Andres <andres.quintero@sanjoseca.gov>; Chapman, Helen <helen.chapman@sanjoseca.gov>; Moua, Louansee <Louansee.Moua@sanjoseca.gov>; Ramirez, Lucas <lucas.ramirez@sanjoseca.gov>; Villarreal, Maribel <maribel.villarreal@sanjoseca.gov>; Pearce, Michael <Michael.Pearce@sanjoseca.gov>; Torres, Omar <Omar.Torres@sanjoseca.gov>; Radhakrishnan, Sachin <Sachin.Radhakrishnan@sanjoseca.gov>; Sandoval, Vanessa <vanessa.sandoval@sanjoseca.gov>; Ramos, Christina M <christina.m.ramos@sanjoseca.gov>; City Clerk <city.clerk@sanjoseca.gov>; Gomez, David <David.Gomez@sanjoseca.gov>; Tran, David <david.tran@sanjoseca.gov>; diana.garcia@sanjosca.gov <diana.garcia@sanjosca.gov>; District 10 <District10@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>; Herbert, Frances <frances.herbert@sanjoseca.gov>; Reed, Jim <Jim.Reed@sanjoseca.gov>; Groen, Mary Anne <maryanne.groen@sanjoseca.gov>; The Office of Mayor Sam Liccardo <TheOfficeofMayorSamLiccardo@sanjoseca.gov>; Lomio, Michael <Michael.Lomio@sanjoseca.gov>; McGarrity, Patrick <Patrick.McGarrity@sanjoseca.gov>; Green, Scott <scott.green@sanjoseca.gov>; Hughes, Scott <scott.hughes@sanjoseca.gov>; Connolly, Shane Patrick <shane.connolly@sanjoseca.gov>; Le, Stacy <Stacy.Le@sanjoseca.gov>

**Subject:** Free Electrified public transit buses paid for by measure b and corporations

[External Email]

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

In light of VTA's most recent round of transit service cuts throughout large parts of the county and our planetary climate emergency, we urge you to support reallocating Measure B funds to transit operations and to reject sending a letter to the VTA Board of Directors that doubles down on funding ineffective highway projects.

While we disagree on the letter's recommendation, we do agree that, "Out of respect for city and countywide voters, it is imperative that we, as a City, take an affirmative position to preserve and protect the original intent of Measure B as originally envisioned and understood by the voters who assented to the sales tax," a statement that equally applies to previously-approved transit sales tax measures. We also agree that, "We must prepare for the future, and we also must improve today's reality."

#### *Historical Context*

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Within months after the passage of both measures, however, VTA failed to respect city and countywide voters by cutting or making plans to cut bus routes. Far from the 750 bus fleet VTA pledged to voters in 2000, VTA now has 469 buses - 43 fewer than when Measure A passed. With this downsized system, VTA then restructured its network from one with sufficient coverage that enabled people to travel almost anywhere in the urbanized area of Santa Clara County to one that focuses primarily on core routes. VTA sold a transit-oriented vision to the voters, and then promptly reneged on those commitments by cutting bus routes and reducing service frequency in large parts of the county. This has caused inordinate hardships on current and former transit riders who by circumstance happen to live or work away from the core area. Today's reality is that VTA's route cuts and service reallocation approach has fueled the transit system's downward spiral. The bus network in 2000 had some 60,000 more riders per weekday than today (67% more) even though the county had 250,000 fewer people and was less dense. For many willing riders with the ability to drive, VTA has exacerbated the affordability crisis by forcing them to spend tens of thousands of dollars on cars once riding the bus ceased to be viable. This outcome suggests that VTA's current bus ridership is not only nowhere near its potential, but also is a direct result of funding and policy decisions rather than solely automobile-oriented land use.

VTA has indeed failed to show "respect for city and countywide voters" and defied "the original intent of Measure B [and 2000 Measure A] as originally envisioned and understood by the voters who assented to the sales tax[es]."<sup>[1]</sup> Rather than continuing down an unsuccessful path, VTA must reverse course and "improve today's reality" by following the mandate of the voters and fulfilling its commitment to a 750 bus fleet.

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today's reality by unanimously adopting a climate emergency declaration, which affirmed the transportation sector is responsible for the largest share (63%) of greenhouse gas emissions in San José. [2] This declaration stated that "we are in a climate emergency and must act now rapidly to rapidly reduce greenhouse gas emissions and transform the way we currently live."

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Given the dual crises of our climate emergency and bus service cuts, this is your opportunity to demonstrate leadership. Undo the bus route cuts and frequency reductions that have disrupted so many lives and make good on the City Council's resolution to "act now rapidly to rapidly reduce greenhouse gas emissions and transform the way we currently live." Leave a legacy that would make future generations proud.

Sincerely,

1. Hoai-An Truong, San Jose resident, Silicon Valley Youth Climate Action

2. Judy Young, San Jose resident
3. Helen Deng, San Jose resident, Silicon Valley Youth Climate Strikes co-lead, Archbishop Mitty high school student
4. Cynthia Kaufman, Director of VIDA at De Anza College, affiliation for identification purposes only
5. Peri Plantenberg, Silicon Valley Youth Climate Strike co-founder, Homestead FBLA Community Service Project Co-Chair, Homestead High School Student
6. Tishani Weerasuriya, Community Service Project Co-Chair, Homestead High School Student
7. Patricia Blevins, San Jose resident
8. Saanvi Thakur, Homestead High School Student, Sunrise member
9. Nassim Nouri, Green Party of Santa Clara County Council member
10. Jessica Zhu, Homestead High School Student, Member of Homestead FBLA Community Service Project
11. Katia Bravo, Homestead High School Student, Member of Homestead FBLA Community Service Project
12. Audrey Chang, LAHS Green Team Co-President, LAYCAT member, Los Altos High School Student
13. Kelly Mao, Homestead High School Student, Member of Homestead FBLA Community Service Project
14. Gladwyn d'Souza, Chair, Transportation Committee, Loma Prieta Chapter, Sierra Club
15. Dustin Harber, South Bay YIMBY member
16. Mallory Mitton, Homestead High School Student, member of Homestead FBLA Community Service Project
17. Antara Chugh, Fremont High School Student, President of FHS Environmental Club
18. Kelsey Shan, Homestead High School Student, member of Homestead FBLA Community Service Project
19. Gabriela Gupta, De Anza College Student
20. *Roma Bedekar, Homestead High School Student, member of Homestead FBLA Community Service Project*
21. *Samantha Clapp, Fremont High School student*
22. *Aaditya Patel, Homestead High School Student, member of Homestead FBLA Community Service Project*
23. *Sarah Bell, South Bay YIMBY member*
24. *Monica Mallon, Silicon Valley Transit Users, Silicon Valley Youth Climate*
25. *Zibaa Adil, Homestead High School student, member of Homestead FBLA Community Service Project*
26. *Bob Perlman, San Jose resident.*
27. *Don Draper San Jose Resident*
28. Rachel Zhu, Homestead High School student, member of Homestead FBLA Community Service Project
29. Radhika Agarwal, Homestead High School student, member of Homestead FBLA Community Service Project



30. Preethi Rayaprolu, Homestead High School student, member of Homestead FA Community Service Project
31. *Riya Gupta, Homestead High School student, member of Homestead FBLA Community Service Project*
32. Jane Wong, Santa Clara County resident
33. Glen Wong, Santa Clara County resident
34. Michelle Chen, Homestead High School Student, Member of Homestead FBLA Community Service Project
35. Pallavi Das, Homestead High School Student, Teen Advisory Committee member, *member of Homestead FBLA Community Service Project*
36. Annika Gaglani, Los Altos High School student, LAHS Green Team member, CCL member
37. Stacy Brobst, Milpitas resident
38. Jessica Li, Homestead High School student, member of Homestead FBLA Community Service Project
39. Hemal Kurani, Homestead High School Student, member of Homestead FBLA Community Service Project
40. Aryaa Sapkota, Homestead High School student, member of Homestead FBLA Community Service Project
41. Fran Naylor, San Jose resident. Unitarian Universalist Fellowship of Sunnyvale Climate Action Team.
42. Michael Hazelton, San Jose transit user
43. James Naylor, San Jose resident. Unitarian Universalist Fellowship of Sunnyvale Climate Action Team.
44. Debbie Mytels, Chair, Peninsula Interfaith Climate Action & Palo Alto resident
45. Lexi Crilley, lead of Los Altos Youth Climate Action Team, co-lead of SVYCS, Los Altos High School Green Team & Climate Justice Coalition, CA & US Youth Climate Strikes
46. Andria Cao, Homestead High School Student, member of Homestead FBLA Community Service Project
47. Brendan Nystedt, San Jose Resident, *SJSU Grad Student*
48. Rita Foster, San Jose Resident, 350 Silicon Valley Climate Action Now!
49. Bruce Naegel Mountain View Resident, VTA rider for 12 years. Carbon Free Silicon Valley,
50. Carolina Villa, San Jose Resident, Presentation High School, SV Youth Climate Action Team, and Sunrise Movement member
51. Atziri Cendejas, San Jose Resident, Presentation High School Student
52. Alli Rico, San Jose resident
53. Ed Cobb, Saratoga Resident
54. Gary Latshaw, Chair of the Guadalupe Regional Group of the Sierra Club- Loma Prieta Chapter
55. *Sruthi Rayaprolu Homestead High School student, member of Homestead FBLA Community Service Project*
56. Virginia Anderson, Homestead High School Student, Members of Homestead FBLA Community Service Project

57. Macy Li, Homestead High School Student, member of Homestead FBLA Community Service Project
58. Michael Abramson, Mountain View resident, member of Mountain View Coalition for Sustainable Planning
59. Bhuvli Kedia, Homestead High School Student, Member of Homestead FBLA Community service Project
60. Kathy Voss-Jensen, frequent BART user, Redwood City resident and frequent visitor to Santa Clara county
61. Carol Cross, Co-Convenor, Fossil Free Mid-Peninsula
62. Felicia Gershberg, Sunnyvale resident, Together We Will-San José admin, Santa Clara County Wage Theft Coalition member
63. Tom Skinner, resident of downtown San Jose
64. Brianna Wang, Homestead High School Student, member of Homestead FBLA Community Service Project
65. Daniel Huynh, Santa Clara resident and SJSU student
66. Alex Strange, South Bay YIMBY membe
67. Trinity Corsetti, Santa Clara Resident and Future SJSU Student
68. Scott Mace, resident of downtown San Jose; lifetime member, Silicon Valley Bicycle Coalition; and board member, California Association of Bicycling Organizations
69. Mimi Spreadbury, Orchard City Indivisible Environmental Justice, Divest SV, Lincoln Law School Student, South Bay Indigenous Solidarity
70. Kayla Wells, Santa Clara University staff member and alumni
71. Rebekah Jensen, San Jose resident
72. Sylvia Ow-Yang, SJSU student
73. Kabir Batra, Homestead High School student
74. Peter Pham, Silicon Valley Youth Climate Action
75. Eugene Bradley, Founder, Silicon Valley Transit Users
76. Aaron Baker, Sunnyvale resident and current SJSU student

AND ME,

Tessa woodmansee  
President of the garden alameda village association

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Clean Air and Quiet Neighborhoods—A Natural Right!