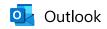
CC 09-03-2025

Oral Communications

Written Comments



Oral Communications - Mary Avenue Villas, Sept. 3, 2025 City Council meeting

From Jean Bedord < Jean@bedord.com>

Date Tue 9/2/2025 9:38 AM

To City Council <citycouncil@cupertino.org>; Cupertino City Manager's Office <citymanager@cupertino.org>; City Clerk <cityclerk@cupertino.gov>

Cc Benjamin Fu <BenjaminF@cupertino.gov>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mayor Chao, Vice-Mayor Moore, Councilmembers Fruen, Mohan and Wang,

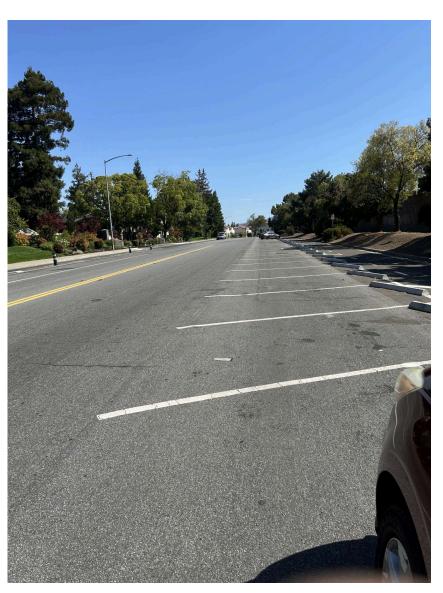
Recently, a <u>Change.org</u> petition was created opposing the Mary Avenue Villas. This contains a number of factual misunderstandings of the project and the development process. I attend all city council members, as well as community meetings for development projects. I attended ALL of the public Housing Element meetings starting in 2022, culminating in state approval in mid-2024 - **the city noticed these meetings extensively in multiple print and online publications, including bulk mail to all households.**

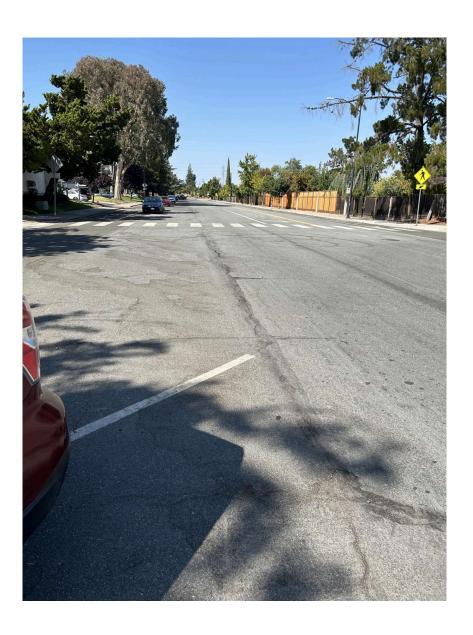
The Mary Avenue Villas project was included in the Housing Element site inventory from the very beginning. The state required identifying sites for ELI (Extremely Low Income) housing, and this was the only feasible site. Financially, the only way to build this type of housing is on low cost/free land. Construction costs are the same for BMR (Below Market Rate) housing as market rate housing. With the direction of the city council starting with the FY2020-21 City Work Plan, city staff has worked with philanthropic organizations to develop plans to provide this type of housing in the city. The Mary Avenue site emerged as the best solution. It is vacant land owned by the city and not needed for city operations. The location is ideal for walkable access to parks, public transportation, parks and recreation services, DeAnza College farmers market, and Whole Foods (These residents don't own cars, though may have bicycles). Creating the lot for the project involved reconfiguring the parking spaces on Mary Avenue from slanted parking to parallel parking, thus reducing the number of parking spaces by 89 spaces in the least utilized area of the street. The project will add 22 spaces between the buildings.

I'm on Mary Avenue several times a week. On a daily basis, traffic is light and most of the parking spaces are empty, as shown in the photos below. The exception is the approximately 10 weekends a year for festivals and community events, which translates to less than 3% of 365 days in the year. However, there are over 5,000 parking spaces available at DeAnza College. Students and staff are on campus during the weekdays, not weekends, plus approximately 2/3 of their FTEs are remote, so there is plenty of parking capacity. Festival organizers are required to get a permit from DeAnza to provide FREE parking. There is some traffic to Garden Gate Elementary, but schools are only in session 180 days of the year, approximately 50% of days.

Regarding the concerns regarding CEQA, this project has the full support of the parents of the adult IDD dependents who would reside there. Catholic Charities, the developer, has the full approval of Housing Choices, an advocacy group for IDD housing and services. The routine minor soil remediation will be overseen by the Santa Clara County Department of Environmental Health (DEH). The location so close to the sound wall is not ideal, but the design carefully minimizes any noise impact. The structure is below the top of the sound wall, so actually quieter than the adjacent Arroyo Village townhomes which are also along the sound wall.

I urge the council to expedite approval of this project. Construction costs keep increasing so delays endanger financing on this project. You have a responsibility for developing housing to meet the needs of the greater community (60,000 plus residents). Change is an ongoing process, and the objections of a handful, many of whom do not live in the neighborhood or even Cupertino, should not be an obstacle to making progress.





Community advocate, Jean Bedord

From: <u>Caroline Gupta</u>
To: <u>Public Comments</u>

Subject: Re: Presentations and Written Communications for September 3, 2025 City Council Meeting

Date: Wednesday, September 3, 2025 10:24:29 AM **Attachments:** 090325 CityCouncil Luthern Wiliams.docx

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

Luthern Williams, Head of School at Tessellations, will be submitting a Speaker Card at tonight's meeting to share the following message with the City Council and community members in attendance:

Wednesday, September 3, 2025

Good evening Council Members,

My name is Luthern Williams, and I am the Head of School at Tessellations.

Tessellations is honored to be part of Cupertino. We are **only one of two schools in the Bay Area dedicated to gifted and asynchronous learners** — students who often
struggle to fit in traditional classrooms and thrive, yet have incredible potential to give
back to the world in significant ways. Because of their academic, social, emotional,
and intellectual needs, they require modification in education, teaching, and
parenting. We provide special education that is not largely addressed by public or
private schools. Cupertino is a city known for the quality of its education, innovation,
and excellence — and we believe it is fitting that Tessellations' has its home here.

Our presence in Cupertino brings meaningful community benefits:

Strengthening Public Education – By renting from CUSD, we contribute over \$3 million each year to the district. That is money that directly strengthens local public schools.

- Supporting Local Businesses and Our families and staff shop in Cupertino, dine in Cupertino, and invest in Cupertino every single day. Some families have even moved here to be closer to school.
- Increase Neighborhood and Real Estate Value By keeping our campus vibrant and active, we not only prevent the decline that often comes with a vacant site but also add value to the neighborhood as a whole.

We want you to know that we hear our neighbors' concerns about traffic and safety matters, and we have put in place measures to help:

- staggered drop-offs and pick-ups
- carpooling programs
- and on-site staff directing traffic to keep it safe.

On June 3, we welcomed 33 neighbors to our school to share information and explore a path forward. While the meeting was productive and a Neighborhood Partnership

Committee was formed—including Tessellation's parents, neighbors, and administrators—the Committee has stalled, as some volunteer neighbors appear to have been dissuaded from participating.

Despite our efforts and sharing details about our small high school program, misinformation has been presented to the Planning Commission about our 5 students in grades 9 and 10. Even with a clear timeline in our CUP application to move the program off this campus by 2029–2030 and by adding a no driving clause in our contracts, these students, who just want to learn alongside their friends and their community, have been made to feel unwelcome. Being told they cannot return has been devastating for them, their families, and their teachers. **No child should ever be a casualty in a political battle, yet the misinformation has caused exactly that harm.**

I would like to announce that we are now withdrawing our request to include a high school in our CUP, even though it would have meant fewer than 20 students on campus by the time we moved.

Cupertino is already known worldwide as a city that fosters innovation and supports excellence in education. Tessellations gives Cupertino another reason to be proud — of being the home to one of the only schools in the Bay Area dedicated to meeting the needs of these exceptional children.

Thank you for your time and for giving me the opportunity to speak on behalf of this special school.

Best, Caroline Gupta

Caroline Gupta

Director of Facility & Operations



Pronouns: she/her/hers

Email: caroline.gupta@tessellations.school

https://www.name-coach.com/caroline-gupta

Curious about what's happening at school this week? Check out our social media feed!



On Tue, Sep 2, 2025 at 5:34 PM City of Cupertino < cupertino@public.govdelivery.com > wrote: Having trouble viewing this email? View it as a Web page.

City of Cupertino	

Presentations and Written Communications for September 3, 2025 City Council Meeting

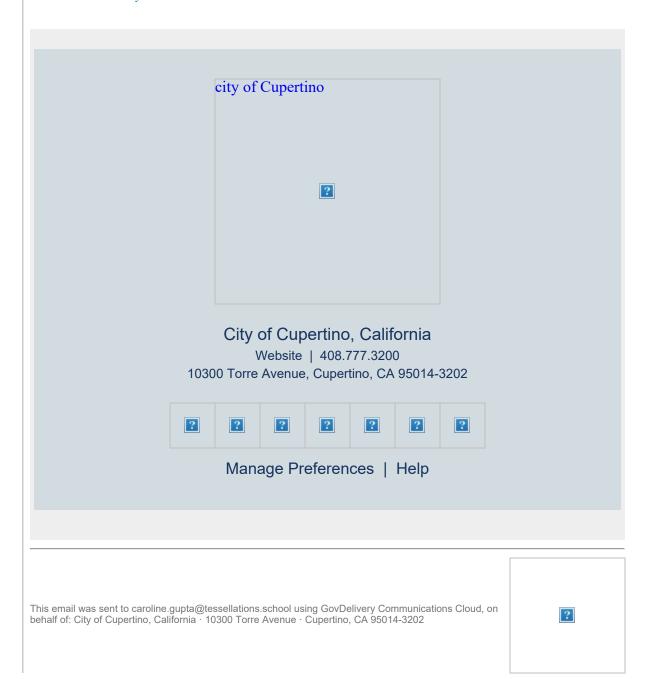
Presentations and Written Communications have been <u>added</u> for the September 3, 2025 City Council Meeting to include the following:

Presentations:

- CC 09-03-2025 Item No. 16. Accessory Dwelling Units Ordinance Amendments_Staff Presentation
- CC 09-03-2025 Item No. 17. Oversized Vehicle Parking Ordinance_Staff Presentation
- CC 09-03-2025 Item No. 18. Stevens Creek Blvd Corridor Vision Study_Staff Presentation
- CC 09-03-2025 Item No. 19. Commission Oversight of Transportation Matters_Staff Presentation

Written Communications: Received by 4:00 p.m. today.

The information can be accessed from our website either through <u>Agendas and Minutes</u> or <u>City Records</u>.



Wednesday, September 3, 2025

Good evening Councilmembers,

My name is Luthern Williams, and I am the Head of School at Tessellations.

Tessellations is honored to be part of
Cupertino. We are only one of two
schools in the Bay Area dedicated to
gifted and asynchronous learners —
students who often struggle to fit in
traditional classrooms and thrive, yet have
incredible potential to give back to the world

in significant ways. Because of their academic, social, emotional, and intellectual needs, they require modification in education, teaching, and parenting. We provide special education that is not largely addressed by public or private schools. Cupertino is a city known for the quality of its education, innovation, and excellence and we believe it is fitting that Tessellations' has its home here.

Our presence in Cupertino brings meaningful community benefits:

1. Strengthening Public Education –

By renting from CUSD, we contribute over \$3 million each year to the district.

That is money that directly strengthens local public schools.

2. Supporting Local Businesses and

- Our families and staff shop in

Cupertino, dine in Cupertino, and invest in Cupertino every single day. Some families have even moved here to be closer to school.

3. Increase Neighborhood and Real Estate Value - By keeping our campus vibrant and active, we not only prevent the decline that often comes with a vacant site but also add value to the neighborhood as a whole.

We want you to know that we hear our neighbors' concerns about traffic and safety matters, and we have put in place measures to help:

- staggered drop-offs and pick-ups
- carpooling programs
- and on-site staff directing traffic to keep it safe.

On June 3, we welcomed 33 neighbors to our school to share information and explore a path forward. While the meeting was productive and a Neighborhood Partnership Committee was formed—including Tessellation's parents, neighbors, and administrators—the Committee has stalled, as some volunteer neighbors appear to have been dissuaded from participating.

Despite our efforts and sharing details about our small high school program, misinformation has been presented to the Planning Commission about our 5 students in grades 9 and 10. Even with a clear timeline in our CUP application to move the program off this campus by 2029-2030 and by adding a no driving clause in our contracts, these students, who just want to learn alongside their friends and their community, have been made to feel unwelcome. Being told they cannot return

has been devastating for them, their families, and their teachers. No child should ever be a casualty in a political battle, yet the misinformation has caused exactly that harm.

I would like to announce that we are now withdrawing our request to include a high school in our CUP, even though it would have meant fewer than 20 students on campus by the time we moved.

Cupertino is already known worldwide as a city that fosters innovation and supports excellence in education. Tessellations gives Cupertino another reason to be proud — of being the home to one of the only schools in the Bay Area dedicated to meeting the needs of these exceptional children.

Thank you for your time and for giving me the opportunity to speak on behalf of this special school.

Good evening Councilmembers,

My name is Luthern Williams, and I am the Head of School at Tessellations.

Tessellations is honored to be part of Cupertino. We are **only one of two schools in the Bay Area dedicated to gifted and asynchronous learners** — students who often struggle to fit in traditional classrooms and thrive, yet have incredible potential to give back to the world in significant ways. Because of their academic, social, emotional, and intellectual needs, they require modification in education, teaching, and parenting. We provide special education that is not largely addressed by public or private schools.

Cupertino is a city known for the quality of its education, innovation, and excellence — and we believe it is fitting that Tessellations' has its home here.

Our presence in Cupertino brings meaningful community benefits:

Strengthening Public Education – By renting from CUSD, we contribute over \$3
million each year to the district. That is money that directly strengthens local
public schools.

- Supporting Local Businesses and Our families and staff shop in Cupertino, dine in Cupertino, and invest in Cupertino every single day. Some families have even moved here to be closer to school.
- 3. Increase Neighborhood and Real Estate Value By keeping our campus vibrant and active, we not only prevent the decline that often comes with a vacant site but also add value to the neighborhood as a whole.

We want you to know that we hear our neighbors' concerns about traffic and safety matters, and we have put in place measures to help:

- staggered drop-offs and pick-ups
- carpooling programs
- and on-site staff directing traffic to keep it safe.

On June 3, we welcomed 33 neighbors to our school to share information and explore a path forward. While the meeting was productive and a Neighborhood Partnership Committee was formed—including Tessellation's parents, neighbors, and administrators—the Committee has stalled, as some volunteer neighbors appear to have been dissuaded from participating.

Despite our efforts and sharing details about our small high school program, misinformation has been presented to the Planning Commission about our 5 students in grades 9 and 10. Even with a clear timeline in our CUP application to move the program off this campus by 2029–2030 and by adding a no driving clause in our contracts, these students, who just want to learn alongside their friends and their community, have been made to feel unwelcome. Being told they cannot return has been devastating for them, their families, and their teachers. **No child should ever be a casualty in a political battle, yet the misinformation has caused exactly that harm.**

I would like to announce that we are now withdrawing our request to include a high school in our CUP, even though it would have meant fewer than 20 students on campus by the time we moved.

Cupertino is already known worldwide as a city that fosters innovation and supports excellence in education. Tessellations gives Cupertino another reason to be proud — of being the home to one of the only schools in the Bay Area dedicated to meeting the needs of these exceptional children.

Thank you for your time and for giving me the opportunity to speak on behalf of this special school.

From: <u>Lina</u>

To: <u>Public Comments</u>

Cc: <u>City Council; Tina Kapoor; Luke Connolly; Benjamin Fu; Chad Mosley; Gian Martire</u>

Subject: PUBLIC COMMENT – NOT ON THE AGENDA

Date: Wednesday, September 3, 2025 3:15:54 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Date: September 3, 2025

Written Comments Regarding the Proposed Mary Avenue Villas Project (APN 326-27-053)

To: The Honorable Mayor, Members of the Cupertino City Council, City Manager Tina Kapoor, and City Planning Staff

As a longtime resident of the Garden Gate neighborhood, I am submitting this communication to express my strong opposition to the proposed Mary Avenue Villas Project at this site: APN 326-27-053.

My participation in creating the petition with Walter, and community advocacy activities including membership in 2 Garden Gate/ Mary Ave WhatsApp groups, allowed me to hear first-hand from diverse Garden Gate residents from Arroyo Village, Glenbrook, Casa De Anza, and the Garden Gate Elementary School neighborhood. I will summarize the collective sentiment: Residents believe this site is fundamentally unsuitable for this housing development for a *vulnerable IDD population* due to its unsuitable location and the significant negative impacts it would have on community safety, traffic, and overall quality of life. As you are well aware, Mary Avenue is a bustling artery, serving as a main route for school traffic to Garden Gate Elementary School, a truck route for the Cupertino Public Works facility, and a key recreational path. It is already heavily utilized daily by a diverse population of pedestrians, cyclists, joggers, and young children. It doesn't make sense to build onto parking spots and take away public land on this multi-use street that in recent years has become a row of high-density housing. The neighborhood is still recoiling from the *loss of retail and enjoyment* on this street.

Neighbors *are* rooting for more affordable housing, especially ELI housing, done in a responsible manner. Some neighbors have already started actively brainstorming **alternative APNs for this important project.**

The proposed plan lacks safeguards and presents serious safety hazards for all community members, including future IDD residents. Examples:

Poor ingress/egress

- Driveways placed directly opposite of Glenbrook's driveway will inevitably lead to increased traffic congestion and a higher risk of accidents
- No loading zones/short term parking for Amazon trucks, service vehicles (anticipated with IDD population)

- Increased cars **stopping** in middle of the road
- The **narrowing** of the road, bike lanes, and their buffers, along with the **lack of a bypass lane**, would also pose a significant risk, particularly for emergency vehicles.

• Jaywalking problem

- Parallel parking on only one side of Mary Ave but no crosswalk
- Danger for IDD population: walkers, canes, wheelchair

Furthermore, the project would eliminate 89 public right-of-way parking spots, which are already at maximum capacity during City-sponsored events at Memorial Park and the Quinlan Community Center. This parking shortage will only be compounded by the **additional 136 housing units** remaining to be built at the former Oaks Center site. Neighbors complain already about how difficult it is to reach Stevens Creek Blvd or I-85 in the summer (with weekly City events) and whenever major community events are held at Memorial Park.

Here are several quotes from neighbors:

"Terrible idea to build there"

"Almost nobody we know think this project is a good idea, nor is it appropriate for the land"

"There will be many accidents waiting to happen with such congested housing"

"It is too small a parcel for such a huge project"

"This location is illogical"

"Health and Safety issues must be seriously considered for challenged populations at this location"

"Why try to squeeze 40 units into such a narrow lot? Why doesn't the City save up BMR funds for land purchases and do it right, do it with more units?"

"Another housing project pitched by the Rotary Club in 2010 for 18 cottages at this very same site was rejected by the City. Why is it that they can reject it then but approve it now? They have already evaluated this site as unsuitable before."

"It's already difficult for Glenbrook residents to merge onto traffic during commute and school hours. More housing across the street will increase the burden [on them]"

"It is a big problem together with the Westport project"

"Do they understand that Mary Ave is our main way out of the neighborhood? The other routes through Stelling are congested, especially with school traffic"

"Parking is going to spill over from Memorial Park all the way down to our streets [Lubec and beyond]. Where will we park?"

Please view the community petition at: https://www.change.org/p/halt-the-mary-avenue-villas- project-at-this-unsuitable-location

I have also attached the slides/photos from today's Sept 3, 2025 City Council Open Communications session for inclusion in the Public Comments.



Mary Ave Sept 3 City Council Slideshow.pdf

Garden Gate residents urge the City Council to recognize the overwhelming voice of the over 350 residents and visitors who oppose this project and the encroachment on the much needed public right of way. Consider our community's safety and quality of life and halt the Mary Avenue Villas Project at this unsuitable location and find alternative site(s) and mitigations.

Sincerely,

Lina

Garden Gate Resident

Mary Avenue Villas Housing Project: The Wrong site

(APN: 326-27-053)

A Response to the July 15, 2025 City Council Meeting Study Session (Item 11)

Cupertino residents and citizens

Garden Gate Coalition





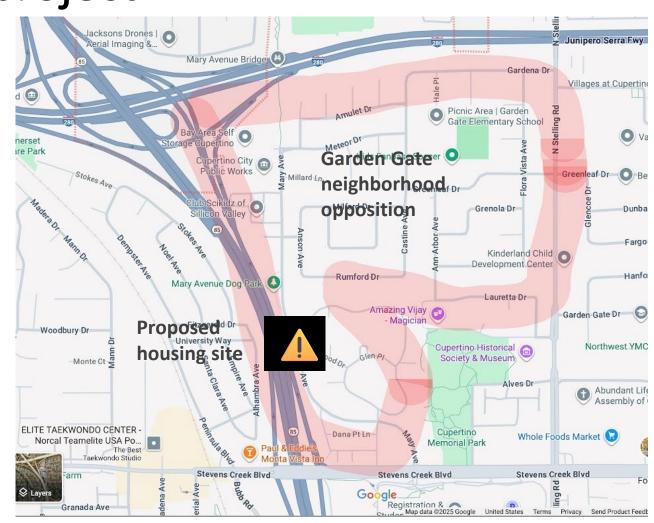






Our voice: over 350 residents and visitors signed a petition opposing this project

- Casa De Anza
- Glenbrook Apt
- Arroyo Townhomes
- Garden Gate single family homes
- Dog Park visitors
- Don Burnett bridge visitors
- Memorial Park visitors
- Realtors
- https://www.change.org/p/haltthe-mary-avenue-villas-project-atthis-unsuitable-location



1. Mary Ave is a bustling artery, serving as a main route for school/family traffic, and a key recreational path.

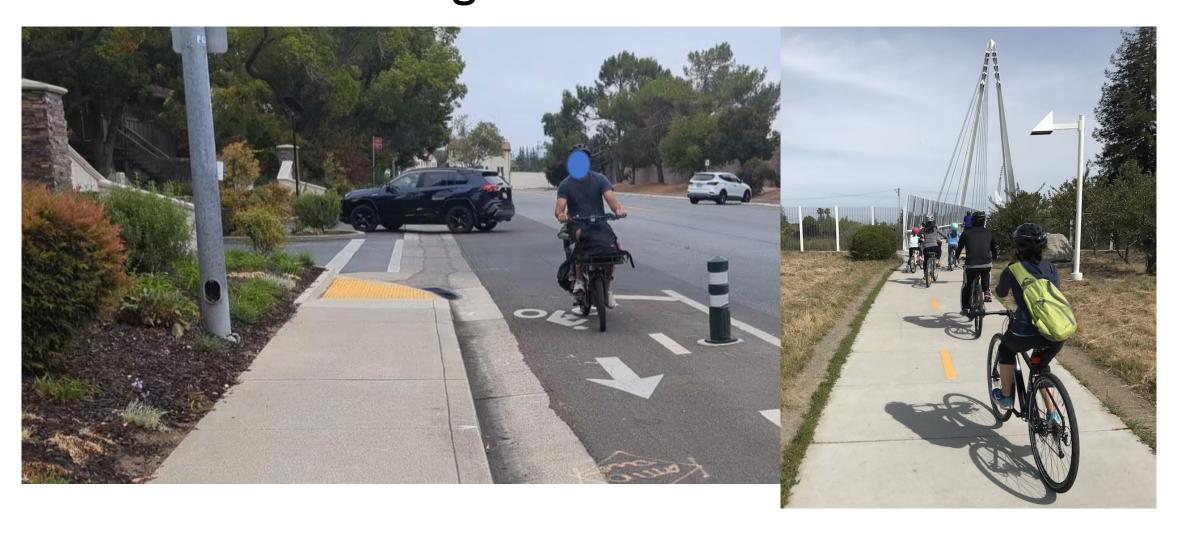




Main route for school traffic and truck route for the Cupertino Public Works Service Center

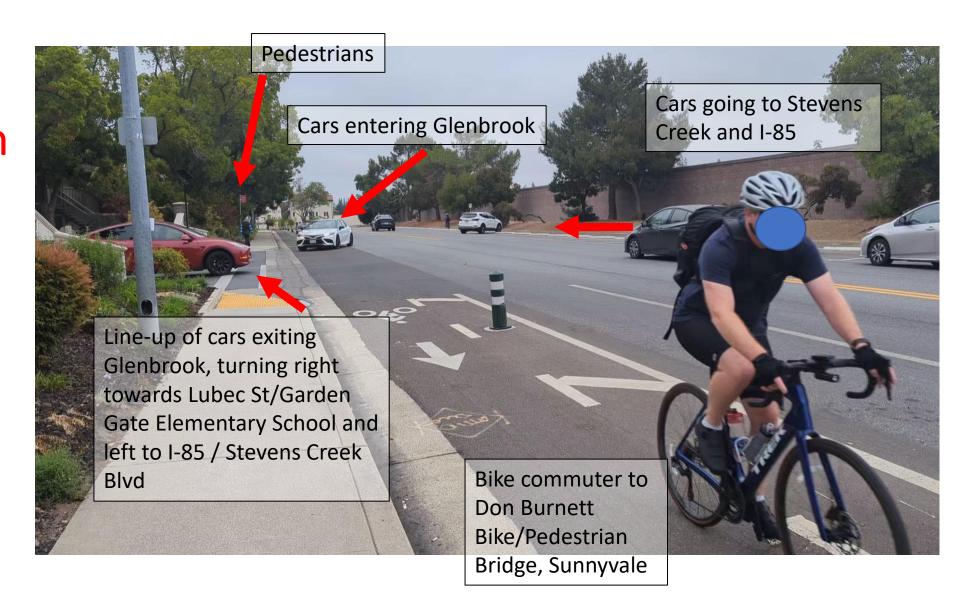


2. Mary Ave is bustling: cyclists, pedestrians, joggers, young children utilize Mary Ave bike paths to Don Burnett Bridge



3. Multimodal transportation routes fully utilized daily

This is a Friday morning at 8am outside Glenbrook Apt and Mary Ave Dog Park



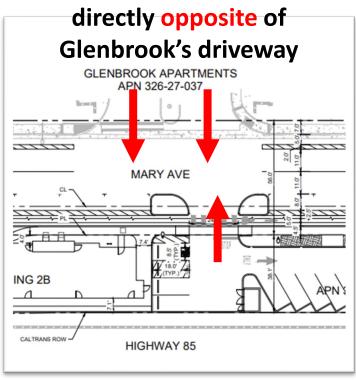
4. Homestead High School track & field students train along Mary Ave daily



5. Plan poses pedestrian and bike safety hazards

- Poor ingress/egress (figure on right)
- No loading zones for Amazon trucks, service vehicles
 - Increased cars stopping in middle of the road
- No bypass lane / too narrow
- Jaywalking problem
 - Parallel parking on only one side of Mary Ave but no crosswalk
 - Danger for IDD population: walkers, canes, wheelchair

Parking driveway placed



https://www.cupertino.gov/Your-City/City-Council/Council-Informational-Memos

6. Narrowed roads and lack of bypass lane will pose safety hazards for emergency vehicles

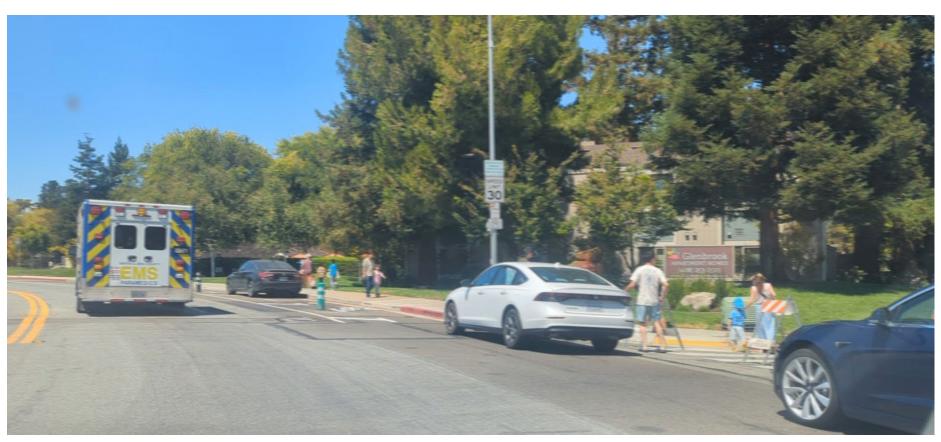


Photo taken on Mary Ave in 2025

7. Mary Ave is the main route out to Stevens Creek Blvd and I-85 for >1,000 Garden Gate residents.

Shown below: Bypass route Greenleaf Dr. is congested with daily school traffic (Garden Gate Elementary School)



8. Parking shortage- we cant stand to lose 89 more!

Mary Ave **Parking is at maximum capacity** during
City-sponsored events

- despite availability of De Anza College Parking Lot
- despite Westport Building 1 (136 units) not yet built at former Oaks Center

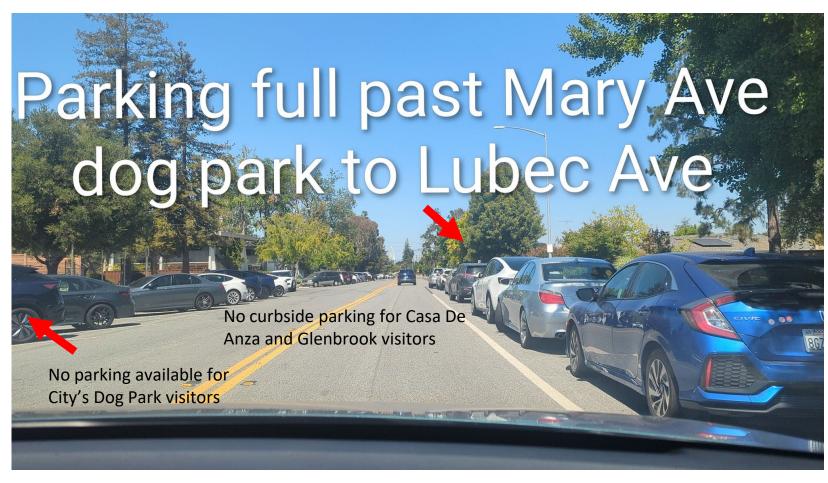


Photo taken during Kids 'N Fun Festival Saturday Aug 23, 2025

9. Mary Ave traffic will worsen after Westport project (136 units) completed



Photo taken on Mary Ave during Memorial Park community event 2025

10. Lack of long term parking solutions for Memorial Park & Quinlan Event visitors



- Will harm the quality and attendance of City and Community Events for ALL residents
- De Anza College parking is not a full-proof "solution" currently
 - "All parking at De Anza requires a paid fee or permit, except in spaces designated for disabled parking or 30-minute visitor parking."
 - "The parking fee for special events on campus, including the Flea Market and some Flint Center events, is \$5. Parking for select Flint Center events is \$10."
 - Mary Ave can't handle the parking needs, and most certainly not after Westport is finished

Take-home points

- 1 This is too small (and polluted/noisy) a parcel for such a large project
 - ESPECIALLY for the vulnerable, IDD population
- Adds major community safety concerns
- * Taking over public right-of-way and narrowing roads will lead to accidents

- Our City desperately needs long term ELI/IDD housing solutions, but...
 - This site plan is *not* suitable
 - Complete mitigation is not feasible

From: <u>Cupertino Matters</u>
To: <u>City Clerk</u>

Cc: Cupertino City Manager"s Office

Subject: Oral Communications, City Council, Sept. 3, 2025 Fwd: Mary Avenue Villas

Date: Wednesday, September 3, 2025 3:46:53 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Janet inadvertently missed including you in the emails.

Please include in written Oral Communications for City Council, Sept. 3

----- Forwarded message -----

From: Hal and Janet Van Zoeren < <u>vanzoeren@gmail.com</u>>

Date: Wed, Sep 3, 2025 at 3:15 PM Subject: Mary Avenue Villas

To: Liang Chao < LiangChao@cupertino.org >, Kitty Moore < Kmoore@cupertino.org >, J.R. Fruen < ir4cupertino@gmail.com >, Ray Wang < rwang@cupertino.org >, Sheila Mohan < SMohan@cupertino.gov >, cc: Andy Lief < alief@charitieshousing.org >, Kathy Robinson < krobinson@charitieshousing.org >, Gia Pham HCC < gia@housingchoices.org >, Hal and Janet Van Zoeren < vanzoeren@gmail.com >, Jean Bedord < Publisher@cupertinomatters.org >

Dear City Council Members and City Manager,

Our daughter was born in Pittsburgh, PA, where she began receiving "Early Intervention Services" when she was one and a half weeks old. People there were optimistic about her future.

When my husband, daughter, and I moved to Cupertino in 1976, many individuals with Down syndrome and other forms of IDD were still living in institutions like Agnews Developmental Center. In fact, the first pediatrician that we went to here gave me the "riot act" for not placing our daughter, who was then almost 6 months old, in an institution because she had Down syndrome. That doctor told me that I was not being fair to my husband, myself, or any future children we might have if we kept raising her at home. About a week later, I went back to that pediatrician and told her off!

Here she was able to participate in similar services at both Hope Rehabilitation Services and C.A.R. (Now known as Abilitypath). When she was 2 years old, she attended a Santa Clara County program for children ages 18 months to 3 years old who were experiencing communicative delays. Later, at age 3, she entered the Cupertino School District. At that time, the district only had TMR (Trainable) and EMR (Educable) classes at Nan Allen School, for 3-year-olds who were "mentally retarded". However, because Cindy was already ahead of the 3-year-olds in those classes, I convinced the newly hired director of special education to open a new class for 3-year-olds, who had benefited from participation in early intervention classes.

That class was housed in an empty kindergarten classroom at Murdock School. During recess, the children in this class were not allowed on the kindergarten playground because of the bias of certain teachers, the principal, and many parents. They spent recess on a black-top area

with no equipment. Finally, we convinced this community that these children were in no way "contagious" or otherwise detrimental to their children, and our children were allowed to play in the kindergarten outdoor playground.

Over the next few years, this class moved to Hoover School, when Murdock closed, and then, when that closed, to Garden Gate School. After 3 years at Garden Gate School, the children in her class were dispersed, and she went to Bishop School in Sunnyvale and later to the Jackson Hearing Center in Palo Alto before returning to Cupertino at Nimitz, Dillworth, Miller Junior High Schools, and finally to Lynbrook High, where she passed the exam to receive her High School Diploma. After Murdock School, she was well received at all her schools by their student bodies, staff, and local communities.

After graduating in 1996, Cindy moved into a dormitory at Taft Community College, near Bakersfield, where she earned a Certificate of Achievement from their Transition to Independent Living Program. Finding an apartment in Cupertino, after graduating from Taft College was exceedingly difficult as was getting a HUD voucher even though she had signed on their waiting list when she was exiting junior high school. She applied at Steven's Creek Village for an "affordable" apartment and at several other apartments that had affordable units, and reapplied annually at these places, but we did not learn until her senior year at Taft that her applications were being tossed in the trash because her annual income was not 2-3 times the "affordable" rent.

In 1996, while Cindy was at Taft, I had joined a small group of other parents, and together we created the Housing Choices Coalition to function as a catalyst to bring together the necessary entities to begin developing affordable housing units set aside for individuals with IDD in the bay area. Since then, the organization has created hundreds of units for people with IDD in the Bay Area, but none in Cupertino, where land is exceedingly expensive and incredibly difficult to locate in areas close to the amenities our residents with IDD will need.

The Cupertino Rotary has come up with a unique concept for creating land that meets the requirements for building some IDD units.

When the Cupertino community was discussing what they wanted to be built on the old Valco property, most community members, whether pro- or anti-housing, were in favor of including 40 set-aside units for people with IDD. Unfortunately, that version of the project will never be built, and those units were lost in the new development plans.

The proposed Mary Avenue Project will replace 19 of those lost units, will provide 20 additional units for others who are also experiencing similar deep housing needs, and will create a small apartment community that is diversified rather than being exclusively IDD.

Adults like Cindy, living on an annual income of about \$12,000, can only afford extremely low-income housing (below 30% of AMI). Others who have some gainful employment or the help of a roommate's income may qualify for very low-income units (50% below AMI).

Please welcome our community members with IDD to stay in Cupertino, where they grew up. Let others see that Cupertino is indeed a compassionate, loving community that extends a helping hand to its members who may be less fortunate, but are equally valued!

Thank You!

Most Sincerely,
Janet and Harold Van Zoeren

From: <u>Joe Hauser</u>
To: <u>Public Comments</u>

Subject:PUBLIC COMMENT - NOT ON THE AGENDADate:Wednesday, September 3, 2025 11:06:54 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Cupertino Council Members

My name is Joe Hauser. I am a 50-year resident of Cupertino. I have deep concerns regarding the safety of occupants, and of the neighborhood problems that would result if the proposed construction of housing for challenged individuals on Mary Avenue is approved.

This site is probably the densest, and therefore the most dangerous area in the city for challenged individuals. If the proposed housing is built, the residents will have a very difficult time crossing Mary Avenue (the only pedestrian crossings are at Lubec Street, and near Memorial Park, a distance of close to half a mile). The nearest retail is on the other side of Memorial Park. Since some of these challenged individuals will need walkers, canes or wheelchairs, it presents a safety issue for these people. Besides dodging cars there are also bicycles, and individuals on motorized bikes and skateboards. Even the city vehicles from the city yard will present problems. Furthermore, during major activities at Memorial Park, parking and large crowds will cause difficult situations for all.

The immediate area includes:

- <!--[if !supportLists]-->1. <!--[endif]-->Memorial Park (Tennis, Softball, Pickleball, playground, and picnic facilities)
- <!--[if !supportLists]-->2. <!--[endif]-->The Senior Center
- <!--[if !supportLists]-->3. <!--[endif]-->Bicycle lanes to the Mary Avenue Bridge
- <!--[if !supportLists]-->4. <!--[endif]-->The De Anza College main entrance
- <!--[if !supportLists]-->5. <!--[endif]-->The Mary Avenue Dog Park
- <!--[if !supportLists]-->6. <!--[endif]-->The Cupertino City Yard
- <!--[if !supportLists]-->7. <!--[endif]-->Stevens Creek entrance to the 280/85 freeways
- <!--[if !supportLists]-->8. <!--[endif]-->A Storage Facility near the Cupertino termination of Mary Avenue

```
<!--[if !supportLists]-->9. <!--[endif]-->New Condos built on the Oaks site <!--[if !supportLists]-->10.<!--[endif]--> Existing homes, condos and apartments
```

Mary Avenue is the only main artery to accommodate the residents. The alternative consists of two residential streets that empty into Stelling Road. This presents a major problem during the morning, and evening rush hour, since the only street that has a traffic light onto Stelling is an s-shaped narrow road that goes by Garden Gate Elementary school. During the morning and midafternoon commute, access through this street is almost impossible in that parents bringing their child to school park along the narrow street, or block the street entirely. The other is a street ending with a stop sign to Stelling Road. During the rush hour commutes, it is almost impossible at times to get onto Stelling Road. Many residents therefore use Mary Avenue instead. Also, since most residents use the freeway, Mary Avenue is their only logical choice. Consider the problems if there were an emergency during rush hour.

In addition to the problems outlined above, Pollution and Noise from the adjacent freeway can be very detrimental to already compromised individuals.

As a resident I have seen several accidents and close calls in this area, especially during Memorial Park events. I personally have a challenged grandson who has Down Syndrome and Autism, so I can relate to the need for projects of this type. However, I strongly feel that there are major safety concerns for individuals who would reside in this project if it remains at this site.

We all want the best for the disabled individuals in this housing complex, but this is not a safe or easy access area for them. Certainly, there must be an area in our city where this project is safer, and makes more sense. Please consider alternatives to this very dangerous proposal.

Thank You

From: Santosh Rao

To: <u>City Clerk; Liang Chao; Tina Kapoor; City Council; Benjamin Fu; Luke Connolly</u>

Subject: Fw: Questions on city obligations due to Mary Ave Villas.

Date: Wednesday, September 3, 2025 9:03:59 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City Clerk,

Would you please include the below in written communications for the upcoming city council meeting.

Thank you.

Dear Mayor Chao, Council Members,

I strongly urge you to please ask for future agenda item in the short term for a Mary Ave Villas study session to cover the below questions in detail and deliberate on these. An informational memo is not sufficient. These are serious enough concerns that merit an active deliberation by council on these questions and their responses.

Thanks.

San Rao (writing on behalf of myself only as a Cupertino resident)

Begin forwarded message:

On Monday, August 25, 2025, 10:02 AM, Santosh Rao <santo a rao@yahoo.com> wrote:

[Writing on behalf of myself as a Cupertino resident and taxpayer]

Dear Mayor Chao, Acting Manager Kapoor,

Can we get detailed answers to each of the below questions from the city or better yet publish a FAQ from the city on these questions so all residents can see this.

Further I urge you to ask CAO to revisit the info memo on Article 34. The county and city are separate jurisdictions. While Article 34 may not apply at the county level due to use of a previously approved bond measure for affordable housing being the source of many county funding that has nothing to do with whether the city is obligated to consider Article 34 as the city is its own jurisdiction.

Please ask for a revised info memo on Article 34.

Thank you.

Thanks,

San Rao (representing myself only, as a Cupertino resident and taxpayer)

On Saturday, July 19, 2025, 6:57 AM, Santosh Rao <santo a rao@yahoo.com> wrote:

[Writing on behalf of myself only, as a Cupertino resident]

Dear Mayor Chao, Acting Manager Kapoor, CAO and Director Fu, Deputy Director Connolly, Director Mosley,

I asked a number of questions during public comment on Mary Ave Villas. How does the community get answers to these questions.

The council voted to move ahead with a number of topics that were not deliberated on. You owe it to residents and taxpayers to thoroughly debate and deliberate on those questions and protect the city from any issues both fiscally and legally.

My public comment is here again for your recap:

Cupertino City Council Meeting - July 15, 2025 (Part 2)



Cupertino City Council Meeting - July 15, 2025 (Part 2)

By City of Cupertino

A number of questions:

1. There is case precedent on Article 34 applying to projects involving a city ground lease that was run by a third party operator with city financial support, either with BMR funds or bond money. There are multiple case precedents in fact. Why do these not apply.

Please be very thoughtful and deliberate on this so as to protect the city from liabilities.

- 2. Will the city hold title on the ground lease and in documents with debt and equity providers. If so is the city partly liable for issues arising from operator insolvency, operator non-compliance to financial or state/federal/county law obligations.
- 3. Is the project operations funded from cash from operations. Or does it depend on ongoing city BMR funds in part. What financial ongoing obligations may the city potentially incur in an unforeseen manner due to this project.
- 4. What happens if Charities goes insolvent / declared bankruptcy on this project.
- 5. What happens if the Rotary cannot meet its obligations in any form including financially for the project including ongoing operations.
- 6. Can the city be sued by occupants, vendors, residents or anyone else or someone representing them as the city is the land owner. Please investigate this thoroughly as there is precedent here.
- 6. What prevents Charities from selling this property to another commercial party that will no longer operate the intended use but convert to regular multifamily. How will you mandate this parcel remain 100% affordable and for IDD in proposed form.
- 7. Will the city have to takeover operations if no operator can be found.
- 8. Will the city have to handle move out of occupants if Charities files for bankruptcy on this project and no operator can be found.
- 9. Will the city need to subsidize this project for operations or for future operators to continue should Charities be unable to.
- 10. What is the history of any past project like this. What is the longest tenure of a third party operator successfully operating such a project in a public agency ground lease without a sale, change of use, bankruptcy, or needing ongoing public agency support from the land owner.
- 11. What are the covenant clauses that place obligations on the city from debt and from any state and federal laws involving this type of housing.
- 12. You have set a precedent where any buffered bike lane with side walk or parking could be converted into a parcel and handed over by-right to an operator in the name of affordable housing only to be sold

in a few years for regular commercial use. Is that your understanding as well. If not what prevents this. You just reduced a road lane on DeAnza. By the precedent set you could have set any number of parcels could be created from that DeAnza Blvd road lane you reclaimed. What would prevent that.

13. Please share contact information for Charities so residents may separately ask these and other questions to them

Please ensure questions are thoroughly deliberated and thoughtfully addressed rather than prematurely dismissed.

Thank you.

Thanks,

San Rao (writing in behalf of myself only, as a Cupertino resident)

From: Santosh Rao

To: <u>City Clerk; Liang Chao; Tina Kapoor; Kitty Moore</u>

Subject: Fw: City's General Fund is subsidizing non-residents.

Date: Wednesday, September 3, 2025 8:58:58 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City Clerk,

Would you please include the below in written communications for the upcoming city council meeting.

Thank you.

Thanks,

San Rao (writing on behalf of myself only as a Cupertino resident)

Begin forwarded message:

On Wednesday, August 27, 2025, 9:41 AM, Santosh Rao <santo a rao@yahoo.com> wrote:

[Writing on behalf of myself only as a Cupertino resident]

Dear Mayor Chao, Council Members, Interim Manager Kapoor,

Cupertino General fund is used to fund the Cupertino Senior Center whereas other parks and rec facilities are funded by the Enterprise Fund. Unlike other parks and rec facilities the Senior Center is not required to cover its costs.

50% of Cupertino Senior Center are non-residents. What is the city subsidizing out of the General Fund per non-resident.

I ask you to agendaize this item or work with Interim Manager Kapoor and Director Sander to address this with the goal that the city does not spend any dollars subsidizing non-residents.

The Senior Center is a crown jewel of Cupertino. We must subsidize our resident seniors. We are under no obligation to spend our general fund dollars subsidizing non-residents.

Please share what is the subsidy per member, and what is the plan to raise fees on non-residents to cover all costs and maybe even cover the costs of our seniors. We should significantly raise pricing on non-residents to where this center is not being burdened by non-residents.

Our residents cannot get enrolled in Senior Center programs when enrollment

opens. Please also have this looked into so that enrollment opens for seniors a few days ahead of enrollment for non-residents.

Thank you.

Thanks,

San Rao (writing on behalf of myself only, as a Cupertino resident)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City Council,

I am writing your regarding my concerns about soil contamination on Mary avenue as reported in a document supplied to the city. It is not surprising to me that there is a contamination issue because there was a significant issue nearby in the area of the dog park years ago. The dog park became more expensive and took longer because of the cleanup that was required. I am concerned because this is the was never the subject of an EIR. We need to protect the future residents. Can you please shed light on the outcome of this report and what the city is going to do about it?

Here is a line. https://inhepotect.cudawx.com/url?

Testificate. lawarespeece.or.*Indicate. lawarespeece.or.**Indicate. lawarespe

From: <u>Swim5am (Connie Cunningham)</u>

To: <u>City Clerk</u>
Cc: <u>City Council</u>

Subject: 2025-09-03 CC Oral Communications; Mary Avenue Villa Project

Date: Wednesday, September 3, 2025 7:49:44 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please add my comments to the written record. Sincerely, Connie Cunningham

2025-09-03 CC Oral Communications; Mary Avenue Villa Project

Good Evening, Mayor Chao, Vice Mayor Moore, Councilmembers and City Manager:

My name is Connie Cunningham, 38 year resident and, currently, Chair, Housing Commission, speaking for myself only.

I am speaking tonight to Thank the City Council for its vote on July 15, 2025 to move this project forward after the Study Session. I was excited to see that vote. I am supportive of the application to develop new Extremely Low Income homes for Intellectually Developmentally Disabled Individuals (IDD) and, also, other Below Market Rate (BMR) housing units on Cityowned property along Mary Avenue.

This is much needed housing that has been on the Council's Work Program for many years. I remember 2019 when former Mayor Scharf made it a priority and I was new to the Housing Commission. I have attended the Housing Commission and City Council meetings for this project. I have also attended the Housing Element meetings at which this site was identified for this purpose. It is hard to find land in Cupertino. I applaud the Council and the City Planners for working hard to find this special place.

Many families and individuals will be helped with this housing. It will also facilitate the City's goal to keep individuals from falling into homelessness. Many Individuals who are Intellectually Developmentally Disabled live with aging parents, therefore, these apartments will help these individuals, their aging parents, and our community.

It was good to see that the issue of parking was discussed and that the plans for Mary Avenue have been published so the details can be more fully understood by the community. When this project comes forward for signature, I urge you to vote "YES"!

Thank you for this chance to speak tonight.

Sincerely,

Connie L Cunningham

CC 09-03-2025

Item No.12

Accounts Payable for the periods ending July 18, 2025

Written Communications

 From:
 Rhoda Fry

 To:
 Public Comments

 Cc:
 Fryhouse@earthlink.net

Subject: Sept 3 2025 agenda 12 accounts payable questions

Date: Tuesday, September 2, 2025 6:30:45 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City Council,

Sept 3 2025 agenda 12 a/p questions...

It looks like there is an Amazon charge for the senior center that was billed to the Amazon account.

Was the senior center account ultimately charged for that transaction?

Separately, it seems that we spend an awful lot of money for joint venture Silicon Valley?

What are we getting for that money?

I look at the members on the board and I wonder how we are being served by an organization that has pge as a board member.

Thanks Much,

Rhoda

CC 09-03-2025

Item No.16

Amending Municipal Code Chapters 19.08 (Definitions), and 19.112 (Accessory Dwelling Units)

Written Communications

From: <u>Jennifer Griffin</u>

To: <u>bc-strategydiscuss@googlegroups.com</u>; <u>City Clerk</u>

Cc: grenna5000@yahoo.com

Subject: Number 16: Adu Study Session on 9/3/2025 City Council Meeting Agenda

Date: Wednesday, September 3, 2025 2:42:06 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City Council:

(Please consider the following public input on Item Number 16 on the Study Session on Adus at The 9/3/25 City Council Meeting on 9/3/25).

It is appropriate to have a Study Session on Adus in Cupertino. The state has consistently enacted Legislative bills in the last seven years that the public have never been able to vote on concerning adus. It is truly legislation with no representation. We are subjected to laws from Sacramento without the public being able to do anything to object concerning adus.

The adu laws from Sacramento are not the wisest laws and suffer from zero public input. They are Passed and have never been studied or analyzed for real world applicability etc. Who has housing Laws that streamline construction of something the public has never been allowed to express their opinion on? I assume the state does not want to hear from the public about adus, because there Are indeed complaints from the public about them.

San Jose just allowed the selling of adus which the state evidently okayed last year without asking the public about it. Selling adus is a big step off a big cliff and I hope Cupertino never takes that step.

If the state is not going to allow the public to express their opinions on adu laws, what good are the Adu laws the state is passing anyway? The state seems to be scared of the public and calls them Names if they ask questions or make comments about the adu laws. One wonders about the adu laws in general and how they keep getting more draconian all the time. Why is this and maybe We need a statewide study session on adus also?

Best regards,

Jennifer Griffin

From: <u>Liang Chao</u>
To: <u>Tina Kapoor</u>

Cc: Benjamin Fu; Luke Connolly; City Clerk

Subject: Questions for Agenda Item 16: Progress on Strategy HE-1.3.8 Accessory Dwelling Units.

Date: Tuesday, September 2, 2025 4:15:56 PM

I hope to get some information on the progress of our ADU program.

Please include the email below for the Public Comment for Agenda Item 16.

yMore specifically, here were my questions from July 6, 2025.

I wonder what's the progress on the items mentioned in those sections, especially the ones with timeframe for June 2025 or December 2025?

Specifically:

- "Incentives will be explored by June 2025," according to the staff comment in the GP 2024 Annual Report.
- "Grants will be applied to provide as ADU production incentives as opportunities become available," according to the staff comment in the GP 2024 Annual Report.
- "Evaluate effectiveness of ADU approvals annually, starting April 2024, and identify additional incentives within one year if ADU targets are not being met," per the 2023-031 Housing Element.

Thanks.

Liang



From: Liang Chao <LChao@cupertino.gov>

Sent: Sunday, July 6, 2025 5:15 PM **To:** Tina Kapoor <TinaK@cupertino.gov>

Cc: Benjamin Fu <BenjaminF@cupertino.gov>; Luke Connolly <LukeC@cupertino.gov>

Subject: Progress on Strategy HE-1.3.8 Accessory Dwelling Units.

When I found out that the anti-displacement policy was going on the Council agenda

back in April, I had inquired on a list of policy updates necessary for the implementation of the Housing Element. At the time, I was told only that the Safety Element will be updated.

I learned two weeks ago that the ADU policy will be updated due to new state laws.

When I attended an event by the newly formed Small Builders' Association, I learned that Campbell has adopted some ADU acceleration program. Then, I thought I should understand what's being planned for Cupertino. So, I reviewed "Strategy HE-1.3.8 Accessory Dwelling Units" of the <u>adopted 2023-2031 Housing Element</u>.

I wonder what's the progress on the items mentioned in those sections, especially the ones with timeframe for June 2025 or December 2025?

Specifically:

- "Incentives will be explored by June 2025," according to the staff comment in the GP 2024 Annual Report.
- "Grants will be applied to provide as ADU production incentives as opportunities become available," according to the staff comment in the GP 2024 Annual Report.
- "Evaluate effectiveness of ADU approvals annually, starting April 2024, and identify additional incentives within one year if ADU targets are not being met," per the 2023-031 Housing Element.

Thank you for your help with the information!

I included the relevant sections from the <u>adopted 2023-2031 Housing Element</u> and the <u>2024 General Plan Annual Report</u> (from the 12/19/2024 Housing Commission agenda) below, for easy reference for myself.

(BTW, I cannot find the 2024 annual general plan report on the general plan page https://www.cupertino.gov/Your-City/Departments/Community-Development/Planning/General-Plan/General-Plan-Community-Vision, so I just used a version that I found earlier from the Housing Commission agenda, which may not be the final version.)

=						

Liang

From the <u>2024 General Plan Annual Report</u> (from the 12/19/2024 Housing Commission agenda):

The Staff Comment for STRATEGY HE-1.3.8:

- Comment: "Not an action item. The City continued to encourage the
 production of second units. In 2023, the City issued 50 building permits
 for ADUs ⁻ this is approximately 33% of the total number of ADU building
 permits issued during the entire 5th Cycle. The ordinance is regularly
 updated to comply with state law.
 - In 2021, the City developed a pre-approved ADU program to further incentive the creation of ADUs. One property has utilitzed the pre-approved ADU program since then.
 - New zoning development standards were approved through a public hearing before the City Council in July 2024. (Ordinance 24⁻2262, Ordinance 24⁻2261).
 - The City of Cupertino has joined a regional effort in Santa Clara County to use a new survey to collect rent data on new ADUs built to determine affordability. The survey has been posted to the website and is active as of January 2025.
 - The pre-approved ADU program continues to be offerred and the program will be monitored as part of the APR.
 - Incentives will be explored by June 2025. Grants will be applied to provide as ADU production incentives as opportunities become available.
 - In 2024, 41 ADU building permits were issued and 46 ADUs received certificates of occupancy."

=========

From "Strategy HE-1.3.8 Accessory Dwelling Units" of the <u>adopted 2023-2031 Housing</u> Element:

Under the "Timeframe" section, the section reads:

"Amend the municipal code by June 2024 and update ADU materials available by June 2024. Allow ADUs ongoing beyond State law requirements, Present proposed code amendment within six months of Housing Element adoption. Identify incentives by June 2025, and apply annually for funding to support ADU incentives. Evaluate effectiveness of ADU approvals annually, starting April 2024, and identify additional incentives within one year if ADU targets are not being met."

Under "Objectives", the section reads:

"60 ADUs to improve housing mobility and improve proximity to services and employment opportunities for lower- and moderate income

households, with targeted outreach in high-opportunity areas with high rates of renter overpayment, such as the Rancho Rinconada neighborhood, and areas in close proximity to jobs, such as the North Blaney and Garden Gate neighborhoods, as well as lower-density neighborhoods. (40 ADUs are assumed to address the displacement risk)."

======

From "Strategy HE-1.3.8 Accessory Dwelling Units" of the <u>adopted 2023-2031 Housing</u> Element:

STRATEGY HE-1.3.8: ACCESSORY DWELLING UNITS

The City will encourage the construction of accessory dwelling units (ADUs) throughout the city through

the following actions, which are aimed at providing an increased supply of units affordable to very low,

low, and moderate income households and therefore provide affordable housing in high opportunity

neighborhoods and help reduce displacement risk for low income households resulting from overpayment:

- Amend the municipal code to be consistent with the latest State legislation related to ADUs, in accordance with California Government Code Sections 65852.2 et seq.
- Continue to provide guidance and educational materials for building ADUs on the City's website, including permitting procedures.

Additionally, the City will biennially present homeowner associations with information about the community and neighborhood benefits of ADUs, and inform them that covenants, conditions, and restrictions (CC&Rs) prohibiting ADUs are contrary to State law.

- To increase mobility for lower income households, proactively advertise the benefits of ADUs by distributing multilingual informational materials in areas of high opportunity and a limited number of renter households, including the Monta Vista North and Oak Valley neighborhoods, to increase mobility for low-income households by posting flyers in community gathering places and providing information to community groups and homeowners' associations at least annually.
- Continue to offer the pre⁻approved ADU program and post links to approved plans as available.
- Annually monitor ADU production and affordability as a part of the Annual Progress Report process and adjust or expand the focus of the education

and outreach efforts.

- Apply annually, if grants are available, for funding to provide incentives, for homeowners to construct ADUs affordable to very low, low, and moderate income tenants.
- Permit up to a maximum of three, 800 s.f. attached or detached ADUs, JADUs, or conversion ADUs on all single family zoned properties and a maximum of up to two 800 s.f. attached or detached ADUs, JADUs or conversion ADUs on all duplex zoned properties, which is in excess of the number of ADUs allowed under state law.
- Identify incentives for construction of affordable ADUs with new development, which may include deferring collection of impact fees for the square footage associated with the ADU until issuance of the certificate of occupancy.

Thanks!

Liang



CC 09-03-2025

Item No.17

Oversized Vehicle Parking Regulations

Written Communications



Fw: Cupertino Planning Commission Study Session: Oversized Vehicle Parking Regulations – June 24

From Santosh Rao <SRao@cupertino.gov>

Date Tue 9/2/2025 3:35 PM

To City Council <CityCouncil@cupertino.gov>; Tina Kapoor <TinaK@cupertino.gov>; City Clerk <CityClerk@cupertino.gov>; Floy Andrews <FloyA@cupertino.gov>; Benjamin Fu <BenjaminF@cupertino.gov>

Dear City Clerk,

Would you please include the below in written communications for the upcoming city council meeting.

Dear Mayor Chao and City council, ICM Kapoor, Attorney Andrews,

I received the below comments from Aloft Hotel Cupertino regarding oversized vehicle parking and am sharing the same.

Thank you.



Santosh Rao Chair, Planning Commission SRao@cupertino.gov

From: Nicklaus Meier <nmeier@shashigroup.com>

Sent: Tuesday, September 2, 2025 8:00 AMTo: Santosh Rao <SRao@cupertino.gov>Cc: Deborah <Deb@cupertino-chamber.org>

Subject: Re: Cupertino Planning Commission Study Session: Oversized Vehicle Parking Regulations – June 24

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Santosh,

Please see this news out of SF. I do hope Cupertino can follow the same policy.

San Francisco to enforce RV parking ban starting in November https://share.google/vgh6O1zXucHuYJVQL

Nick Meier, CHRM Chief Revenue Officer

Shashi Hospitality Group 10200 North De Anza Blvd. Cupertino, CA 95014

Cell: 702-810-7275

nmeier@shashigroup.com

Shashi Hotel | The NEST Palo Alto

Aloft Cupertino | Aloft Sunnyvale | Aloft San Jose Cupertino

On Thu, Aug 7, 2025, 4:20 PM Santosh Rao < <u>SRao@cupertino.gov</u> > wrote:

The City Council had the study session on the oversized vehicle parking ordinance in July. The recommendation was to prohibit overnight oversized vehicle parking in public right of way and public parking lots anywhere in the city. During the day enforcement would be based on need to be in the city and means of verification was to be looked at.

The next step is first and second hearing and a vote by Council. First hearing should be in September after the August recess.



Santosh Rao

Chair, Planning Commission SRao@cupertino.gov











From: Nicklaus Meier < nmeier@shashigroup.com >

Sent: Thursday, August 7, 2025 10:30 AM **To:** Deborah < <u>Deb@cupertino-chamber.org</u>> **Cc:** Santosh Rao < <u>SRao@cupertino.gov</u>>

Subject: Re: Cupertino Planning Commission Study Session: Oversized Vehicle Parking Regulations – June 24

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you very much, Santosh. What was the final decision on the RVs and overnight parking?

Nick Meier, CHRM

Chief Revenue Officer

Shashi Hospitality Group
10200 North De Anza Blvd.
Cupertino, CA 95014

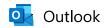
Cell: 702-810-7275

CC 09-03-2025

Item No.18

Stevens Creek Blvd Corridor Vision Study

Written Communications



Public Comment 9/3 - Item 18 - Stevens Creek Boulevard Corridor Vision Study

From Liam Connor < liamconnor2@gmail.com>

Date Tue 9/2/2025 3:41 PM

To Public Comments <publiccomment@cupertino.gov>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and City Council,

My name is Liam Connor and I'm a Cupertino resident.

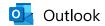
Stevens Creek Boulevard is our city's most important corridor for jobs, housing, and transportation, but the current design of the corridor isn't up to the task. Its current design encourages speeding, putting everyone at risk, especially those of us who are unable to drive like children, seniors, or mobility device users.

The current design is also deeply unsustainable, both environmentally and financially. With the state forcing us to plan for more development along Stevens Creek, we must ensure the transportation options along the corridor can mitigate the traffic impacts of new projects for a less congested and more livable future.

The Stevens Creek Vision Study's Recommended Plan includes proven measures to improve safety and reduce traffic, and respects the independence of our city by not forcing any projects that Cupertino residents object to. It was approved UNANIMOUSLY by the Planning Commission and the Bicycle and Pedestrian Commission. By accepting the study, the city will be reaffirming our commitment to safe streets and strong regional partnerships without binding the city to any new financial obligations.

Please vote to accept the study so we can all enjoy the safe and sustainable Stevens Creek Boulevard that we deserve.

Sincerely, Liam Connor



FW: Letter to Cupertino City Council from Councilmember Kamei Regarding Stevens Creek **Boulevard Corridor Vision Study**

From Kirsten Squarcia < Kirsten S@cupertino.gov>

Date Tue 9/2/2025 5:21 PM

To City Clerk < CityClerk@cupertino.gov>

1 attachment (210 KB)

Letter from Councilmember Rosemary Kamei Regarding Stevens Creek Boulevard Vision Study.pdf;



Kirsten Squarcia

Interim Deputy City Manager/City Clerk City Manager's Office KirstenS@cupertino.gov (408) 777-3225













From: Lester, Elise < Elise.Lester@sanjoseca.gov> Sent: Tuesday, September 2, 2025 4:50 PM

To: City Council <citycouncil@cupertino.gov>; Liang Chao <lchao@cupertino.gov>; Kitty Moore <kmoore@cupertino.gov>; Sheila Mohan <smohan@cupertino.gov>; J.R. Fruen <jrfruen@cupertino.gov>; R "Ray" Wang <rwang@cupertino.gov>; David Stillman <davids@cupertino.org>; Tina Kapoor <TinaK@cupertino.gov>; Kirsten Squarcia <KirstenS@cupertino.gov>; David Stillman <DavidS@cupertino.gov>

Subject: Letter to Cupertino City Council from Councilmember Kamei Regarding Stevens Creek Boulevard Corridor Vision Study

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Honorable Mayor Chao, Vice Mayor Moore, and Councilmembers,

Please find attached a letter from San José City Councilmember Rosemary Kamei regarding Item 18: Acceptance of the Stevens Creek Boulevard Corridor Vision Study on the upcoming July 15th Cupertino City Council meeting agenda.

All the best,



Elise Lester | Policy & Legislative Advisor Office of Councilmember Rosemary Kamei Council District 1 | City of San José Elise.Lester@sanjoseca.gov | district1@sanjoseca.gov



September 2, 2025

Mayor, Vice Mayor, and Councilmembers City of Cupertino 10300 Torre Avenue Cupertino, California 95014

RE: Item 18: Stevens Creek Boulevard Corridor Vision Study

I am writing to you regarding the Stevens Creek Boulevard Corridor Vision Study, which is scheduled to return before your Council on September 3rd. This regional effort has been many years in the making, reflecting extensive coordination among our respective jurisdictions, as well as input from community members, commissions, and technical staff. I respectfully submit this letter in strong support of Cupertino's adoption of the Vision Study and the accompanying staff resolution.

The Stevens Creek Boulevard Corridor is a critical east—west arterial, connecting our communities, supporting a broad range of businesses, and serving thousands of daily commuters. As you are well aware, the challenges and opportunities associated with this corridor extend well beyond the borders of any single jurisdiction. Adoption of the Vision Study by each participating city ensures that we can move forward with a shared, coherent framework for addressing safety, multimodal mobility, economic vitality, and environmental sustainability. Cupertino's participation is indispensable to the success of this collaborative effort.

I recognize that Cupertino must also carefully weigh issues of fiscal responsibility, prioritization of local investments, and alignment with community priorities and adoption of the Vision Study does not constitute a binding commitment to fund or construct any specific project. Rather, it represents an affirmation that Cupertino, alongside its regional partners, will continue to plan thoughtfully and strategically for the future of this important corridor. Moreover, approval positions all of our jurisdictions to pursue competitive regional, state, and federal funding opportunities more effectively.

For these reasons, I strongly encourage the Council to adopt the Stevens Creek Boulevard Corridor Vision Study this evening. Doing so will enable us to continue working together toward the shared goals of safety, livability, and prosperity for all of our residents.

Thank you for your consideration, and I look forward to continuing this important partnership.

Sincerely,

Rosemary Kamei

Councilmember, City of San José

Tosimary Tame

From: <u>Jeremy Li</u>
To: <u>Public Comments</u>

Subject: Public Comment 9/3 - Item 18 - Stevens Creek Boulevard Corridor Vision Study

Date: Wednesday, September 3, 2025 3:57:29 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Cupertino City Council,

I am Jeremy Li, and I am a rising junior at Monta Vista High School.

As a Monta Vista student, I frequently walked to school, but it often felt unsafe because I had to use crosswalks without stop signs, and even a part of the road lacked sidewalks. However, I know that a lot of other students in Cupertino also feel just as unsafe walking to school.

Many students in Cupertino like me walk or bike to school, and they often have to use Stevens Creek Boulevard. However, the boulevard's current design encourages speeding, making a short walk to school unnecessarily risky, while also harming others who are unable to drive.

Stevens Creek Boulevard is also deeply unsustainable, both environmentally and financially. With the state forcing us to plan for more development along Stevens Creek, we need to improve transportation options along the corridor to mitigate congestion and keep our roads safe.

The Stevens Creek Vision Study's Recommended Plan includes proven measures to improve safety such as protected bike lanes and wider sidewalks, and improved transit capacity to reduce traffic, and respects the independence of our city by not forcing any projects that Cupertino residents object to. It was approved unanimously by the Planning Commission and the Bicycle and Pedestrian Commission. By accepting the study, the city will be reaffirming our commitment to keeping our residents safe and maintaining strong regional partnerships without binding the city to any new financial obligations.

Please vote to accept the study so we can have a safer and more sustainable future. A future where students won't have to worry about simply walking to school, a future where my generation will not face the brunt of climate change.

Thank you

From: <u>Yvonne Strom</u>
To: <u>City Council</u>

 Cc:
 City Clerk; Cupertino City Manager"s Office

 Subject:
 Support for the Stevens Creek Corridor Vision Plan

 Date:
 Wednesday, September 3, 2025 2:24:49 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please include in public comments for Agenda item 18. Acceptance of Stevens Creek Boulevard Corridor Vision Study

Dear Mayor Chao, Vice Mayor Moore, and City Councilmembers,

Stevens Creek Blvd provides a major connection between Cupertino and our neighboring cities. It is also an essential path within Cupertino for students to get to school, and workers to get to their jobs. That is why it is important to work with our regional partners to make the Corridor safer and more sustainable for everyone who needs it. Let's make it a place where pedestrians, transit riders, bike commuters, wheelchair riders, and motorists can share the space and arrive at their destination safely.

Please vote YES to affirm that Cupertino will participate in the Stevens Creek Corridor Vision Plan.

Respectfully, Yvonne Thorstenson a parent, and Cupertino resident
 From:
 Jennifer Griffin

 To:
 City Council; City Clerk

 Cc:
 grenna5000@yahoo.com

Subject: Item 18- Stevens Creek Blvd. Corridor Vision Study
Date: Wednesday, September 3, 2025 2:06:11 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City Council:

(Please include the following as public comments for item Number 18 in the Cupertino City Council meeting on 9/3/25.)

I attended all of the Stevens Creek Blvd. Corridor Vision Study meetings. I think it is important To discuss issues with the Stevens Creek Blvd. Corridor, but each city must be respectful and not Seek to influence issues along the corridor in other cities.

I don't want there to be Bus Rapid Transit down Stevens Creek Blvd where lanes have to be sacrificed For buses only. There is not enough room or lanes on Stevens Creek Blvd. to accommodate this And Cupertino wishes to have a median of Street Trees down the middle of Stevens Creek Blvd Along with other trees for its distinctive Heart of the City. No city should dictate or demand Cupertino get rid of this.

I also would like to see more coordination of the Stevens Creek Blvd with the San Carlos Corridor Reaching to San Jose State in these studies. There seemed to be an over-preoccupation With Diridon Station in San Jose and De Anza College in this study. Diridon Station is not On the Stevens Creek Blvd. Corridor, but San Jose State is. De Anza is a Community College in Cupertino and San Jose has its own excellent Community Colleges. San Jose City College is an Excellent school which my niece attended as well as Evergreen College. Mission College in Santa Clara has an outstanding Business program as well as computer programming.

San Jose State has an outstanding engineering college as well as outstanding math/ computer Colleges as well as science and business colleges.

This current Stevens Creek Blvd. Corridor Study should not be trying to involve Foothill Blvd in the Vision of this study. My understanding was this study was to study Stevens Creek Blvd. If there Is going to be another study involving Foothill Blvd and Foothill Expressway, then the city of Los Altos should be consulted. Los Altos was not involved in the Stevens Creek Blvd. Corridor Vision Study.

Please make sure car traffic is involved in the Stevens Creek Blvd. Corridor Vision Study. Please make sure no Bus Rapid Transit is installed on Stevens Creek Blvd. as it would cause traffic to Gridlock and sacrifices a whole lane which we don't have to spare on Stevens Creek Blvd, especially in Cupertino. Cupertino's Heart of the City leads by example already.

We also don't know the full fallout of damage if SB 79 is enacted, and we must be diligent to protect What infrastructure we already have.

Thank you very much.

Best regards,

Jennifer Griffin

From: <u>Calley Wang</u>
To: <u>City Council</u>

Cc: City Clerk; Cupertino City Manager"s Office

Subject: 9/3 Council meeting comments on agenda items 18 and 19

Date: Wednesday, September 3, 2025 1:28:46 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Honorable Mayor Chao, Council Members and Staff,

Here are my comments on the following agenda items:

18: Stevens Creek Boulevard Corridor Vision Study

I urge the council to adopt the Stevens Creek Vision as recommended. The vision plan contains common sense recommendations and best practices for improving safety and attractiveness on suburban streets. As a Cupertino native who travels Stevens Creek by car, bus, foot, and bike and has followed the outreach process from the beginning, I think the vision plan will make the corridor safer, more pleasant and less congested. These will have such a positive impact for seniors, families, and youth, who I often see walking or riding transit on the Cupertino section of Stevens Creek. Morever, the scope of the of the vision should be maintained to include Foothill Boulevard, which this Council initially advocated for to ensure greater funding eligibility for Cupertino's section of Stevens Creek.

The Vision also aligns with Cupertino's General Plan goals of promoting walking and biking, better local and regional transit, and an attractive Heart of the City. As Stevens Creek develops, it will become a better place for residents to walk around and for small businesses to thrive.

A vocal minority has insisted that Cupertino should prioritize increasing car traffic above all else on Stevens Creek. This would give Stevens Creek all the safety, smooth traffic flow, economic potential, and neighborhood character of Lawrence Expressway. It is a major corridor but it is not an expressway. It forms the commercial heart of the city and should be safe and welcoming for all residents of all ages to visit by car, foot, bike, or transit.

Adopting the Vision maintains local control -- it does not cost Cupertino any money or require it to carry out any projects without city approval. It is the best way to secure a future for safe and smooth travel on Stevens Creek for all residents and all visitors.

19: Commission Oversight of Transportation Matters

I support Option 3 from the staff report, which is to maintain a commission with oversight on transportation issues. We are asking Planning Commission to do too much with their limited time and city resources, on top of complex state housing requirements. Meanwhile a separate Mobility Commission with a clarified mandate would have the time and attention needed to focus on transportation issues, especially those impacting our most vulnerable road users. Remember that many cyclists and pedestrians in Cupertino are students and kids; their

perspectives also deserve to be taken into consideration. Additionally, having a separate commission is in line with best practice in other Bay Area cities like Palo Alto and has successfully obtained lots of outside grant funding for transportation improvements in Cupertino.

This is the best choice for maintaining Cupertino's attractive quality of life and the most fiscally responsible choice.

Thank you,

Calley Wang West Hill Court, Cupertino, CA 95014 From: Robert Benjamin Bolival

To: Public Comments

Subject: Public Comment 9/3 - Item 18 - Stevens Creek Boulevard Corridor Vision Study

Date: Wednesday, September 3, 2025 11:12:18 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and City Council,

My name is Robert Bolival, and I frequently use public transit to travel to Cupertino. I also live very near Stevens Creek Boulevard and use it on a rather common basis.

Stevens Creek Boulevard is our city's most important corridor for jobs, housing, and transportation, but the current car-centric design of the corridor isn't up to the task. Its current high width and lack of adequate amenities for bikers and pedestrians encourages speeding, putting everyone at risk—especially those of us who are unable to drive like children, seniors, or mobility device users. This is important due to the presence of many schools, senior facilities, and parks near the Stevens Creek area.

The current design is also deeply unsustainable, both environmentally and financially. As mentioned prior, Stevens Creek's high amount of lanes encourage excessive car use and congestion, increasing emissions—which could be reduced by making the street more suitable for walking and transit. With the state forcing us to plan for more development along Stevens Creek, we must ensure the transportation options along the corridor can mitigate the traffic impacts of new projects for a less congested and more livable future.

The Stevens Creek Vision Study's Recommended Plan includes proven measures to improve safety and reduce traffic, and respects the independence of our city by not forcing any projects that Cupertino residents object to. It was approved UNANIMOUSLY by the Planning Commission and the Bicycle and Pedestrian Commission. By accepting the study, the city will be reaffirming our commitment to safe streets and strong regional partnerships without binding the city to any new financial obligations.

Please vote to accept the study so we can all enjoy the safe and sustainable Stevens Creek Boulevard that we deserve.

Sincerely, Robert Bolival From: <u>Jacob Brandis</u>
To: <u>Public Comments</u>

Subject: Public Comment 9/3 - Item 18 - Stevens Creek Boulevard Corridor Vision Study

Date: Wednesday, September 3, 2025 8:53:58 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and City Council,

My name is Jacob and I'm a Cupertino commuter.

Stevens Creek Boulevard is our city's most important corridor for jobs, housing, and transportation, but the current design of the corridor isn't up to the task. Its current design encourages speeding, putting everyone at risk, especially those that are unable to drive like children, seniors, or mobility device users.

The current design is also deeply unsustainable, both environmentally and financially. With the state forcing us to plan for more development along Stevens Creek, we must ensure the transportation options along the corridor can mitigate the traffic impacts of new projects for a less congested and more livable future.

The Stevens Creek Vision Study's Recommended Plan includes proven measures to improve safety and reduce traffic, and respects the independence of our city by not forcing any projects that Cupertino residents object to. It was approved UNANIMOUSLY by the Planning Commission and the Bicycle and Pedestrian Commission. By accepting the study, the city will be reaffirming our commitment to safe streets and strong regional partnerships without binding the city to any new financial obligations.

Please vote to accept the study so we can all enjoy the safe and sustainable Stevens Creek Boulevard that we deserve.

Sincerely, Jacob Brandis From: William Yang
To: Public Comments

Subject: Public Comment 9/3 - Item 18 - Stevens Creek Boulevard Corridor Vision Study

Date: Tuesday, September 2, 2025 8:53:47 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and City Council,

My name is Will and I'm a Cupertino resident.

Stevens Creek Boulevard is our city's most important corridor for jobs, housing, and transportation, but the current design of the corridor isn't up to the task. Its current design encourages speeding, putting everyone at risk, especially those of us who are unable to drive like children, seniors, or mobility device users.

The current design is also deeply unsustainable, both environmentally and financially. With the state forcing us to plan for more development along Stevens Creek, we must ensure the transportation options along the corridor can mitigate the traffic impacts of new projects for a less congested and more livable future.

The Stevens Creek Vision Study's Recommended Plan includes proven measures to improve safety and reduce traffic, and respects the independence of our city by not forcing any projects that Cupertino residents object to. It was approved UNANIMOUSLY by the Planning Commission and the Bicycle and Pedestrian Commission. By accepting the study, the city will be reaffirming our commitment to safe streets and strong regional partnerships **without binding the city to any new financial obligations.**

Please vote to accept the study so we can all enjoy the safe and sustainable Stevens Creek Boulevard that we deserve.

Sincerely,

Will

 From:
 Jean Bedord

 To:
 Kirsten Squarcia

 Cc:
 City Clerk

Subject: Re: Agenda Item #18 Stevens Creek Blvd, Sept. 3, Wednesday Written Communications

Date: Tuesday, September 2, 2025 5:34:29 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Kirsten, Thanks much! Warm regards, Jean Bedord Cell: 408-966-6174

On Tue, Sep 2, 2025 at 5:16 PM Kirsten Squarcia < <u>KirstenS@cupertino.gov</u>> wrote:

Good evening Jean, we will copy them over to the Sept 3 meeting.

Regards, Kirsten



From: Jean Bedord < <u>Jean@bedord.com</u>>
Sent: Tuesday, September 2, 2025 2:40 PM
To: City Clerk < <u>cityclerk@cupertino.gov</u>>

Subject: Agenda Item #18 Stevens Creek Blvd, Sept. 3, Wednesday Written Communications

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

This item was postponed from the July 15, 2023 City Council Meeting. There were 34 emails in the Written Communications for that item. Will these be brought forward to Written Communications for the meeting on Sept. 3? These voices from the public should not be lost due to mismanagement of dais time.

Thank you.

Warm regards, Jean Bedord

CC 07-15-2025

Item No. 13

Stevens Creek Corridor Vision Study

Written Communications



July 14, 2025

Mayor, Vice Mayor, and Councilmembers City of Cupertino 10300 Torre Avenue Cupertino, California 95014

RE: Item 13: Stevens Creek Boulevard Corridor Vision Study

Dear Honorable Mayor Chao, Vice Mayor Moore, and Councilmembers,

As you consider the adoption of the Stevens Creek Corridor Vision Study, I want to express my strong support for this shared effort between our cities. This study reflects a meaningful collaboration between our Public Works teams and our mutual commitment to shaping a corridor that is safer, more sustainable, and more vibrant for all of our communities.

In San José, we deeply value our partnership with Cupertino and neighboring cities. Our residents and small businesses frequently express their desire to see us working together on regional issues that impact us all—especially around traffic safety, economic development, and environmental sustainability. The Stevens Creek Corridor is a key example of where collaboration can truly make a difference.

Adopting the Vision Study does not obligate any city to specific projects or funding commitments at this time. However, it does position all of us to be more competitive when seeking regional, state, or federal funding for future improvements. It sends a clear message that our cities are united in our vision for this corridor and committed to creating a seamless, multimodal experience that meets the needs of our communities now and into the future.

It's important that we strengthen our regional ties and continue working together toward solutions that benefit the broader South Bay. I'm optimistic about what we can accomplish when we align around shared goals, and I hope to see the study adopted without modification.

Thank you for your continued partnership. I look forward to the work ahead.

Sincerely,

Rosemary Kamei

Councilmember, City of San José

From: Richard Lowenthal
To: City Council

Cc: City Clerk; Cupertino City Manager"s Office
Subject: Stevens Creek Corridor Vision Study
Date: Sunday, July 13, 2025 10:17:51 PM

Mayor Chao and the Cupertino City Council,

Please vote to accept the Stevens Creek Corridor Vision Study. we're hoping that you'll join the cities of San Jose, Santa Clara, Santa Clara County, and VTA to ensure a cohesive future for this very, very important boulevard in Cupertino. Most of us use Stevens Creek Boulevard every day, and many times because of traffic congestion, we take it to Santa Clara and San Jose, and indeed all the way west to Foothill Boulevard.

It is particularly important for us to adopt the vision all the way up the Heidelberg Quarry, or at least to Foothill Boulevard. Our family uses that segment frequently when the 85/280 transition ramps are all plugged up with traffic. In addition we are concerned about the health and future of the bridge that carries Stevens Creek Boulevard over the creek itself. That bridge is 47 years old and is wearing out and frankly a pedestrian and bike underpass under that bridge when the bridge is ultimately replaced would be spectacular. Since that bridge is considered a County route, Cupertino's chances of getting funding assistance for it from the County and VTA will increase if we all join in a vision that includes the area by Blackberry Farm.

Thank you for taking residents thoughts into consideration.

Richard Lowenthal 42 year resident of Cupertino From: <u>Ishan Khosla</u>
To: <u>City Council</u>

Cc: City Clerk; Cupertino City Manager"s Office

Subject: Please Accept Stevens Creek Corridor Vision Study - Include in Public Record

Date: Monday, July 14, 2025 10:30:22 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City Council Members,

My name is Ishan Khosla, and I am a student at Cupertino High School who relies on biking to get to school and around town every day.

Stevens Creek is a major corridor in our city, and its safety and accessibility for all citizens, regardless of transportation method, is of utmost importance. Right now, it often feels quite unsafe and disconnected if you are not in a car. This is why we must accept the Stevens Creek Corridor Vision Study to make this road safer, more efficient, and better for all of our citizens, including students and families. It's a collaborative effort involving San Jose, Santa Clara, the County, and the VTA, so Cupertino should stay involved as well.

Plus, accepting the study does not commit Cupertino to implementing any projects, but ensures that we have a seat at the table as planning moves forward. It will also place us in an advantageous position to receive county and state-level funding.

Thank you for your leadership and for considering the voices of students and citizens. Please include this email in the public record.

Sincerely, Ishan Khosla

From: <u>Aahaan Jain</u>
To: <u>Public Comments</u>

Subject: Public Comment 7/15 - Item 13 - Stevens Creek Boulevard Corridor Vision Study

Date: Saturday, July 12, 2025 8:36:03 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and City Council,

My name is Aahaan Jain and I'm a former Cupertino resident who used to (and still do) live close to Stevens Creek Boulevard.

Stevens Creek Boulevard is our city's most important corridor for jobs, housing, and transportation, but the current design of the corridor isn't up to the task. Its current design encourages speeding, putting everyone at risk, especially those of us who are unable to drive like children, seniors, or mobility device users.

The current design is also deeply unsustainable, both environmentally and financially. With the state forcing us to plan for more development along Stevens Creek, we must ensure the transportation options along the corridor can mitigate the traffic impacts of new projects for a less congested and more livable future.

The Stevens Creek Vision Study's Recommended Plan includes proven measures to improve safety and reduce traffic, and respects the independence of our city by not forcing any projects that Cupertino residents object to. It was approved UNANIMOUSLY by the Planning Commission and the Bicycle and Pedestrian Commission. By accepting the study, the city will be reaffirming our commitment to safe streets and strong regional partnerships without binding the city to any new financial obligations.

Please vote to accept the study so we can all enjoy the safe and sustainable Stevens Creek Boulevard that we deserve.

Sincerely, Aahaan Jain From: <u>Doron Dru</u>
To: <u>Public Comments</u>

Subject: Public Comment 7/15 - Item 13 - Stevens Creek Boulevard Corridor Vision Study

Date: Friday, July 11, 2025 12:41:42 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and City Council,

My name is Doron Drusinsky and I'm a Cupertino resident at 11425 Charsan Lane.

Stevens Creek Boulevard is our city's most important corridor for jobs, housing, and transportation, but the current design of the corridor isn't up to the task. Its current design encourages speeding, putting everyone at risk, especially those of us who are unable to drive like children, seniors, or mobility device users.

The current design is also deeply unsustainable, both environmentally and financially. With the state forcing us to plan for more development along Stevens Creek, we must ensure the transportation options along the corridor can mitigate the traffic impacts of new projects for a less congested and more livable future.

The Stevens Creek Vision Study's Recommended Plan includes proven measures to improve safety and reduce traffic, and respects the independence of our city by not forcing any projects that Cupertino residents object to. It was approved UNANIMOUSLY by the Planning Commission and the Bicycle and Pedestrian Commission. By accepting the study, the city will be reaffirming our commitment to safe streets and strong regional partnerships without binding the city to any new financial obligations.

Please vote to accept the study so we can all enjoy the safe and sustainable Stevens Creek Boulevard that we deserve.

ALSO: there is no reason Cupertino cannot look like Amsterdam or Copenhagen, with not only FULLY SEPARATED and SAFE bike lanes everywhere, but also separated walking trails that are not adjacent to vehicle exhaust fumes.

Sincerely,

Doron Drusinsky

From: Braeden Webb
To: Public Comments

Subject: Public Comment 7/15 - Item 13 - Stevens Creek Boulevard Corridor Vision Study

Date: Saturday, July 12, 2025 9:12:00 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and City Council,

My name is Braeden Webb and I'm a Cupertino commuter.

Stevens Creek Boulevard is our city's most important corridor for jobs, housing, and transportation, but the current design of the corridor isn't up to the task. Its current design encourages speeding, putting everyone at risk, especially those of us who are unable to drive like children, seniors, or mobility device users.

The current design is also deeply unsustainable, both environmentally and financially. With the state forcing us to plan for more development along Stevens Creek, we must ensure the transportation options along the corridor can mitigate the traffic impacts of new projects for a less congested and more livable future.

The Stevens Creek Vision Study's Recommended Plan includes proven measures to improve safety, reduce traffic, and respect the independence of our city by not forcing any projects that Cupertino residents object to. It was approved UNANIMOUSLY by the Planning Commission and the Bicycle and Pedestrian Commission. By accepting the study, the city will be reaffirming our commitment to safe streets and strong regional partnerships without binding the city to any new financial obligations.

Please vote to accept the study so we can all enjoy the safe and sustainable Stevens Creek Boulevard that we deserve.

Sincerely, Braeden Webb From: Maddon Nicholas Hoh-Choi

To: Public Comments

Subject: Public Comment 7/15 – Item 13 – Stevens Creek Boulevard Corridor Vision Study

Date: Saturday, July 12, 2025 10:34:43 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and City Council,

My name is Maddon, a former Cupertino student.

Stevens Creek Boulevard is a vital corridor for our city, but is largely unsafe for bikers, pedestrians, and people relying on transit. Speeding traffic puts children, seniors, and people using mobility devices at risk every day.

The Stevens Creek Vision Study recommends proven improvements—like protected bike lanes, safer crosswalks, and pedestrian islands—that will make the corridor safer for everyone without harming traffic flow.

Adopting the study does **not** commit the city to any projects or spending. It simply opens the door to future grants and regional partnerships that will help Cupertino plan for growth responsibly.

Both the Planning Commission and the Bicycle Pedestrian Commission unanimously recommended adopting the study. Please vote to accept it and move Cupertino toward a safer future, especially as the city adds more residents and businesses to the corridor.

Thank you,

--



Maddon Hoh-Choi (He/Him)

University of California, Berkeley | Class of 2027 Haas School of Business From: Alvin Yang
To: Public Comments

Subject: Public comment for 7/15 Item 13 (Stevens Creek Corridor Study)

Date: Friday, July 11, 2025 8:16:09 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and City Council,

I'm writing today as a 25+ year resident of Cupertino to urge you strongly to approve the Stevens Creek Corridor Vision Study plan. I've seen Cupertino and the surrounding cities grow in my lifetime and they have outgrown the current design of Stevens Creek. There are simply too many points of interest on Stevens Creek to only prioritize car traffic. Between Downtown San Jose, SJSU, Valley Fair, Santana Row, Main Street, De Anza College, and the soon-to-be-completed Vallco project we simply cannot keep the design as is. The other cities and agencies of this study (San Jose, Santa Clara city + county, and the VTA) have all already come to this conclusion and are on board to adopt the plan. Cupertino should not continue to drag its feet at this critical juncture.

As it stands now, if you ever travel on Stevens Creek during peak hours you'll find the road full of traffic and congestion. This is especially apparent at Valley Fair/Santa Row. By adopting this plan we can alleviate the congestion on Stevens Creek as alternative options such as public transportation will become way more enticing. This will also benefit the Cupertino side of Stevens Creek as Main Street is also a highly desirable location. You may think that since there is already existing bus infrastructure that we do not need to improve it but I would argue that the current bus infrastructure isn't good enough to be a viable alternative for the average citizen. I personally took bus 23 from Cupertino to SJSU when I went to college. I found the bus would get stuck in traffic during rush hour adding an extra 10-20 minutes to my commute. Furthermore the bus route itself took so long that the overall travel time on just the bus alone was nearly an hour. This was partially alleviated when VTA started rolling out limited stop bus routes but the bus would always get stuck in traffic and stop constantly at all the red lights. One of the short term plans for the Vision Study is to give signal and lane priority to existing buses. This alone would greatly increase the speed of the bus and make it a viable alternative to driving. The plan document estimates a 50% reduction in corridor travel time which is insanely good return on investment. If you've ever been stuck queuing for parking at Santa Row you can easily see how the bus becomes a very enticing option.

I recognize that the budget has been on the City Council's mind since the loss of Apple online sales tax revenue. I would posit to you that implementing this plan is an investment in the future of the city. If Cupertino chooses to adopt the plan you will find that businesses on Stevens Creek will have an increase of customers as it will be easier and more convenient for more people to reach these places. This in turn will boost revenue for the city. It is imperative that the city council acts now while we both still have the capital and have this incredible opportunity. It is very rare to have all these citys and agencies in agreement for such a project. Passing it up now would be detrimental to any future collaboration on not just Stevens Creek but any other future projects.

Stevens Creek is in dire need of change and this is a golden opportunity to enact that change.

In the past Cupertino has led the way on Stevens Creek improvements but by dragging your feet with this study we are at risk of being left behind. I ask that Cupertino take charge once more and approve the Stevens Creek Plan for the future benefit of its citizens and of the South Bay Area.

Regards, Alvin From: Cate Crockett

To: City Clerk; City Council

Subject: Stevens Creek Blvd

Date: Saturday, July 12, 2025 1:50:21 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and City Council,

My name is Cate Crockett and I'm a 30 year resident and Cupertino home owner.

Stevens Creek Boulevard is our city's most important corridor for jobs, housing, and transportation, but the current design of the corridor isn't up to the task. Its current design encourages speeding, putting everyone at risk, especially those of us who are unable to drive like children, seniors, or mobility device users.

The current design is also deeply unsustainable, both environmentally and financially. With the state forcing us to plan for more development along Stevens Creek, we must ensure the transportation options along the corridor can mitigate the traffic impacts of new projects for a less congested and more livable future.

The Stevens Creek Vision Study's Recommended Plan includes proven measures to improve safety and reduce traffic, and respects the independence of our city by not forcing any projects that Cupertino residents object to. It was approved UNANIMOUSLY by the Planning Commission and the Bicycle and Pedestrian Commission. By accepting the study, the city will be reaffirming our commitment to safe streets and strong regional partnerships without binding the city to any new financial obligations.

Please vote to accept the study so we can all enjoy the safe and sustainable Stevens Creek Boulevard that we deserve.

Sincerely,

Cate Crockett

From: Joe

To: <u>Public Comments</u>

Subject: Stevens Creek Boulevard Corridor Vision Study

Date: Sunday, July 13, 2025 2:22:07 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

UBJECT: Public Comment 7/15 - Item 13 - Stevens Creek Boulevard Corridor Vision Study

Dear Mayor and City Council,

My name is and I'm a San Jose resident & Commuter who uses the San Jose Cupertino corridor.

Stevens Creek Boulevard is our city's most important corridor for jobs, housing, and transportation, but the current design of the corridor isn't up to the task. Its current design encourages speeding, putting everyone at risk, especially those of us who are unable to drive like children, seniors, or mobility device users.

The current design is also deeply unsustainable, both environmentally and financially. With the state forcing us to plan for more development along Stevens Creek, we must ensure the transportation options along the corridor can mitigate the traffic impacts of new projects for a less congested and more liveable future.

The Stevens Creek Vision Study's Recommended Plan includes proven measures to improve safety and reduce traffic, and respects the independence of our city by not forcing any projects that Cupertino residents object to. It was approved UNANIMOUSLY by the Planning Commission and the Bicycle and Pedestrian Commission. By accepting the study, the city will be reaffirming our commitment to safe streets and strong regional partnerships without binding the city to any new financial obligations.

Please vote to accept the study so we can all enjoy the safe and sustainable Stevens Creek Boulevard that we deserve.

Sincerely, Joe Neil

CTO Phonix.io
 From:
 Carol Stanek

 To:
 City Council

 Cc:
 City Clerk

Subject: Support for the Stevens Creek Corridor Vision Study

Date: Sunday, July 13, 2025 12:52:39 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor, Vice Mayor and City Councilmembers,

I am writing today to voice <u>full support of the Stevens Creek Boulevard Corridor Vision Study</u> and urge you to <u>accept the Vision Study</u>. Cupertino needs to look to the future and actively pursue improved transportation routes.

I strongly disagree with the Planning Commission's recommendation to limit the study to Bubb Road.

This is short sighted and dangerous.

Anyone who travels between Bubb Road and Foothill knows that this section is routinely used as a popular shortcut by motorists to avoid the Hwy 85 to 280 interchange. This is particularly problematic on weekdays in the mornings and afternoons, the <u>same time as parents are taking their children to and from Stevens Creek Elementary</u>
<u>School.</u> This is the only route to take children to school! There are times when it is impossible to turn onto Stevens Creek toward Foothill from the surrounding neighborhoods.

In addition, the pedestrian crossing at the entrance to the Blue Pheasant and Blackberry Farm golf course is another place that is rife with safety issues. Motorists routinely speed down the hill, so much so that Sheriff officers often position themselves here to catch speeders. **This should all be included in the Vision Study.**

To suggest that the study be limited short of this section is foolish and dangerous. We already know the issues. The Vision study will provide additional data to guide us in our decision making. The other jurisdictions and agencies have agreed that the corridor should be studied to the end. Why wouldn't we want the data too?

Let's get to work to study the corridor all the way through to Foothill!

Sincerely, Carol Stanek Speaking for myself

Note: Please include my comments in the public record.

From: <u>Jian He</u>
To: <u>City Council</u>

Cc: City Clerk; Cupertino City Manager"s Office

Subject: Urging Acceptance of the Stevens Creek Corridor Vision Study

Date: Monday, July 14, 2025 12:08:59 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Members of Cupertino City Council,

As a resident of Cupertino for more than 20 years, with my family living near Stevens Creek Boulevard and my husband relying on his bike for his daily commute, I am writing to strongly urge your immediate acceptance of the Stevens Creek Corridor Vision Study. This critical initiative represents a collaborative effort between the cities of Cupertino, Santa Clara, and San Jose, along with the County of Santa Clara and the Santa Clara Valley Transportation Authority (VTA), all united in the goal of comprehensively improving Stevens Creek Boulevard. The future of this corridor directly impacts my family and many others in our community, making your decision on this matter incredibly important.

Cupertino has already demonstrated its commitment to this vital project. In July 2019, our City Council adopted a resolution specifically affirming Cupertino's support. This vision study is the culmination of extensive multi-year input from various stakeholders, including the broader public, a dedicated Steering Committee composed of elected leaders from all three cities, and a Community Advisory Group of respected community leaders. Such a thorough and inclusive process ensures that the recommendations reflect the diverse needs and aspirations of our shared community.

It is imperative to note that the City Councils of San Jose and Santa Clara, the County, and the VTA have already voted to accept the results of the Vision Study. Cupertino currently stands as the only major participant that has yet to formally accept these results. This is crucial because accepting the study keeps the City of Cupertino actively engaged with Santa Clara, San Jose, the County, and VTA in deciding the future of Stevens Creek Boulevard. Now, Cupertino must do so as well to maintain its vital role in this collaborative effort.

It's important to emphasize that the Vision Study does not mandate any specific changes or projects. Instead, it serves as a foundational document, laying out a comprehensive vision for the corridor's future. Any specific projects that emerge from this vision will require separate and individual approval processes, ensuring that Cupertino retains full control over local implementation.

Furthermore, unanimous acceptance of the study by all participating cities, the County, and VTA will significantly elevate the priority of specific projects for state and county grant funding. This will directly benefit Cupertino by increasing our chances of securing the necessary resources to realize these improvements.

Finally, I must strongly advocate that the corridor vision study encompass all of Stevens Creek Boulevard, extending all the way to Foothill Boulevard, and not terminate at Bubb Road as recommended by the Planning Commission. All other participating cities, the County, and the

VTA recognize the paramount importance of improving this vital corridor from end to end. An inclusive approach ensures a cohesive and effective strategy for the entire length of Stevens Creek Boulevard, benefiting all residents and commuters.

By accepting the Stevens Creek Corridor Vision Study, the Cupertino City Council will reaffirm its commitment to inter-agency cooperation, demonstrate its dedication to thoughtful urban planning, and unlock significant opportunities for future funding and improvement within our city.

Thank you for your time and consideration of this urgent matter.

Sincerely,
Jian He, Cupertino Resident
Many blessings to you all,
"...all things work together for good..." --- Romans 8:28

From: Winnifred Homer-Smith

To: <u>City Council</u>

Cc:City Clerk; Cupertino City Manager"s OfficeSubject:Vision Study for Stevens Creek CorridorDate:Saturday, July 12, 2025 7:47:29 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Cupertino City Council Members,

I am writing to express my support and enthusiasm for the Vision Study for the Stevens Creek Corridor. It is very valuable to give all the cities involved this opportunity to make significant improvements in this ever-so-important corridor that we all use so frequently. It is also very important that it include the entire length of the corridor, as was recommended by the team that produced the Vision.

It is my understanding that all the other cities involved have already approved it. It was brought into existence after many years of preparations participated in by many different interest groups. If unanimously approved, it will most likely bring important grant funding. While it does not specify projects, it clearly opens an opportunity to bring this vital corridor into the present, and to prepare it well for our future.

I certainly hope we - our city - will continue to support this project to continue all that has been achieved already.

Sincerely,

Winnifred Homer-Smith

23300 Via Esplendor, V58

Cupertino, 95014

From: Neil Park-McClintick

To: <u>Public Comments</u>; <u>City Council</u>

Cc: <u>City Clerk</u>; <u>Cupertino City Manager"s Office</u>

Subject: Yes on Item 13—Public Comment **Date:** Monday, July 14, 2025 1:58:37 PM

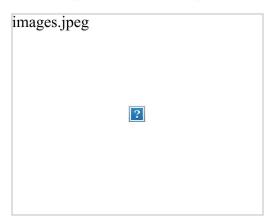
CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and City Council,

My name is Neil Park-McClintick and I lived in Cupertino for over 15 years, and my family is still lives there. I also do not own a car and rely on VTA and my bicycle to go to work, get groceries, receive healthcare treatments, meet friends+family, volunteer, and to do basically everything in life, usually on a daily basis.

Cupertino and Silicon Valley are fabled throughout the world—many of my relatives in Korea imagine grand cities, rich in amenities, nice facilities, and world class infrastructure. Of course, when people actually come here, they instead witness office parks, surrounded by sprawling suburbs, and limited pedestrian and foot traffic due to car dominance. For all of the massive wealth we have here, our communities are deeply underwhelmed by fault in many cases of those who came before us, before we knew we'd become a epicenter for jobs, housing, and schools. In many ways, Cupertino is actually better planned than much of the South Bay, including our portion of the corridor, but nonetheless our roads, transit systems, bikeways, and major corridors are all connected across cities, counties, agencies, and so on. We have an opportunity and duty to play a key role, as a leader in our region, to reverse the poor decisions of the past—please accept this study, so we can make our community:

(1) <u>Better for Bus Users, Pedestrians, and Cyclists:</u> Here is a simple visual of how important a well operated, efficient bus system can be. Often the narrative is focused on how a bus is empty. First, the 23 and 523 (the corridor lines) are two of the most used bus lines in the entire VTA network. But also, we perpetually create a self fulfilling prophecy when we purposely hinder a bus's success under the suspicion that it's underutilized. If the bus takes longer to get to your destination, you will take active steps to use the bus less or not at all, and therefore ridership declines. People need to see the government and its respective services run well and efficiently before they see those as competitive alternatives.



2. <u>Good for Drivers:</u> An underrated reality of having a more shared, safer corridor is that we could also create a better experience for drivers as well. If we can get more people to use the bus,

we can create a less congested corridor, especially during prime time traffic and closer to Santana Row/VF, and drivers will have to sit in traffic less. Better cyclist and walking planning also means that drivers are less likely to accidentally come into contact with active transportation, reducing fatalities, crashes and accidents (which lead to more congestion and road closures), and making driving far less stressful.

3. Good for Workers and Students, and Elderly: Cupertino, just like any community in the bay area, is highly dependent on lower-waged workers, who are often Latino (less than 5% of the city), and whose families cannot afford to live in the high rent/purchase homes of our city. In many cases, they rely on the bus to get to and from work, and are the lifeblood of our city—fueling the few retail stores we frequent, the facilities we operate, the roads we operate, the coffee shops and bakeries we eat at, and the grocery stores we depend on. Catch the bus during commuting hours, and you will see these workers, riding the bus to and from work, often sitting in gridlock traffic because of our poor corridor design. Similarly, students, especially De Anza students, ride the 23 and 523 at extremely high volumes, aided by their smart-pass deal that FHDA has with VTA, which allows for free bus use. These workers and students cannot afford a car, especially in this economy—they are living paycheck to paycheck or stretching their financial aid to the absolute last dollar. Finally, if you regularly ride this corridor, you will frequently see elderly who rely on the bus to be able to freely live their lives, many of whom are Asian-American, and who otherwise would be homebound or highly dependent on their families to have freedom.

This corridor study will not undo decades upon decades of failed planning, but this is a necessary step to bring the vibrancy, safety, and convenience that Cupertino and Silicon Valley deserves. This DOES NOT preclude future expansions of transit or alternative transportation, but it's a statement and set of policy recommendations that will steer us away from dying strip malls, communities oriented around auto dealerships, unnecessary traffic, and tangibly improve a lot of people's lives.

Sincerely,

Neil Park-McClintick

From: Richard Lowenthal
To: City Council

Cc: City Clerk; Cupertino City Manager"s Office
Subject: Stevens Creek Corridor Vision Study
Date: Sunday, July 13, 2025 10:17:51 PM

Mayor Chao and the Cupertino City Council,

Please vote to accept the Stevens Creek Corridor Vision Study. we're hoping that you'll join the cities of San Jose, Santa Clara, Santa Clara County, and VTA to ensure a cohesive future for this very, very important boulevard in Cupertino. Most of us use Stevens Creek Boulevard every day, and many times because of traffic congestion, we take it to Santa Clara and San Jose, and indeed all the way west to Foothill Boulevard.

It is particularly important for us to adopt the vision all the way up the Heidelberg Quarry, or at least to Foothill Boulevard. Our family uses that segment frequently when the 85/280 transition ramps are all plugged up with traffic. In addition we are concerned about the health and future of the bridge that carries Stevens Creek Boulevard over the creek itself. That bridge is 47 years old and is wearing out and frankly a pedestrian and bike underpass under that bridge when the bridge is ultimately replaced would be spectacular. Since that bridge is considered a County route, Cupertino's chances of getting funding assistance for it from the County and VTA will increase if we all join in a vision that includes the area by Blackberry Farm.

Thank you for taking residents thoughts into consideration.

Richard Lowenthal 42 year resident of Cupertino From: <u>Ishan Khosla</u>
To: <u>City Council</u>

Cc: City Clerk; Cupertino City Manager"s Office

Subject: Please Accept Stevens Creek Corridor Vision Study - Include in Public Record

Date: Monday, July 14, 2025 10:30:22 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City Council Members,

My name is Ishan Khosla, and I am a student at Cupertino High School who relies on biking to get to school and around town every day.

Stevens Creek is a major corridor in our city, and its safety and accessibility for all citizens, regardless of transportation method, is of utmost importance. Right now, it often feels quite unsafe and disconnected if you are not in a car. This is why we must accept the Stevens Creek Corridor Vision Study to make this road safer, more efficient, and better for all of our citizens, including students and families. It's a collaborative effort involving San Jose, Santa Clara, the County, and the VTA, so Cupertino should stay involved as well.

Plus, accepting the study does not commit Cupertino to implementing any projects, but ensures that we have a seat at the table as planning moves forward. It will also place us in an advantageous position to receive county and state-level funding.

Thank you for your leadership and for considering the voices of students and citizens. Please include this email in the public record.

Sincerely, Ishan Khosla

From: Aahaan Jain
To: Public Comments

Subject: Public Comment 7/15 - Item 13 - Stevens Creek Boulevard Corridor Vision Study

Date: Saturday, July 12, 2025 8:36:03 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and City Council,

My name is Aahaan Jain and I'm a former Cupertino resident who used to (and still do) live close to Stevens Creek Boulevard.

Stevens Creek Boulevard is our city's most important corridor for jobs, housing, and transportation, but the current design of the corridor isn't up to the task. Its current design encourages speeding, putting everyone at risk, especially those of us who are unable to drive like children, seniors, or mobility device users.

The current design is also deeply unsustainable, both environmentally and financially. With the state forcing us to plan for more development along Stevens Creek, we must ensure the transportation options along the corridor can mitigate the traffic impacts of new projects for a less congested and more livable future.

The Stevens Creek Vision Study's Recommended Plan includes proven measures to improve safety and reduce traffic, and respects the independence of our city by not forcing any projects that Cupertino residents object to. It was approved UNANIMOUSLY by the Planning Commission and the Bicycle and Pedestrian Commission. By accepting the study, the city will be reaffirming our commitment to safe streets and strong regional partnerships without binding the city to any new financial obligations.

Please vote to accept the study so we can all enjoy the safe and sustainable Stevens Creek Boulevard that we deserve.

Sincerely, Aahaan Jain From: <u>Doron Dru</u>
To: <u>Public Comments</u>

Subject: Public Comment 7/15 - Item 13 - Stevens Creek Boulevard Corridor Vision Study

Date: Friday, July 11, 2025 12:41:42 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and City Council,

My name is Doron Drusinsky and I'm a Cupertino resident at 11425 Charsan Lane.

Stevens Creek Boulevard is our city's most important corridor for jobs, housing, and transportation, but the current design of the corridor isn't up to the task. Its current design encourages speeding, putting everyone at risk, especially those of us who are unable to drive like children, seniors, or mobility device users.

The current design is also deeply unsustainable, both environmentally and financially. With the state forcing us to plan for more development along Stevens Creek, we must ensure the transportation options along the corridor can mitigate the traffic impacts of new projects for a less congested and more livable future.

The Stevens Creek Vision Study's Recommended Plan includes proven measures to improve safety and reduce traffic, and respects the independence of our city by not forcing any projects that Cupertino residents object to. It was approved UNANIMOUSLY by the Planning Commission and the Bicycle and Pedestrian Commission. By accepting the study, the city will be reaffirming our commitment to safe streets and strong regional partnerships without binding the city to any new financial obligations.

Please vote to accept the study so we can all enjoy the safe and sustainable Stevens Creek Boulevard that we deserve.

ALSO: there is no reason Cupertino cannot look like Amsterdam or Copenhagen, with not only FULLY SEPARATED and SAFE bike lanes everywhere, but also separated walking trails that are not adjacent to vehicle exhaust fumes.

Sincerely,

Doron Drusinsky

From: <u>Braeden Webb</u>
To: <u>Public Comments</u>

Subject: Public Comment 7/15 - Item 13 - Stevens Creek Boulevard Corridor Vision Study

Date: Saturday, July 12, 2025 9:12:00 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and City Council,

My name is Braeden Webb and I'm a Cupertino commuter.

Stevens Creek Boulevard is our city's most important corridor for jobs, housing, and transportation, but the current design of the corridor isn't up to the task. Its current design encourages speeding, putting everyone at risk, especially those of us who are unable to drive like children, seniors, or mobility device users.

The current design is also deeply unsustainable, both environmentally and financially. With the state forcing us to plan for more development along Stevens Creek, we must ensure the transportation options along the corridor can mitigate the traffic impacts of new projects for a less congested and more livable future.

The Stevens Creek Vision Study's Recommended Plan includes proven measures to improve safety, reduce traffic, and respect the independence of our city by not forcing any projects that Cupertino residents object to. It was approved UNANIMOUSLY by the Planning Commission and the Bicycle and Pedestrian Commission. By accepting the study, the city will be reaffirming our commitment to safe streets and strong regional partnerships without binding the city to any new financial obligations.

Please vote to accept the study so we can all enjoy the safe and sustainable Stevens Creek Boulevard that we deserve.

Sincerely, Braeden Webb From: <u>Maddon Nicholas Hoh-Choi</u>

To: <u>Public Comments</u>

Subject: Public Comment 7/15 – Item 13 – Stevens Creek Boulevard Corridor Vision Study

Date: Saturday, July 12, 2025 10:34:43 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and City Council,

My name is Maddon, a former Cupertino student.

Stevens Creek Boulevard is a vital corridor for our city, but is largely unsafe for bikers, pedestrians, and people relying on transit. Speeding traffic puts children, seniors, and people using mobility devices at risk every day.

The Stevens Creek Vision Study recommends proven improvements—like protected bike lanes, safer crosswalks, and pedestrian islands—that will make the corridor safer for everyone without harming traffic flow.

Adopting the study does **not** commit the city to any projects or spending. It simply opens the door to future grants and regional partnerships that will help Cupertino plan for growth responsibly.

Both the Planning Commission and the Bicycle Pedestrian Commission unanimously recommended adopting the study. Please vote to accept it and move Cupertino toward a safer future, especially as the city adds more residents and businesses to the corridor.

Thank you,

--



Maddon Hoh-Choi (He/Him)

University of California, Berkeley | Class of 2027 Haas School of Business From: Alvin Yang
To: Public Comments

Subject: Public comment for 7/15 Item 13 (Stevens Creek Corridor Study)

Date: Friday, July 11, 2025 8:16:09 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and City Council,

I'm writing today as a 25+ year resident of Cupertino to urge you strongly to approve the Stevens Creek Corridor Vision Study plan. I've seen Cupertino and the surrounding cities grow in my lifetime and they have outgrown the current design of Stevens Creek. There are simply too many points of interest on Stevens Creek to only prioritize car traffic. Between Downtown San Jose, SJSU, Valley Fair, Santana Row, Main Street, De Anza College, and the soon-to-be-completed Vallco project we simply cannot keep the design as is. The other cities and agencies of this study (San Jose, Santa Clara city + county, and the VTA) have all already come to this conclusion and are on board to adopt the plan. Cupertino should not continue to drag its feet at this critical juncture.

As it stands now, if you ever travel on Stevens Creek during peak hours you'll find the road full of traffic and congestion. This is especially apparent at Valley Fair/Santa Row. By adopting this plan we can alleviate the congestion on Stevens Creek as alternative options such as public transportation will become way more enticing. This will also benefit the Cupertino side of Stevens Creek as Main Street is also a highly desirable location. You may think that since there is already existing bus infrastructure that we do not need to improve it but I would argue that the current bus infrastructure isn't good enough to be a viable alternative for the average citizen. I personally took bus 23 from Cupertino to SJSU when I went to college. I found the bus would get stuck in traffic during rush hour adding an extra 10-20 minutes to my commute. Furthermore the bus route itself took so long that the overall travel time on just the bus alone was nearly an hour. This was partially alleviated when VTA started rolling out limited stop bus routes but the bus would always get stuck in traffic and stop constantly at all the red lights. One of the short term plans for the Vision Study is to give signal and lane priority to existing buses. This alone would greatly increase the speed of the bus and make it a viable alternative to driving. The plan document estimates a 50% reduction in corridor travel time which is insanely good return on investment. If you've ever been stuck queuing for parking at Santa Row you can easily see how the bus becomes a very enticing option.

I recognize that the budget has been on the City Council's mind since the loss of Apple online sales tax revenue. I would posit to you that implementing this plan is an investment in the future of the city. If Cupertino chooses to adopt the plan you will find that businesses on Stevens Creek will have an increase of customers as it will be easier and more convenient for more people to reach these places. This in turn will boost revenue for the city. It is imperative that the city council acts now while we both still have the capital and have this incredible opportunity. It is very rare to have all these citys and agencies in agreement for such a project. Passing it up now would be detrimental to any future collaboration on not just Stevens Creek but any other future projects.

Stevens Creek is in dire need of change and this is a golden opportunity to enact that change.

In the past Cupertino has led the way on Stevens Creek improvements but by dragging your feet with this study we are at risk of being left behind. I ask that Cupertino take charge once more and approve the Stevens Creek Plan for the future benefit of its citizens and of the South Bay Area.

Regards, Alvin From: Cate Crockett

To: City Clerk; City Council

Subject: Stevens Creek Blvd

Date: Saturday, July 12, 2025 1:50:21 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and City Council,

My name is Cate Crockett and I'm a 30 year resident and Cupertino home owner.

Stevens Creek Boulevard is our city's most important corridor for jobs, housing, and transportation, but the current design of the corridor isn't up to the task. Its current design encourages speeding, putting everyone at risk, especially those of us who are unable to drive like children, seniors, or mobility device users.

The current design is also deeply unsustainable, both environmentally and financially. With the state forcing us to plan for more development along Stevens Creek, we must ensure the transportation options along the corridor can mitigate the traffic impacts of new projects for a less congested and more livable future.

The Stevens Creek Vision Study's Recommended Plan includes proven measures to improve safety and reduce traffic, and respects the independence of our city by not forcing any projects that Cupertino residents object to. It was approved UNANIMOUSLY by the Planning Commission and the Bicycle and Pedestrian Commission. By accepting the study, the city will be reaffirming our commitment to safe streets and strong regional partnerships without binding the city to any new financial obligations.

Please vote to accept the study so we can all enjoy the safe and sustainable Stevens Creek Boulevard that we deserve.

Sincerely,

Cate Crockett

From: Joe

To: Public Comments

Subject: Stevens Creek Boulevard Corridor Vision Study

Date: Sunday, July 13, 2025 2:22:07 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

UBJECT: Public Comment 7/15 - Item 13 - Stevens Creek Boulevard Corridor Vision Study

Dear Mayor and City Council,

My name is and I'm a San Jose resident & Commuter who uses the San Jose Cupertino corridor.

Stevens Creek Boulevard is our city's most important corridor for jobs, housing, and transportation, but the current design of the corridor isn't up to the task. Its current design encourages speeding, putting everyone at risk, especially those of us who are unable to drive like children, seniors, or mobility device users.

The current design is also deeply unsustainable, both environmentally and financially. With the state forcing us to plan for more development along Stevens Creek, we must ensure the transportation options along the corridor can mitigate the traffic impacts of new projects for a less congested and more liveable future.

The Stevens Creek Vision Study's Recommended Plan includes proven measures to improve safety and reduce traffic, and respects the independence of our city by not forcing any projects that Cupertino residents object to. It was approved UNANIMOUSLY by the Planning Commission and the Bicycle and Pedestrian Commission. By accepting the study, the city will be reaffirming our commitment to safe streets and strong regional partnerships without binding the city to any new financial obligations.

Please vote to accept the study so we can all enjoy the safe and sustainable Stevens Creek Boulevard that we deserve.

Sincerely, Joe Neil

CTO Phonix.io
 From:
 Carol Stanek

 To:
 City Council

 Cc:
 City Clerk

Subject: Support for the Stevens Creek Corridor Vision Study

Date: Sunday, July 13, 2025 12:52:39 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor, Vice Mayor and City Councilmembers,

I am writing today to voice <u>full support of the Stevens Creek Boulevard Corridor Vision Study</u> and urge you to <u>accept the Vision Study</u>. Cupertino needs to look to the future and actively pursue improved transportation routes.

I strongly disagree with the Planning Commission's recommendation to limit the study to Bubb Road.

This is short sighted and dangerous.

Anyone who travels between Bubb Road and Foothill knows that this section is routinely used as a popular shortcut by motorists to avoid the Hwy 85 to 280 interchange. This is particularly problematic on weekdays in the mornings and afternoons, the <u>same time as parents are taking their children to and from Stevens Creek Elementary</u>
<u>School.</u> This is the only route to take children to school! There are times when it is impossible to turn onto Stevens Creek toward Foothill from the surrounding neighborhoods.

In addition, the pedestrian crossing at the entrance to the Blue Pheasant and Blackberry Farm golf course is another place that is rife with safety issues. Motorists routinely speed down the hill, so much so that Sheriff officers often position themselves here to catch speeders. **This should all be included in the Vision Study.**

To suggest that the study be limited short of this section is foolish and dangerous. We already know the issues. The Vision study will provide additional data to guide us in our decision making. The other jurisdictions and agencies have agreed that the corridor should be studied to the end. Why wouldn't we want the data too?

Let's get to work to study the corridor all the way through to Foothill!

Sincerely, Carol Stanek Speaking for myself

Note: Please include my comments in the public record.

From: <u>Jian He</u>
To: <u>City Council</u>

Cc: City Clerk; Cupertino City Manager"s Office

Subject: Urging Acceptance of the Stevens Creek Corridor Vision Study

Date: Monday, July 14, 2025 12:08:59 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Members of Cupertino City Council,

As a resident of Cupertino for more than 20 years, with my family living near Stevens Creek Boulevard and my husband relying on his bike for his daily commute, I am writing to strongly urge your immediate acceptance of the Stevens Creek Corridor Vision Study. This critical initiative represents a collaborative effort between the cities of Cupertino, Santa Clara, and San Jose, along with the County of Santa Clara and the Santa Clara Valley Transportation Authority (VTA), all united in the goal of comprehensively improving Stevens Creek Boulevard. The future of this corridor directly impacts my family and many others in our community, making your decision on this matter incredibly important.

Cupertino has already demonstrated its commitment to this vital project. In July 2019, our City Council adopted a resolution specifically affirming Cupertino's support. This vision study is the culmination of extensive multi-year input from various stakeholders, including the broader public, a dedicated Steering Committee composed of elected leaders from all three cities, and a Community Advisory Group of respected community leaders. Such a thorough and inclusive process ensures that the recommendations reflect the diverse needs and aspirations of our shared community.

It is imperative to note that the City Councils of San Jose and Santa Clara, the County, and the VTA have already voted to accept the results of the Vision Study. Cupertino currently stands as the only major participant that has yet to formally accept these results. This is crucial because accepting the study keeps the City of Cupertino actively engaged with Santa Clara, San Jose, the County, and VTA in deciding the future of Stevens Creek Boulevard. Now, Cupertino must do so as well to maintain its vital role in this collaborative effort.

It's important to emphasize that the Vision Study does not mandate any specific changes or projects. Instead, it serves as a foundational document, laying out a comprehensive vision for the corridor's future. Any specific projects that emerge from this vision will require separate and individual approval processes, ensuring that Cupertino retains full control over local implementation.

Furthermore, unanimous acceptance of the study by all participating cities, the County, and VTA will significantly elevate the priority of specific projects for state and county grant funding. This will directly benefit Cupertino by increasing our chances of securing the necessary resources to realize these improvements.

Finally, I must strongly advocate that the corridor vision study encompass all of Stevens Creek Boulevard, extending all the way to Foothill Boulevard, and not terminate at Bubb Road as recommended by the Planning Commission. All other participating cities, the County, and the

VTA recognize the paramount importance of improving this vital corridor from end to end. An inclusive approach ensures a cohesive and effective strategy for the entire length of Stevens Creek Boulevard, benefiting all residents and commuters.

By accepting the Stevens Creek Corridor Vision Study, the Cupertino City Council will reaffirm its commitment to inter-agency cooperation, demonstrate its dedication to thoughtful urban planning, and unlock significant opportunities for future funding and improvement within our city.

Thank you for your time and consideration of this urgent matter.

Sincerely,
Jian He, Cupertino Resident
Many blessings to you all,
"...all things work together for good..." --- Romans 8:28

From: Winnifred Homer-Smith

To: <u>City Council</u>

Cc:City Clerk; Cupertino City Manager"s OfficeSubject:Vision Study for Stevens Creek CorridorDate:Saturday, July 12, 2025 7:47:29 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Cupertino City Council Members,

I am writing to express my support and enthusiasm for the Vision Study for the Stevens Creek Corridor. It is very valuable to give all the cities involved this opportunity to make significant improvements in this ever-so-important corridor that we all use so frequently. It is also very important that it include the entire length of the corridor, as was recommended by the team that produced the Vision.

It is my understanding that all the other cities involved have already approved it. It was brought into existence after many years of preparations participated in by many different interest groups. If unanimously approved, it will most likely bring important grant funding. While it does not specify projects, it clearly opens an opportunity to bring this vital corridor into the present, and to prepare it well for our future.

I certainly hope we - our city - will continue to support this project to continue all that has been achieved already.

Sincerely,

Winnifred Homer-Smith

23300 Via Esplendor, V58

Cupertino, 95014

From: <u>Neil Park-McClintick</u>

To: <u>Public Comments</u>; <u>City Council</u>

Cc: <u>City Clerk</u>; <u>Cupertino City Manager"s Office</u>

Subject: Yes on Item 13—Public Comment **Date:** Monday, July 14, 2025 1:58:37 PM

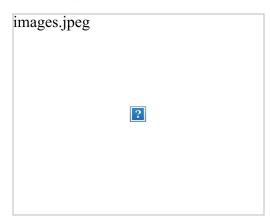
CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and City Council,

My name is Neil Park-McClintick and I lived in Cupertino for over 15 years, and my family is still lives there. I also do not own a car and rely on VTA and my bicycle to go to work, get groceries, receive healthcare treatments, meet friends+family, volunteer, and to do basically everything in life, usually on a daily basis.

Cupertino and Silicon Valley are fabled throughout the world—many of my relatives in Korea imagine grand cities, rich in amenities, nice facilities, and world class infrastructure. Of course, when people actually come here, they instead witness office parks, surrounded by sprawling suburbs, and limited pedestrian and foot traffic due to car dominance. For all of the massive wealth we have here, our communities are deeply underwhelmed by fault in many cases of those who came before us, before we knew we'd become a epicenter for jobs, housing, and schools. In many ways, Cupertino is actually better planned than much of the South Bay, including our portion of the corridor, but nonetheless our roads, transit systems, bikeways, and major corridors are all connected across cities, counties, agencies, and so on. We have an opportunity and duty to play a key role, as a leader in our region, to reverse the poor decisions of the past—please accept this study, so we can make our community:

(1) <u>Better for Bus Users, Pedestrians, and Cyclists:</u> Here is a simple visual of how important a well operated, efficient bus system can be. Often the narrative is focused on how a bus is empty. First, the 23 and 523 (the corridor lines) are two of the most used bus lines in the entire VTA network. But also, we perpetually create a self fulfilling prophecy when we purposely hinder a bus's success under the suspicion that it's underutilized. If the bus takes longer to get to your destination, you will take active steps to use the bus less or not at all, and therefore ridership declines. People need to see the government and its respective services run well and efficiently before they see those as competitive alternatives.



2. <u>Good for Drivers:</u> An underrated reality of having a more shared, safer corridor is that we could also create a better experience for drivers as well. If we can get more people to use the bus,

we can create a less congested corridor, especially during prime time traffic and closer to Santana Row/VF, and drivers will have to sit in traffic less. Better cyclist and walking planning also means that drivers are less likely to accidentally come into contact with active transportation, reducing fatalities, crashes and accidents (which lead to more congestion and road closures), and making driving far less stressful.

3. Good for Workers and Students, and Elderly: Cupertino, just like any community in the bay area, is highly dependent on lower-waged workers, who are often Latino (less than 5% of the city), and whose families cannot afford to live in the high rent/purchase homes of our city. In many cases, they rely on the bus to get to and from work, and are the lifeblood of our city—fueling the few retail stores we frequent, the facilities we operate, the roads we operate, the coffee shops and bakeries we eat at, and the grocery stores we depend on. Catch the bus during commuting hours, and you will see these workers, riding the bus to and from work, often sitting in gridlock traffic because of our poor corridor design. Similarly, students, especially De Anza students, ride the 23 and 523 at extremely high volumes, aided by their smart-pass deal that FHDA has with VTA, which allows for free bus use. These workers and students cannot afford a car, especially in this economy—they are living paycheck to paycheck or stretching their financial aid to the absolute last dollar. Finally, if you regularly ride this corridor, you will frequently see elderly who rely on the bus to be able to freely live their lives, many of whom are Asian-American, and who otherwise would be homebound or highly dependent on their families to have freedom.

This corridor study will not undo decades upon decades of failed planning, but this is a necessary step to bring the vibrancy, safety, and convenience that Cupertino and Silicon Valley deserves. This DOES NOT preclude future expansions of transit or alternative transportation, but it's a statement and set of policy recommendations that will steer us away from dying strip malls, communities oriented around auto dealerships, unnecessary traffic, and tangibly improve a lot of people's lives.

Sincerely,

Neil Park-McClintick

From: Connie Cunningham
To: City Clerk; City Council

Cc: Cupertino City Manager"s Office

Subject: 2025-07-15 CC Agenda Item 13 Acceptance of the Stevens Creek Boulevard Corridor Vision Study

Date: Tuesday, July 15, 2025 1:57:39 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

2025-07-15 CC Agenda Item 13 Acceptance of the Stevens Creek Boulevard Corridor Vision Study

Dear Mayor, Vice Mayor, Councilmembers and City Manager:

My name is Connie Cunningham, 38 year resident and Chair, Housing Commission, speaking for myself only.

I add my name to those who have written or will speak tonight to support the recommendation to Adopt Resolution No. 25-068 accepting the Stevens Creek Boulevard Corridor Vision Study, including the additional qualifications recommended by the Cupertino Bicycle Pedestrian Commission and Planning Commission, and directing City staff to work through the multi jurisdictional working group and Steering Committee to further assess the Study's recommendations and opportunities for implementation.

It is critical that regional solutions are found for transportation. Cupertino has been a member of this regional effort since the City Council adopted a resolution in July 2019 affirming Cupertino's support for this project. By voting tonight for this phase of the project the Council will show that Cupertino is committed to finding regional solutions, including this corridor's shape.

Money is always a key topic in projects of this size. This regionally approved corridor will be a very high priority for state and county grants.

Since the Vision Study includes the segment from Bubb to Foothill, I highly recommend that the City Council include that segment in its final vote. Various segments will be voted on separately, so final decisions can be fully thought out between now and completion.

I highly support the Council's adoption of Resolution No. 25-068. Thank you, in advance, for keeping this regional project momentum moving forward.

Sincerely, Connie Cunningham From: Aaryan Doshi
To: City Council

 Cc:
 City Clerk; Cupertino City Manager"s Office

 Subject:
 Accept Stevens Creek Corridor Study

 Date:
 Tuesday, July 15, 2025 9:41:51 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Councilmembers,

I hope you're doing well!

My name is Aaryan, a recent graduate of Monta Vista and frequent biker across Stevens Creek Boulevard.

I strongly urge you to accept the Stevens Creek Corridor Study for the following three reasons:

- --- This will be a **joint project** to support Stevens Creek Blvd across multiple cities
- --- Cupertino is the **only** city right now that has not accepted the study. There is no need for us to be an outlier on this matter --- there is a reason it has been so popular elsewhere
- --- Our funding chances will increase tremendously and we can have **full coverage** to Foothill Boulevard

Please keep these at the back of your mind when you vote today.

We can keep our bikers safe.

We got this :)

Sincerely, Aaryan From: Sharlene Liu
To: City Council

Cc: City Clerk; Cupertino City Manager"s Office
Subject: accept Stevens Creek Corridor Vision Study
Date: Tuesday, July 15, 2025 3:07:49 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

(Please include my email in the public record).

Dear Cupertino Council,

I ask you to accept the Stevens Creek Corridor Vision Study at tonight's council meeting. Stevens Creek Blvd (SCB) is an important cross-county route and we need to make it safe for all modes of transportation. By accepting the study, Cupertino will continue to be involved in its planning. The study would be greatly weakened if the Cupertino segment of SCB were left out, making it unsafe for vulnerable road users like cyclists and pedestrians. After several years of involvement, Cupertino would be wasting a lot of effort if you don't accept the study now.

I personally bike on SCB, but I try to avoid it by using parallel streets because of the unprotected nature of the bike lanes on SCB. This is inconvenient and lengthens my commute, discouraging me from biking to my destinations along SCB. Please make SCB safe all the way to Foothill Blvd on the west. We need connectivity.

Thank you, Sharlene Liu From: Seema Lindskog

To: <u>City Council; City Clerk; Cupertino City Manager's Office</u>

Subject: Accept the Stevens Creek Blvd Corridor Vision Study

Date: Monday, July 14, 2025 9:41:28 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor Chao, Vice Mayor Moore, and council members,

I am on the Planning Commission, but I am writing this email as a resident of this city. Please include it in the public record.

I am writing today to urge you to accept the SCB Corridor Vision Study. Over the past few years, multiple Cupertino councilmembers of different political views have sat on the Steering Committee and influenced the direction of the Vision Study. It is the result of years of input from them combined with listening to residents in three cities, community leaders, and elected leaders. The Bike Ped Commission and Planning Commission have also voted to recommend that the City Council accept the Vision Study.

Accepting the Vision Study means that the City of Cupertino continues to be "in the room where it happens" when decisions are made about the future of this corridor. Cupertino doesn't exist in a vacuum. Traffic, transit, pedestrian and cyclist infrastructure, medians, and sidewalks on Stevens Creek Boulevard in Santa Clara and San Jose impact Cupertino residents too. Cupertino needs to make sure it has a seat at the table when the corridor in its entirety is being planned.

Accepting the Vision Study does not lock Cupertino into any specific projects, it only sets out a vision for the corridor. How we realize that vision can be very tailored to what works for us as a city.

While the Planning Commission recommended that the Vision Study's scope end at Bubb Rd, I urge the council to include the entirety of the corridor all the way to Foothill Blvd. The stretch from Bubb to Foothill is very busy with high speed car traffic and hundreds of children crossing it every day to get to Stevens Creek Elementary and Monta Vista High School. It's often used as a shortcut by drivers looking to avoid congested freeways and sees daily significant safety issues. It's a critical length and it must be included in the scope of the Vision Study.

Regards, Seema Lindskog Cupertino resident

"You must be the change you want to see in the world." - Mahatma Gandhi This message is from my personal email account. I am only writing as myself, not as a representative or spokesperson for any other organization.

From: J Shearin
To: City Council

Cc: City Clerk; Cupertino City Manager"s Office

Subject: City Council July 15, 2025 | Accept the Stevens Creek Corridor Vision Study

Date: Monday, July 14, 2025 4:47:10 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please include the following in the public record.

Dear Mayor Chao and City Council:

I ask you today to approve the Stevens Creek Corridor Vision Study. As the Cupertino City Council affirmed in 2019, this is a key corridor through our city which needs careful planning and improvement to meet the needs of our residents for the next 50 years. This study lays out that vision, while not stating any specific changes for Cupertino. All potential plans would have to be approved by the City Council. There's not a downside for our city to approving this vision, but there is an upside: we maintain our voice in what will happen to Stevens Creek Boulevard.

This study has had extensive community input over several years, both diving deep on issues and hearing from a wide variety of residents. Cupertino has had an equal voice in the results. By approving this study, Cupertino will have a voice even beyond its borders in what happens next. This is crucial as we know that our South Bay issues such as heavy traffic do not restrict themselves by stopping at a city limit. Let's not throw that away voice.

Other cities, VTA, and the county have all approved this study. They want to keep their constituent's interests represented. The Planning Commission and the Bicycle Pedestrian Commission have encouraged approving it, too.

One note is that this study should not stop at Bubb Road, as a few Planning Commissioners (who live on the west side) asked for. We are one city, and the west side should not be above consideration for inclusion just as it should be for all city decisions, whether zoning, transportation, or other large-scale planning. Stevens Creek Boulevard extends to Foothill, and the vision should, too.

Thank you for considering my input on this matter, and your work on behalf of Cupertino.

Sincerely,

Jennifer Shearin Cupertino resident From: <u>louise saadati</u>

To: <u>Cupertino City Manager"s Office</u>
Subject: Fwd: Steven Creek Corridor Vision Study
Date: Tuesday, July 15, 2025 12:53:48 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sent from my iPhone

Begin forwarded message:

From: louise saadati <lwsaadati@gmail.com> Date: July 15, 2025 at 1:38:21 AM PDT

To: citycouncil@cupertino.gov, City Clerk <cityclerk@cupertino.gov>

Subject: Steven Creek Corridor Vision Study

Dear Mayor Chao, Vice-Mayor Moore and City Council Members:

Please include the following in the public record:

Please vote yes on the Stevens Creek Corridor Vision Study at the City Council Meeting of 7/15/26.

This is a joint project by Santa Clara, Cupertino, San Jose, VTA and the County to study and make recommendations for the safety along the Stevens Creek Boulevard. Cupertino needs to approve this to be included in the conversation and decisions made by these cities and the County. This is to improve the safety for all of us whether on transit, driving, biking or walking.

The recommendations need to go end to end including all the way to Foothill Blvd where all the residents travel to and deserve optimal safety.

Cupertino is the last city to give their approval to this vision. Cupertino's approval of the results of the Vision Study will make it easier for the cities and entities to receive grant approvals to improve that corridor.

Please vote yes to show that you believe in making Stevens Creek Corridor a safe and enjoyable corridor for us all to enjoy.

Thank you for supporting this by voting yes.

Louise Saadati 40 year resident of Cupertino

Sent from my iPhone

 From:
 Jennifer Griffin

 To:
 City Council; City Clerk

 Cc:
 grenna5000@yahoo.com

Subject: Item 13-Stevens Creek Blvd. Corridor Vision Study

Date: Tuesday, July 15, 2025 9:52:04 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

(Please include the following as comments for Item Number 13 in the City Council Agenda For July 15, 2025).

Dear City Council Council:

I attended the Stevens Creek Blvd. Corridor Vision Studies meetings and activities in different cities for the last few years. This included a bus tour from Diridon Station and many different types of meetings and activities in San Jose, Santa Clara and Cupertino.

The meetings were well attended and there was much discussion about different aspects of the Corridor.

I don't think it is a good idea to have BRT or Bus Rapid Transit down Stevens Creek Blvd. It would not be a good idea to close one lane on each side of Stevens Creek Blvd for a Fixed Bus Rapid Transit Or a dedicated bus line as there is already gridlock in some areas of Stevens Creek Blvd. There is simply no room to have any lanes closed on Stevens Creek Blvd. Traffic flow demands having full Access of all lanes of traffic, especially in the Cupertino area.

There is already a bus line on Stevens Creek Blvd. in the form of Bus 23 and 523. These buses do A good job of moving passengers up and down the corridor and they seem to operate as well As bus lines in other cities, especially the Santa Cruz area. There is no reason to shut down one Lane of Stevens Creek Blvd. for Bus Rapid Transit.

I think the corridor study should include the part of Stevens Creek Blvd/San Carlos that goes Toward San Jose State University.

I don't think the Corridor Study should try to include the area of Cupertino where Stevens Creek Blvd. connects with Foothill Blvd. This area is far off the scope of the Stevens Creek Blvd. Corridor Vision Study and it is too deep into Cupertino where Stevens Creek Blvd. narrows and gets into a highly Rural area. Los Altos was never consulted or involved in the Stevens Creek Blvd. Corridor Vision Study at all. We also never studied the Downtown San Jose areas where San Carlos runs into the San Jose Downtown and San Jose State. The boundaries of the Stevens Creek Blvd. Corridor Vision Study did not involve these adjacent areas of Foothill Blvd and San Jose State so it would be better To concentrate on the Corridor Proper that was indeed studied.

It is important to make sure car traffic is not impeded on Stevens Creek Blvd. It is a major source of Transportation and keeping all lanes open on Stevens Creek Blvd. will keep traffic flowing smoothly.

I am also extremely concerned about the potential implications if SB 79 (Senator Wiener) passes In 2025. This bill is not subject to CEQA, and there may be the potential that traffic in the Stevens Creek Blvd. Corridor will go to gridlock if this bill is implemented, especially since I believe The main intent of SB 79 is to run high voltage transmission lines for AI and Data Centers down Transit and bus lines of which Stevens Creek Blvd. is one.

Please make sure Bus Rapid Transit is not installed on Stevens Creek Blvd on the Stevens Creek Corridor

And especially not in Cupertino. Do not let lanes be closed on Stevens Creek Blvd. for bus only
Service. Cupertino has its Heart of the City which is very important to the City and many people
have worked countless hours to maintain it.

Thank	you.
-------	------

Best regards,

Jennifer Griffin

From: <u>Hoai-An Truong</u>
To: <u>Public Comments</u>

Subject: Public Comment 7/15 - Item 13 - Stevens Creek Boulevard Corridor Vision Study

Date: Tuesday, July 15, 2025 11:21:36 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am Hoai-An Truong, with Mothers Out Front Silicon Valley for a livable climate for all children.

As a lifelong transit rider, I urge you to fully support the "Stevens Creek Corridor Vision Study".

The following statistics probably come from VTA a few years ago: During the pandemic, 80% of riders were transit-dependent. Here in the county, people of color made up 80% of VTA riders. 50% of riders were low-income. Nearly a third of all transit riders were essential workers.

- Make it easier and FASTER for low-income folks and all transit riders to get to work. We need improvements to public transit to support all these populations and more.
- We desperately need Bus-Only Lanes. We need to fund signal preemption for public transit post-haste to make public transit faster.
 BOTH will help speed up travel from San Jose to Cupertino. a major benefit not only to Cupertino, but to getting around the whole county.

Additionally, in the Bay Area, the fastest-growing demographic is people aged 65 and older.

- We need safer street crossings for everyone crossing the street.
- We need a LOT more protected bike lanes for safety and to encourage more biking for improved health, reduced stress, and getting more of us out of our cars.
- We need lots more trees to help cool the city, and make getting around without a car easier.
- All of these things also help us reach the city's climate goals. Increased foot traffic also benefits local businesses as in this FANTASTIC TED Talk.

TED Talk: Janette Sadik-Khan: New York's streets? Not so mean any more

https://www.youtube.com/watch?v=LujWrkYsl64&t=1s

I urge you to make these changes as quickly as possible. Thank you.

Hoai-An Truong Mothers Out Front Silicon Valley San Jose resident

--

Sent by carrier pigeon

```
*** 350ppm *** 350ppm *** 350ppm *** 350ppm ***
```

ALL HANDS ON DECK!

Climate Action: Do it for everyone you LOVE!

Food as Climate Action: Changing how we eat, how we farm, and reducing food waste are some of the FASTEST and easiest ways to REVERSE climate change.

#WeCanSolveThis (playlist - fun & interesting videos!): The diet that helps fight climate change and more

Now on Netflix! <u>KISS THE GROUND</u> - movie based on the bestseller. A climate solution full of hope!

Support <u>statewide and local/regional public banks</u> that reinvest profits in the public interest. This can include pandemic relief & recovery, AND climate solutions. And it's a way to divest our public institutions from fossil fuel investments!

```
*** 350ppm *** 350ppm *** 350ppm *** 350ppm ***
```

From: <u>Jacob Brandis</u>
To: <u>Public Comments</u>

Subject: Public Comment 7/15 - Item 13 - Stevens Creek Boulevard Corridor Vision Study

Date: Tuesday, July 15, 2025 11:12:33 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and City Council,

My name is Jacob Brandis and I'm a Cupertino commuter.

Stevens Creek Boulevard is our city's most important corridor for jobs, housing, and transportation, but the current design of the corridor isn't up to the task. Its current design encourages speeding, putting everyone at risk, especially those of us who are unable to drive like children, seniors, or mobility device users.

The current design is also deeply unsustainable, both environmentally and financially. With the state forcing us to plan for more development along Stevens Creek, we must ensure the transportation options along the corridor can mitigate the traffic impacts of new projects for a less congested and more livable future.

The Stevens Creek Vision Study's Recommended Plan includes proven measures to improve safety and reduce traffic, and respects the independence of our city by not forcing any projects that Cupertino residents object to. It was approved UNANIMOUSLY by the Planning Commission and the Bicycle and Pedestrian Commission. By accepting the study, the city will be reaffirming our commitment to safe streets and strong regional partnerships without binding the city to any new financial obligations.

Please vote to accept the study so we can all enjoy the safe and sustainable Stevens Creek Boulevard that we deserve.

Sincerely, Jacob Brandis From: Ashwin Venugopal
To: Public Comments

Subject: Public Comment 7/15 - Item 13 - Stevens Creek Boulevard Corridor Vision Study

Date: Tuesday, July 15, 2025 11:03:22 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and City Council,

My name is Ashwin Venugopal and I'm a Cupertino student.

Stevens Creek Boulevard is our city's most important corridor for jobs, housing, and transportation, but the current design of the corridor isn't up to the task. Its current design encourages speeding, putting everyone at risk, especially those of us who are unable to drive like children, seniors, or mobility device users.

The current design is also deeply unsustainable, both environmentally and financially. With the state forcing us to plan for more development along Stevens Creek, we must ensure the transportation options along the corridor can mitigate the traffic impacts of new projects for a less congested and more livable future.

The Stevens Creek Vision Study's Recommended Plan includes proven measures to improve safety and reduce traffic, and respects the independence of our city by not forcing any projects that Cupertino residents object to. It was approved UNANIMOUSLY by the Planning Commission and the Bicycle and Pedestrian Commission. By accepting the study, the city will be reaffirming our commitment to safe streets and strong regional partnerships without binding the city to any new financial obligations.

Please vote to accept the study so we can all enjoy the safe and sustainable Stevens Creek Boulevard that we deserve.

Sincerely, Ashwin Venugopal

student email provided for educational purposes by Fremont Union HSD

From: <u>radhika</u>

To: Public Comments

Subject: Public Comment 7/15 - Item 13 - Stevens Creek Boulevard Corridor Vision Study

Date: Tuesday, July 15, 2025 10:58:41 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and City Council,

My name is radhika and I'm a Cupertino student!

Stevens Creek Boulevard is our city's most important corridor for jobs, housing, and transportation, but the current design of the corridor isn't up to the task. Its current design encourages speeding, putting everyone at risk, especially those of us who are unable to drive like children, seniors, or mobility device users.

The current design is also deeply unsustainable, both environmentally and financially. With the state forcing us to plan for more development along Stevens Creek, we must ensure the transportation options along the corridor can mitigate the traffic impacts of new projects for a less congested and more livable future.

The Stevens Creek Vision Study's Recommended Plan includes proven measures to improve safety and reduce traffic, and respects the independence of our city by not forcing any projects that Cupertino residents object to. It was approved UNANIMOUSLY by the Planning Commission and the Bicycle and Pedestrian Commission. By accepting the study, the city will be reaffirming our commitment to safe streets and strong regional partnerships without binding the city to any new financial obligations.

Please vote to accept the study so we can all enjoy the safe and sustainable Stevens Creek Boulevard that we deserve.

Sincerely, radhika

From: <u>Hazel</u>

To: Public Comments

Subject: Public Comment 7/15 - Item 13 - Stevens Creek Boulevard Corridor Vision Study

Date: Tuesday, July 15, 2025 10:54:33 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and City Council,

My name is Hazel Harrison and I'm a Cupertino resident.

Stevens Creek Boulevard is our city's most important corridor for jobs, housing, and transportation, but the current design of the corridor isn't up to the task. Its current design encourages speeding, putting everyone at risk, especially those of us who are unable to drive like children, seniors, or mobility device users.

The current design is also deeply unsustainable, both environmentally and financially. With the state forcing us to plan for more development along Stevens Creek, we must ensure the transportation options along the corridor can mitigate the traffic impacts of new projects for a less congested and more livable future.

The Stevens Creek Vision Study's Recommended Plan includes proven measures to improve safety and reduce traffic, and respects the independence of our city by not forcing any projects that Cupertino residents object to. It was approved UNANIMOUSLY by the Planning Commission and the Bicycle and Pedestrian Commission. By accepting the study, the city will be reaffirming our commitment to safe streets and strong regional partnerships without binding the city to any new financial obligations.

Please vote to accept the study so we can all enjoy the safe and sustainable Stevens Creek Boulevard that we deserve.

Sincerely, Hazel Harrison From: Shaurya Arora
To: Public Comments

Subject: Public Comment 7/15 - Item 13 - Stevens Creek Boulevard Corridor Vision Study

Date: Tuesday, July 15, 2025 10:51:25 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and City Council,

My name is Shaurya Arora and I'm a Cupertino resident and business owner

Stevens Creek Boulevard is our city's most important corridor for jobs, housing, and transportation, but the current design of the corridor isn't up to the task. Its current design encourages speeding, putting everyone at risk, especially those of us who are unable to drive like children, seniors, or mobility device users.

The current design is also deeply unsustainable, both environmentally and financially. With the state forcing us to plan for more development along Stevens Creek, we must ensure the transportation options along the corridor can mitigate the traffic impacts of new projects for a less congested and more livable future.

The Stevens Creek Vision Study's Recommended Plan includes proven measures to improve safety and reduce traffic, and respects the independence of our city by not forcing any projects that Cupertino residents object to. It was approved UNANIMOUSLY by the Planning Commission and the Bicycle and Pedestrian Commission. By accepting the study, the city will be reaffirming our commitment to safe streets and strong regional partnerships without binding the city to any new financial obligations.

Please vote to accept the study so we can all enjoy the safe and sustainable Stevens Creek Boulevard that we deserve.

Sincerely, Shaurya Arora From: Mary Williams
To: Public Comments

Subject: Public Comment 7/15 - Item 13 - Stevens Creek Boulevard Corridor Vision Study

Date: Tuesday, July 15, 2025 9:12:20 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and City Council,

My name is Mary Williams and I'm a long time Cupertino bike commuter.

Stevens Creek Boulevard is our city's most important corridor for jobs, housing, and transportation, but the current design of the corridor isn't up to the task. Its current design encourages speeding, putting everyone at risk, especially those of us who are unable to drive like children, seniors, or mobility device users.

The current design is also deeply unsustainable, both environmentally and financially. With the state forcing us to plan for more development along Stevens Creek, we must ensure the transportation options along the corridor can mitigate the traffic impacts of new projects for a less congested and more livable future.

The Stevens Creek Vision Study's Recommended Plan includes proven measures to improve safety and reduce traffic, and respects the independence of our city by not forcing any projects that Cupertino residents object to. It was approved UNANIMOUSLY by the Planning Commission and the Bicycle and Pedestrian Commission. By accepting the study, the city will be reaffirming our commitment to safe streets and strong regional partnerships without binding the city to any new financial obligations.

Please vote to accept the study so we can all enjoy the safe and sustainable Stevens Creek Boulevard that we deserve.

Sincerely, Mary Williams From: Daniel Huynh
To: Public Comments

Subject: Public Comment 7/15 - Item 13 - Stevens Creek Boulevard Corridor Vision Study

Date: Tuesday, July 15, 2025 7:29:43 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and City Council,

My name is Daniel Huynh. From my experiences as someone who lives by Stevens Creek Boulevard, I can tell it's not only Cupertino's most vital corridor for jobs, housing, and transportation, but also a gateway connecting it with other major cities and neighborhoods in the county allowing for people from all over the county to visit, work, study, do business, etc in Cupertino enriching all of us.

But sadly the current design of the corridor isn't up to this awesome task. Its current design encourages speeding, putting everyone at risk, especially those of us who are unable to drive like children, seniors, or mobility device users with Stevens Creek Blvd and its immediate area is home to many schools, childcare facilities, senior centers, and parks.

The current design is also deeply unsustainable, both environmentally and financially. With the state forcing us to plan for more development along Stevens Creek, we must ensure the transportation options along the corridor can mitigate the traffic impacts of new projects for a less congested and more livable future.

The Stevens Creek Vision Study's Recommended Plan includes proven measures to improve safety and reduce traffic, and respects the independence of our city by not forcing any projects that Cupertino residents object to. It will ignificantly improve safety for car drivers, bus riders, and people on bike, foot, or wheelchair without affecting traffic flow. These include high visibility crosswalks, protected bike lanes, and pedestrian crossing islands.

It was approved UNANIMOUSLY by the Planning Commission and the Bicycle and Pedestrian Commission. By accepting the study, the city will be reaffirming our commitment to safe streets and strong regional partnerships without binding the city to any new financial obligations.

Please vote to accept the study so we can all enjoy the safe and sustainable Stevens Creek Boulevard that we deserve.

Sincerely, Daniel Huynh

From: Phillip Hines
To: Public Comments

Subject: Public Comment 7/15 - Item 13 - Stevens Creek Boulevard Corridor Vision Study

Date: Monday, July 14, 2025 11:51:27 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor & Council,

My name is Phil Hines, and I am a frequent commuter within Cupertino. I have many friends and a church community in the area, and would love to see improvements made to the safety of all residents in the city.

I urge the council to approve The Stevens Creek Vision Study's Recommended Plan, which includes sensible and data-proven methods to reduce traffic and improve safety at this key corridor. Stevens Creek Blvd is a key part of many folks' commutes, and improving the safety and long-term sustainability of the corridor is a must. And as there are plans to further improve and develop Stevens Creek, this kind of long-term thinking is paramount.

I hope the council recognizes the merits of the plan, as many others in the area -- like the county, San Jose city, and the VTA have. Please vote in favor of the plan, which provides the city a wealth of opportunities to stay committed to safe streets and strong relationships with your neighboring cities.

Thank you, -Phil

From: Alex Richardson
To: Public Comments

Subject: Public Comment 7/15 - Item 13 - Stevens Creek Boulevard Corridor Vision Study

Date: Monday, July 14, 2025 8:28:57 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and City Council,

My name is Alex and I'm a Cupertino resident.

I've lived here almost my whole life. Cupertino is a beautiful place and I want to enjoy it through biking and walking. Unfortunately, I don't feel safe when I do. I try to bike 11 miles to work as much as I can but hate that cars are passing me at twice the speed less than a foot away. It makes me want to stop for good.

I drive as much as the next person and want to keep being able to, and am not worried about that as this plan will not affect traffic flow. What this plan will do is look into options that make other forms of transport more realistic and will help with our sense of community and sustainability.

Whenever I walk around Stevens Creek, I always feel a little unsafe and isolated on an empty sidewalk with a massive road next to me. Crossing can be a harrowing experience, rushing to get to the far side in the 30 seconds the light allows, all while hoping no cars decide to pull a fast right turn. Through this plan, if we are able to find a way to make it more friendly to pedestrians, I think it would be amazing to be able to bike and walk around the area comfortably and run into friends and acquaintances.

Stevens Creek Boulevard is our city's most important corridor for jobs, housing, and transportation, but the current design of the corridor isn't up to the task. Its current design encourages speeding, putting everyone at risk, especially those of us who are unable to drive like children, seniors, or mobility device users. Changing this street could also play a major role in better connecting our city centers such as Main Street and the Cupertino Library to the rest of the city, further enhancing our city's community.

The current design is deeply unsustainable, both environmentally and financially. With the state forcing us to plan for more development along Stevens Creek, we must ensure the transportation options along the corridor can mitigate the traffic impacts of new projects for a less congested and more livable future.

As someone who is planning on getting a new house in a few years I've been thinking about

whether I'd want that to be in Cupertino or not. My biggest challenge living here has been the lack of community and accessibility for shorter commutes due to our current infrastructure. Plans like this are what give me hope for our city's future and make me excited to see how Cupertino can continue to lead the way in building a sustainable future.

The Stevens Creek Vision Study's Recommended Plan includes proven measures to improve safety and reduce traffic, and respects the independence of our city by not forcing any projects that Cupertino residents object to. It was approved UNANIMOUSLY by the Planning Commission and the Bicycle and Pedestrian Commission. By accepting the study, the city will be reaffirming our commitment to safe streets and strong regional partnerships without binding the city to any new financial obligations.

Please vote to accept the study so we can all enjoy the safe and sustainable Stevens Creek Boulevard that we deserve.

Sincerely,

Alex Richardson

From: <u>CrystaLuna Luminescent</u>
To: <u>Public Comments</u>

Subject: Public Comment 7/15 - Item 13 - Stevens Creek Boulevard Corridor Vision Study

Date: Monday, July 14, 2025 6:20:04 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and City Council,

My name is Savita Nataraj and I regularly drive through Stevens Creek Boulevard.

Stevens Creek Boulevard is the city's most important corridor for jobs, housing, and transportation, but the current design of the corridor isn't up to the task. Its current design encourages speeding, putting everyone at risk, especially those who are unable to drive like children, seniors, or mobility device users.

The current design is also deeply unsustainable, both environmentally and financially. With the state forcing us to plan for more development along Stevens Creek, please ensure the transportation options along the corridor can mitigate the traffic impacts of new projects for a less congested and more livable future.

The Stevens Creek Vision Study's Recommended Plan includes proven measures to improve safety and reduce traffic, and respects the independence of the city by not forcing any projects that Cupertino residents object to. It was approved UNANIMOUSLY by the Planning Commission and the Bicycle and Pedestrian Commission. By accepting the study, the city will be reaffirming the commitment to safe streets and strong regional partnerships without binding the city to any new financial obligations.

Please vote to accept the study so we can all enjoy the safe and sustainable Stevens Creek Boulevard that we deserve.

Sincerely,

Savita Nataraj

Blessings on your night and day, Savita N.

From: <u>Vishnu Bhat</u>
To: <u>Public Comments</u>

Subject: Public Comment 7/15 - Item 13 - Stevens Creek Boulevard Corridor Vision Study

Date: Tuesday, July 15, 2025 11:23:30 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and City Council,

My name is Vishnu and I'm a Cupertino resident.

Stevens Creek Boulevard is our city's most important corridor for jobs, housing, and transportation, but the current design of the corridor isn't up to the task. Its current design encourages speeding, putting everyone at risk, especially those of us who are unable to drive like children, seniors, or mobility device users.

The current design is also deeply unsustainable, both environmentally and financially. With the state forcing us to plan for more development along Stevens Creek, we must ensure the transportation options along the corridor can mitigate the traffic impacts of new projects for a less congested and more livable future.

The Stevens Creek Vision Study's Recommended Plan includes proven measures to improve safety and reduce traffic, and respects the independence of our city by not forcing any projects that Cupertino residents object to. It was approved UNANIMOUSLY by the Planning Commission and the Bicycle and Pedestrian Commission. By accepting the study, the city will be reaffirming our commitment to safe streets and strong regional partnerships without binding the city to any new financial obligations.

Please vote to accept the study so we can all enjoy the safe and sustainable Stevens Creek Boulevard that we deserve.

Sincerely, Vishnu Bhat From: <u>louise saadati</u>
To: <u>City Council; City Clerk</u>

Subject: Steven Creek Corridor Vision Study **Date:** Tuesday, July 15, 2025 1:38:31 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor Chao, Vice-Mayor Moore and City Council Members:

Please include the following in the public record:

Please vote yes on the Stevens Creek Corridor Vision Study at the City Council Meeting of 7/15/26.

This is a joint project by Santa Clara, Cupertino, San Jose, VTA and the County to study and make recommendations for the safety along the Stevens Creek Boulevard. Cupertino needs to approve this to be included in the conversation and decisions made by these cities and the County. This is to improve the safety for all of us whether on transit, driving, biking or walking.

The recommendations need to go end to end including all the way to Foothill Blvd where all the residents travel to and deserve optimal safety.

Cupertino is the last city to give their approval to this vision. Cupertino's approval of the results of the Vision Study will make it easier for the cities and entities to receive grant approvals to improve that corridor.

Please vote yes to show that you believe in making Stevens Creek Corridor a safe and enjoyable corridor for us all to enjoy.

Thank you for supporting this by voting yes.

Louise Saadati 40 year resident of Cupertino

Sent from my iPhone

From: Kelly Cox

To: <u>Public Comments</u>; <u>Liang Chao</u>; <u>Kitty Moore</u>

Cc: <u>Lisa Gillmor</u>; <u>Manager</u>

Subject: Steven's Creek Study Public Comment

Date: Monday, July 14, 2025 6:27:20 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Honorable Mayor Chao, Vice Mayor Moore, and Councilmembers,

Tomorrow, Cupertino City Council will be voting on the adoption of the Stevens Creek Corridor Vision Study. This project is a testament to the collaboration between the Public Works departments of our cities and our joint commitment to a safe, sustainable, and economically productive corridor that we can all be proud of. Accepting this study will enable our cities to move forward in a unified manner to transform the corridor in accordance with the will of our communities who have repeatedly made their voices heard in favor of such an effort.

We in Santa Clara value our relationship with our neighbors and partners, and hope to strengthen our collaboration in key areas such as traffic safety, economic development, and sustainability. I know our residents and small businesses share that sentiment, and we have heard time and time again that they are excited for us to collaborate on such an important corridor.

While the adoption of the study does not commit us or our partners to implementing any specific projects or ongoing financial obligations, it will make our joint efforts and joint projects significantly more competitive for grants. Should we decide to advance a project on the corridor, we can count on the Vision Study to show our regional, state, and federal partners that we are committed to a safe and seamless experience on the corridor for all.

In such uncertain times, I am grateful that we are working to preserve and strengthen our ties. Our efforts to improve safety, sustainability, congestion, and economic productivity will only be furthered by our partnership.

I look forward to our continued collaboration and I hope that the Stevens Creek Corridor Vision Study can be adopted without alteration.

Sincerely, Kelly Cox, Santa Clara Vice Mayor

Get Outlook for iOS

From: Glenn Fishler
To: City Council

Cc: City Clerk; Cupertino City Manager"s Office

Subject: Stevens Creek Corridor Vision Study Acceptance on July 15, 2025

Date: Monday, July 14, 2025 9:31:29 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Cupertino City Council Members,

Please include this message in the public record.

I am writing to encourage your unanimous approval to accept the Stevens Creek Corridor Study during the City Council meeting on July 15, 2025. This is a joint project intended to improve the Stevens Creek Corridor from end to end. The cities of San Jose and Santa Clara, plus Santa Clara County and VTA have already accepted the Vision Study; now it's Cupertino's turn to follow suit so we may be included in this important process.

Why is it important for Cupertino to accept the Vision Study?

- 1) Cupertino needs to accept the Vision Study to be part of the go-forward decision making on the corridor, because traffic and transit do not stop at our city borders. What happens in Santa Clara and San Jose affects Cupertino as well, so it's important for us to have a say.
- 2) Unanimous acceptance by the three cities involved, plus the county, and VTA means future projects are more likely to receive priority for state and county grant funding.
- 3) The Vision Study has involved a multi-stakeholder process. Recommendations were developed after receiving years of input by the broader public, a Steering Committee made up of elected leaders from all three cities, and a Community Advisory Group made up of community leaders from all three cities.
- 4) The Study does not mandate any specific changes to the Corridor. Rather, it lays out a vision. Any specific projects will need to be approved separately and individually. So, Cupertino's specific interests will be heard as the vision moves forward.
- 5) The vision should include the entire length of Stevens Creek Blvd. to Foothill Blvd. It should not stop at Bubb Road, as recommended by the Cupertino Planning Commission. The other cities, the County, and the VTA recognize the importance of improving the corridor from end to end. Cupertino should follow suit.

Thank you for your support on this important matter.

Sincerely,

Glenn Fishler Cupertino Resident since 1997 From: Kitty Moore
To: City Clerk

Subject: Item 13 Written Communications

Date: Tuesday, July 15, 2025 1:17:46 PM

Attachments: <u>#023-101-Report.pdf</u>

Dear City Clerk,

Please provide this email and the attached State Auditor Report regarding VTA for Written Communications Item 13:

Santa Clara Valley Transportation Authority

"Improvements Are Necessary to Strengthen Its Project Management and Financial Oversight" June 2024

State Auditor REPORT 2023-101

https://www.auditor.ca.gov/reports/2023-101/

A key point in the report is that there has been a lack of cost-benefit analyses conducted by VTA.

Thank you,

Kitty Moore





Santa Clara Valley Transportation Authority

Improvements Are Necessary to Strengthen Its Project Management and Financial Oversight

June 2024

REPORT 2023-10





CALIFORNIA STATE AUDITOR

621 Capitol Mall, Suite 1200 | Sacramento | CA | 95814



916.445.0255 | TTY 916.445.0033



For complaints of state employee misconduct, contact us through the **Whistleblower Hotline**: **1.800.952.5665**

Don't want to miss any of our reports? Subscribe to our email list at auditor.ca.gov

auditor.ca.gov

Mike Tilden Chief Deputy



June 11, 2024 **2023-101**

The Governor of California President pro Tempore of the Senate Speaker of the Assembly State Capitol Sacramento, California 95814

Dear Governor and Legislative Leaders:

As directed by the Joint Legislative Audit Committee, my office conducted an audit of the Santa Clara Valley Transportation Authority (VTA) regarding the agency's governance structure, project planning and management, financial viability, and fiscal oversight. VTA is a special district that provides transit services throughout Santa Clara County (county). The agency is governed by a Board of Directors (board) consisting of 12 directors who each represent various jurisdictions within the county.

VTA is responsible for planning and delivering improvements to county transit systems or transportation infrastructure. However, the agency needs to strengthen its planning and oversight of such capital projects. For example, when VTA estimates the costs of capital projects, it does not always estimate the cost to operate and maintain the project. Also, VTA's staff do not provide regular updates to the board about variances from the cost estimates it develops before the construction of a project. For example, the construction cost of one project we reviewed increased by about 24 percent from the start of construction. Without regular information about cost increases such as this one, the board has diminished insight into capital project performance.

The processes for appointing VTA's directors are not always transparent enough to ensure the appointment of directors with experience in transportation. For example, one group of cities in the county does not meet publicly when it decides who to appoint as its director. Once appointed, VTA's directors have briefer tenures than those of peer transit agencies, and this is due, in part, to the shorter term lengths that state law establishes for VTA directors compared to the term lengths of other agencies' directors. As a result, VTA's board has less experience overseeing the agency's operations than the boards of peer agencies.

Finally, VTA is in good financial condition but would benefit from adopting additional fiscal oversight practices. More than 60 percent of VTA's annual revenue comes from sales taxes, which are a time-limited and uncertain source of revenue. However, VTA has not determined how it will replace this revenue once some of the measures authorizing these taxes begin expiring in 2036. Additionally, VTA's staff do not report to the board about financial performance metrics, such as the cost per passenger trip, which is information that could assist the board in overseeing VTA's performance.

Respectfully submitted,

GRANT PARKS

California State Auditor

Selected Abbreviations Used in This Report

ACFR	Annual Comprehensive Financial Report
АРТА	American Public Transportation Association
BART	Bay Area Rapid Transit
CalPERS	California Public Employees' Retirement System
CapMetro	Capital Metropolitan Transportation Authority
CEO	Chief Executive Officer
CFO	Chief Financial Officer
EBRC	Eastridge to BART Regional Connector
FPPC	Fair Political Practices Commission
FTA	Federal Transit Administration
GAO	U.S. Government Accountability Office
GFOA	Government Finance Officers Association
LA Metro	Los Angeles County Metropolitan Transportation Authority
ОСТА	Orange County Transportation Authority
ОРЕВ	Other post-employment benefits
SacRT	Sacramento Regional Transit District
SCIP	Strategic Capital Investment Plan
SSTPO	Safety, Security, and Transit Planning and Operations
TCRP	Transit Cooperative Research Program
TriMet	Tri-County Metropolitan Transportation District of Oregon
VTA	Santa Clara Valley Transportation Authority

Contents

Summary	1
Introduction	3
Chapter 1 VTA Can Strengthen Its Planning and Oversight of Capital Projects and Better Inform the Board About Cost and Schedule Changes	9
Recommendations	22
Chapter 2 Legislative Changes Could Increase the Transparency and Effectiveness of VTA's Board	23
Recommendations	36
Chapter 3 VTA Should Adopt Several Additional Practices to Optimize Its Financial Health and Strategic Direction	37
Recommendations	55
Other Areas We Reviewed	57
Appendix A Status of VTA's Implementation of Our Prior Audit Recommendations	61
Appendix B Scope and Methodology	63
Response to the Audit Santa Clara Valley Transportation Authority	67
California State Auditor's Comments on the Response From Santa Clara Valley Transportation Authority	77

Blank page inserted for reproduction purposes only.

Summary

Results in Brief

The Santa Clara Valley Transportation Authority (VTA) is a special district responsible for ensuring that Santa Clara County's (county) transit and transportation needs are met. VTA provides transit services—including light rail and bus service—and traffic congestion management services throughout the county. A 12-member board of directors (board) governs VTA and sets VTA policy. Board directors are appointed by local elected officials from the city of San José, from the county, and from groups of smaller cities within the county. The head of VTA's Administrative Branch is the Chief Executive Officer (CEO), who oversees and manages all facets of the organization under policy direction from the board. This audit report concludes the following:

VTA Can Strengthen Its Planning and Oversight of Capital Projects and Better Inform the Board About Cost and Schedule Changes

VTA addressed individual changes to its capital projects' costs and schedules
in accordance with its procedures. However, VTA's cost estimates are neither
comprehensive nor fully documented. VTA staff also do not regularly report to
the board variances in cost or schedule in VTA's capital projects, leaving the board
unaware of important details about these projects and diminishing the board's
oversight of capital projects.

Legislative Changes Could Increase the Transparency and Effectiveness of VTA's Board

- The process for selecting directors for the board is not always transparent enough
 to ensure the appointment of directors experienced in transportation issues. For
 example, the mayors from one group of cities do not meet in public to deliberate
 regarding whom they will appoint as a director.
- The two-year term served by VTA's directors is established in state law and is shorter than the terms of most of their peers at other transportation agencies.
 In practice, VTA directors have shorter tenures, on average, than their peers, meaning that VTA's board has less experience overseeing the agency's operations than the boards of peer agencies.

VTA Should Adopt Several Additional Practices to Optimize its Financial Health and Strategic Direction

• VTA is in relatively good financial condition. The agency has consistently spent less than it received in revenue, and it has built sizeable reserves to prepare for unexpected financial events. However, VTA relies on an uncertain source—sales taxes—for more than 60 percent of its annual revenue, and it has not yet determined how it will replace this revenue once the measures authorizing these taxes begin expiring in 2036.

• Despite the importance of working from a strategic plan, VTA has been operating with an expired strategic plan since 2022. Further, VTA's strategic planning documents—the expired plan and a CEO's list of initiatives—do not contain measurable objectives, strategies for achieving particular objectives, or performance measures that would enable it to track its progress toward achieving its goals.

Agency Comments

VTA agreed with the recommendations we directed to it and indicated that it is committed to implementing them. However, VTA disagreed with the two recommendations we made to the Legislature regarding the transparency of the appointment of directors to its board and the term length for its directors.

Introduction

Background

The Santa Clara Valley Transportation Authority (VTA) is a special district responsible for providing transit services within Santa Clara County (county). VTA reports that it provides transit services to a 346-square-mile service area with more

than 50 bus routes and more than 50 light rail stations. VTA also serves as the county's congestion management agency, which means VTA is responsible for developing, adopting, and updating a congestion management program that, among other things, contains traffic level-of-service standards for highways and roadways in the county. In these roles, VTA may design and construct state highways, create transit-oriented joint development projects, and provide bicycle and pedestrian facilities. The text box provides examples of VTA's responsibilities.

Examples of VTA's Responsibilities

- Providing public transportation services: bus, light rail, and paratransit.
- · Developing countywide transportation planning.
- · Managing specific highway improvement projects.

Source: VTA policy.

Structure and Responsibilities of VTA's Board of Directors

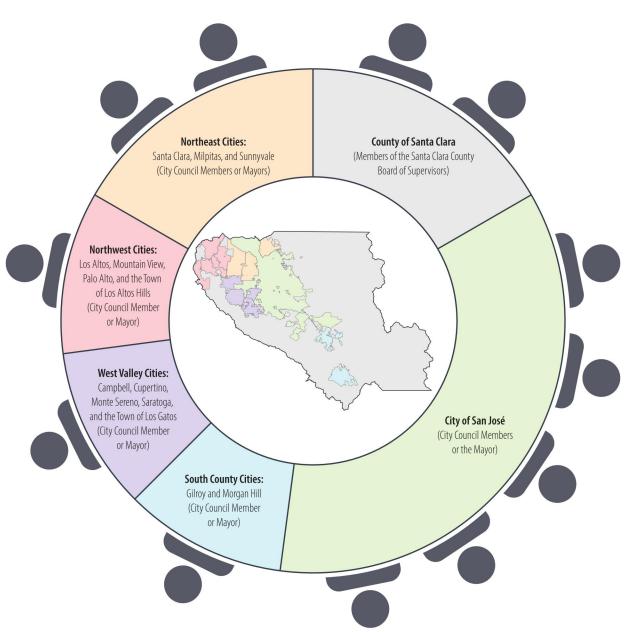
State law assigns responsibility for the governance of VTA to a board of directors (board). The law specifies that the board is composed of 12 members (directors), all of whom must hold office as either a mayor or city council member of a locality within the county, or as a member of the county board of supervisors. According to state law, a director's term on the board may generally last for two years, but the law does not limit the number of terms a director may serve. Figure 1 shows that the directors are appointed from six different regions, or groups, within the county—each having a fixed number of directors.

Each group is responsible for appointing its directors to the board. State law requires that, to the extent possible, the individuals appointed to the board should have expertise, experience, or knowledge relative to transportation issues. For the city of San José (San José) and the county, state law specifies that the city council and the county board of supervisors must appoint their respective directors. However, the law provides that local agreements between the other cities in the county govern how the other directors are chosen. For example, the mayors from the West Valley Cities group appoint that group's director from a pool of mayors and city council members interested in serving on VTA's board, whereas the cities in the Northeast Cities group take turns appointing a director to the board, and that choice is approved by the city council of the city assigned the appointment.

According to state law, in some instances, the office of mayor, city council member, and county supervisor may be filled by an individual who is appointed. Nevertheless, for purposes of this report, we refer to all individuals who fill these positions as elected.

Figure 1VTA's Board Is Composed of Elected Officials From the County and the Cities Therein

VTA's Groups and Total Board Representatives



Source: State law and VTA's administrative code.

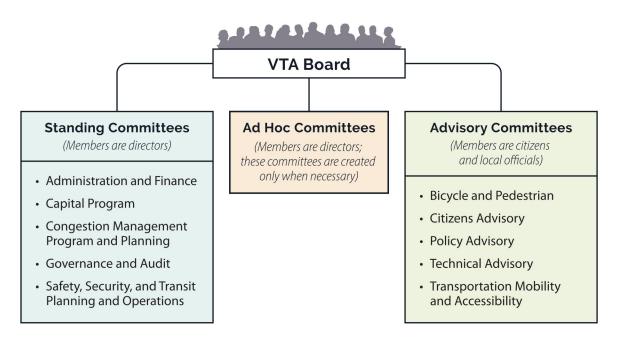
Broadly, VTA's board is responsible for monitoring VTA's operations and capital projects, as well as setting VTA policy. The text box lists examples of the board's duties. To assist it in carrying out its responsibilities, the board maintains several standing and advisory committees that are tasked with providing advice and nonbinding recommendations to the board on VTA policy. The board may also form ad hoc committees, composed of directors, to address and resolve specific problems or to achieve defined objectives as needed and for a limited duration. Figure 2 shows the three types of committees.

Examples of the Board's Responsibilities

- Setting transit rates and charges for the transit services VTA operates.
- · Adopting VTA budgets.
- Determining the property and equipment to be owned or acquired by VTA to provide transit services.
- · Selecting and evaluating the CEO.

Source: State law; VTA's rules of procedure; VTA policies.

Figure 2VTA's Board Maintains Several Standing and Advisory Committees



Source: VTA administrative code and rules of procedure.

Each standing committee, composed of at least four directors, focuses on a specific area of responsibility. In contrast, advisory committees are composed of individuals who are not directors. Depending on the specific advisory committee, those individuals may be members of the public, organizational representatives, or local officials, or a combination of them. Similar to the standing committees, advisory committees exist to offer the board advice and nonbinding recommendations on topics relevant to their areas of responsibility. For example, the Bicycle and

Pedestrian Advisory Committee is responsible for providing advice regarding funding priorities for bicycle and pedestrian projects. Committee meeting agendas and documentation show that each standing and advisory committee has a work plan outlining items that the committee intends to address during prospective meetings. However, the board secretary—in consultation with, among others, the board's chairperson—is responsible for preparing the agenda for full board meetings.

VTA's Operations and Capital Projects

The head of VTA's administrative branch is its chief executive officer (CEO), who manages eight divisions. As Figure 3 details, each division carries out different elements of VTA's responsibilities. VTA's activities generally fall into two categories: those related to its general operations and those involving capital projects and maintenance. In total for fiscal years 2023–24 and 2024–25, VTA appropriated about \$5.7 billion—which included \$1.8 billion for operations and \$3.9 billion for its capital program. VTA's operations primarily include the transit services that it provides to its residents—bus, light rail, and paratransit services. VTA's capital projects and maintenance functions include its efforts to maintain its capital assets in good repair and expand its services by building new infrastructure.

VTA's Engineering and Program Delivery division is responsible for the development and delivery of various capital projects under VTA's capital program, including transit and highway projects. Broadly, VTA is responsible for both the delivery and operation of transit projects, therefore it implements and maintains the assets related to transit projects. In contrast, VTA is generally responsible only for the implementation of highway projects, not their maintenance.² Finally, VTA has a division devoted entirely to the development of one capital project, the Bay Area Rapid Transit (BART) Silicon Valley Extension project.

Other Transit Agencies That We Compared to VTA

Several objectives the Legislature asked us to address as part of our audit led us to identify other transit agencies against which we could compare VTA. Throughout this report, we refer to these as VTA's *peer agencies*. We selected five specific entities as peer agencies based on their operating costs, the populations of their service areas, the types of transportation services they provide, and the compositions of their governing boards. Table 1 provides detailed information about these peer agencies and VTA.

² A notable exception is VTA's Silicon Valley Express Lanes Program. VTA is the owner and operator of this program.

Figure 3
VTA's Eight Divisions Carry Out Different Functions



Office of the CEO

The Office of the General Manager/CEO is responsible for overall administration, overseeing construction, planning, financial, and capital program efforts and strategies.

The office includes the general manager/CEO, the executive assistant to the CEO, the chief of communication, and the chief of staff.

Operations

Operates bus and light rail service and oversees contracted paratransit services.

Planning & Programming

Responsible for the programming of Congestion Management Program (CMP) funds, transportation planning, service planning, and the development and review of bicycle and pedestrian planning.

Finance, Budget & Real Estate

Oversees accounting and finance functions, including development of the biennial budget, as well as the acquisition of real property for capital projects.

Human Resources

Provides agencywide human resources functions.

System, Safety & Security

Oversees system safety and compliance.

External Affairs

Develops and executes a communication plan and coordinates government relations.

Engineering & Program Delivery

Develops and delivers various capital projects.

BART Delivery Program

The BART Delivery Program is under the executive supervision of the CEO and is budgeted as part of that office. It provides project oversight for the proposed extension of the Bay Area Rapid Transit (BART) system.

Source: VTA's 2024/2025 biennial budget.

Table 1We Compared VTA With Five Peer Transit Agencies

	SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA)	TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET)	CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY (CAPMETRO)	LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LA METRO)	SACRAMENTO REGIONAL TRANSIT DISTRICT (SACRT)	ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)
Service Area	Santa Clara County, CA	Clackamas, Multnomah, and Washington Counties, OR	Travis and Williamson Counties, TX	Los Angeles County, CA	Sacramento and Yolo Counties, CA	Orange County, CA
Population of Service Area (2022)	1,895,000	1,558,000	1,331,000	10,395,000	1,333,000	2,944,000
Operating Costs (2022)	\$424,438,000	\$506,016,000	\$283,570,000	\$1,801,365,000	\$215,479,000	\$295,256,000
Cost per capita*	\$224	\$325	\$213	\$173	\$162	\$100
Selected Transportation Services Provided [†]	CMA, rail, bus, and transit services for individuals with disabilities	CMA, rail, bus, and transit services for individuals with disabilities				
Eligible Candidates for the Governing Board [‡]	Specified elected officials	Elected officials and members of the public	Elected officials and members of the public	Specified elected officials and members of the public	Elected officials and members of the public	Specified elected officials and members of the public

Source: Federal Transit Administration (FTA) and National Transit Database transit agency data, transit agency documentation, state laws.

^{*} The per capita cost is the cost per person in the transit service area.

[†] Congestion Management Agencies (CMA) are agencies responsible for, among other things, traffic level-of-service standards for highways and roadways. We identified select transportation services common among the agencies.

[‡] In our report, we use the term *specified elected officials* to refer to directors who are required by law to hold a specific elective office—such as a city council member—to be eligible for appointment to the board of a transit agency. We refer to *elected officials* when we are discussing directors who are required or permitted by law to hold an elective office but do not need to hold a specific elective office to be eligible for appointment to the board of a transit agency.

Chapter 1

VTA CAN STRENGTHEN ITS PLANNING AND OVERSIGHT OF CAPITAL PROJECTS AND BETTER INFORM THE BOARD ABOUT COST AND SCHEDULE CHANGES

Key Points

- VTA generally followed capital project selection best practices but did not conduct
 cost-benefit analyses before selecting two capital projects. As a result, it is not clear
 whether one of these projects—an extension of VTA's light rail system—is the best use
 of the \$653 million cost VTA plans to incur.
- VTA did not always estimate the costs of the operation and maintenance of its capital
 projects when it developed those projects. These estimates are essential to anticipating
 the expected long-term costs of the capital projects VTA pursues. Further, the
 methodologies for VTA's project cost estimates are only partially documented.
- VTA managed individual changes to project cost and schedule in accordance with
 its procedures. However, it does not report to the board about deviations from the
 estimated cost and schedule for capital projects. This lack of reporting diminishes
 the board's awareness of important details about these projects.

VTA Did Not Perform Cost-Benefit Analyses When It Planned Two Major Capital Projects

When transit agencies plan and select capital projects that expand their capacity, the agencies are committing to long-term, costly efforts with the goal of improving their operations and services. Accordingly, the process such agencies use to plan and select these projects must thoroughly examine the projects across several factors, including an area's transportation goals and the needs of the community. To assess VTA's project planning and selection practices, we compared VTA's processes for two capital projects—the Eastridge to BART Regional Connector (EBRC) and the Silicon Valley Express Lanes Program (express lanes program) against selected best practices. We selected these projects because they are large projects to which VTA has appropriated funding within the past five years, and they are capital expansion projects, meaning the projects add assets to VTA's existing system. The text box provides information about the scope of each project. Table 2 summarizes the best practices we reviewed and our determination that VTA followed two of the three best practices for these projects.

VTA Capital Projects Reviewed

Eastridge to BART Regional Connector (\$653 million): VTA plans to build approximately 2.4 miles of light rail track along East Capitol Expressway in San José, starting from its existing Alum Rock station. VTA will build two new light rail stations: an elevated station at Story Road and a ground-level station at VTA's Eastridge Transit Center. In order to build the light rail track and stations, VTA also plans to remove two existing High-Occupancy Vehicle (HOV) lanes along Capitol Expressway.

Silicon Valley Express Lanes Program (\$1.1 billion): VTA has begun constructing express lanes to add the option for single-occupancy vehicles to pay a toll to use the HOV lanes on certain highways in the county. This program is a multiphase program with multiple projects. Some sections have been collecting toll revenue since 2012. One of the program's goals is to generate revenue for VTA's other transit and transportation improvements.

Source: VTA project documents and website.

Table 2VTA Did Not Follow a Key Project Planning and Selection Best Practice

	DURING PROJECT SELECTION, A TRANSIT AGENCY SHOULD				
	SELECT PROJECTS THAT ALIGN WITH ITS IDENTIFIED NEEDS.	CONDUCT A COST-BENEFIT ANALYSIS.	SELECT PROJECTS THAT SHOW A LINK TO PERFORMANCE MEASURES.		
EBRC	Yes	No	Yes		
Express Lanes Program	Yes	No	Yes		

Source: VTA project documentation; best practice resources from the Federal Transit Administration, the Federal Highway Administration, and the Government Finance Officers Association.

A key best practice for capital project planning and selection is that an agency implements projects that align with its identified needs. VTA has identified its needs in its Valley Transportation Plan 2040 (VTP 2040). In 2014 the board adopted this plan, which identifies capital programs, projects, and policies that the board plans to pursue through 2040. VTP 2040 outlines VTA's needs and goals, including accommodating growth in the region, maintaining VTA's transportation system in a state of good repair, and reducing vehicle miles and hours traveled in order to reduce emissions.

Both projects we reviewed align with needs identified in VTP 2040. Specifically, EBRC's expected benefits align with VTP 2040's goals of accommodating population growth, reducing vehicle miles traveled, and reducing emissions. VTA anticipated that the EBRC project will reduce emissions by more than 50,000 metric tons of carbon dioxide and reduce vehicle miles traveled by more than 124 million miles over the span of 50 years. Similarly, the express lanes program helps VTA achieve a different goal specified in VTP 2040: reduced reliance on state and federal funding. VTA expects the express lanes program to generate an average of \$164 million per year by 2040—including \$68 million per year to fund other transit services and transportation improvements. Additionally, the express lanes will likely continue to operate and generate revenue for VTA beyond the period covered by VTP 2040.

Although the two projects we reviewed are likely to address needs that VTA has identified, VTA's staff stated that they did not perform a cost-benefit analysis on either project when they proposed them to the board and received the board's approval. A cost-benefit analysis is a tool that transportation agencies use to quantify the benefits to society of implementing a transportation investment and to help determine whether a project is economically efficient. A project is economically efficient if its projected future benefits equal or exceed the project's life-cycle costs.

Despite the advisability of using a cost-benefit analysis to make project selection decisions, VTA did not perform a cost-benefit analysis that could have informed the selection of these two projects. VTA's chief engineering and program delivery officer (chief engineering officer) informed us that VTA does not conduct a cost-benefit analysis on projects unless it is required to do so to obtain external funding because such an analysis takes a considerable amount of staff resources to complete.

However, VTA's ridership projections for the EBRC project demonstrate the importance of a cost-benefit analysis because VTA is predicting only a small increase in ridership. We compared the number of riders VTA projects will ride its light rail system in 2043 if it constructs the EBRC project and the number it projects will ride the system if it does not. VTA's ridership projections show that VTA expects that the EBRC project—which is projected to cost \$653 million—will increase light rail ridership by only 1.5 percent by 2043 when compared to the number of riders expected if it did not construct the project. This increase is the equivalent of about 2,500 additional riders per day in that year. The EBRC project's estimated costs are \$272 million per added mile of track. Although a comprehensive cost-benefit analysis would likely include an examination of more factors than just ridership, such as the effects on greenhouse gas emissions and the effects on the surrounding community, the slim increase in overall ridership is a concerning sign for a project to which VTA is committing significant resources.

In response to these concerns about the EBRC project, VTA's CEO and its chief external affairs officer asserted that VTA has a commitment to the voters who approved Measure A to follow through on the project. Voters passed Measure A in 2000, and an allowable use of the sales tax revenue generated by that measure is the expansion of light rail into the East Valley region, where VTA plans to construct EBRC. Although the EBRC project is an allowable use of Measure A funds, the measure never required VTA to construct the EBRC project, and the project's scope does not include all parts of the projects described in the measure. Instead of connecting the East Valley to downtown through a new light rail corridor or through a direct route to downtown, as identified in the measure, the EBRC project adds 2.4 miles of light rail track to the end of an existing light rail line that only indirectly leads to downtown.

Although VTA told us that it generally does not complete cost-benefit analyses, it did conduct some cost-benefit analyses for the express lanes program. Specifically, its first analysis was for the third phase of the program and occurred 10 years after the board first approved the program and about two years after it made a \$28 million appropriation to the third phase. This 2018 analysis demonstrated that this phase's expected benefits, valued at more than \$1 billion, would exceed its costs by \$534 million over 10 years. The analyses for the fourth and fifth phases also demonstrated that the phases' expected benefits would exceed their costs by \$50 million over 10 years and \$586 million over six years, respectively. VTA completed all three of these analyses using a template issued by the California Department of Transportation (Caltrans).

However, VTA did not complete similar analyses for the first two phases of this program. VTA highlighted for us that it had reviewed the feasibility of the express lanes program and secured external financing for the program's early phases, both of which it believed demonstrated that VTA had performed a review of the program's value. Although the feasibility study does include a review of the projected expenses and revenues for the program, a project's estimated direct expenses and resulting revenues are not as thorough as a full consideration of a project's costs and benefits to society, which would factor in other elements such as emissions and time saved or added to commutes in the region.

As indicated earlier, VTA's leadership shared that cost-benefit analyses can be costly to produce. More specifically, VTA shared its concern that some of its capital projects are not expected to cost enough to merit a cost-benefit analysis. For example, VTA pointed out that some capital projects are not major investments that expand transit services but rather smaller, less costly upgrades to existing facilities. One example from VTA's most recent biennial budget is the remodeling of conference rooms, which is expected to cost only \$229,000. We agree that some projects are not costly enough to warrant a cost-benefit analysis. VTA would likely benefit from establishing a threshold cost to indicate when a project requires such an analysis.

Additionally, the Federal Transit Administration (FTA) and the Federal Highway Administration emphasize the importance of performance measures that help transit agencies assess whether projects are helping the agency meet its goals. VTA performed a comparison between the two projects and relevant transportation performance measures. In its Major Investment Study from December 2000 that aimed to provide a strategy for investing in VTA's transit system in the Downtown/East Valley region, VTA compared EBRC and other project alternatives against six performance measures. These measures included total riders, new riders, and low-income households served. The EBRC alternative ranked highest only for the new riders performance measure. Other alternatives—which were bus routes instead of light rail—served more low-income households at lower capital costs but were not supported during community outreach sessions because they ran only during commute hours, whereas EBRC would operate for a greater period of time each day. Because VTA has not yet constructed the EBRC project, it is too early to know whether the project will achieve its expected performance.

VTA also used performance measures to assess its express lanes program. VTA's Express Lanes Operations Report for fiscal year 2022–23 describes that vehicle speed in express lanes are above the 45 miles-per-hour performance goal that VTA adopted from certain federal express-lane standards, showing that the program is succeeding in keeping traffic moving at the speed desired by VTA. The toll systems manager, who oversees express lanes, also provided a variance report demonstrating that for express lanes currently in operation, actual revenue is greater than the amount VTA budgeted. For example, actual revenue for the first three phases of the express lanes program was nearly \$7.8 million in fiscal year 2022, whereas VTA had planned for revenue to be less than \$6 million.

More recently, VTA began evaluating and prioritizing capital projects by using its Strategic Capital Investment Plan (SCIP). VTA adopted the SCIP in 2022 to help prioritize its long-term capital needs and identify how it anticipates appropriating funding for its capital projects over the next six years. VTA's adoption of the SCIP aligns VTA with an FTA recommendation that agencies adopt a standard review and approval framework when determining which projects to select within their capital improvement plans. In particular, VTA staff prioritize a list of proposed capital projects according to weighted scoring criteria, such as increasing ridership, enhancing safety, and environmental sustainability, among other factors. Most factors are assigned a weight of either 15 or 20 percent, with environmental sustainability being granted the lowest weight of 10 percent. Using this list, VTA told us it then ranks the capital projects against additional factors, including financial considerations and board priorities. Staff then use the final list of capital projects in the SCIP to guide the development of the biennial budget, which is how the board appropriates funds for these projects.

Best Practices Can Help Agencies Better Manage Capital Projects' Costs, Schedules, and Changes

According to the Project Management Institute, project management is the application of knowledge, skills, tools, and techniques to project activities to meet a project's requirements. The institute explains that project management enables organizations to execute projects effectively and efficiently by helping them resolve problems, manage change, and manage constraints, such as scope, schedule, and costs. A variety of resources—shown in the text box—are available to agencies to guide their project management.

Transit and highway projects generally follow the project development process that Figure 4 shows: after initiating a project, agencies design the project, solicit and award the contract, construct the project, and finally close the project and begin its operation and maintenance.

Sources of Project Management Best Practices

- Project Management Institute:
 - » Project Management Body of Knowledge Guide
- · Federal Transit Administration:
 - » Construction Project Management Handbook
 - » Project and Construction Management Guidelines
- Federal Railroad Administration:
 - » Capital Cost Estimating, Guidance for Project Sponsors
- · California Department of Transportation
 - » Project Development Procedures Manual
 - » Preparation Guidelines for Project Development Cost Estimates, Cost Estimating Guidelines
 - » Workplan Standards Guide
 - » Capital Project Workplan Handbook
- U.S. Government Accountability Office:
 - » Cost Estimating and Assessment Guide
- Transportation Research Board:
 - » Guidebook for the Evaluation of Project Delivery Methods

Source: Auditor research.

Figure 4
Transit and Highway Projects Follow a General Project Development Process

Project Initiation and Development During this phase, a transit agency ... • Selects a proposed project and appropriates funding to begin project development. • Identifies the scope and design concept for a range of possible project alternatives, including a no-build alternative. • Studies the environmental impacts of the project alternatives. · Chooses a preferred project alternative. **Design and Preconstruction** During this phase, a transit agency ... Develops the project design, including the plans, specifications, and construction quantity estimates. · Works with property owners, if necessary, to obtain land. **Solicitation and Award of Contracts** During this phase, a transit agency ... • Advertises the project construction proposal and accepts construction cost proposals from interested parties. Compares contractor cost proposals with its own independent estimate. The outcome of this process is a contract with a fixed construction cost amount. Construction During this phase, a transit agency . . . • Supervises the contractor's construction of the project in accordance with the contract. · Conducts walkthroughs of the built project and completes documentation to confirm closeout of the construction contract. Operation and Maintenance* During this phase, a transit agency operates the transit project and maintains it in good repair.

Source: FTA and Caltrans guidance, interviews with VTA staff.

* Caltrans is responsible for the operation and maintenance of highway projects, with the exception of VTA's express lanes program.

As part of our audit, we reviewed VTA's procedures and its implementation of six capital projects—shown in the first text box—to determine whether they reflect project management best practices in the areas of cost, schedule, and change control. We focused on these areas at the request of the Legislature and also because they are important areas of project management.

VTA's Project Cost Estimates Are Not Comprehensive, and Its Cost Estimate Methods Are Not Sufficiently Documented

Project cost estimates are important to agencies as they make investment decisions, set budgets, procure firms to assist with project implementation, and monitor their projects to assess whether they are meeting expectations. Accordingly, it is important for agencies to develop cost estimates that are reliable. The second text box shows the four characteristics that the U.S. Government Accountability Office (GAO) Cost Estimating and Assessment Guide states make a cost estimate reliable. The guide also defines each of these traits. For example, a *comprehensive* cost estimate includes costs from the entire lifecycle of the project, including the operation and maintenance phase, and a *credible* cost estimate includes a consideration of the project's risks and the uncertainty around the project. Although the VTA cost estimates we reviewed exhibited some of these characteristics, they fell short in other areas.

For the projects we reviewed, VTA did not address the first of these elements: having comprehensive cost estimates. VTA did not always estimate the operation and maintenance costs for its capital projects as part of its project development, even though operation and maintenance costs are essential to knowing the long-term costs that an agency will incur by committing to a project. However, for the three projects we reviewed in which VTA expected to incur operation and

VTA Capital Projects We Reviewed

Rail Rehabilitation Phase 7 (Rail Rehabilitation)—This project is part of an ongoing program to ensure that VTA's light rail track infrastructure remains in a state of good repair. Rail Rehabilitation includes a subset of four projects:

- Rail Replacement and Rehabilitation FY18 (\$20.2 million): The majority of the work includes the repair and replacement of the Younger "Half-Grand" rail junction, including the installation of two new crossovers.
- Upgrade Ohlone/Chynoweth Interlocking (\$4 million):
 The project includes making improvements to an interlocking at the Ohlone-Chynoweth light rail station.
- Light Rail Crossover and Switches FY16–17
 (\$8.4 million): The project involves the installation of crossovers and power switches at several locations.
- Rail Replacement and Rehabilitation FY16–17 (\$4.5 million): This project includes rehabilitation and replacement of track components at various locations.

Santa Clara Pocket Track (Pocket Track) (\$33.6 million): The project included the construction of a pocket track alongside existing track on Tasman Drive.

US 101/De La Cruz Boulevard/Trimble Road Interchange Improvement Project (US 101) (\$75.4 million): The project includes various improvements at the US 101 interchange, including the replacement of an existing overcrossing structure over US 101 and the installation of bicycle and pedestrian facilities along De La Cruz Boulevard.

Source: VTA project documentation, VTA's website, and interviews with VTA staff.

Characteristics of a Reliable Cost Estimate

- · Comprehensive
- · Well documented
- Credible
- Accurate

Source: GAO's Cost Estimating and Assessment Guide.

maintenance costs, the project request forms did not include an estimate of how much those costs would be—instead two of the forms read "TBD," meaning the costs were yet to be determined. The other form noted that the operation and maintenance costs would be offset by the fare revenue from the project but did not specify how

VTA came to this conclusion. Because VTA did not develop operation and maintenance cost estimates for these projects, the agency was at a greater risk of not being prepared to pay for their ongoing costs.

VTA did not estimate operation and maintenance costs at the time of project proposal because it lacked procedures specifying that it should do so. The chief engineering officer confirmed that the Engineering and Program Delivery division does not estimate the operation and maintenance costs for projects and that VTA does not have written procedures for how it develops project cost estimates. He also stated that a separate VTA division estimates project operation and maintenance costs. However, when we spoke with that division and the CEO, neither could clarify the division with this responsibility. Adopting procedures for including operation and maintenance cost estimates could specify which division has responsibility for developing estimates for the operation and maintenance phase of a project. According to VTA, it is in the process of drafting a project administration manual.

The CEO shared that VTA will develop anticipated operation and maintenance costs for substantial projects like EBRC because such estimates are generally required as part of environmental documentation or seeking outside funding. For example, as part of its request for FTA grant funding for BART Phase II, VTA estimated that from fiscal years 2023–24 through 2042–43, VTA's total direct and fixed overhead operation and maintenance costs for its share of the BART system will be \$1.9 billion. Although VTA estimates operation and maintenance costs for substantial projects, it is also important for VTA to develop operation and maintenance cost estimates for the remainder of its capital projects. VTA has a significant number of capital projects. Its 2024–2025 biennial budget included appropriations to 47 capital projects in just its transit capital program, which does not include the substantial projects to which the CEO referred. Therefore, it is important for VTA to understand the operation and maintenance cost implications of its projects, regardless of their size, because without doing so it cannot ascertain the cumulative impact on its financial condition.

We also found that in the projects we reviewed, the second element of a reliable cost estimate was missing: VTA did not fully document its cost estimates. Transportation projects include two key cost estimates, which the text box shows. In addition to the

Two Key Cost Estimates of Transportation Projects

Initial Cost Estimate—Referred to as "conceptual" or "order-of-magnitude" estimates. These estimates are developed when a quick estimate is needed and few details are available.

Baseline Cost Estimate—The control budget against which project cost performance is measured and change is controlled.

Source: FTA and the GAO.

GAO guidance we discuss above defining a reliable cost estimate, guidance from the FTA, Federal Railroad Administration, and Caltrans also indicates that a well-developed cost estimate is documented, traceable, and includes documented assumptions the agency used to create the estimate.

However, VTA's documentation of its project cost estimates are not always aligned with this guidance. The documents we reviewed for VTA's initial cost estimates showed a reasonable explanation for the estimates that VTA developed given the nature of the cost estimate. As the text box indicates, the initial cost estimate

is a rough order-of-magnitude estimate, so we did not expect VTA to keep detailed documentation to explain how it arrived at this estimate. VTA does not use the term *baseline* to refer to any of its cost estimates. Nonetheless, we observed that it treats its preconstruction cost estimates as baseline estimates. Preconstruction cost estimates are those cost estimates that VTA has developed by the time it has fully designed the project and awarded the construction contracts. To determine whether VTA documents its more developed project cost estimates, we reviewed VTA's preconstruction cost estimates, as the FTA indicates that an agency should establish a baseline cost by that point in the project process.

Although the preconstruction estimates we reviewed were composed of several different types of work on the project, including design, construction, and other costs, VTA could provide documentation of its methodology for only some of these costs. VTA provided us with the documented estimation methodology for the construction portions of the projects. VTA also provided some documentation for the design portions of the six projects we reviewed, but this documentation was not comprehensive across all of the projects. Specifically, VTA provided documentation of its design cost methodology for the majority of the design costs for the Rail Rehabilitation projects and the US 101 project. However, VTA had only partially documented its methodology for the Pocket Track project. VTA had documented its estimates for the design and construction portions of these projects because it needs that information when it enters into contracts, which it uses to hold contractors responsible for the costs of specific services.

However, VTA's project managers did not consistently retain documented methodologies for the development of other costs for its projects—that is, the costs not related to designing and building the project, such as fees, testing, and third-party costs. For example, the engineering group manager for VTA's highway program and the US 101 project manager confirmed that there was no documented methodology for the utility relocation and field operation costs for the project because they are placeholder estimates. Also, although VTA uses a staffing spreadsheet to estimate its own labor costs, it did not always keep copies of these spreadsheets. Among the six projects we reviewed, VTA had maintained complete documentation of labor estimates for only one project and retained partial documentation for another. Among the projects we reviewed, the magnitudes of the costs incurred without documented methodologies in relation to the overall project costs ranged from 13 percent to 38 percent.

VTA's deputy director of construction for transit engineering (construction deputy director) confirmed that VTA does not require its project managers to document the methodology used to develop their preconstruction estimates because it expects project managers to already have the technical expertise to create an estimate as part of their job qualifications and responsibilities. The GAO notes that undocumented cost estimates can lead to unanswerable questions about the estimate and make it harder for others who are unfamiliar with the project to use the estimate effectively. Furthermore, the lack of documentation creates difficulty when trying to conduct analyses of why actual costs differed from the estimates. By not requiring its staff to document their assumptions, VTA is at a higher risk for these effects.

Because VTA's cost estimates were partially undocumented, VTA cannot know how credible they are and therefore how well they align with the third element of a reliable cost estimate. The GAO states that credible cost estimates are developed with consideration for the sensitivity of the estimates' assumptions and the risks of the project. The GAO suggests that agencies develop estimates that help decision makers appreciate the range of costs that a project may incur so they can make informed decisions about the project. However, the cost methodology documents VTA provided during this audit did not show VTA had identified a range of costs or demonstrate the effects of changing assumptions. Nevertheless, we note that for the construction portions of the projects we reviewed, VTA compared its own estimate of costs against the estimates provided by bidders, which provides some independent validation of costs.

Finally, although VTA's cost estimates are incomplete, they were generally accurate for the phases of the project that they covered. For the costs it does estimate, VTA has provided its board with a schedule of expected accuracy for its cost estimates, with the degree of accuracy dependent on the state of a project's design. Table 3 shows VTA's expected accuracy ranges for the initial and preconstruction estimates.

Table 3VTA's Cost Estimates for the Six Projects We Reviewed Generally Fell Within Accuracy Ranges

PROJECT	STATUS	INITIAL ESTIMATE (ACCURATE IF WITHIN -50% TO +100%)	PRECONSTRUCTION ESTIMATE (ACCURATE IF WITHIN -10% TO +15%)	CURRENT ESTIMATE	AMOUNT SPENT AS OF FEBRUARY 2024
Upgrade Ohlone/Chynoweth Interlocking*	Ongoing	\$1,200,000	\$4,600,000	\$4,600,000	\$3,880,000
variance from current estimate		283%	0%		
Rail Replacement and Rehabilitation FY18	Ongoing	17,100,000	18,440,000	20,240,000	19,010,000
variance from current estimate		18%	10%		
Light Rail Crossover and Switches FY16–17*	Ongoing	8,200,000	7,750,000	8,440,000	8,370,000
variance from current estimate		3%	9%		
Rail Replacement and Rehabilitation FY16–17	Ongoing	4,500,000	4,670,000	4,500,000	4,500,000
variance from current estimate		0%	-4%		
Pocket Track	Complete	21,550,000	24,810,000	33,630,000	33,630,000
variance from current estimate		56%	36%		
US 101	Ongoing	60,000,000	75,370,000	75,370,000	58,780,000
variance from current estimate		26%	0%		

Source: VTA capital project request forms, cost reports, cost estimates for each project, and criteria for cost estimate accuracy.

^{*} The "Current Estimate" and "Amount Spent" columns include appropriated funds for another project.

⁼ Accurate Estimate

⁼ Inaccurate Estimate

The majority of the cost estimates for the projects we reviewed—10 of 12 estimates—fell within the expected accuracy ranges. The most significant outlier was the initial estimate for the Upgrade Ohlone/Chynoweth Interlocking project. The actual costs for this project were close to 300 percent higher than VTA's original cost estimate. According to documentation requesting the budget increase, the affected project area was larger than originally planned, and VTA did not anticipate the extensive system changes and equipment required to complete the project.

VTA Generally Followed Best Practices for Developing Its Project Schedules

Another key activity within project management is the development and management of an accurate and complete project schedule. According to the FTA, a schedule is one of the tools that project managers use to maintain accountability for the activities that take place during a project, anticipate upcoming activities, review progress, and modify work plans if necessary. The FTA's publication *Project and Construction Management Guidelines* provides examples of the different types of schedules that transit projects typically include. Among these is the Integrated Master Project Schedule (master schedule), which FTA advises should be developed early in the project lifecycle and should include information from all phases of the project lifecycle up to, but not including, the operation and maintenance phase. However, to build the master schedule, agencies must first define the specific actions necessary to produce the project's deliverables and then estimate the amount of time necessary to complete those activities.

Consistent with best practices, for the six projects we reviewed, VTA defined the specific project activities necessary to produce deliverables and estimated the duration of each activity. For example, VTA noted that specific actions, such as writing a memo to the board and obtaining board authorization to proceed, must happen before it could award the construction contract for the US 101 project. VTA also developed the estimated start and finish dates and the estimated number of days each activity would take. By following the advised scheduling practices, VTA helps ensure that it is developing detailed schedules that will more accurately reflect the time it will take to complete a project.

In addition, VTA met industry best practices and developed a master schedule for the projects we reviewed. FTA notes that a master schedule is the official project schedule and should display how the project will be logically implemented. According to VTA's project schedule guidelines, VTA's project manager or project controls unit prepares a draft master schedule upon initiating a project. In the projects' master schedules, we found that VTA included all project phases from inception to closeout, including design and engineering, bid and award, and construction. Because VTA implements master schedules, it ensures that it is developing a detailed overview of the project schedule that it can manage during the project.

Similar to our cost estimates review in the previous section, we calculated the variances between VTA's schedule estimates and its actual project timelines. Table 4 shows the variances for VTA's initial and preconstruction estimates for the projects we reviewed. The variances were in part the result of circumstances outside of VTA's control. For example, according to the project change orders, extensions to the Rail Rehabilitation schedule during the construction phase were caused in part by global supply chain issues

and a May 2021 shooting incident at a VTA rail yard. Also, the project manager for the US 101 highway project shared that the design consultant developed an ambitious schedule for the project's design, but stakeholders such as Caltrans, the city of San José, and the Federal Aviation Administration took longer than expected to review the design of the project.

Table 4VTA Had Different Schedule Estimate Variances for the Projects We Reviewed

PROJECT	STATUS	INITIAL COMPLETION ESTIMATE	COMPLETION ESTIMATE AT PRECONSTRUCTION	COMPLETION ESTIMATE AS OF APRIL 2024
Rail Rehabilitation*	Ongoing	4/3/2019	9/21/2021	6/28/2024
variance from current estimate (in years)		5.2	2.8	
Pocket Track	Complete	6/30/2015	1/8/2015	4/29/2016
variance from current estimate (in years)		0.8	1.3	
US 101	Ongoing	12/30/2023	12/28/2024	9/14/2025
variance from current estimate (in years)		1.7	0.7	

Source: VTA capital project request forms and schedules for each project.

VTA Does Not Regularly Report Project Variances to the Board

The FTA and the Project Management Institute both advise that a project sponsor, such as VTA, have a process for managing changes to contracts that increase the cost, schedule, or scope of the project. The FTA explains that a change control process can enable decision-makers to make cost-effective decisions and help oversight staff identify errors as the source of the needed change. VTA's change management guidelines detail its process for managing changes to its construction contracts (change control process). That process includes documenting the following: the justification for any change, the effect on the project's cost and schedule where applicable, a cost analysis, a record of VTA's negotiation with the contractor, and approval by the change control board. The package of documents in which VTA presents these factors is called a *change order*, and each change order that changes the contract value by more than \$50,000 or changes the contract's schedule must be approved by VTA's change control board. The change control board includes senior VTA staff and is responsible for reviewing and approving contract changes to ensure that, among other requirements, they are appropriate, necessary, and include required documents.

We examined a selection of 19 change orders that affected the costs or the schedules for construction contracts related to the six capital projects we reviewed. We found that VTA followed its procedures for handling these change orders, including obtaining approval from the change control board. Consistent with VTA's change management guidelines, the change orders we reviewed contained justifications for the changes,

^{*} VTA managed all four Rail Rehabilitation projects under one schedule.

descriptions of the change orders' effect on the schedules where applicable, cost analyses, records of negotiation, and approval by the change control board. For example, VTA required a change order related to the Pocket Track project to account for lost productivity due to multiple factors, including design changes. These changes increased the cost of that particular construction contract, which had an original value of \$13.7 million and had already undergone \$1.6 million in prior contract changes, by another \$1.7 million. The project documentation for the related change order contained the required elements, including a description of the justification for the changes and a detailed discussion of the negotiations with the contractor on the price of the changes.

VTA's staff also regularly monitor project cost and schedule information. Guidance from the FTA prescribes that agencies should monitor project costs and schedules through frequent reporting to management of the projects' approved and ongoing costs, as well as schedule progress. We reviewed VTA's capital project documentation and determined that VTA follows this guidance through various reporting and monitoring methods. For example, VTA utilizes monthly cost reports that monitor and report to VTA management cost information, such as the projects' approved budget, estimated total costs, and incurred costs. Also, VTA's technical services group manager told us that project managers and schedulers review and update project schedules on a monthly basis. Further, a deputy director of construction told us that every quarter he, the chief engineering officer, and VTA's project controls unit, review transit project cost and schedule information. We reviewed examples of the project reports that the managers evaluate at these meetings and verified that the reports show project cost and schedule information along with the current project phase.

However, VTA staff do not regularly inform the board about project cost or schedule variances. VTA's staff provide updates to the board about capital project budgets and funding levels in the biennial budget. For example, the budget includes information about total capital project costs, unspent funds, and funding sources for each project. However, VTA staff confirmed that it does not regularly update the board about variances in capital projects from the preconstruction estimates. For example, earlier in this section we discussed a change order to a construction contract originally worth \$13.7 million. Cumulatively, as of the change order that we reviewed, the cost of that contract had grown to about \$17 million, or about a 24 percent increase. Because VTA staff do not regularly inform the board about variances such as this one, the board's understanding of capital project performance is diminished.

In response to our concern that staff do not provide the board with updates about variances from the preconstruction estimated costs and schedule for VTA's capital projects, the staff liaison to VTA's Capital Program Committee agreed that there would be value in staff providing semiannual reports to that committee and the board. The staff liaison indicated that the reports should include updates comparing the cost and schedule estimates of capital projects at contract award to their actual cost and schedule for any projects that have had a material change to either factor. The staff liaison stated that he was unaware of a reason the board does not receive semiannual reports of capital projects but added that these reports would improve the board's understanding and management of VTA's capital programs.

Recommendations

To ensure that VTA's board is fully informed when approving projects, VTA should update its planning procedures by December 2024 to do the following:

- Establish a threshold for estimated project cost that defines when project planning must include the performance of a cost-benefit analysis.
- Conduct a cost-benefit analysis for all capital projects that meet or exceed that cost threshold.

To help ensure that it develops reliable cost estimates for its capital projects, VTA should develop procedures by December 2024 to do the following:

- Document the methodology for developing its capital project cost estimates, including costs other than those directly related to the design and construction of the project.
- Estimate the anticipated operation and maintenance costs for capital projects in development.

To help ensure that the board can monitor project costs and schedules, VTA should develop procedures by December 2024 to monitor project costs and schedules against preconstruction estimates and present this information as part of its semiannual report to both the Capital Program Committee and the board. This report should provide status updates on the agency's existing capital projects and identify deviations from projects' preconstruction estimates.

Chapter 2

LEGISLATIVE CHANGES COULD INCREASE THE TRANSPARENCY AND EFFECTIVENESS OF VTA'S BOARD

Key Points

- The 12 directors on VTA's board are elected officials who are chosen by elected
 officials, which makes the board similar to other transit boards. However,
 the director selection process is not always transparent enough to ensure the
 appointment of directors experienced in transportation issues.
- VTA directors have shorter terms than their peers on other transit boards, which leads to shorter tenure overall, lessening the overall experience level on the board.
- The board generally uses both its standing committees and advisory committees effectively to review policies and make recommendations to the full board.
- Although VTA has safeguards in place to ensure that directors adhere to their fiduciary duties, it should make improvements to promote accountability for financial interest disclosures and ethics training.

VTA's Director Selection Process Is Not Transparent Enough to Ensure the Appointment of Experienced Directors

The 12 VTA directors are public officials responsible for the strategic direction of VTA. Their decisions can affect the quality of life of everyone who lives within VTA's jurisdiction. Given the public nature of their positions and the degree of influence that directors have, it is important that, whenever possible, directors are individuals with experience in or knowledge about transportation. To assess VTA's process for selecting and appointing directors, we considered three factors: who selects the directors, who is eligible to serve as a director, and the selection approach used by those who select directors.

Specific elected officials appoint VTA's directors, a practice that makes VTA similar to other transportation agencies. State law requires the San José City Council to appoint the city's VTA directors and the Santa Clara County Board of Supervisors to appoint the county's directors. Further, state law specifies that agreements between the remaining cities in the county govern how their directors are chosen. We determined that as of December 2023, the directors that represent cities other than San José were appointed by elected officials. State law refers to those responsible for making appointments to the VTA board as *appointing powers*. We reviewed the appointments of each voting director as of December 2023, and determined that all were selected by the appropriate appointing powers.

Having elected officials appoint directors aligns VTA with the most common practice in the country. According to the American Public Transportation Association (APTA), 60 percent of transit boards are appointed by local or state officials, such as mayors, governors, or a legislative body, and only 3 percent of transit boards are directly elected.³ The laws that create four of the five peer agencies we reviewed also specify that certain elected officials, such as city council members, mayors, and county supervisors, appoint all but three of the directors of those agencies.⁴ VTA not only conforms to the most common practice nationwide but also has a practice similar to its peers.

State law restricts who can serve as a director and, within those restrictions, VTA has provided guidance to the appointing powers about the desirable traits for a

Requirements for VTA Director Selection

- Directors appointed by a city must be a mayor or city council member, and directors appointed by the county must be a member of the board of supervisors.
- To the extent possible, appointing powers must select directors who have expertise, experience, or knowledge relative to transportation issues.

Source: State law.

director. As the text box shows, state law does not allow a member of the general public to serve as a VTA board director. Additionally, state law requires that, to the extent possible, directors be individuals with expertise, experience, or knowledge relative to transportation issues—a requirement we refer to in this report as the *experience requirement*. As of December 2023, all directors were the elected officials state law requires. However, as we note in more detail below, the appointing powers did not always demonstrate to the public that they fulfilled the experience requirement when appointing directors. In addition to the requirements in

state law, VTA has published nonbinding guidance for the appointing powers about its expectations for directors. These expectations include the directors devoting an average of five to 10 hours per month to board and committee assignments, representing the interests of their constituency while endeavoring to achieve regional consensus, and keeping their respective jurisdictions informed on key issues.

The state law requiring that VTA's directors are specified elected officials is unique among the peer agencies we reviewed. The law that establishes SacRT does not restrict directorship to elected officials, although in practice the board—as of April 2024—is composed solely of city council members and county supervisors. Differently, the state law that governs CapMetro requires that three of its eight directors be elected officials but does not restrict the other five directorships to elected officials. In addition, the board of directors for LA Metro and OCTA are required by law to be composed of a combination of members of the public and specified elected officials, with the majority of directors on each board required to be those elected officials.

The American Public Transportation Association is an international nonprofit association that represents more than 1,500 public and private sector member organizations. According to the association's website, more than 90 percent of people using public transit in the United States and Canada ride on systems belonging to its members.

⁴ State law establishing SacRT's board does not specify the individuals within the appointing power who are responsible for appointing the agency's directors. Nevertheless, SacRT confirmed that in practice the directors are appointed by elected officials.

Restricting directorships to elected officials likely provides some benefits, but the practice also limits the expertise that appointing powers can access when making appointment decisions. In our July 2008 audit of VTA, we stated that having elected officials serve on the board may allow VTA to be more influential in aligning local land use decisions with the countywide transportation plan.⁵ Additionally, elected officials—having gained support for their leadership—could serve as trusted messengers to their local jurisdictions on behalf of VTA. Nonetheless, because state law restricts other individuals from serving as directors, the pool of candidates for VTA's board is limited and excludes members of the public who have direct experience with transit or transportation issues. Overall, the law limiting directors to specified elected officials likely leads to a board with less experience with transit or transportation issues than one that could exist without such limits.

Nonetheless, the appointing powers could maximize the transit and transportation experience on the board by ensuring that their appointments comply with the experience requirement. Accordingly, we reviewed the ways in which a selection of appointing powers chose their directors to determine whether the appointment processes were public and demonstrated that the appointing powers complied with the experience requirement. Specifically, we reviewed the available public record of the meetings for the appointing powers that took place in January and February 2023, as presented in Figure 5.6

None of the appointing powers we reviewed have a formal process that requires them to publicly cite and document appointee qualifications. This lack of a formal public process may allow the appointing powers to circumvent the experience requirement. For appointments made by the cities of San José, Sunnyvale, and Santa Clara, the appointments were made at a public city council meeting. The city councils for San José and Sunnyvale discussed the general attributes of their appointees, including experience and the ability to work with others. For example, in January 2023, Sunnyvale's city council discussed its appointee's experience serving on VTA's policy advisory committee and the benefits that experience would provide to the individual as a director.

However, each of the appointing powers confirmed that it does not have a formal process to make public the qualifications of its appointees to VTA's board. As a result, appointing powers are able to make appointments without having affirmatively demonstrated to the public that their appointees have the relevant experience necessary to fulfill their responsibilities on VTA's board. For example, during Santa Clara's city council meeting in February 2023, it voted to approve the appointment of its VTA director without any discussion of that individual's qualifications or the extent to which it had considered other candidates who may have had transportation experience. Without a process in place requiring appointing powers to make public the qualifications of their appointees, VTA and the public are not always able to determine whether the appointing powers adhered to the experience requirement and appointed qualified candidates to VTA's board.

⁵ Santa Clara Valley Transportation Authority: It Has Made Several Improvements in Recent Years, but Changes Are Still Needed, 2007-129, July 2008.

⁶ We did not review the appointment process for the city of Milpitas, because it appointed an alternate director in 2023, rather than a director.

Figure 5The Appointing Powers We Reviewed Have Different Processes for Selecting Directors



San José

(5 voting directors)

At a public meeting, the mayor recommends the city council members whom the mayor believes should be directors.

The city council votes to approve the recommendation.

Cities of Campbell, Cupertino, Monte Sereno, Saratoga, and the Town of Los Gatos

(1 voting director)

At a non-public meeting, the mayors of the five cities vote for a director from among the members of their collective city councils.





Cities of Milpitas, Santa Clara, and Sunnyvale

(2 voting directors)

The cities take turns appointing a director from among their city council members and mayors.

The city council making the appointment votes on the appointment.

Source: State law and VTA administrative code; documentation and interviews provided by each city group.

Note: The graphic does not include the selection processes for Santa Clara County, Gilroy, Morgan Hill, Los Altos, Los Altos Hills, Mountain View, or Palo Alto.

The remaining cities we reviewed—Campbell, Cupertino, Monte Sereno, Saratoga, and the town of Los Gatos—which represent a single city group, used the least transparent appointment process among the groups we reviewed. This process involves the mayors or other designated leaders of each city holding a meeting to determine who will be their appointed director. State law governing local government meetings requires that legislative bodies of local agencies—such as city councils—publicly report all actions taken by the body. However, this appointing power is not a legislative body and, as a result, it is not required by this law to hold a public meeting. Campbell's city manager confirmed that this appointing power's meeting is not public. Accordingly, the public does not know this group's reasons for its appointment decisions and has no assurance that the appointing power satisfied the requirement to appoint individuals with transportation experience to the extent it was possible to do so.

Because appointment decisions are not always deliberated and delivered in public, a significant safeguard for ensuring that appointing powers choose qualified directors is missing. VTA's CEO agreed that the appointing powers should be more transparent in the selection of their directors, but she also expressed her belief that VTA's enabling

statute did not need to be amended to promote such transparency. Nonetheless, because VTA does not have the authority to mandate such transparency, legislative action would be required to compel more transparency in the appointment process.

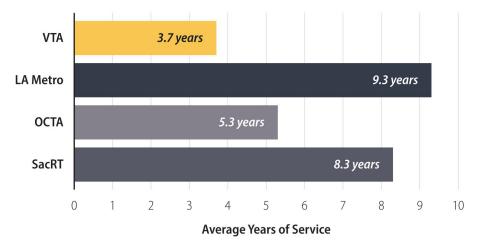
VTA Directors Have Briefer Tenures Than Their Peers at Other Transit Agencies

Although we could not identify any recommendations from authoritative sources specifying the number of years that a director should serve on a board of directors, we reviewed available guidance on board membership in the public sector and determined that having a mixture of experience levels on the board can provide benefits. For example, the California State Teachers' Retirement System's governance guidance states that effective boards have both short- and long-tenured directors to ensure that fresh perspectives are provided and that experience, continuity, and stability exist on the board.

The Transit Cooperative Research Program (TCRP)—a federally sponsored transportation research organization—reported that in response to a national survey of transit CEOs and board chairs, respondents said that some of their board members serve staggered terms to ensure that the board has both continuity and fresh ideas. The TCRP further reported that transit agency boards should have sufficient continuity and institutional memory to promote long-term planning and follow-through. These sources indicate that longer-tenured directors can benefit a board by providing stability and experience.

However, the average tenure of VTA's directors is shorter than directors' average tenure at the peer agencies we reviewed. Only three of the peer agencies—LA Metro, OCTA, and SacRT—maintained historical data regarding their directors' tenures. To assess the average tenure of directors at VTA and at these agencies, we identified all directors who served for any duration during the period of 2013 through 2023. We then calculated the average number of years those directors served regardless of when those years occurred. Figure 6 shows the results of our review and demonstrates that VTA's directors served for notably shorter periods, on average, than did their peers.

Figure 6
VTA Directors' Average Tenure Is Shorter Than Average Tenures of Directors at Peer Agencies



Source: Director tenure documentation provided by the agencies that maintain such data. Note: CapMetro and TriMet did not maintain historical data on the tenure of their directors.

One contributing factor to shorter tenure among VTA's directors is VTA's shorter term lengths. As we describe in the Introduction, state law establishes the term length for VTA's directors generally at two years. State law allows up to 30 days beyond two years if a director's successor has not been appointed. However, this term length is generally half as long as the duration of the term lengths among VTA's peers. Three of the five peer agencies have four-year terms. Table 5 compares the term lengths of VTA directors and those of its peers. VTA's term lengths are also shorter than the national average. According to the TCRP, the average transit board member serves a three-year or four-year term.

Table 5VTA's Directors Have Shorter Terms Than the Terms of Directors at Most of the Peer Agencies We Reviewed

AGENCY	DIRECTOR TERM LENGTH
VTA	2 years
CapMetro	2 years
LA Metro	4 years
SacRT	4 years
TriMet	4 years

Source: State laws creating these agencies.

Note: We do not include OCTA in the table because state law does not standardize the term lengths for most directors on the board for OCTA. Instead, state law allows the appointing powers that place directors on OCTA's board to set the directors' term lengths. The exception is the public members who have term lengths of four years prescribed in state law.

Another factor contributing to VTA's shorter director tenures has been the city groups' appointment decisions. Directors who were appointed by the city groups that have only one board director representative as well as the Northeast Cities group all had shorter tenures than the directors representing San José and the county, who had average tenures of roughly four and eight years respectively. The state law that creates VTA does not establish a limit on the number of terms that a person can serve as a VTA director meaning that so long as a person continues to serve as an eligible elected official in their respective jurisdiction, a city group could reappoint that individual as their designated director indefinitely. In fact, the South County group, composed of Gilroy and Morgan Hill, has reappointed individuals to consecutive terms, resulting in that group having directors with the longest average tenure of any of the non-San José city groups at an average of nearly three-and-a-half years. The remaining non-San José city groups have generally rotated which cities appoint a director to the board, and those directors have an average tenure of about two-and-a-half years. Although that practice allows for the city groups to rotate which city has a director on the board, it generally detracts from the overall tenure and experience level of the board.

In previous reviews of its board tenure, VTA has received recommendations to extend its term length to four years. Our July 2008 audit found that VTA director tenure was shorter than tenures at comparable transit agencies at that time, and we recommended that VTA request a change to state law that would allow it to implement a four-year term. Similarly, a 2019 grand jury review of VTA noted that extending the term length of its

directors to four years would increase the average tenure of board members and help provide continuity on the board. In May 2019, a VTA ad hoc board enhancement committee began meeting to review VTA's governance practices. This committee commissioned an independent study that ultimately recommended that VTA's board adopt a four-year term for its directors.

Despite these recommendations to pursue a four-year term length for its directors, VTA has not done so. In response to our July 2008 recommendation, VTA stated that the board had recently voted to keep a two-year term for its directors and encouraged the appointing powers to reappoint board members to consecutive terms. A VTA staff report in August 2020 to the Governance and Audit committee in response to the 2019 study of VTA's structure reached similar conclusions. Although staff noted that it takes a VTA director about two years on average to become comfortable and effective in their role, the staff recommended that VTA keep the two-year term length. The staff report noted that the two-year term length allowed city groups to remain flexible with their appointments, whereas a four-year term can limit their flexibility and options.

Because state law establishes the length of VTA's directors' terms, legislative action will be necessary to lengthen those terms. In July 2008 our office reported that extending the terms to a four-year period was appropriate and recommended that VTA pursue this change to the law. Nearly 16 years have passed since we made that recommendation, and VTA's tenure remains lower than its peers. Therefore, we believe that the Legislature should take action to extend the term length for VTA directors to four years, more closely aligning VTA with its peer agencies and helping to ensure that it is composed of individuals with the experience to lead VTA.

VTA's Use of Alternate Directors Does Not Lower the Attendance of Regular Directors

When directors cannot attend a board or committee meeting, VTA uses alternate directors to attend the meetings in their absence. According to state law, in addition to the 12 directors, there must be two alternate directors, one from the county and one from San José. Further, state law permits the other cities to agree to have alternate directors. VTA's administrative code states that alternate directors will attend board meetings, attend assigned standing committee meetings, and sit for and vote in place of their director if that director is absent. Alternate directors are not required to attend board meetings unless the director they are an alternate for cannot attend, although they are allowed to attend even when the director they serve as an alternate for is already in attendance.

We also reviewed guidance from the TCRP on board governance and management of transit agencies. The guidance noted that boards may use alternate directors; however, the guidance we reviewed neither recommended nor discouraged the practice. Of the five peer agencies we reviewed, only SacRT uses alternate directors. The law establishing SacRT allows the entities appointing directors to the board to also select alternate directors.

External reviewers have expressed concern about VTA's use of alternate directors. In 2019 the Santa Clara County Civil Grand Jury released a report on VTA's governance and remarked that alternate directors may cause directors to deprioritize meeting attendance. Also in 2019, VTA contracted for a governance assessment, and the scope of work included evaluating VTA's governance compared to other transit agencies. The firm that conducted the assessment recommended that VTA stop using alternate directors, stating that the alternate directors are often not needed to achieve a quorum and their average attendance rate is low—indicating that the board often does not rely on the alternates.

However, the existence of alternate directors does not appear to have affected director attendance, which was generally high. We reviewed VTA director attendance data from 2020 through June 2023. VTA directors attended 92 percent of board meetings and 83 percent of committee meetings, which are relatively high attendance rates. Further, VTA staff and directors noted that there is value in having alternate directors, including the fact that serving as an alternate director can provide experience and exposure to VTA that could prepare an alternate to become a director. In our review of board tenure we noted that several directors who served during the past ten years had started as alternates. Given the relatively high attendance rate of regular directors and the potential benefits of alternate directors, we did not conclude that VTA should discontinue its use of alternate directors.

VTA's Board Generally Uses Its Committees Effectively by Consulting Them About Relevant Policies and Incorporating Their Input

As we describe in the Introduction, VTA maintains several standing and advisory committees. VTA's administrative code, rules of procedure, and committee bylaws assign a title, duties, and responsibilities to each committee. For example, the Capital Program Committee is responsible for reviewing and recommending to the board policies pertaining to VTA's capital projects. According to the TCRP, transit agencies create committees to accomplish specific tasks and to address needs that the board is

Policies We Reviewed for Board Committee Involvement

- Biennial budget for fiscal years 2024–25 and 2025–26
- · Strategic Capital Investment Plan
- Visionary Transit Network Plan
- 2023 Transit Service Plan
- 2016 Measure B 10-Year Program and Biennial Budget Principles.

Source: VTA policies.

responsible for governing. The TCRP adds that committees make recommendations to the full board for approval. To assess whether VTA uses its committees effectively, we reviewed each standing and advisory committee's involvement in the development of five VTA policies, which the text box lists. For each policy, we assessed three areas: whether all of the applicable standing and advisory committees provided their perspective or advice on the policy, whether the committees provided that perspective or advice before board approval, and whether VTA staff presented the committees' perspective or advice to the board.

For the five policies we reviewed, the board's committees generally reviewed the policies and provided advice or recommendations when the policies were relevant to the committees' areas of responsibility. For example, the Capital Program Committee reviewed and provided advice on VTA's Strategic Capital Investment Plan (SCIP), but it did not review the 2023 Transit Service Plan, which was outside of the committee's purview because it focused on changes to VTA's services rather than its capital programs.

In total, across the five policies we reviewed and VTA's 10 standing and advisory committees, we identified 34 instances in which a committee's responsibilities appeared to overlap with the policies we reviewed. In all but eight of these cases, VTA's committees reviewed the relevant policy. In four of these eight cases, VTA had reasonable explanations for why the apparently relevant committees did not review a particular policy. One example of this type of exception is the approach VTA took to review its biennial budget. Although the Safety, Security, and Transit Planning and Operations (SSTPO) Committee is responsible for making recommendations to the board about transit planning, capital projects, and operations and marketing, it did not review the biennial budget. However, the staff liaison to this committee explained that, although the biennial budget allocates funds for transit projects and operations, the committee did not review the budget because it does not relate to the planning or development of projects with respect to their safety or security—which is a focus of the committee's responsibilities. We find this explanation reasonable.

Nevertheless, we found four instances in which committees likely should have reviewed a policy but did not do so. As mentioned above, the Capital Program Committee reviewed the SCIP, but no advisory committees reviewed that policy. According to the staff liaison for the committee, VTA chose to focus the involvement of its standing committees to just the Capital Program Committee because it is the committee with primary responsibility for this plan and doing so alleviated the workload of the other committees. We agree that this rationale is reasonable but note that it meant two advisory committees—the Policy Advisory Committee and the Technical Advisory Committee—did not review the SCIP when they likely should have given their purviews. For example, the Policy Advisory Committee—which is made up of members who represent VTA's member cities—is responsible for advising the board on multiple issues, including long-range transportation planning, VTA's budget, and service modifications, and as a result could provide valuable stakeholder input on the SCIP. The staff liaison agreed that it was a good idea for VTA to solicit stakeholder input on the SCIP and that, looking forward, VTA should present matters regarding the SCIP to relevant advisory committees.

In addition, we found two other instances in which a committee was not involved in a policy related to its responsibility. Specifically, the Bicycle and Pedestrian Advisory Committee, which is responsible for providing advice to the board on funding priorities for bicycle and pedestrian projects, did not review the program principles that guide funding for the 2016 Measure B Program—a program that in part funds bicycle and pedestrian projects of countywide significance—for a 10-year period. The committee's staff liaison acknowledged that not involving the committee was an oversight by VTA's staff. Similarly, the Capital Program Committee also did not review the principles for the 2016 Measure B Program, which funds capital projects

that are in part managed by VTA. As a result, the committee missed an opportunity to fulfill its responsibility to review the efficacy of a policy that influences how the agency intends to fund VTA capital projects.

In all cases when committees reviewed policies, they did so before the board made an approval decision. We reviewed the meeting minutes of 36 committee meetings and found that the committees generally reviewed policies at least one month before staff presented the policy to the board. This timeline indicates that VTA staff should have sufficient time to respond to committees' advice and adjust policies before presenting them to the board. In fact, we saw those types of adjustments occurring when we reviewed the materials presented to the board.

Staff presented the committees' input or recommendations to the board. For example, when the SSTPO Committee received the 2023 Transit Service Plan—VTA's plan for bus and light rail services in 2023—committee members thanked the staff for developing the policy based on market- and data-driven analyses that also focused on equity. The SSTPO Committee subsequently recommended the policy to the board for approval, and staff presented that recommendation to the board. We also identified instances when committees recommended that staff amend or refine a policy to reflect a desired change that committee members requested. For example, during the development of the principles for the 2016 Measure B 10-Year Program, the Administration and Finance Committee recommended that staff amend the principles to include the percentage of funds allowed to be spent on each program category, consistent with the measure's ballot language. The version of the policy that staff presented to the board included the committee's recommended changes.

VTA Could Strengthen Its Safeguards to Better Ensure That Directors Uphold Their Fiduciary Duties

Fiduciary Duties of VTA Directors

- · Duty to be diligent and informed
 - Directors should consider all relevant information before making decisions, understand the complete financial consequences of policy proposals, and work through the CEO to provide direction to VTA staff.
- Duty to be responsible and loyal
 Directors should make decisions that are in the best interest of VTA and the VTA territory, subordinate the interests of individual directors or local jurisdictions, think regionally, and act in the best interests of all stakeholders,

Source: VTA new director orientation training.

on behalf of VTA as a whole.

It is important that government officials exercise their fiduciary duties to ensure that they are acting in the best interest of the people and institutions that they serve. VTA's Code of Ethics states that directors are required to carry out their duties in the best interest of the agency and all agency stakeholders, which includes the residents of Santa Clara County. VTA further defines each director's fiduciary duties in its new director orientation, where it explicitly specifies two duties, which the text box shows.

Determining that a director has breached their fiduciary duties is a difficult task, potentially requiring evidence of the director's intention or state of mind when the director took certain actions. Therefore, we instead reviewed the extent to

which VTA has created an environment that encourages directors to uphold their fiduciary duties. During our review, we observed several positive signs.

We found that VTA clearly communicates its expectations of directors. A key example is the content of its new director orientation, which is excerpted in the text box. The new director orientation also lists the types of activities that directors undertake that will require them to uphold their fiduciary duties, such as adopting the budget for VTA, making decisions related to capital projects, and managing VTA's assets. Moreover, consistent with best practices from the GAO, VTA has established its Code of Ethics that outlines the ethical responsibilities and standards of conduct to which directors must adhere, including the responsibility to promote the best interest of the public when determining VTA policy.

Further, the process by which directors make VTA policy encourages accountability. Earlier we describe how we reviewed the process by which VTA considered and adopted five key policies. Discussions on these policies occurred in public meetings at both the committee and full board level. Discussing and making decisions on VTA policy in public promotes accountability because it requires directors to make decisions subject to public comment and critique.

VTA's process for reviewing policies in committee also supports directors fulfilling their duty to be informed before making policy decisions. Our review of the board's involvement in the five policies revealed that directors received information and proposals on the policies prior to voting on them. For example, during the development of the SCIP, the directors on the Capital Program Committee held five separate meetings from April 2021 through April 2022 to review, amend, and refine the SCIP prior to its presentation to the board, suggesting that directors exercised diligent review of the policy.

To determine the extent to which VTA directors consulted with their city staff and city councils prior to voting on a policy, we interviewed four VTA directors who represented different city groups, and they said that under certain circumstances they do consult or share information with their respective city staff or city council members. For example, one director shared that he discusses matters related to the upcoming BART project with his city staff. We reviewed the meeting agendas of 30 city council meetings that took place within two months before the board voted on one of the five policies that we discussed earlier, but we did not see these policies on the agendas for discussion at the council meetings we reviewed.

Nevertheless, VTA's directors do receive input and recommendations from city staff and city council members through the advisory committees on which those individuals sit. Such advice can help the board build regional consensus and make decisions on issues that are in the best interest of the county. VTA has five advisory committees that represent county stakeholders and the various jurisdictions within the county by including city staff and city council members, as well as other members of the community as committee members. These committees provide stakeholder perspective to the board before it votes on a policy. For example, the Citizens Advisory Committee—a committee of 13 individuals representing different stakeholder groups in the county—provided its perspective to the board and recommended that the board adopt the Visionary Transit Network, a vision and framework for fast and reliable transportation services. Because directors

receive input and recommendations from the public and key stakeholders on policy proposals prior to adoption, the board is better able to make decisions that are in the best interests of the agency and the county.

Despite these positive elements, VTA could strengthen its safeguards to hold directors accountable to their fiduciary duties. One way that a director could violate their fiduciary duties would be to make decisions for their own benefit or financial interest instead of for the benefit or financial interest of VTA and its constituents. Generally speaking, this type of decision making could constitute a conflict of interest. We assessed VTA and the 27 directors who served on the board from 2021 through 2023, including alternates, for adherence to several requirements and best

Key Requirements and Best Practices to Detect and Prevent Conflicts of Interest

- Establish a conflict of interest code
 —Agencies must
 adopt and promulgate a conflict-of-interest code that
 identifies positions within the agency that are required
 to report financial interests and what interests they
 should report.
- **2. File statements of economic interest**—Directors must disclose specified financial interests and sources of income.
- Conduct biennial ethics training—Certain local agency officials, including directors, must receive an ethics training at least once every two years.
- 4. Establish a standard of conduct—Agencies should establish standards to communicate expectations concerning ethical values and can use policies to communicate those standards.

Source: State law, GAO best practices, and VTA Conflict of

practices that are intended to help prevent conflicts of interest, as described in the text box. We found that the directors generally adhered to these requirements and best practices. For example, as required by state law, VTA has a conflict-of-interest code to govern the directors' requirement to disclose reportable financial interests. However, VTA could enhance its approach to two statutory requirements regarding conflicts of interest—disclosing economic interests and completing ethics training.

We reviewed the directors' adherence to state law requiring that certain officials disclose particular economic interests which is done by filing a Statement of Economic Interests (Form 700). We requested the Form 700s filed by each director who served in 2021 or 2022 and by all directors who assumed their directorship in 2023 and found that 25 of the 27 directors we reviewed submitted their Form 700s. If an official does not submit the Form 700, state law requires that the entity's filing officer report the official to the appropriate agencies, which may include the

California Fair Political Practices Commission (FPPC). Failure to appropriately file a Form 700 may subject the official to criminal or civil penalties.

For the two directors who did not submit their forms—one current and one former director—VTA's board secretary explained that although VTA sends reminders to directors who have not submitted their forms, the agency does not report delinquent filers to the FPPC because she believes it is the county's responsibility—not VTA's—to report these directors to the FPPC. The county sent notifications to both directors to inform them that it had not received their forms and that it would report them if they remained in violation of their reporting requirements. In March 2024 VTA's board secretary indicated that the agency would send reminders to both directors to submit their forms. Although we agree that the county, as VTA's filing officer, is required to report relevant violations to the FPPC, the state law governing the filing

of Form 700s does not prohibit VTA from also reporting the directors. Because VTA did not report these two directors to the FPPC, VTA has not taken steps to hold all of its own directors accountable for disclosing their financial interests.

We also reviewed VTA directors' compliance with a state ethics training requirement and found that the agency does not have a process to monitor whether directors complete this training. State law requires that certain local officials receive an ethics training course every two years. An analysis of the bill enacting that requirement suggested that the intent of the requirement was to enhance officials' understanding of how to use public resources and adhere to ethics guidelines set forth in state law. To determine whether VTA directors completed their required ethics training course, we requested from VTA's board secretary the 27 directors' most recent course completion certificates that they should have received from 2019 through 2023. VTA was unable to locate certificates for four of the directors. One of these individuals no longer serves on VTA's board as of April 2024, suggesting that the director may not have fulfilled the ethics training requirement before leaving the board. The board secretary stated that the Office of the Board's Secretary (secretary's office) has attempted to collect the ethics training course completion certificates for these four individuals. However, the board secretary explained that VTA does not have a process to track which directors have submitted their certificates. Instead, she stated that the secretary's office sends emails to VTA's directors reminding them to take their ethics training and submit their certificate to the secretary's office. Because VTA does not have a process in place to track whether directors complete their ethics training, it cannot be assured that all of its directors are properly trained about their ethical obligations.

Finally, recommendations that we have made throughout this report could also strengthen VTA's safeguards against breaches of fiduciary duties. For example, creating cost-benefit analyses of capital projects will better illustrate the benefits and tradeoffs of approving certain investments. This practice could in turn enhance directors' ability to make decisions in the best interests of the agency and the county. Expanding the agency's oversight of its budget, which we discuss later in the report, will provide more information to directors about VTA's efficiency in using its resources to benefit its residents. Finally, as we also explain later in the report, developing a new strategic plan that articulates clear direction about the agency's measurable goals would provide a clear indicator of what directors should be considering when making decisions.

Recommendations

Legislature

To ensure that VTA's appointing powers appoint directors based on their relevant qualifications, the Legislature should amend state law to require that VTA's appointing powers make public, consistent with applicable privacy protections, their rationales for the appointments they make to VTA's board, including a description of the appointee's relevant experience and qualifications related to transit and transportation.

To make VTA's term lengths more consistent with those of its peer transit agency boards and to help increase the overall experience and stability of board membership, the Legislature should amend state law to increase the length of VTA directors' terms to four years.

VTA

To ensure that VTA receives stakeholder input on the Strategic Capital Investment Plan (SCIP), the agency should ensure that it presents all subsequent updates to the SCIP to the appropriate advisory committees, solicits their input, and presents that input to the board.

To ensure that it more effectively safeguards against a breach of fiduciary duty, VTA should complete the following by December 2024:

- Establish a policy requiring relevant staff, including the secretary's office, to report
 to the FPPC those directors who do not submit their Form 700s in a timely manner.
- Establish a process for verifying whether directors have completed their biennial ethics training and following up to remind those who have not done so to complete the training.

Chapter 3

VTA SHOULD ADOPT SEVERAL ADDITIONAL PRACTICES TO OPTIMIZE ITS FINANCIAL HEALTH AND STRATEGIC DIRECTION

Key Points

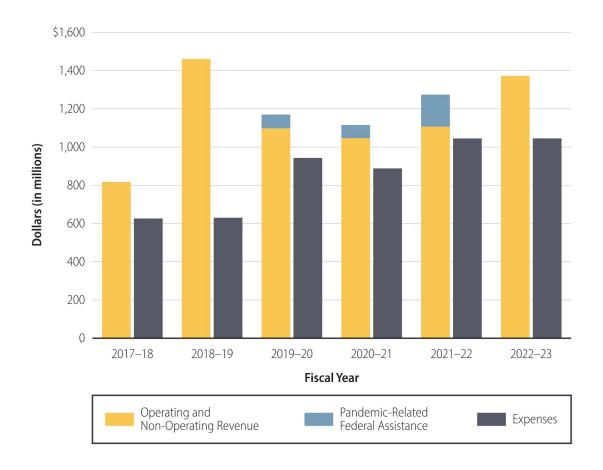
- Although VTA is in relatively good financial condition—with its revenues
 regularly exceeding its expenses and a sizeable reserve for unexpected economic
 conditions—more than 60 percent of its annual revenue comes from sales tax
 revenue, an uncertain revenue source. VTA has not determined how it will replace
 this revenue source as sales tax measures begin to expire.
- VTA creates financial forecasts 10 years into the future, showing that it is
 following a key financial planning best practice. However, VTA's forecasts do not
 always include multiple expense scenarios, limiting its ability to set its budget with
 multiple situations in mind.
- VTA did not consistently monitor its budget for variances between actual spending and planned spending and does not report key financial metrics to its board. As a result, VTA has less insight than it otherwise would into where it may need to improve its operations.
- VTA's strategic plan expired in 2022, and neither the expired plan nor interim strategic initiatives VTA has pursued have included measurable objectives that VTA or the public could use to determine whether VTA is making progress towards its strategic goals.

VTA Is in Relatively Good Financial Health but Would Benefit From Taking Additional Actions to Better Ensure Its Continued Viability

For a government agency, maintaining a good financial condition is essential to ensuring that it can continue to meet stakeholder needs. There are several indicators that can demonstrate whether a government is financially healthy. Accordingly, we assessed VTA by considering the following: whether the agency has been in a spending deficit or surplus, whether it has maintained the recommended level of reserve funding, the uncertainty of its revenue sources, and the size of and ways that it is funding its pension and other post-employment benefits (OPEB) expenses.

For the past six fiscal years, VTA has consistently reported higher revenues than expenses. Figure 7 shows VTA's total revenues and expenses, including the amount of revenue it received from COVID-19 pandemic-related federal assistance. Despite a decrease during the initial period of the pandemic, VTA's overall annual revenue has grown since fiscal year 2017–18. Moreover, the growth in revenue has generally aligned with the growth in VTA's expenses over the past six fiscal years, during which VTA recorded a 68 percent increase in revenue and a 67 percent increase in expenses.

Figure 7VTA's Revenue Was Consistently Higher Than Its Expenses Over the Past Six Fiscal Years



Source: VTA's Annual Comprehensive Financial Reports for fiscal years 2017–18 through 2022–23.

Note: The spike in revenue in fiscal year 2018–19 was caused by the realization of 2016 Measure B sales tax revenue after a court ruling on the legality of the measure.

For a three-year period spanning from fiscal years 2019—20 through 2021—22, VTA relied significantly on pandemic-related federal assistance to support its major operating fund, the VTA transit fund. During this period, the fund operated at a deficit in one year—meaning that its change in net position was negative—and would have been in a similar situation in all three fiscal years had it not been for that federal assistance. Nonetheless, these federal funds were awarded in recognition of an extraordinary disruption to transit operations caused by circumstances outside the control of agencies like VTA. Accordingly, we do not find the reliance on such funds to be a sign of mismanagement by VTA. In fact, when these federal assistance programs stopped providing funds in fiscal year 2022—23, VTA continued to avoid operating at a deficit.

VTA has accumulated significant reserve funding. The California Special Districts Association recommends that special districts such as VTA establish policies that set a target level of reserves to maintain based on a percentage of regular operating revenues or regular operating expenditures, depending on which element is more predictable. In addition, the Government Finance Officers Association (GFOA) recommends that general purpose governments maintain at all times a minimum unrestricted fund balance of no less than two months' of either operating revenues or operating expenditures. As of June 30, 2023, VTA had three reserves, each with its own dedicated use as Table 6 shows. In fiscal year 2022–23, VTA nearly exactly met the reserve target for its operating reserve—15 percent of the operating budget. Although this amount on its own does not quite reach the level recommended by the GFOA, VTA has other reserves to supplement its operating reserve. Accordingly, VTA is currently well-positioned to address unexpected swings in its revenues and expenditures, which ultimately can reduce the effect of that uncertainty on the residents it serves.

Table 6VTA Has Established Reserves

RESERVE TYPE	PURPOSE	RESERVE AMOUNT AS OF JUNE 30, 2023 (IN MILLIONS)	DID VTA MEET THE RECOMMENDED RESERVE AMOUNT?
Operating Reserve	To ensure that sufficient funds are always available in the event of either unanticipated shortfalls in revenue from sources other than sales tax or unavoidable expenditure needs.	\$91	Yes
Sales Tax Stabilization	To mitigate the impact of sales-tax-receipt volatility on service levels and on the operating budget.	\$35	Meets maximum allowed in reserve
Debt Reduction	To enhance VTA's fiduciary governance practices and ensure that funds are available to sustain a capital program that maintains VTA's infrastructure and keeps assets in a state of good repair. May be used to reduce long-term liabilities or to provide funding for approved transit-related capital improvements and replacement of capital assets.	\$375	N/A*

Source: VTA fiscal year 2022–23 Annual Comprehensive Financial Report; VTA policy.

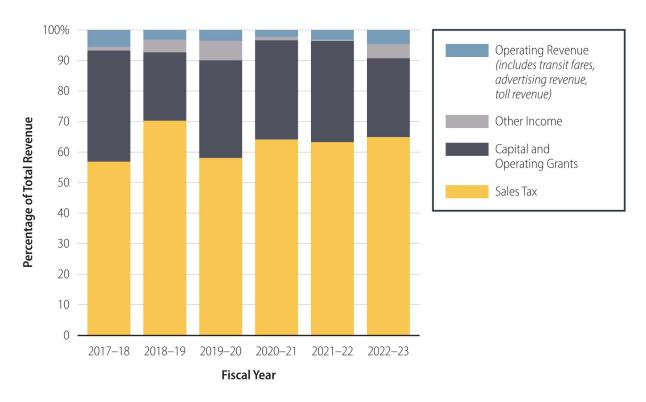
Note: In March 2024, the board approved a transfer of \$115 million from the Debt Reduction Reserve to help fund the EBRC Project.

* VTA's Debt Reduction Reserve does not have a targeted level of funding or a cap on the available balance. Once the targeted balances have been met for the Operating Reserve and the Sales Tax Stabilization Reserve, any additional amounts are added to the Debt Reduction Reserve.

VTA established the Transit Operations Capital reserve in fiscal year 2023–24 with a \$100 million transfer from the Debt Reduction reserve. The Transit Operations Capital reserve was created to be the primary funding source for VTA's biennial transit operations capital program.

In part, VTA's reserve policies reflect its vulnerability to changes in the economy. A large percentage of VTA's revenue—on average more than 60 percent over the past six fiscal years—is derived from sales taxes, a revenue source that fluctuates with the economy. Figure 8 shows the different revenue sources that VTA relied on during this period and the proportion that each source represented of its total revenue.

Figure 8Sales Tax Revenue Is Consistently the Largest Portion of VTA's Total Revenue



Source: VTA's Annual Comprehensive Financial Reports for fiscal years 2017–18 through 2022–23.

As the figure shows, a very small percentage of VTA's total revenue is operating revenue, which is a category that includes its fare revenue. Instead, VTA primarily relies on sales tax revenue as well as state and federal grants to maintain its operations. The degree to which VTA relies on sales tax revenue (non-operating revenue) is common among its peers. Among the five agencies to which we compared VTA, only one—TriMet—did not rely on sales tax as a revenue source. TriMet instead relies on payroll and self-employment taxes that it uses in similar proportion to the sales taxes used by other agencies. Three of the other four agencies relied on sales tax revenue as the source for at least 50 percent of their annual revenue. Further, VTA maintains a sales tax revenue stabilization reserve specifically dedicated to sales tax revenue shortfalls, ensuring that it is at least partially insulated from the effects of economic downturns.

The more concerning element of VTA's dependence on sales tax revenue is that the revenue is time-limited. VTA's sales tax revenue is generated from four sales tax measures, three of which have sunset dates, as the text box describes. In fiscal year 2022–23, revenue from these three sales tax measures made up 69 percent of all of VTA's sales tax revenue. These revenue sources must eventually be replaced if VTA is to maintain operations and capital expenditures at present levels. The earliest expiration date of these measures occurs in 2036.

Although the expiration of the first of these sales tax measures is 12 years from now, there are two compelling reasons why VTA should begin planning to identify and generate its replacement revenue sources now. First, if VTA determines that it wants to replace the existing measure with another sales tax, it will need to go through a potentially time-consuming process of drafting language for such a measure that it believes voters will approve, placing that measure on the ballot, and gaining voter approval. The California Constitution requires that such tax measures be approved by at least two-thirds of the voters. The longer VTA waits before deciding whether it

VTA Sales Tax Measures and Their Sunset Dates

VTA relies on four sales tax measures for the majority of its revenue.

1976 Measure A: A 1/2-cent sales tax authorized for the continued operation and development of transit service in Santa Clara County. *No sunset date.*

2000 Measure A: A 1/2-cent sales tax authorized for various transportation-related expenses, including the expansion of bus and light rail service throughout Santa Clara County and the purchase of vehicles for senior and disabled passenger access. *Sunset date is March 31, 2036.*

2008 Measure B: A 1/8-cent sales tax authorized to operate, maintain, and improve the BART extension. *Sunset date is June 30, 2042.*

2016 Measure B: A 1/2-cent sales tax authorized for various transportation-related expenses, including road and highway improvements, completion of the BART extension through downtown San Jose, improvements to bicycle and pedestrian safety, and increased Caltrain capacity. *Sunset date is March 31, 2047.*

Source: Santa Clara County ballot measures.

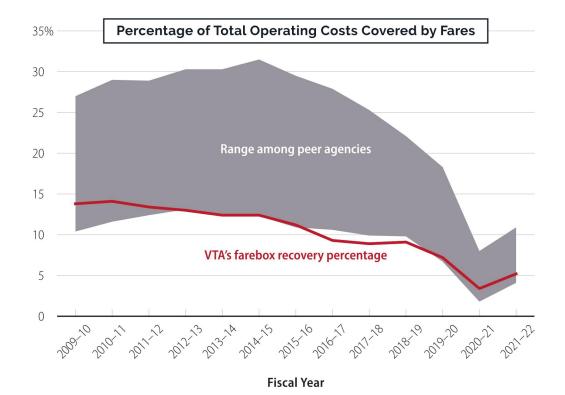
wants to pursue a replacement sales tax measure, the less time it has to address the potential failure of such a measure to garner the required level of support. Secondly, VTA relies on sales tax revenue to fund its capital projects and support long-term efforts to maintain an adequate state of repair of its infrastructure and equipment. These projects can be in development for many years before beginning construction, and uncertainty about the availability of funding could hamper VTA's efforts to plan these projects and continue to address its needs. The existing Measure A sales tax is a demonstration of this principle. VTA has used the sales tax measure to fund multiple capital projects. Although it was approved by voters in 2000, Measure A did not take effect until 2006, when a different sales tax measure was scheduled to expire.

Two studies since 2018, both commissioned by VTA, have advised VTA to identify alternate revenue sources beyond sales tax revenue. In general, these studies were prompted by VTA's expectation that it may face deficit spending in future fiscal years. Although that scenario has generally not occurred, the studies show that VTA is aware of recommendations to diversify its revenue sources. According to its chief financial officer (CFO), VTA is still exploring additional revenue sources to replace the aging sales tax measures and has not yet identified the amount of additional funding that it will need. The CFO noted that VTA is exploring additional funding through the expansion of its express lanes system (which generates toll revenue), the renewal of sales tax measures, and transit-oriented development of its real estate holdings. For example, a March 2023 report on the estimated value of the private

development of VTA's properties noted that further development of its real estate holdings, including commercial and residential development, could generate roughly \$30 million in annual revenue for VTA by 2050.

Although VTA could also reduce its reliance on sales tax revenue by accessing more revenue through the fares paid by users of its transit system, the CFO indicated that it has not fully evaluated this option. The percentage of operating expenses that a transit agency covers with user fares is known as the *farebox recovery* ratio. We used fare and operating expense data from the National Transit Database (NTD), which is managed by the Federal Transit Administration (FTA), to calculate the farebox recovery ratio for VTA and the five peer transit agencies we reviewed. As Figure 9 shows, from fiscal years 2009–10 through 2021–22, VTA has had one of the lowest farebox recovery ratios. We acknowledge the balance VTA needs to achieve between keeping fares affordable to be providing a public service and subsidizing its operations through fare revenue. Nonetheless, without a full study of the issue—including examinations of how much ridership is affected by rates and whether rates could be increased without unacceptable losses in ridership—VTA cannot know for certain whether it is already at an optimal balancing point or whether, like its peers, it can cover a larger percentage of its operating costs with fare revenue.

Figure 9VTA's Farebox Cost Recovery Ratio Is Among the Lowest of Its Peers



We found that despite the volatility in its sources of revenue, VTA's pension plans are generally in good condition, and its pension costs pose a low risk to its financial stability. VTA has two defined benefit pension plans: the Santa Clara Valley Transportation Authority Amalgamated Transit Union Pension Plan (ATU Plan) and the California Public Employees' Retirement System (CalPERS) pension plan. These pension plans offer retirement, disability, and death benefits for qualifying retired employees. VTA also has an Other Post-Employment Benefits (OPEB) plan, a defined benefit health plan that offers health benefits to its retired employees, including paid contributions toward retiree health plans.

We reviewed VTA's pension plans and OPEB funding levels by determining their funding ratio, which is the value of pension assets divided by its accrued liabilities. A funding ratio of 100 percent means that a plan has enough assets to cover its liabilities. According to VTA's fiscal year 2022–23 Annual Comprehensive Financial Report (ACFR), its OPEB trust has a funded ratio of 130 percent and, thus, is a low risk because its assets are able to fully cover its liabilities. However, its ATU plan and CalPERS plan have a combined funded ratio of 72 percent, which can pose a higher risk to its financial sustainability because the plans are not fully funded. Nonetheless, as the rest of this section details, VTA is adhering to practices that reduce this risk.

VTA's pension and OPEB funding practices generally align with established best practices. To provide reasonable assurance that the cost of employee benefits will be funded in a sustainable manner, the GFOA recommends that, on at least a biennial basis, governments obtain an actuarially determined contribution to serve as the basis for its employer contributions. VTA receives an annual actuarial valuation that determines its contributions for its ATU and OPEB plans. VTA's contributions for its CalPERS plan are determined by CalPERS.

The GFOA also recommends that governments contribute the full employer contribution amount each year in order to further promote the sustainability of their pension plans. Our review of VTA's audited financial statements and its actuarially determined contribution amounts found that VTA has met or exceeded its recommended contribution to its ATU plan from fiscal years 2019–20 through 2022–23. Similarly, its ACFR states that VTA made the actuarially determined contributions to its CalPERS plan in the same fiscal years. Since the actuarially determined contributions take into consideration the need to finance unfunded pension liabilities, VTA safeguards against future financial instability by making these contributions in full.

Further, the amount of these contributions does not pose a high risk to VTA's overall operations. When their pension and OPEB contributions are high, governments are at significant risk of needing to curtail other services or spending so that they can meet the pension and OPEB obligations. However, VTA's contributions represented very low percentages of its annual transit revenue in fiscal year 2022–23: about 5 percent for pension contributions and less than 1 percent for OPEB funding.

VTA's required pension contributions are likely to increase in the near future before they subsequently decrease over time. VTA's 2024 actuarial valuation of its ATU pension plan noted VTA's employer contributions are projected to increase

through 2027. However, the 2024 valuation also noted that VTA's employer contribution rates have declined over the past decade as its employees increased their contribution rates. VTA's pension manager had an overall positive assessment of VTA's pensions' financial condition and expected that by continuing to make fully actuarially determined contributions, VTA will eventually fully fund the pensions. The pension manager also noted that VTA has made changes to how it calculates the cost of its unfunded liabilities over time in its ATU pension plan in order to reduce its unfunded liabilities over a 20-year period, and he added that it expects these changes will lead to a decline in required contribution amounts in the future.

VTA Has Projected Its Long Term Operational and Capital Needs in General Alignment With Best Practices

Guidance on financial planning for government agencies indicates that agencies should prepare financial plans that address their long-term ability to maintain operations and make investments in capital projects. The FTA has issued guidance to transit agencies about how to develop a financial plan in accordance with federal expectations. One of those expectations is that a transit agency's financial plan should include long-term plans and forecasts for the agency's revenues and costs to demonstrate that the agency anticipates having adequate revenue to pay for its costs. By developing these forecasts, an agency can demonstrate that it expects to be financially viable several years into the future.

In addition to the FTA guidance, the GFOA recommends that governments develop a range of possible forecast outcomes by using different scenarios. According to the GFOA, preparing projections under different assumptions, such as assumptions about economic conditions, permits decision-makers to consider the mix of revenue that would be necessary to provide various services. Similarly, the GFOA says that multiple expense projections can clearly identify the impact of different scenarios.

We focused our assessment of VTA's long-term financial forecasting on one of VTA's most significant funds and on the capital program that it is in part responsible for funding. The VTA Transit fund (transit fund) has a fiscal year 2023–24 operating budget of approximately \$600 million, and it funded more than two-thirds of its operating activities—including its labor costs—in fiscal year 2023–24. Moreover, the transit fund contributes revenue to the VTA Transit Capital Program (transit capital program). The transit capital program helps VTA maintain capital infrastructure, keep capital assets in a state of good repair, and invest in improvements that are meant to enhance the safety, security, and efficiency of the transit system. The total appropriation for the transit capital program in VTA's biennial budget for fiscal years 2023–24 and 2024–25 is \$163 million, of which the transit fund is budgeted to provide approximately \$65 million.

In both of these areas, VTA has adopted most of the recommended practices for long-term forecasting that we reviewed. Most importantly, VTA produces long-term forecasts for both the transit fund's operating revenues and expenses and the transit capital program's funding needs. For the transit fund, VTA develops a two-year budget for the fund's revenues and expenses in its biennial budget and, using those

two fiscal years as its base, projects the fund's revenues and expenses over the next eight fiscal years. VTA's projections account for factors that may affect sources of revenue and expenses, such as anticipated sporting events and other recreational activities that could increase ridership and, in turn, affect VTA fare revenues.

For the transit capital program, VTA develops a long-term forecast for the program as part of its SCIP. The SCIP identifies, within projected funding constraints, the program's funding needs and expected expenses over the next 20 years. By developing multiyear forecasts, VTA enhances its ability to assess whether it will have adequate revenue to pay for transit service expenses and to finance capital projects several years into the future.

VTA also adhered to the GFOA's recommendation to identify and clearly explain major assumptions used to inform its forecasts. For example, in its biennial budget, VTA assumes for the transit fund that ridership levels—which drive transit fare revenue—will increase between fiscal years 2023–24 and 2024–25 but remain approximately 10 percent lower than pre-pandemic levels. VTA explains in its budget document that although it expects that ridership will likely increase, hybrid work and telecommuting by businesses and schools may prevent transit ridership from making a full recovery to pre-pandemic levels. Similar to the transit fund's operating forecast, the SCIP identifies major relevant assumptions used to develop the forecast for the transit capital program, including the funding needs for future capital asset improvement projects—such as bus fleet electrification—and the maintenance required for the ongoing operation of light rail services.

The GFOA's guidance indicates that by developing multiple financial forecasts for its revenues and expenses, governments can better determine their needs under different economic realities. Consistent with this recommended practice, VTA develops three forecasts for the transit capital program, which it calls the *low, medium, and high* scenarios. Each forecast reflects the program's needs under different funding scenarios. Each funding scenario also describes the implications the forecast would have on VTA's ability to maintain and replace its capital assets. For example, the SCIP explains that the forecast reflecting the "medium" scenario—which the board ultimately directed staff to pursue in future plans and budgets—could in part allow the agency to replace bus fleets and light rail corridor electrification assets in the near term while maintaining assets on average in a state of adequate or good repair over a 20-year period. Because VTA develops multiple forecasts for the transit capital program, the board can develop a thorough understanding of the actions the agency must take to maintain the program's long-term viability.

For its transit fund revenues, VTA received from an external contractor three long-term forecasts of sales tax revenue under different economic scenarios. VTA used the "most likely" scenario provided by the contractor to develop the forecast for the 1976 sales tax and other major sources of sales tax-related revenues generated for the transit fund. Because sales tax—an inherently uncertain revenue source—constitutes more than 85 percent of the transit fund's budgeted revenues, VTA's review of multiple revenue forecasts helps to ensure that it considers potential scenarios that may influence its ability to support its operations several years into the future.

However, VTA does not develop multiple forecasts for the transit fund's operating expenses, which may limit VTA's insight into the long-term outlook for the transit fund. According to staff responsible for assembling the long-term forecast, VTA develops only one forecast for its operating expenses based on a single set of assumptions. As a result, VTA is unable to determine what the transit fund's operating expenses might be under different scenarios. For example, VTA does not consider varied degrees of staff vacancies and therefore cannot know the impact of those scenarios on its spending. It also lacks insight into the impact of fuel price spikes or declines on its ability to continue funding other budget priorities.

Further, VTA's single expense projection does not provide sufficient information to understand the impact of capital investments it is making. We reviewed whether VTA's expense projections anticipate operation and maintenance costs that will not occur until future budget cycles and found that VTA does not incorporate such costs. For example, VTA's forecast does not account for the \$2 million in maintenance costs that VTA anticipates EBRC will incur on an annual basis once it becomes operational in 2029. Accordingly, VTA's forecast excludes factors that are likely to influence the transit fund's long-term viability.

VTA staff responsible for developing the transit fund forecast agreed that it would be beneficial to develop multiple expense scenarios. In January 2024, VTA entered into an agreement with a contractor to develop a new financial model that should allow VTA to develop multiple forecasts of its revenues and expenses under different economic assumptions. The deputy director-controller stated that these multiple forecasts will give VTA a stronger understanding of the revenues that it must raise to cover future expenses, something he acknowledged that VTA was limited in its ability to do with its current forecasting. He further stated that VTA intends to implement the new financial model by the time it begins developing its fiscal year 2026–27 biennial budget in the second half of 2024.

VTA Has Not Consistently Implemented Budget Monitoring Practices in Its Financial Decision-Making

According to the GFOA, regular monitoring of budgetary performance can provide an early warning of potential problems and time for decision-makers to consider actions they may need to take if there are major deviations between budgeted and actual spending. The GFOA recommends that governments have mechanisms in place to ensure compliance with the adopted budget and observes that a common mechanism is to conduct monthly or quarterly reviews of trends in actual expenditures and revenues compared to its budget. Further, the GFOA recommends that governments incorporate an examination of performance measures and linkages to financial outcomes into their budget monitoring processes. For a transit agency, these performance measures could include industry metrics such as farebox recovery rates or operating costs per trip. Finally, the GFOA states that it is important to establish formal processes for implementing budget monitoring responsibilities.

VTA indicated that it uses a variety of regular budgetary reviews. VTA's deputy director-controller stated that VTA's monitoring process consists of day-to-day tracking of expenditures by budget analysts within each division. Further, the deputy director-controller and VTA's budget manager said that VTA also conducts monthly reviews of spending trends and budget deviations. A key practice that the deputy director-controller explained is the quarterly review of actual spending against budgeted spending. According to the deputy director-controller, on a quarterly basis the budget department creates reports for each division regarding their budgeted-versus-actual expenditures (variance reports), and the budget department staff meets with the leadership from each division to review the reports and discuss any variances.

When we asked the CFO how VTA's board and staff respond to deviations between budgeted forecasts and the variance reports, he responded that VTA does not have a policy related to the variance reports that would require a specific action by VTA staff when deviations exceed a given threshold. The CFO said that the board makes inquiries of VTA staff related to the variance reports during board meetings, but he could not recall an example during his tenure of when the board requested a specific action as a result of the quarterly variance reports.

VTA could not demonstrate that it consistently generated the quarterly variance reports or held these meetings with division leadership. We requested a copy of the quarterly variance reports for three divisions from fiscal years 2021–22 and 2022–23—a total of 24 reports. However, VTA could provide only two of these reports, both from the second quarter of fiscal year 2022–23. According to the deputy director-controller, half of the quarterly meetings with divisional leadership were never scheduled, often because VTA did not have a budget manager at the time. In other cases, the deputy director-controller explained that he believed the meetings occurred but could not locate the related variance reports because of recent retirements from VTA. Without regular monitoring of budgetary performance, VTA is limited in its ability to identify and respond to deviations between budgeted and actual spending.

In contrast, VTA was able to demonstrate that it regularly presents agencywide variance reports to the board. We reviewed the meeting minutes from the Administration and Finance Committee from November 2020 through November 2023 and confirmed that VTA staff reported quarterly on agencywide operating budget variances, and that committee members generally discussed the reports. For example, in the committee's review of the statement of revenues and expenses from the first quarter of fiscal year 2020–21, committee members discussed VTA's use of Coronavirus Aid, Relief, and Economic Security Act funding and the degree to which the funding would cover an anticipated operating budget deficit.

VTA has not adopted another recommended best practice for monitoring budget performance: the use of financial metrics as a part of budgetary oversight. VTA's CFO confirmed that the agency does not have specific financial metrics that it tracks or uses to report to the board about how well VTA is performing. Our review of eight board meetings from July 2022 through December 2022 confirmed that VTA staff generally did not present to the board updates on financial metrics, such as VTA's farebox recovery ratio. According to VTA's CFO, he is working with the finance department to determine the financial metrics and related goals on which the

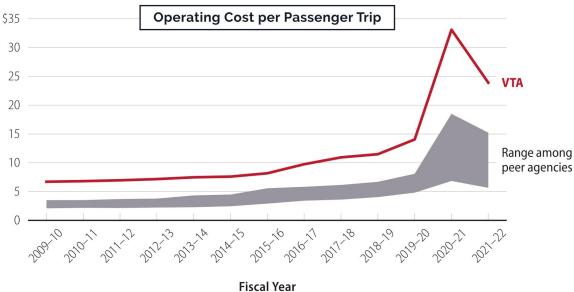
agency intends to report to the board. The CFO also stated that VTA intends to start delivering quarterly reports on these metrics and goals to the board by July 2024. He added that VTA intends to update the metrics and goals on an ongoing basis.

VTA is likely to find that tracking financial metrics improves its ability to enhance its operations. As we describe earlier, VTA's farebox recovery ratio is notably lower than that of its peer agencies. However, without regular updates on this metric, the board is left without reliable and easy access to information that could prompt it to reconsider VTA's fares. Similarly, the board would likely benefit from being regularly informed about how well VTA performs compared to its peers across other metrics. We reviewed the operating expenses that VTA and its peer agencies reported to the NTD for fiscal years 2009-10 through 2021-22. These expenses included labor costs, costs for vehicle fuel and other materials, and utilities. We also reviewed service hours and ridership data that these agencies reported to the NTD. Using these data, we calculated the total operating cost per passenger trip and the total operating cost per hour that a transit vehicle is in service.8 As Figure 10 shows, VTA's operational costs across these two metrics were higher than any of the five peer agencies we reviewed. VTA's operating costs per trip peaked in fiscal year 2020–21 at \$33.11 per trip—meaning that each trip taken by a passenger cost VTA about \$33 in operating costs. The height of this peak was likely driven by the effects of the pandemic, but VTA's costs had nonetheless been higher than its peers' costs for some years before the pandemic affected its operations. These high operating cost metrics indicate that VTA is not operating as efficiently as its peers, which warrants VTA's further review to assess the causes. However, because VTA staff do not regularly report these types of data to the board, the board has a limited ability to monitor VTA's performance and direct VTA staff to identify and address causes.

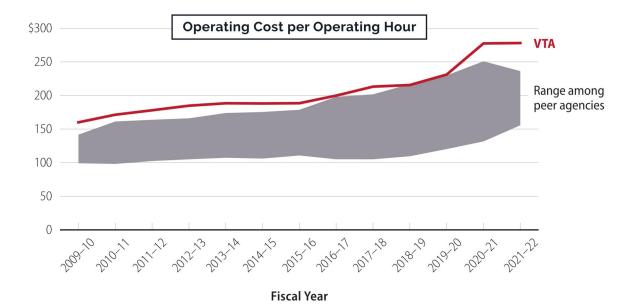
Regular monitoring of these operational metrics is likely to be especially important to VTA as it continues to address declines in ridership. Metrics such as operational cost per trip measure how effective VTA is with its resources, which becomes more important as it faces changes in demand for its services. When we reviewed the number of passenger trips per service hour—essentially a measure of how many passengers are served compared to how many total hours VTA's vehicles are available to transport passengers—we found that in the four years leading up to the pandemic, VTA had a lower number of passengers per hour than most of its peers. This metric indicates that VTA may have been offering more transit service than its ridership required. Nonetheless, in the post-pandemic recovery, while ridership levels could still rise over time, it is likely too early to know whether VTA will continue to compare unfavorably to its peers. VTA's chief operating officer told us that both VTA staff and VTA's board are more focused on bringing the level of ridership up rather than the level of service down to meet reduced demand. Figure 11 shows that the trend in VTA's ridership was generally declining over the past nine years. As did its peers, VTA experienced a sharp decline in ridership due to the effects of the pandemic. Since then, ridership has not returned to its pre-pandemic levels.

For passenger trips, we used the metric unlinked passenger trips, which counts each time a passenger boards a transit vehicle regardless of how many vehicles the passenger uses to reach their destination. For the hours that vehicles were in service, we used the metric vehicle revenue hours, which measures the number of hours that vehicles are in revenue-generating service.

Figure 10 VTA's Operating Costs per Trip and per Operating Hour Have Consistently Been Higher Than Its Peers' Costs



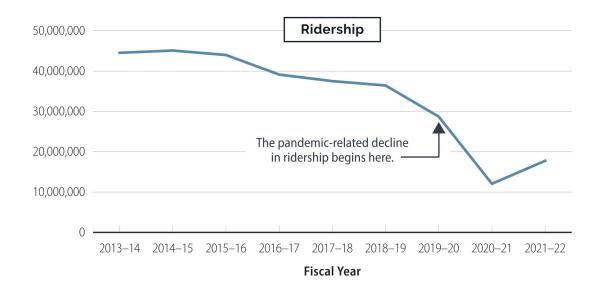


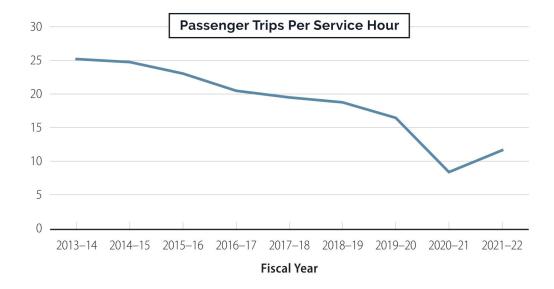


Source: NTD transit agency data, fiscal years 2009–10 through 2021–22. Data for fiscal year 2022–23 were not available.

Note: Operating cost per passenger trip is the cost VTA incurs to provide each trip taken by a passenger. For example, each trip taken by a passenger in fiscal year 2020–21 on average cost VTA approximately \$33. Operating cost per operating hour is the cost to VTA to run its transit infrastructure for an hour. For example, in fiscal year 2020–21 it cost VTA about \$277 to provide an hour of service.

Figure 11
VTA's Ridership Has Declined for Years, Even Before the Start of the Pandemic





Source: NTD transit agency data, fiscal years 2013–14 through 2021–22. Data for fiscal year 2022–23 were not available.

Finally, according to its budget manager, VTA has not documented any of its operating budget monitoring practices in written procedures. This lack of documentation raises the risk that its staff will not perform oversight activities. Documentation of an agency's procedures promotes various benefits: the documented procedures can clearly communicate expectations, helping to reduce inconsistency in practice. Documented procedures can also assist agencies experiencing staff turnover, because the documented procedures can guide newer staff who may not be as familiar with VTA's expected practices. In fact, VTA has experienced some turnover among its financial leadership in recent years—including its CFO, deputy director-controller, and budget manager. In light of the benefits of documenting procedures and the inconsistency we found in VTA's budget oversight practices, it would benefit VTA to formalize its expectations for budget oversight activities.

VTA Publicly Reports the Recommended Financial Information

To promote fiscal transparency, GFOA recommends that government agencies make high-quality financial information available on the agency's website. The GFOA also recommends that governments provide opportunities during the budget process for obtaining the input of stakeholders. Further, the GFOA recommends that governments obtain and publish independent expert reviews of their finances, such as annual external audits, to improve credibility with the public. The GFOA notes that when citizens have trust in government, they will be more willing to pay taxes, participate in community governance, and invest in the community.

VTA's biennial budget and its ACFR, which presents its comprehensive financial position, are available on its public website, including previous reports as far back as fiscal year 1995–96. VTA's biennial budget contains long-term financial forecasts and the underlying assumptions made in the forecasts. VTA's budget process includes the opportunity for the public to comment on its proposed budget. For example, an April 2023 board meeting included opportunity for the public to comment on the proposed budget for fiscal years 2023–24 and 2024–25. The proposed budget is also presented to various advisory committees to receive their input and recommendation—including the Policy Advisory Committee and Citizens Advisory Committee, both of which reviewed the proposed budget in May 2023, approximately one month before the board adopted the biennial budget. We reviewed VTA's ACFRs for fiscal years 2017–18 through 2022–23 and determined that an independent auditor issued an unmodified opinion on the financial statements in each year, meaning that the auditor concluded that VTA presented fairly, in all material respects, its financial position and changes in financial position for those years.

VTA Established Broad Strategic Goals Without Setting Specific Actions or Monitoring Processes

Strategic planning is an important process that can help an organization define its goals, establish how it will measure performance, and outline strategies that it

VTA's Strategic Goals

- 1. Optimize transit travel times and ensure they are preserved and continually improved.
- 2. Ensure that transit service, especially in core areas, is frequent (every 15 minutes or better).
- 3. Provide customer-focused information systems, and preserve and enhance reliable operations through transit-preferential treatments.
- Create concepts, plans, designs, programs, and policies to optimize current conditions and identify and seize new opportunities.
- Deliver projects and programs on time and within budget, and creatively pursue new construction, operational, and business practices that make VTA more efficient and successful.
- Provide a comprehensive line of services, technical support, funding programs, and mobility solutions to the public and Congestion Management Program Member Agencies.
- Address roadway congestion and all modes of transportation system operations by collecting and analyzing data, developing and applying technology, refining current practices, and implementing new planning and management tools.
- Retain and increase the value of existing infrastructure and services, and optimize the utility of new investments and services.
- 9. Improve and expand mobility options by innovatively applying technology, planning, design, construction, operations, and business techniques.
- 10. Steady the organization and create clarity surrounding urgent initiatives in building VTA's team, retaining VTA talent, and restoring VTA service.
- Elevate VTA staff and services with an emphasis on developing VTA workforce and delivering multi-modal projects and programs in an equitable and sustainable way.
- 12. Reach VTA's full potential through discernable culture change work and transformative community building that raises the transportation bar in the region.

Source: VTA's strategic planning documents.

will use to reach its goals. The TCRP states that strategic planning is a management tool used to define an agency's role, establish goals, measure performance, and guide business processes.

Despite the importance of strategic planning, VTA's strategic plan is outdated, and VTA is currently operating with an alternate list of initiatives created by its CEO. VTA last developed a strategic plan in 2016, and that plan applied to the period of 2017 through 2022. In addition, in 2021, the CEO created VTA Forward, a list of initiatives that the CEO indicated was originally created as its strategic response to internal and external factors affecting VTA. The CEO stated that multiple crises since the start of the pandemic in early 2020 highlighted systemic issues that hindered the organization from moving forward. VTA Forward is focused on strengthening VTA and preparing it to take on future opportunities and challenges. The CEO told us that these two documents—the outdated strategic plan and VTA Forward—were the best source of VTA's vision and goals. However, she acknowledged that the strategic plan is outdated and said that most executive leaders at VTA do not use the plan. We refer to these two documents collectively as VTA's strategic planning documents.

Moreover, VTA's strategic planning documents do not contain all of the important elements of a strategic plan. For example, in the two documents combined, VTA has listed a total of 12 goals that it wants to achieve, as shown in the text box. However, all but one of these goals lack measurable objectives that would allow VTA or the public to determine whether it was making progress toward its goals. Further, VTA's strategic plan contains a goal to "optimize transit travel times and ensure they are preserved and continually improved." Yet the plan lacks any content on how VTA will determine whether it is making progress in this area. The one goal with a measurable objective is to ensure frequent service,

with a measurable objective of transit availability every 15 minutes. The CEO agreed that VTA's strategic planning documents were missing goals with specific actions that VTA would take to achieve the goals. A related deficiency is that the strategic planning documents also do not identify the performance measures that VTA will use to determine whether it achieves the stated goals.

VTA had expected to complete additional plans that could have created these missing measurable objectives. VTA's strategic plan and biennial budgets indicate that the agency planned to measure its success in meeting its strategic goals through implementation of goals and metrics that would be included in a business plan. However, VTA never completed the business plan. With respect to the goals in *VTA Forward*, VTA also did not create measurable objectives by which it could determine whether it was achieving any of the stated goals in that list. The CEO indicated that factors such as the pandemic and aftereffects of a shooting incident at a VTA rail yard in 2021 affected the development of the business plans. She agreed that VTA lacks a performance measurement system for ensuring that actions are implemented and that VTA achieves the desired results.

Further, VTA's strategic planning documents do not always include specific strategies that VTA will use to achieve its goals. VTA's 2016 strategic plan contains no specific statements about the activities that VTA plans to engage in to achieve its goals. In fact, the plan explicitly states that it exists to guide the development of the business plans that would contain these strategies. In contrast, *VTA Forward* includes several statements about the actions that VTA planned to take to achieve the goals in that list. For example, to achieve the goal of developing its workforce, VTA described taking actions such as reforming its leadership development program and identifying and growing the leadership team's strengths through coaching.

Without a strategic plan that includes measurable objectives, related strategies, and defined performance measures, VTA is hindered from effectively ensuring that it meets its organizational goals, including goals valued by the public. According to the CEO, by November 2024 VTA plans to create a business plan for its outdated strategic plan and by 2026 create a new strategic plan. However, we question VTA's planned approach. As we note earlier, the CEO acknowledged that VTA's strategic plan is outdated and that executive leaders no longer refer to the plan. Additionally, it is unclear how much value VTA will derive from adopting a business plan for its expired strategic plan only to then replace the business plan approximately two years later with a new strategic plan. In response, the CEO stated that VTA needs a framework for the next two years and that a new strategic plan would take a longer time to create. Nonetheless, given the age of the outdated plan, it would be valuable for VTA to begin the creation of its new strategic plan as soon as possible to address its current needs.

VTA's CEO Evaluation Process Does Not Align With Best Practices

Organizations can promote accountability and effective performance by regularly reviewing how well staff fulfill their assigned responsibilities. For the CEO, these assigned responsibilities include ensuring the proper administration of all affairs of VTA. The APTA indicates that, by evaluating a CEO, a board can foster a productive relationship with the CEO. This relationship can in turn benefit both the agency and the people that it serves. The APTA also states that the evaluation process is effective when it includes agreement between the board and the CEO on job expectations and measurable outcomes that the board will use to evaluate the CEO.

VTA has a policy that establishes its process for evaluating its CEO. When VTA adopted its CEO evaluation policy in 2020, it noted that over the previous years it had evaluated the CEO inconsistently and that in some cases it had not always met its contractual requirements for review of the CEO. Therefore, the purpose of the 2020 policy was to correct VTA's approach to evaluating its CEO. According to the policy, the board's Governance and Audit Committee should receive an annual self-appraisal from the CEO, and the board chair should also collect input from each director about the CEO's performance and present that input to the committee in closed session. The committee is then required to present a confidential recommendation to the board about the CEO's performance to facilitate the board's discussion of the CEO's performance in closed session.

State open meeting laws authorize the board to conduct its evaluations of the CEO's performance in closed session. Under those laws, information relating to performance evaluations that is acquired by being present in closed session is confidential and cannot be disclosed. Because VTA evaluates the CEO's performance in closed session meetings, we cannot disclose any information about the evaluations obtained from the meetings. According to VTA's policy, the CEO's performance evaluation is based on performance objectives chosen by VTA's Governance and Audit Committee. However, the policy does not explicitly require these objectives to be communicated to the CEO. Further, the board's chair confirmed that the CEO's evaluation process is not based on documented goals or performance metrics. As a result, VTA's policy likely limits the board's ability to assess how well the CEO has helped VTA to achieve its stated goals and benefit the community.

VTA should take action to correct these deficiencies in its evaluation process after it has addressed issues with its strategic plan. As we note earlier, VTA lacks a current strategic plan with measurable objectives. Because the CEO is responsible for leading VTA, any future evaluation of the CEO should include a comparison of VTA's performance against such objectives. In October 2023, VTA entered into an agreement with a contractor to develop a new, documented process for evaluating the CEO's performance. According to the board chair, the new evaluation process will include an annual performance review by the board of the CEO based on performance goals and metrics related to VTA's objectives and strategic goals. The chair also said that the board and the CEO will meet on an annual basis to review the goals and update them as necessary to reflect the agency's objectives. Because the new evaluation process will enhance the board's ability to assess the CEO's performance based on performance goals and metrics, VTA's board should formally approve the new process and document it in VTA's administrative code.

Recommendations

To help ensure financial viability, VTA should determine by June 2025 the extent to which it can rely on revenue sources that are less uncertain than sales tax revenue. In reaching this determination, VTA should consider taking action to increase its farebox recovery ratio by, for example, raising fares or cutting expenses. VTA should then pursue any additional revenue sources it identifies to the extent possible.

To improve VTA's forecasts of future financial scenarios, VTA should begin forecasting multiple expense scenarios for its transit fund by December 2024 and use those scenarios to create a projection of expenses to present to the board. Further, it should incorporate into these projections any anticipated increases in operational costs because of capital projects.

To ensure that VTA is consistent in its budget monitoring and oversight, VTA should adopt documented procedures by December 2024 that include, at a minimum, the following:

- A process that VTA will use to examine variances between budgeted and actual amounts of revenues and expenses.
- The use of quarterly variance reports by both the board and VTA staff, and expectations for appropriate actions to be taken when significant deviations are identified.
- Assignments that show which staff will be responsible for performing and
 reviewing variance analyses, and ensure continuity of these reviews when there is
 turnover in key management positions.

To ensure that it is informed about VTA's performance against key financial indicators, the board should require VTA staff to regularly report on specified financial metrics—including its farebox recovery ratio, trips per revenue hour, and operating cost per revenue hour—beginning in December 2024 or sooner.

To ensure that VTA has a current strategic plan that incorporates best practices, VTA should create a comprehensive strategic plan by December 2025 that includes goals, measurable objectives, strategies, and performance measures to track progress. It should also adopt procedures to ensure monitoring of progress on the strategic plan and regular reporting to the board.

To help ensure that the CEO is guiding VTA to achieve its goals, the board should formally adopt by June 2025 the new evaluation process for its CEO and amend VTA's Administrative Code to document the process. The evaluation process should include performance expectations for its CEO based on the agency's objectives, including the goals in VTA's most current strategic plan. All subsequent updates to the evaluation process and its goals and metrics should be formally approved by the board.

Blank page inserted for reproduction purposes only.

Other Areas We Reviewed

To address the audit objectives approved by the Joint Legislative Audit Committee (Audit Committee), we also compared the board's responsibilities to those of its peer agencies. Additionally, to provide information about a significant capital project, we reviewed information about VTA's response to concerns expressed by the FTA over the second phase of VTA's Bay Area Rapid Transit (BART) capital project.

The VTA Board's Responsibilities Are Generally Consistent With Best Practices and Are Similar to the Responsibilities of Peer Agencies' Boards

The responsibilities of VTA's board align with best practices and are generally comparable to the responsibilities of the boards of the peer agencies. According to research sponsored by the FTA, the responsibilities of a transit board include making policy, upholding fiduciary duties, and overseeing the agency's CEO. We reviewed state law and relevant agency documentation and found that VTA's board is required to exercise these responsibilities. For example, according to the state law that establishes VTA, the board is responsible for determining VTA policy, adopting an annual budget, establishing rates for transit service, and determining the transit facilities that VTA should acquire and construct. As we stated earlier in the report, VTA's directors are also charged with several fiduciary responsibilities, including the responsibility to act in the best interest of the residents of the county and disclose reportable financial interests.

Available public records demonstrate that the boards of the peer agencies are often required to exercise similar responsibilities. For example, the statute that establishes SacRT states that the board is the district's legislative body, responsible for adopting an annual budget and adopting rules and regulations that govern the use of the district's transit facilities. Further, CapMetro's bylaws require that directors act collectively on behalf of the board in the best interest of the agency. In addition, we found that each peer agency's board is either required to, or has the authority to, appoint the agency's CEO. For example, the statute that establishes TriMet requires the board to select a general manager based in part on their past experience as a general manager. The publicly available documentation we reviewed did not make it clear whether VTA's peer agency boards have responsibilities similar to the ones we describe earlier that position VTA's board as the body responsible for evaluating the CEO's performance.

VTA Has Worked With FTA to Address Federal Concerns About VTA's BART Capital Project

In 2000 Santa Clara County voters approved Measure A, which included an extension of BART. The entire BART project is a 16-mile extension of the existing BART system. VTA is constructing and will own the project, and BART will maintain and operate service. VTA reports on its website that Phase I of the project opened for service in 2020. This phase extended service approximately 10 miles from Alameda County to North San José. We reviewed VTA's project planning for Phase II (BART project), an approximately six-mile extension that will bring service through

three new underground stations in San José and end in the city of Santa Clara. According to VTA's auditor general's report on the project, the budget and schedule for the BART project have grown over time. In April 2021, VTA estimated a cost of \$6.9 billion and date to begin service in May 2030, with contingencies that could delay the start of service until September 2032.

FTA has assigned a project management oversight contractor (oversight contractor) to assess VTA's project planning and federal funding applications. In July 2021, the oversight contractor issued a report evaluating VTA's risk assessment, project scope, schedule, and capital cost estimate for the BART project. The report included concerns that VTA's project planning was too optimistic for both the project cost and project schedule. The oversight contractor recommended that VTA increase the expected cost of the BART project by more than \$2.2 billion, from \$6.9 billion to more than \$9.1 billion and push the expected date to begin service to June 2034.

According to the VTA manager in charge of the BART project (BART project manager), VTA does not have to report a specific corrective action plan describing how VTA will implement all of the oversight contractor's recommendations. Instead, he explained that VTA works collaboratively with the oversight contractor to address ongoing concerns. VTA has been able to demonstrate that it has addressed some of the specific concerns that the contractor identified. For example, according to the contractor's project monitoring report, when VTA submitted an application to FTA for funding in October 2022, VTA's cost estimate of \$9.3 billion was greater than the \$9.1 billion that the FTA's contractor estimated more than a year prior. Further, VTA's schedule estimate—with an estimated date to begin service of March 2033—was 15 months earlier than the contractor's recommended estimate. In its response to the contractor's 2021 assessment, VTA described differences of opinion related to a timeline for procuring a tunnel boring machine and the estimated tunneling rate as the primary reasons for differences in schedule estimates between VTA and the FTA's contractor.

Despite the scheduling difference, FTA approved VTA's initial application for a federal funding program that, according to VTA, can supply funding of nearly \$6.3 billion if VTA ultimately succeeds in satisfying all federal requirements. The BART project manager explained that the project's progress through the FTA funding process is an indication of the confidence that the oversight contractor has that VTA is successfully addressing concerns. We concluded our audit fieldwork in April 2024. A report by the CFO to the board indicates that VTA submitted its application for the engineering phase of the federal funding process in March 2024. In that report, VTA estimated the project to cost \$12.7 billion with an estimated date to begin service of March 2039. According to the report, if FTA accepts VTA's application for the engineering phase, VTA may then submit a final application to FTA for a full funding grant agreement.

We conducted this performance audit in accordance with generally accepted government auditing standards and under the authority vested in the California State Auditor by Government Code section 8543 et seq. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on the audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

Respectfully submitted,

GRANT PARKS
California State Auditor

June 11, 2024

Staff: Bob Harris, Audit Principal

Ralph M. Flynn, Senior Auditor

Amanda Millen, MBA, Senior Auditor

Mike Carri Nathan Drake William Goltra Alexis Hankins Roxanna Jarvis Lily Nuñez, MPP

Legal Counsel: Abigail Maurer

June 2024 Report 2023-101

Blank page inserted for reproduction purposes only.

Appendix A

Status of VTA's Implementation of Our Prior Audit Recommendations

The Audit Committee requested that we evaluate VTA's implementation of recommendations from our July 2008 audit of VTA.⁹ In Table A, we present these audit recommendations and their current implementation status.

Table AStatus of VTA's Implementation of Recommendations From Audit Report 2007-129

	2007-129 AUDIT RECOMMENDATION	CURRENT IMPLEMENTATION STATUS*
Во	ard Structure, Governance, and Strategic Planning	
1	To promote stability in its leadership and bring the tenure of board members in line with that of comparable transit agencies, VTA should request the Legislature to amend its enabling statutes to allow for a four-year board term.	Not implemented As discussed in this report, VTA's term length is two years and not four, and VTA has decided to encourage appointing powers to reappoint directors rather than pursue a change to its term lengths.
2	VTA should monitor the effect of the governance changes approved by the board in May 2008 and determine whether additional changes to its governance structure are necessary. To this end, VTA should add board tenure to the performance measures it develops for its new strategic plan.	Not current practice As this report describes, VTA's strategic plan is outdated. Further, VTA's strategic planning documents lack performance measures related to board tenure.
3	To demonstrate that it values the expertise of its advisory committees, VTA and its board should take actions to ensure that advisory committees are involved in the development of policy solutions. Such actions should include the following: a. Reassessing and stating the purpose and role of each advisory committee. b. Reviewing work plans for advisory committees to ensure the committees have an opportunity to review and provide input on issues in the early stages of development. c. Providing the citizens committee with an opportunity to address the board at every meeting, similar to the opportunity provided to the policy committee.	Implemented VTA has regularly updated the bylaws for each advisory committee, which include each committee's mission and purpose. The citizens advisory committee has a regular opportunity to address the board. Although our report notes that VTA did not involve advisory committees in the development of the SCIP, we noted that in most cases, committees were appropriately involved in policy review. Additionally, the board approves the meeting minutes packages for advisory committee meetings during which the workplans are established.
4	VTA should implement its plan to create a comprehensive strategic plan and ensure that the new plan conforms to the practices recommended by the GFOA.	Not current practice As this report describes, VTA's strategic plan is outdated and does not adhere to best practices.
Pro	oject Management	
5	To ensure adequate control over its project planning process, VTA should develop written policies and procedures for project planning and evaluation.	Not current practice As this report describes, VTA does not have procedures for cost estimation which is a key element of project planning and management, but it is developing a project administration manual.

continued on next page . . .

⁹ Santa Clara Valley Transportation Authority: It Has Made Several Improvements in Recent Years, but Changes Are Still Needed, 2007-129, July 2008.

	2007-129 AUDIT RECOMMENDATION	CURRENT IMPLEMENTATION STATUS*
6	To conform to GFOA-recommended practices, VTA should create policies and procedures to clearly identify all project costs and revenues, and to estimate and have a plan for funding the operating costs resulting from capital projects.	Not current practice VTA does not have written procedures related to identifying project operation and maintenance costs. Further, as described in this report, VTA does not identify operation and maintenance costs for all of its projects.
7	To achieve consistency in project monitoring, VTA should ensure that its project managers follow the construction administration manual or document when management has agreed to an exception.	Not current practice According to VTA, it no longer uses its construction administration manual.
Fin	ancial Planning and Oversight	
8	To make best use of its resources, VTA should create regular processes in which fiscal resources communicates with other VTA divisions—especially the Engineering and Construction Division—regarding the cash needs of projects and activities. This communication process should include estimates of yearly project expenditures and regular updates to those projections based on actual results.	Not current practice According to VTA, it had begun but has since stopped holding meetings between its fiscal team and project staff for these purposes.
9	VTA should update its capital budget to more fully report planned spending by year, capital carryover by source, and expected total project costs.	Implemented As this report discusses, VTA presents this information to the board as part of its budget.
10	To better monitor capital spending, VTA should regularly compile and report to management information that tracks all capital projects and compares spending and project progress to original projections. Information should be broken down by project but should also include total project progress and spending by source of funds.	Not current practice VTA does not compare its capital project costs to its original estimates or report variances from the original estimates to the board.
11	To ensure realistic long-term financial planning, VTA should continue to update its planning tools and methodology and clearly explain assumptions that have material effects on overall forecasts.	Implemented As noted in this report, VTA describes the major assumptions that impact its financial forecasts.

Source: Audit report 2007-129; VTA documents and processes.

Note: This table does not include three recommendations from the report. All three of these recommendations asked VTA to continue plans it had to implement recommendations made by a consultant hired by VTA. Because the core of these recommendations were actions recommended by a third party and not the California State Auditor, we did not follow up on them during this audit.

* We describe the implementation status as *Not current practice* in cases where VTA had previously demonstrated that it had addressed the recommendation, but this audit determined that VTA is not following the practices described in the recommendation.

Appendix B

Scope and Methodology

The Audit Committee directed the California State Auditor to conduct an audit of VTA in relation to its governance structure, project planning and management, financial viability, and fiscal oversight. Table B lists the objectives that the Audit Committee approved and the methods we used to address them. Unless otherwise stated in the table or elsewhere in the report, statements and conclusions about items selected for review should not be projected to the population.

Table BAudit Objectives and the Methods Used to Address Them

AUDIT OR IECTIVE		METHOD	
	AUDIT OBJECTIVE	METHOD	
1	Review and evaluate the laws, rules, and regulations significant to the audit objectives.	Reviewed relevant state and federal laws and regulations related to the objectives listed below.	
2	Assess VTA's governance structure and practices to determine whether:	• Interviewed VTA staff and identified documentation outlining the board's roles and responsibilities.	
	 a. The roles and responsibilities of the VTA's board are comparable to that of other local transportation authorities. 	 Identified five peer agencies to VTA based on service population, operating expenses, number of directors, director selection method, director term lengths, and services provided. Compared their boards' responsibilities with those of VTA's board. 	
	b. The VTA's board and management appropriately carry out their governance-related roles and responsibilities, including their oversight of agency funds and their implementation of management controls designed to detect and prevent waste, fraud, abuse, illegal conduct, mismanagement, and conflicts of interest.	 Interviewed VTA staff and reviewed best practices related to standards of ethics as well as conflict-of-interest prevention and detection. 	
		 Reviewed VTA board directors' compliance with conflict-of-interest requirements and policies. 	
		• Interviewed VTA staff and reviewed best practices related to board tenure requirements. Reviewed board directors' tenure data and the peer agencies' tenure data.	
	c. The VTA board member selection and tenure practices are effective and whether they align with state law and best practices. Determine the effectiveness of current statutes and whether the VTA could increase transparency related to the selection of its board members. Consider whether state law should be changed to improve performance.	 Interviewed VTA staff and reviewed VTA's and peer agencies' board member selection practices. 	
		 Attempted to review four appointing authority meetings, during which appointments were discussed or made, to determine the extent to which the appointments were transparent. One of these meetings was not public and therefore we only reviewed three meetings. 	
		• Reviewed the roles and responsibilities for each standing and advisory committee. Identified five board-approved policies by reviewing significant policy actions taken	
	 d. The VTA uses committees effectively and the extent to which advisory committees are involved in the development of policy. 	by the board and choosing policies that represented the range of VTA's responsibilities. Reviewed the five board-approved policies to determine whether relevant committees received the policies for consideration prior to board adoption.	
	e. The VTA relies on alternate board members, the extent to which it did so, and whether the use of alternates reduced board member attendance and engagement. Further, assess the extent to which the VTA's use of alternates aligns with best practices and good governance policies.	• Interviewed VTA staff and reviewed VTA's use of alternate directors.	
		 Reviewed VTA's attendance data to determine director attendance rates for January 2020 through June 2023. 	
		• For each of the five peer agencies, reviewed publicly available documentation and interviewed their staff to determine whether they have alternate board members.	
	f. VTA board members perform their fiduciary duties with a focus on the county overall or on the city they may represent and the extent to which members representing cities confer with respective city staff and councils prior to votes.	• Interviewed VTA staff and reviewed best practices for ensuring that board members are aware of and adhere to their fiduciary duties.	
		 Reviewed city council meetings occurring before five VTA policy decisions to determine whether VTA policy was discussed at the council meetings. 	
		 Interviewed directors to determine whether they discuss VTA policy with city staff or city council members. 	

	AUDIT OBJECTIVE	METHOD
3	Review the VTA's strategic planning by evaluating the following: a. VTA's strategic planning process, including how goals, objectives, and priorities are set and how performance is measured. b. Whether the VTA consistently met its strategic planning goals and objectives.	 Interviewed VTA staff and reviewed best practices related to strategic planning, including how VTA sets strategic goals, objectives, and priorities. Because VTA's strategic plan did not include measurable objectives, we could not assess the extent to which VTA met its goals or objectives.
4	 Evaluate the VTA's project planning and oversight by determining the following: a. The adequacy of the VTA's policies, procedures, and practices related to project planning, management, and monitoring. b. The extent to which the VTA provided adequate planning for a selection of large projects. c. The accuracy of the VTA's estimates for project costs and timelines. d. Whether the VTA could more efficiently and effectively achieve project objectives through the application of best practices. 	 Interviewed VTA staff and reviewed best practices related to project planning and oversight of cost estimates, schedule estimates, and change control processes. Selected two capital projects to review VTA's approach to project selection. Compared VTA's project selection practices against identified best practices. Selected six capital projects by considering the status of project development, project cost with a focus on choosing higher cost projects, and type of project. Reviewed the six VTA capital projects to determine whether VTA applied best practices for project planning and oversight, including whether the projects' cost and schedule estimates were accurate. Reviewed project documents related to Phase II of the BART project and interviewed VTA staff to determine the progress that VTA has made in addressing project risks identified in the FTA contractor's 2021 assessment.
5	 Assess the VTA's financial viability by determining the following: a. The VTA's revenues, expenditures, and ridership for the last four years. b. Operating costs per trip for the last four years, the number of passenger trips per revenue hour, and farebox recovery. Compare the VTA's results in these categories to those of other similarly situated local transit agencies. c. The extent of financial planning for the next five and ten years and whether the VTA considered relevant factors during related planning. 	 Interviewed VTA staff and reviewed best practices related to financial planning, including long-term financial forecasting. Reviewed and assessed VTA financial planning documents and processes to determine the extent of VTA's financial planning and whether VTA considered relevant factors during the planning process. Reviewed the ACFRs for VTA and the five peer agencies for fiscal years 2017–18 through 2022–23 to identify revenues and expenditures. Obtained National Transit Database data to calculate the trips per hour, cost per trip, and farebox recovery for VTA and the five peer agencies for fiscal years 2009–10 through 2021–22.
6	Review the VTA's fiscal oversight by assessing the following: a. Its financial planning, reporting, and oversight structure and processes. b. The adequacy of its policies and procedures concerning fiscal transparency. c. The extent to which the capital budget reports include data on total project costs, unspent funds, and funding sources. d. Whether VTA officials review quarterly reports adequately and what actions the VTA takes when it does not achieve forecasted financial results.	 Interviewed VTA staff, reviewed VTA's practices for budget oversight, and compared them to best practices. Reviewed VTA's fiscal transparency practices and compared them to established best practices. Reviewed capital budget reports in the annual budget document to determine the extent to which they include data on total project costs, unspent funds, and funding sources. Reviewed quarterly reports to determine how staff and the board respond to deviations between quarterly reports and financial forecasts.
7	To the extent possible, determine the extent to which the VTA has created an agency culture focused on effective and efficient performance and compliance.	 Interviewed VTA staff and reviewed best practices regarding board and agency actions that encourage effective and efficient performance and compliance. Determined how VTA updates the board and relevant standing committees regarding the agency's financial health and performance measures. Reviewed VTA's CEO evaluation process and compared it to best practices.

AUDIT OBJECTIVE		METHOD	
8	Evaluate the VTA's implementation of recommendations made as a result of the 2008 audit by the California State Auditor and whether implementation issues remain.	 Reviewed our July 2008 VTA audit and our subsequent status reviews. Identified and documented recommendations made in our July 2008 audit. Omitted three recommendations made in our 2008 report. These recommendations asked VTA to continue plans to implement recommendations from a third party. Because the core of these recommendations were actions recommended by a third party and not the California State Auditor, we did not follow up on them during this audit. Using VTA material collected as part of answering the audit objectives above and our July 2008 audit recommendations, determined whether implementation issues remain. 	
9	Review and assess any other issues that are significant to the audit.	None identified.	

Source: Audit workpapers.

Assessment of Data Reliability

The GAO, whose standards we are statutorily obligated to follow, requires us to assess the sufficiency and appropriateness of the computer-processed information that we use to support our findings, conclusions, or recommendations.

In performing this audit, we relied on the FTA's National Transit Database transit agency data to determine the operating costs, ridership, fares collected, and service levels for VTA and the peer agencies. We then used these data to calculate the operating cost per vehicle revenue hour, farebox recovery ratio, and operating cost per passenger trip for each agency. Because FTA collects these data from transit agencies throughout the county by reports that those agencies submit, it was not feasible to assess their reliability.

Further, we relied on VTA board director tenure data to determine the tenure of VTA's directors who served from 2013 through 2023. To gain assurance that the data contained a complete and accurate list of VTA's directors and their time in their positions, we compared the director tenure data with VTA board of directors meeting attendance roll call sheets and meeting minutes from January 2013 through December 2023 and found no material differences. We found the VTA data to be sufficiently reliable for purposes of determining the tenure of VTA's board directors.

We also obtained the board tenure data from three of the five peer agencies we reviewed—LA Metro, OCTA, and SacRT. However, because the peer agencies were not the subject of this audit, we did not assess the reliability of their data.

In addition, we relied on the VTA's director attendance data to determine the attendance rate for directors at board meetings and committee meetings from January 2020 through June 2023. To assess both the completeness and accuracy of VTA's attendance data, we reviewed a total of 29 meetings—14 board meetings and 15 committee meetings—and compared the director attendance data against independent information about these meetings. To assess for completeness, we compared the attendance data against the calendar of board and committee meetings

on VTA's website and found no issues. To assess the data for accuracy, we compared the attendance data against meeting roll call sheets and traced key data elements. We identified only a single discrepancy in the record of attendance for directors. Consequently, we found these data to be sufficiently reliable for the purposes of determining VTA board director attendance at board and committee meetings.



May 20, 2024

Grant Parks, California State Auditor* 621 Capitol Mall, Suite 1200 Sacramento, California 95814

Re: Response to Draft Report No. 2023-101-- Santa Clara Valley Transportation Authority

Dear Mr. Parks and Professional Staff:

We are grateful for the time and attention you took to conduct a thorough audit.

On behalf of the Santa Clara Valley Transportation Authority (VTA) Board of Directors ("Board"), this is to indicate that the VTA Board and Administration have reviewed California State Auditor (CSA) Draft Report 2023-101 ("Report").

VTA has a strong and long-term commitment to continuous improvement. Given this, VTA takes this process and all independent evaluations, both internal and external, very seriously and with an open mind. The high priority that VTA places on this process is demonstrated in many ways, two key examples being:

- (A) To ensure that the Board is fully engaged in reviewing and addressing the Report's recommendations, a special closed session meeting was convened on May 16, 2024, as provided under Government Code Section 54956.75. This allowed VTA's governing body to discuss the recommendations and collaboratively evaluate VTA Administration's recommended responses and corresponding commitments to corrective action.
- (B) VTA has since 2009 employed the expert risk advisory services of an independent Auditor General (AG) to assist the Board in fulfilling its fiduciary responsibilities of monitoring and managing risks and controls in financial reporting, financial integrity, program activities, and reputational risks. The outsourced AG is selected by and reports to the Board. This is a transparent process whereby AG reports and corresponding commitments to corrective action are reviewed and discussed in open session of the Board and publicly available.

The Report provided to VTA included 16 recommendations to VTA. Overall, VTA generally agrees with the recommendations stated in the Report and has committed to implement them. Several of the recommendations had been previously identified by VTA during the approximately one-year duration it took to complete this audit and thus are already underway. VTA's responses and commitment to corrective action for each of the 16 recommendations, which were unanimously approved by the VTA Board of Directors in closed session on May 16, 2024, are shown on Attachment A.

^{*} California State Auditor's comments begin on page 77.

Grants Parks, California State Auditor May 20, 2024 Page 2 of 2

In addition, we would like to share our perspectives about the two recommendations for the State Legislature and thus provided our input on them (Item #2.1 and #2.2 on Attachment A).

VTA will utilize its Auditor General to monitor and provide input on development and implementation of the corrective actions to help ensure they are both effective and incorporate best practices.

Lastly, in keeping with our continuous commitment to transparency, the Report will be included for public review at a future VTA Board meeting following CSA issuance of the final report scheduled for June 18, 2024. It will also be available on the VTA website.

Thank you for your careful consideration of our response.

Sincerely,

Cindy Chavez, Chairperson VTA Board of Directors

Cinil Chainey



Santa Clara Valley Transportation Authority (VTA) Responses to California State Auditor (CSA) Audit 2023-101 of VTA

Chapter 1 - VTA Can Strengthen Its Planning and Oversight Of Capital Projects and Better Inform the Board About Cost and Schedule Changes

	and better inform the board About Cost and Schedule Changes				
	CSA Recommendation	VTA Response			
1.1	To ensure that VTA's board is fully informed when approving projects, VTA should update its planning procedures by December 2024 to do the following: a) Establish a threshold estimated project cost that defines when project planning must include the performance of a cost benefit analysis. b) Conduct a cost benefit analysis for all capital projects that meet or exceed that cost threshold.	VTA agrees. VTA will define and implement a cost threshold for when a cost-benefit analysis must be completed. In addition, VTA will continue to follow Caltrans' Value Analysis process and prepare value analysis studies for projects that are \$25 million and higher. Target Date: 12/31/2024			
1.2	To help ensure that it develops reliable cost estimates for its capital projects, VTA should develop procedures by December 2024 to do the following: a) Document the methodology for developing its capital project cost estimates, including costs other than those directly related to the design and construction of the project. b) Estimate the anticipated operation and maintenance costs for capital projects in development.	VTA agrees. a) VTA will document our methodology for developing our capital project cost estimates including costs for all phases of the project. b) VTA includes anticipated operating and maintenance costs in our Capital Project Request Forms required for every project and will document the procedures in estimating these costs. Target Date: 12/31/2024			

1

Chapter 1 (continued)			
	CSA Recommendation	VTA I	Response
1.3	To help ensure that the board can monitor cost and project schedules, VTA should develop procedures by December 2024 to monitor project costs and schedules against pre-construction estimates and present this information as part of its semi-annual report to both the Capital Program Committee and the board. This report should provide status updates on the agency's existing capital projects and identify deviation from projects' preconstruction estimates.	VTA sched statu Comi sched moni docu	currently monitors project costs and dule and is currently enhancing its project is reporting to the Capital Program mittee and board. The project budget and dule at the time of contract award will be tored and reported, and procedures menting this process will be developed.

(2)

To ensure that VTA's appointing powers appoint directors based on their relevant qualifications, the Legislature should amend state law to require that VTA's appointing powers make public, consistent with applicable privacy protections, their rationales for the appointments they make to VTA's board, including a description of the appointee's relevant experience and qualifications related to transit and transportation.

Although the importance for requiring appointing authorities to make public the rationales for their VTA Board appointments is strongly supported, VTA feels that the same results can be accomplished via a simpler, faster method and thus instead recommends amending the VTA Administrative Code to add a provision requiring appointees to the VTA Board to complete a questionnaire before they can be sworn in. This public facing questionnaire will document their qualifications, availability, relevant experience (including business, finance, project management, and any other pertinent areas). In addition, the questionnaire will require an attestation from the appointee confirming their understanding and willingness to perform the responsibilities and requirements of a VTA Board Member. Furthermore, the appointing authority will be required to provide attestation indicating review and understanding of the considerations, requirements, and for serving on the VTA Board as well as the questionnaire from its appointee.

Cha	apter 2 (continued)		
	CSA Recommendation	VTA Response	
2.2	(State legislature) To make VTA's term lengths more consistent with those of its peer transit agency boards and to help increase the overall experience and stability of board membership, the Legislature should amend state law to increase the length of VTA directors' terms to four years.	We have concerns with the ability for this recommendation to be implemented due to the following: Term limit variations between VTA's 16 appointing authorities (the 15 cities in Santa Clara County and the County of Santa Clara) Variations in appointment cycles and lengths of the numerous appointing authorities Four-year term could discourage qualified applicants unable to fulfill entire extended term Could adversely impact jurisdictions sharing one seat – doubles rotational interval if that appointment method is utilized	
		Two current 2-year terms = one proposed 4-year term Also, VTA, as a transportation agency (transit, state-required congestion management agency (CMA), and sales tax implementing authority) has somewhat different responsibilities and priorities from a transit-only Board but was only compared against transit-only boards.	
		VTA will continue its ongoing but recently enhanced efforts to illuminate the advantages and encourage appointing authorities to appoint individuals able to serve multiple terms.	
		VTA will also continue its practice of encouraging appointing bodies to reappoint members to successive terms, wherever feasible. In addition, VTA will strengthen our engagement with alternate board members by including them in appropriate board activities, including educational opportunities.	

Ch	Chapter 2 (continued)				
	CSA Recommendation		VTA Response		
2.3	To ensure that VTA receives stakeholder input on the SCIP, the agency should ensure that it presents all subsequent updates to the SCIP to the appropriate advisory committees, solicits their input, and presents that input to the board.		VTA agrees. Target Date: The Strategic Capital Investment Plan (SCIP) update is anticipated for late 2025.		
2.4	To ensure that it more effectively safeguards against a breach of fiduciary duty, VTA should complete the following by December 2024: a) Establish a policy requiring relevant staff, including the secretary's office, to report to the FPPC those directors who do not submit their Form 700s in a timely manner. b) Establish a process for verifying whether directors have completed their biennial ethics training and following up to remind those who have not done so to complete the training.		 VTA agrees. a) VTA staff, in consultation with Santa Clara County Filing Officer, will develop the policy and procedures to ensure timely reporting of Board Member Form 700 non-filers to the Fair Political Practices Commission (FPPC). b) VTA staff will develop a comprehensive solution that will monitor the submission of Board Member biennial ethics training and that will include a reminder system. Target Date: 12/31/2024 for both 		

Chapter 3 - VTA Should Adopt Several Additional Practices to Optimize Its Financial Health and Strategic Direction **CSA Recommendation VTA Response** To help ensure financial viability, VTA VTA agrees. should determine by June 2025 the extent to which it can rely on revenue sources that VTA is in the process of finalizing a comprehensive Long Range Financial Plan are less uncertain than sales tax revenue. In reaching this determination, VTA should that will review the viability of all VTA's consider taking action to increase its revenues and their sustainability, inclusive of farebox recovery ratio by, for example, operating cost efficiencies to improve raising fares or cutting expenses. VTA financial metrics such as farebox recovery. should then pursue any additional revenue sources it identifies to the extent possible. Target Date: 6/30/2025 3.2 To improve VTA's forecast of future VTA agrees. financial scenarios, VTA should begin forecasting multiple expense scenarios for VTA is nearly complete in developing a more its transit fund by December 2024 and use robust modeling tool to assist in long range those scenarios to create a projection of financial planning. expenses to present to the board. Further, it should incorporate into these projections The Long-Range Financial Plan will enable any anticipated increases in operational VTA to understand the external economic costs because of capital projects. factors and the risk they pose to our major revenue sources, like sales tax. We will be able to run scenarios based on various internal cost assumptions, revenue trends and external economic factors and how they all impact VTA's fiscal position. This plan will also address total cost of ownership for capital projects and include assumptions for operating costs related to those projects. Target Date: 12/31/2024

Cha	Chapter 3 (continued)					
	CSA Recommendation	VTA Response				
3.3	To ensure that VTA is consistent in its budget monitoring and oversight, VTA should adopt documented procedures by December 2024 that include, at a minimum, the following: a) A process that VTA will use to examine variances between budgeted and actual amounts of revenues and expenses. b) The use of quarterly variance reports by both the board and VTA staff, and expectations for appropriate actions to be taken when the significant deviations are identified. c) Assignments that show which staff will be responsible for performing and reviewing variance analyses, and ensure continuity of these reviews when there is turnover in key management positions.	VTA agrees. Although VTA has been following this practice and presenting variance reports to internal stakeholders, finance committees, and the VTA board, we have not had documented procedures guiding the process of quarterly variance reviews with internal divisions. We are working on finalizing a procedure for the budget office that will document the aforementioned process, use of the reports, and staff responsible for this recommendation. Target Date: 12/31/2024				
3.4	To ensure that it is informed about VTA's performance against key financial indicators, the board should require VTA staff to regularly report on specified financial metricsincluding its farebox recovery ratio, trips per revenue hour, and operating cost per revenue hourbeginning in December 2024 or sooner.	VTA agrees. VTA is in the process of identifying the various metrics to share and the cadence of reporting. Certain operational metrics, which have financial implications, are presently shared with committees and will be incorporated in full Board reports. It is anticipated that this will be an iterative process as VTA and the Board refine the reporting needs. Target Date: 12/31/2024				

(5)

Cha	Chapter 3 (continued)				
	CSA Recommendation		VTA Response		
3.5	To ensure that VTA has a current strategic plan that incorporates best practices, VTA should create a comprehensive strategic plan by December 2025 that includes goals, measurable objectives, strategies, and performance measures to track progress. It should also adopt procedures to ensure monitoring of progress on the strategic plan and regular reporting to the board.		VTA will prepare a comprehensive strategic plan. VTA staff will develop a workplan and schedule for the development of the five-year strategic plan for Board approval by the end of 2024. The strategic plan will be completed according to the schedule adopted by the Board. Target Date: Strategic Plan development work plan and schedule by 12/31/24. Completion schedule for Strategic Plan will be determined and defined in Board-approved work plan, and that timetable will be communicated to the State Auditor immediately following Board approval of the schedule.		
3.6	To help ensure that the CEO is guiding VTA to achieve its goals, the board should formally adopt by June 2025 the new evaluation process for its CEO and amend VTA's Administrative Code to document the process. The evaluation process should include performance expectations for its CEO based on the agency's objectives, including the goals in VTA's most current strategic plan. All subsequent updates to the evaluation process and its goals and metrics should be formally approved by the board.		VTA agrees. Development of a revised evaluation process for the GM/CEO that includes expectations, goals, and performance metrics is underway and any subsequent updates to the evaluation process will be formally approved by the board. In addition, the VTA Administrative Code will be updated accordingly to reflect the revised process. Target Date: 6/30/2025		

Comments

CALIFORNIA STATE AUDITOR'S COMMENTS ON THE RESPONSE FROM SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

To provide clarity and perspective, we are commenting on VTA's response to our audit. The numbers below correspond to the numbers we have placed in the margin of its response.

VTA asserts that it includes anticipated operating and maintenance costs in its request forms for every capital project. However, as we discuss on pages 15 and 16 of our report, for the three capital projects we reviewed in which VTA expected to incur operation and maintenance costs, we did not identify such estimates in the request forms. Moreover, as we describe on page 16, we found that VTA could not clarify which of its divisions was responsible for estimating operation and maintenance costs.

VTA's suggested alternative to our recommendation, which it had not proposed to us before submitting its response letter, would create a split set of responsibilities that is not advisable. If adopted, VTA's approach would result in a situation in which appointing powers would continue to be responsible for selecting, to the extent possible, individuals who met the experience requirement we describe in the text box on page 24, and the appointees would be responsible for public disclosures of their experience levels. Because VTA's proposal would separate responsibility for making an appointment decision from the accountability for why appointing powers make these decisions, we believe the proposal is less preferred than our recommendation. Under our recommendation, the responsibility to appoint and the responsibility to describe the rationale for that appointment would belong to the same entities: the appointing powers. For this reason, we stand by our recommendation on page 36 that the Legislature amend state law to require specific disclosures from the appointing powers.

VTA indicates that several factors would make implementing a four-year term for its directors difficult. Most of these factors were among the reasons VTA decided not to pursue a four-year term in response to the 2019 study of VTA's structure we describe on page 29 or were shared with us by VTA during this audit. Accordingly, we were aware of these factors during our audit, did not find them persuasive, and still made our recommendation that the Legislature amend state law to increase VTA directors' term lengths.

Moreover, VTA's response to our recommendation is generally the same as its response to a similar recommendation we made in 2008. At that time, we found that VTA directors' tenure was shorter than the tenures of directors at comparable transit agencies. In response, VTA stated that it would encourage appointing powers to reappoint directors to consecutive terms. However, as Figure 6 on page 27 shows, VTA's directors continue to average shorter tenures compared to their peers. The fact that VTA's prior corrective action has not had the effect VTA desired over this nearly 16-year period was a key component of the analysis that led us to make our recommendation to the Legislature.

(1)

2

(3)

- VTA is incorrect in its assertion that we compared it against boards of agencies with only transit responsibilities. As referenced in Figure 6 on page 27, we compared the average tenure of a VTA director against the average tenure of directors at three peer agencies, including the Orange County Transportation Authority (OCTA), which is also a congestion management agency (CMA). Moreover, Table 5 on page 28 explains the reason why it was not possible to compare VTA and OCTA with respect to their term lengths. Finally, VTA's response does not make clear why having different responsibilities from other agencies is a reason why its term lengths should be shorter than most of its peers.
- VTA asserts that it is following the practice of presenting variance reports to internal stakeholders. However, our review determined otherwise. As we state on page 47, we attempted to review evidence of variance report meetings over a period of two fiscal years for three of VTA's divisions, for 24 total reports. However, VTA could provide evidence of only two of these reports. Nonetheless, we look forward to VTA's implementation of our recommendation to document procedures that detail its variance review process.

From:

To: Public Comments; R "Ray" Wang; Liang Chao; Kitty Moore; Sheila Mohan; J.R. Fruen

Subject: Public Comment 7/15 - Item 13 - Stevens Creek Corridor Vision Study

Date: Tuesday, July 15, 2025 11:42:49 AM

Stevens Creek Vision Phase 2 Coalition Letter.pdf Stevens Creek Vision Petition.pdf **Attachments:**

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and City Councilmembers,

Attached are the coalition letter and petition in support of adoption of the Stevens Creek Corridor Vision Study.

I hope you will take the input of residents, local businesses, and community leaders to heart.

Thank you, Harry

To:

Cupertino Mayor and City Councilmembers

Santa Clara Mayor and City Councilmembers

San José Mayor and City Councilmembers

Santa Clara County Board of Supervisors

Santa Clara Valley Transportation Authority Board of Directors

Stevens Creek Boulevard is one of Santa Clara County's most important corridors – not only a major road but also a place for people to live, work, shop, study, play, and worship. All residents, young or old, drivers or pedestrians, transit riders or cyclists, rich or poor, deserve a corridor that works for them. Travel on Stevens Creek should be safe, easy, and efficient for all while also helping reduce our community's carbon emissions. To realize this vision, the cities of Cupertino, Santa Clara, and San José, along with Santa Clara County and the Santa Clara Valley Transportation Authority formed the Stevens Creek Corridor Steering Committee which spent two years reviewing the best possible options for the future of the corridor with extensive community input. The Committee unanimously approved a "Recommended Plan" that would transform Stevens Creek to support the safe, efficient, sustainable mobility that all users deserve.

We, the undersigned, urge the County of Santa Clara, VTA, and the Cities of Cupertino, Santa Clara, and San José to approve and implement the Stevens Creek Corridor Steering Committee's Recommended Plan. The plan includes physical infrastructure improvements that allow significantly more people to travel the corridor. These include enhanced sidewalks and street trees, safer pedestrian crossings, protected bike/mobility lanes, and simple transit speed and reliability upgrades that will improve the passenger experience and attract more riders. All these improvements will make Stevens Creek Boulevard truly work for everyone and make it easier for more people to get where they need to go, all while improving safety, reducing traffic, and avoiding pollution.

The recommended improvements are proven tools for enhancing safety and quality of life on suburban corridors. They also align with Cupertino's General Plan goals of promoting walking and biking, better local and regional transit connections, and building an attractive Heart of the City. Cupertino's section of Stevens Creek Blvd is already home to some protected bike infrastructure. By separating cyclists and drivers, both now travel in greater safety and comfort. However, Stevens Creek is still a major high-injury corridor, as identified by Cupertino's Vision Zero Action Plan and Local Road Safety Plan. Right now, the corridor is dangerous to cross on foot or with a mobility device – over 20 collisions resulting in death or severe injury occurred on or near Stevens Creek in Cupertino between 2012 and 2021. Bus and car traffic currently are

intermingled, slowing both down and creating congestion and frustration for users of both modes. The Stevens Creek Corridor Steering Committee's Recommended Plan tackles these problems to help the corridor fully realize its potential as a space for all.

The corridor is shared between the cities of Santa Clara and San José between I-880 and San Tomas Expressway the Stevens Creek Corridor transitions from an urban boulevard to a suburban arterial as it continues towards Cupertino. As this section is further developed, providing strong infrastructure to support mode shift away from automobiles is extremely important. One of the county's most patronized destinations, Santana Row and Valley Fair, is shared between the two cities and sees the second highest ridership of all existing stops on the corridor, with hundreds of people boarding and deboarding at the stops in the area. Today, this section of the Stevens Creek Corridor is a traffic-clogged, car-dependent surface highway where all users are unsafe and cyclists and pedestrians are unwelcome. Just last September, a pedestrian was killed in this section due in part to the corridor's unsafe design. Implementing dedicated bus lanes, protected bike lanes, and safe crossing measures from the Recommended Plan would ensure we stop traffic deaths, by transforming the area into an efficient and sustainable multimodal corridor built with safety as the top priority.

As Stevens Creek Blvd becomes San Carlos St in Midtown San José, the corridor takes a different form. The neighborhood is older, more urban, and denser. These attributes make it more transit supportive and conducive to sustainable modes of transportation. Much of this section already has high quality street crossings with pedestrian median islands. The City of San José must go further to encourage mode shift in this part of the corridor with protected bike lanes and dedicated bus lanes that make the neighborhood more efficient and more sustainable for all.

The Stevens Creek Corridor Steering Committee's Recommended Plan is the result of years of staff outreach to the community and study. The implementation of the plan will build a Stevens Creek Corridor where there are no traffic deaths, and everyone can travel more easily and more sustainably regardless of who they are and how they choose to get around. We urge you to take this excellent, thoroughly-vetted plan, and make it a reality.

Sincerely,

Harry Neil, Transbay Coalition

Adina Levin, Friends of Caltrain

Alex Shoor, Catalyze Silicon Valley

Ash Kalra, California State Assemblymember

Marc Berman, California State Assemblymember

Patrick Ahrens, California State Assemblymember

Andrew Siegler, SURJ Santa Clara County

Cynthia Kaufman, Vasconcellos Institute for Democracy in Action

Elif Ipekci, President, De Anza College Zero Waste Club

Daniel Strokis, SCC4Transit

Dr. Omar Torres, President, De Anza College

Dr. Alicia De Toro, Chair, Environmental Studies, De Anza College

Anna Cebrian, Illusive Comics & Games

Yvonne Thorstenson, Cupertino For All

Katelyn Gambarin, San Jose State University Associated Students

Cassandra Magana, West Valley Community Services

Seema Lindskog, Chair, Walk Bike Cupertino

Chitra Dhingra, Director and Owner, Leapstart After School

Jaria Jaug, President, Silicon Valley Young Democrats

Joyce Cheung, Silicon Valley Youth Climate Action Cupertino Action Team

Jorge Pacheco Jr., Santa Clara County Board of Education Trustee (Title For Identification Purposes Only)

Sophia Commisso, Campbell Civic Improvement Commission Member (Title For Identification Purposes Only)

Rob Moore, Vice Mayor, Town of Los Gatos (Title For Identification Purposes Only)



























Leapstart After School







Mayors & City Councils of Cupertino, Santa Clara, and San Jose; Santa Clara County Board of Supervisors & VTA Board of Directors,

225 people have signed a petition on Action Network telling you to We Need A Safer & More Transit-Friendly Stevens Creek Blvd NOW!.

Here is the petition they signed:

Stevens Creek Boulevard is one of Santa Clara County's most important corridors – not only a major road but also a place for people to live, work, shop, study, play, and worship. All residents, young or old, drivers or pedestrians, transit riders or cyclists, rich or poor, deserve a corridor that works for them. Travel on Stevens Creek should be safe, easy, and efficient for all while also helping reduce our community's carbon emissions. To realize this vision, the Stevens Creek Corridor Steering Committee which is composed of elected representatives from the cities of Cupertino, Santa Clara, and San Jose, along with Santa Clara County and the Santa Clara Valley Transportation Authority unanimously approved a "Recommended Plan" that would transform the corridor to support the safe, efficient, environmentally friendly mobility that all users deserve.

We, the undersigned, urge the Cities of Cupertino, Santa Clara, and San Jose as well as Santa Clara County and VTA to implement the Stevens Creek Corridor Steering Committee's Recommended Plan. The plan includes physical infrastructure improvements that allow significantly more people to travel the corridor. These include enhanced sidewalks and street trees, safer pedestrian crossings, protected bike/mobility lanes, and simple transit speed and reliability upgrades that will improve the passenger experience and attract more riders. All these improvements will make Stevens Creek Boulevard truly work for everyone and make it easier for more people to get where they need to go, all while improving safety, reducing traffic, and avoiding pollution.

The Stevens Creek Corridor Steering Committee's Recommended Plan is the result of years of staff outreach to the community and study, and will make a Stevens Creek Corridor where there are no traffic deaths, and where everyone can get around more easily, regardless of who they are and how they choose to get around. We urge you to take this thoroughly-vetted, excellent plan and implement it.

You can view each petition signer and the comments they left you below.

Thank you,

Transbay Coalition

1. Carter Lavin (ZIP code: 94610)

2. Sandhana Siva (ZIP code: 950124)

3. Filip Buca (ZIP code: 95124)

4. Anton Zhou (ZIP code: 95070)

5. Teri Scott (*ZIP code:* 95014-2148)

Yes better pedestrian

6. DUC ANH TUAN LE (ZIP code: 95132)

7. zoltan Earnst (ZIP code: 95070)

8. Richard MacDonald (ZIP code: 95129)

9. An anonymous signer (*ZIP code: 95014*) Please have more public transportation we need jt

10. Zeynep Sen (ZIP code: 94087)

I want faster bus service!!!!!

11. Rukiye Sen (*ZIP code: 94087*)

12. michael sun (*ZIP code: 95014*)

pretty please

13. Fatih Sen (*ZIP code: 94087*)

14. Yvonne Thorstenson (*ZIP code: 95014*)

15. Robin Fintz (*ZIP code: 95014*)

16. Donald Van Buren (ZIP code: 95014)

17. Nicole Phan (ZIP code: 95014)

18. Katina Yong (*ZIP code: 95070*)

19. Vance Miller (*ZIP code: 95014*)

20. Grant Miller (*ZIP code: 95014-2629*)

21. Neil Park-McClintick (ZIP code: 95014)

22. Kendra Toy (*ZIP code: 94536*)

Because I try to limit my car trips and carefully consider if driving is worth it (usually I try to only drive as a necessity), although there are things I might like to do in Santa Clara County, oftentimes I will

stay home or choose a closer option. I would visit more if it were more transit and bike accessible. I believe Stevens Creek has a lot to offer, but until it is safer to get to outside of a personal vehicle, it won't see much of my business.

23. Aaron Baucom (*ZIP code: 94122*)

I work in Cupertino and am discouraged from biking due to the lack of safe east west corridors with robust protective infrastructure.

24. Daniel Perry (*ZIP code:* 95014)

Love the bus

25. Philip Nguyen (*ZIP code: 94089*)

26. Rachel Shaw (*ZIP code: 95126*)

27. Joaquin Domingo (ZIP code: 90604)

28. Martin Horwitz (ZIP code: 94122)

29. JL Angell (ZIP code: 95672)

30. Andrew Siegler (ZIP code: 95112)

31. Martha Booz (*ZIP code: 94803*)

32. Victor Silva (ZIP code: 95129)

33. Damaris Triana (ZIP code: 94089)

34. Caephren McKenna (ZIP code: 94609)

35. Paarth Varshney (ZIP code: 95129)

36. Haojun Li (*ZIP code: 95110*)

37. Alejandra Bellavance (ZIP code: 95037)

38. Savita Nataraj (ZIP code: 95118)

39. thalia lubin (*ZIP code: 94062*)

Anything that makes our paths and roadways safer for bikes, pedestrians and the disabled is a good idea!

40. An anonymous signer (ZIP code: 94112)

41. Serena Myjer (*ZIP code: 95125*)

42. Michael Wang (ZIP code: 95014)

43. Toby hyun (ZIP code: 95008)

44. Chris Ferderer (ZIP code: 95118)

45. Andrea Horbinski (ZIP code: 94708)

46. Holly Hodges (*ZIP code: 94087*)

I am on Stevens Creek multiple times a week for shopping and leisure and hope for safer bicycle lanes and more buses! The redesign with cycle lanes and bus lanes will make it even more accessible.

47. Gui Andrade (ZIP code: 94110)

Biking on Stevens Creek Boulevard has always felt nerve-wracking for me, with cars speeding past and barely any protection for cyclists. Whenever I've taken the bus, it's been painfully slow, stuck in the same traffic as cars with no way to move faster. It's frustrating that it feels unsafe and inefficient no matter how you try to get around—I'd love to see real changes that make it safer and quicker for everyone.

48. Margaret Okuzumi (ZIP code: 94087)

Please advance this important Measure A project that was promised to voters.

49. Mitchell Evans (ZIP code: 95129)

50. Truman Lindsey (ZIP code: 95125)

51. Kevin Ma (ZIP code: 94040)

52. Ann Dorsey (ZIP code: 91325-3844)

53. Ann Wawrose (ZIP code: 95112)

54. Andrea Gera (ZIP code: 95120)

55. An anonymous signer (*ZIP code: 90043*)

56. Paul Williams (ZIP code: 94608)

57. Pranavi Gandham (ZIP code: 95128)

58. Zach Kimble (*ZIP code: 95128*)

59. Hailee Baluta (ZIP code: 95136)

60. Eileen Conner (ZIP code: 94041)

61. Daniel Strokis (ZIP code: 95128)

62. Jason Roberts (*ZIP code: 94086*)

63. David Wang (*ZIP code: 95014*) Please help make the streets safer.

64. Seth Barberee (*ZIP code: 95117*)

65. Moss Goguen (*ZIP code: 95120*)

66. Saydee Rich (*ZIP code: 95123*)

67. Ryan Globus (ZIP code: 95126)

68. AJ cho (ZIP code: 94579)

69. Lauren Murdock (ZIP code: 93110)

70. David Sanchez Godinez (ZIP code: 94107)

My partner's family lives in Saratoga and we use Steven's Creek regularly when we visit. The street is not designed for anyone outside of a high speed vehicle to use, limiting both its capacity and the desire of people to use the road in other ways. Making the road safer for cyclists, pedestrians, and public transit users will have a massively positive effect for everyone, including people driving personal vehicles.

71. Kevin Nilhoan (ZIP code: 94030)

I have previously lived on Bascom and Stevens creek. I rode my bike often, but it was very not safe. I would have used my bike much more if there were protected bike lanes.

72. An anonymous signer (ZIP code: 94133)

73. Nader Elziq (*ZIP code: 95051*)

74. Tracie Johnson (*ZIP code: 95050*)

75. Hermione Ma (*ZIP code: 95014*)

I bike a lot and would really enjoy more protections for bikers on the road.

76. Cindy Guan (ZIP code: 95014)

77. Nicole Feskanich (ZIP code: 95014)

I also think various signs with bike laws/rules would be nice.

78. Pamela Wells (ZIP code: 95070)

79. Andrew Wagner (ZIP code: 95126)

80. L Nelson (ZIP code: 95038)

81. Ryan Parimi (ZIP code: 95054)

82. David Griffith (ZIP code: 95192)

I urge for implementing common sense improvements to sidewalks and adding street trees, safer pedestrian crossings, protected bike/mobility lanes, and simple transit speed and reliability upgrades that will improve the passenger experience and attract more riders to mass transit.

83. Daisy Castillo (ZIP code: 94063)

84. Jane Holt (ZIP code: 94024)

85. Nicholas Laskowski (ZIP code: 95112)

My family relies on the 23 corridor daily. Our breadwinner and provider takes an hour-and-a-half commute each way daily just to get between downtown SJ and Cupertino. We bike and use transit and bought a home in the most transit-dense part of the county on purpose. Please bring our mommy home for dinner earlier!

86. Dani Habtom (*ZIP code: 95014*)

87. Milla Bynakon (ZIP code: 94087)

88. Deltha Sisophon (ZIP code: 95118)

89. Giselle Baez (ZIP code: 95126)

90. RAJUL AVALANI (ZIP code: 95014)

91. Matthew Liu (*ZIP code: 95129*)

92. Annie Zhou (ZIP code: 94538)

93. Owen Yang (ZIP code: 95014)

94. Leland Bell (*ZIP code: 95014*)

95. Marley Williams (ZIP code: 94086)

96. Avery Tan (*ZIP code: 94086*)

97. Hlyam Wai Yan (*ZIP code: 95129*)

98. Arlette Velazquez (ZIP code: 95126)

99. Evan Kim (*ZIP code: 95132*)

100. Khaing Thwel (*ZIP code: 95129*)

101. Kevinson Tran (*ZIP code: 95035*)

102. Natasha Muller (*ZIP code: 95008*)

103. Marisa Fritts (*ZIP code: 94043*)

104. Emily Chang (*ZIP code: 95111-1364*)

105. Annamarie Hernandez (ZIP code: 95132)

106. Diana Martinez (*ZIP code: 95117*)

Safer bike routes and more buses within the schedule.

107. Fanny Ceballos (*ZIP code: 95035*)

108. Emiliano A Diaz (*ZIP code: 95123*)

109. Salman Khan (*ZIP code: 95051*)

110. Andrew Luu (*ZIP code: 95035*)

111. Jovannah Uribe (*ZIP code: 95117*)

112. Dat Giang (*ZIP code: 95148*)

113. Lillian Prion (*ZIP code: 94086*)

114. Tati Tashjian (*ZIP code: 94024*)

115. Ariel Shalev (ZIP code: 94087)

116. Camille Villa (*ZIP code: 95125*)

117. Zoe Zandbergen (*ZIP code: 95125*)

118. Lawrence Deng (*ZIP code: 95132*)

119. Rachel Gilbert (ZIP code: 94043)

120. C S (*ZIP code: 95134*)

121. Cam Coulter (*ZIP code: 95123*)

My partner works on Stevens Creek, and about once a week, I take the bus down Stevens Creek to get to her workplace. I can attest that this is an important street that we need to make more transit friendly.

122. Milli Blom (*ZIP code:* 95120)

This is a crucial corridor and absolutely needs better pedestrian, bike, and transit access.

123. lvy L (*ZIP code:* 94022)

Enhanced walkways and improved protection for both bikers and pedestrians greatly improves the appeal of an area as a place where I want to regularly visit and become a patron of businesses nearby, especially if there is a fast and reliable transit network as part of it.

124. Thomas Delgado (ZIP code: 95132)

125. Debra Timmers (*ZIP code: 95014*)

126. Jean Bedord (*ZIP code: 95014*)

Cupertino needs better transportation to meet senor needs. Please support this Recommended Plan.

127. Calley Wang (ZIP code: 95014)

128. Margaret Butko (ZIP code: 95014)

129. Elena Shvetsky (*ZIP code: 95008*)

130. Arya Somu (ZIP code: 95129)

YES NEW BUSES

131. George Huang (*ZIP code: 94087*)

132. Arthur Poon (*ZIP code: 95014*)

133. Aurelio Cardenas (ZIP code: 95111)

Make it safer

134. Chris Lepe (*ZIP code: 95051*)

135. Jennifer Cortes (*ZIP code: 95116*)

136. Weishu Zhang (*ZIP code: 95014*)

137. Gabriela Fajardo (ZIP code: 95110)

138. Hongyi He (ZIP code: 95014)

139. neil park-mcclintick (ZIP code: 95126)

140. Htoo Tint Tal (*ZIP code:* 95014)

141. Hamza Zafer (*ZIP code: 95130*)

142. Jaria Jaug (ZIP code: 95132)

143. Terry Long (*ZIP code: 95126*)

144. Tianyi Guan (*ZIP code: 95014*)

145. Bethlehem Wolka (ZIP code: 95125)

146. Sebastian Castillo (ZIP code: 95112)

147. Landon Brooks (*ZIP code: 95123*)

148. Hang Liu (*ZIP code: 95014*)

149. bella Eydel (*ZIP code: 95129*)

150. Wei Xi Kum (*ZIP code: 95014*)

151. Melisa Arslan (*ZIP code: 94087*)

152. Ashley C (ZIP code: 95129)

153. Jeyson M (*ZIP code: 95050*)

154. Lupe Navarro (ZIP code: 95127)

155. Ernesto Sanchez (ZIP code: 95127)

156. Nam Nguyen (ZIP code: 95148)

Make our Streets Safe Again?

157. Clare Sanchez (*ZIP code: 95116*)

158. Rowan Schmieder-Frank (ZIP code: 94086)

A lot of people use public transit to get around and we want to be more environmentally conscious by supporting public transit and biking. Additionally, making roads safer is important for everyone, but especially children who haven't learned how to pay careful attention to their surroundings yet.

159. Hector Estrada (ZIP code: 94089)

160. Andrew Monrreal (ZIP code: 95123)

161. Alexander Miller (ZIP code: 94087)

162. Jasmine Pavao (*ZIP code: 95117*)

163. Nathaniel Reindl (ZIP code: 94086)

While the stock text of this petition talks about attracting riders and promoting equity in transportation, I want to lean on three areas in my comment here.

Behind firearms, cars are the biggest killer of kids nationwide. The effort here to redesign Stevens Creek is part of a continuing larger effort to cut down on child deaths across Santa Clara County.

I would also urge my electeds who consult their first responders. Ask them how much of a hassle it is to navigate Stevens Creek to an emergency when it's especially congested. Additionally, ask EMTs, paramedics, and ER doctors about the calls and intakes they see that were transported in when they could have been seen in a clinic served by other transportation options.

Finally, consider that a single traffic lane has a carrying capacity of around 2000 cars/hour. I haven't taken my own measurements, but with some quick back-of-the-envelope numbers, I'd hazard a guess that Stevens Creek doesn't touch that. For a surface street, the limiting factor is the intersections, and it's likely that Stevens Creek is presently overbuilt (and, hence, also overburdened by maintenance costs), and in the face of not being able to raise property taxes and in the face of a retail economy in recession making sales taxes less effective, this redesign effort might be the thing to begin lessening the municipal budget concerns across Santa Clara County.

164. Jing Wang (*ZIP code: 95129*)

165. Cindy Huang (*ZIP code: 95014*)

166. Kunyao Zhang (*ZIP code: 95014*)

167. Indresh Arora (ZIP code: 95035)

Let's drive to improve safety for pedestrians

168. Jade Chen (*ZIP code: 95014*)

169. Jade Yang (ZIP code: 94089)

170. Yuchen Hsu (ZIP code: 95111)

171. Aseem Nerlekar (*ZIP code: 95117*)

172. Naim Pichori (*ZIP code: 95117*)

None

173. VJ Lukka (*ZIP code: 95035*)

174. Eliza Lyon (*ZIP code: 94086*)

175. Sayon Biswas (ZIP code: 95014)

176. lan Crosby (*ZIP code: 95112*)

177. Juniper Astle (*ZIP code: 95014*) more transit less car infrastructure PLEASE

178. Tapasya Suman (*ZIP code: 95014*)

179. Cam Miller (*ZIP code: 95125*)

180. Anthony Arias (*ZIP code: 95117*)

yo we need more busses lwk

181. Abhi N (*ZIP code: 95070*)

182. satheessh chinnusamy (ZIP code: 95014) Supporting bike safety on Stevens Creek blvd

183. Siva Annamalai (*ZIP code: 95014*)

A safe and transit friendly Stevens Creek blvd would do wonders for people who want to bike or walk

to the various retail and restaurants that line this corridor. It will help reduce car traffic and make Cupertino a lively place. People have always complained about the lack of a downtown in Cupertino, if we had a safe Stevens Creek Blvd that connected from Stelling all the way to Tantau avenue it has the potential to transform this entire stretch into a vibrant downtown area.

184. DORON DRUSINSKY (ZIP code: 95014)

Keep separated bike lanes!

185. Al Park (ZIP code: 95111)

186. Estelle Gackiere (ZIP code: 95014)

187. Yingfeng Su (ZIP code: 95129)

I ride bike for work commute so I don't have to buy a 2nd car for the family. And my kids and I bike together to various places. Stevens creek is an important part of our bike reachability. Why would anyone not care about biker's safety?

188. Angeline Su (*ZIP code: 95129*)

I bike a lot, I support safe bike lanes on Stevens Creek

189. Helen Wiant (*ZIP code: 95014*)

190. Catherine Crockett (ZIP code: 95014)

191. Beck Poltronetti (ZIP code: 95014)

Remember; bikes are good for EVERYONE, because people who want to bike can bike, and people on the road have less other cars to worry about because the other car drivers are now biking.

192. Rebecca Smith (*ZIP code: 95014-2811*)

193. Yassin Bouali (*ZIP code: 94086*)

194. Alex Lee (*ZIP code: 94087*)

195. Keith Le (ZIP code: 95112)

196. Khoa Pham (ZIP code: 95135)

197. Lawrence Huang (*ZIP code: 91709*)

198. Miguel Legaspi (ZIP code: 95008)

lets win

199. Elif lpekci (ZIP code: 95129)

200. Angel Luna (ZIP code: 95122)

We demand a better corridor for the people.

201. hannah zhong (ZIP code: 95120)

202. Lilly Leal (ZIP code: 95110)

203. Jyotsna Lakhanpal (ZIP code: 95014)

204. Justin Khylle La Morena (ZIP code: 95035)

If the public feels safe in the places they live in, they are more likely to seek out alternatives to current modes of transportation.

205. Kevin Sun (*ZIP code: 94087*)

206. nathan c (ZIP code: 94042)

207. Abby Smith (*ZIP code: 94709*)

208. Aneesh Kukreti (ZIP code: 95014)

209. Caden Friedenbach (ZIP code: 95050)

210. Daisy Salinas (*ZIP code: 94122*)

211. LIII **D** (*ZIP code: 94706*)

Stated above!

212. Imraan Mohammed (ZIP code: 94555)

213. Joanna Teubert (*ZIP code: 94087*)

214. Zachary Anglemyer (ZIP code: 94920)

It is vitally important that we have a cohesive plan for Stevens Creek Boulevard. It will enable safe travel for all who need to use the corridor and promote strong business development and make it easier for land developers to develop the kind of properties that are required for the prosperity of the area.

215. Kayleigh Khandelwal (ZIP code: 94109)

216. Justin Chang (*ZIP code: 95129*)

217. Teddy Fellrath (*ZIP code: 43054*)

218. Robyn Miller (*ZIP code: 97128*)

219. Betty Nguyen (*ZIP code: 95122*)

220. Royce Li (*ZIP code: 95129*)

221. Marcus Lau (*ZIP code: 95117*)

222. Elle Hudson (*ZIP code: 94612*)

223. Anastasia Tentoglou (ZIP code: 94087)

224. Robert Bolival (*ZIP code: 95117*)

225. Gisleine Gutierrez (ZIP code: 94010)

From: Santosh Rao

To: <u>City Council; City Clerk; Chad Mosley; David Stillman; Matt Schroeder; Tina Kapoor</u>

Subject: Please include in written communications for SCB corridor agenda item.

 Date:
 Tuesday, July 15, 2025 7:38:04 AM

 Attachments:
 #C-Minutes-SCB-05 2025.pdf

Dear City Clerk,

Could you please include the below in written communication for the 07/15/25 city council agenda item on SCB corridor.

Dear Mayor Chao and Council,

Included below are the minutes from the 05/13/25 Planning Commission meeting on SCB corridor. While staff report reflects the PC recommendation the minutes below will show you more specifics on the motion and the vote from PC in addition, should it be useful to you in your consideration.

https://cupertino.legistar.com/View.ashx?M=M&ID=1249171&GUID=F7218FFB-B6AA-4E15-8B85-CBDF08A8A081





MINUTES CUPERTINO PLANNING COMMISSION

Tuesday, May 13, 2025

At 6:45 p.m. Chair Santosh Rao called the Regular Planning Commission meeting to order and led the Pledge of Allegiance in the Cupertino Community Hall Council Chamber, 10350 Torre Avenue and via teleconference.

ROLL CALL

Present: Chair Santosh Rao, Vice Chair Tracy Kosolcharoen, and Commissioners David Fung, Steven Scharf and Seema Lindskog. Absent: None.

APPROVAL OF MINUTES

1. <u>Subject</u>: Approval of the April 22, 2025 Planning Commission Minutes <u>Recommended Action</u>: Approve the April 22, 2025 Planning Commission Minutes

Chair Rao opened the floor for Commissioner comments.

MOTION: Scharf moved and Lindskog seconded to approve the April 22, 2025 Planning Commission Minutes. The motion passed with the following vote: Ayes: Rao, Kosolcharoen, Fung, Scharf, Lindskog. Noes: None. Abstain: None. Absent: None.

POSTPONEMENTS – None

ORAL COMMUNICATIONS

No members of the public spoke.

CONSENT CALENDAR- None

STUDY SESSION

2. <u>Subject:</u> Multifamily and Residential Mixed-Use Objective Design Standards <u>Recommended Action:</u> That the Planning Commission provide feedback and recommendations regarding objective design standards for new multifamily and residential mixed-use development.

Planning Manger Ghosh introduced the City's Consultant, Greg Goodfellow from Placeworks, who gave a presentation.

Planning Commission May 13, 2025

Commissioners asked questions toward the end of the presentation, which staff and the Consultant responded to.

The Consultant continued the presentation.

Commissioners continued to make comments and asked questions, which staff and the presenter responded to.

Chair Rao opened the public comment period and the following people spoke during public comment:

• Jennifer Griffin

Chair Rao closed the public comment period.

The presentation continued, and Commissioners continued their discussion. The Chair made a request to have additional meetings on this item. Staff said they would consider options available in light of budgetary limitations.

PUBLIC HEARINGS – None

NEW BUSINESS -

3. <u>Subject:</u> Stevens Creek Boulevard Corridor Vision Study
<u>Recommended Action:</u> Recommend that the City Council accept the Stevens Creek
Boulevard Vision Study.

Planning Manager Ghosh introduced Senior Transportation Planner Schroeder, who gave a presentation, along with Public Words Director Mosley, and Transportation Manager Stillman.

Chair Rao opened the floor to Commissioner questions.

Commissioners asked questions, which the presenters responded to.

Chair Rao opened the public comment period and the following people spoke:

- Jennifer Griffin
- Harry Neil
- Emily Poon
- Betsy Maze
- Danny Hapton
- Tally Raim
- Sandra Sava

Planning Commission May 13, 2025

Chair Rao closed the public comment period.

The Commissioners made comments and asked questions which staff and the presenters responded to.

Chair Rao opened the floor to Commissioner discussion.

Commissioners made comments, asked questions and discussed common ground for purposes of drafting a motion for Council.

MOTION: Rao moved and Fung seconded to recommend the City Council to accept the Stevens Creek Boulevard Corridor Vision Study and Steering Committee Action and reaffirm the Bicycle Pedestrian Commission recommendation, with the following additional recommendations:

- Prioritize investments in identity and maintenance
- Prioritize investments in safety, with a focus on, but not limited to, technology and innovation such as adaptive traffic signalization and active pedestrian detection
- Prioritize cost by limiting corridor up to Westport, and limiting study of transit alternatives to grade-separated transit
- Invest in off-corridor bicycle and pedestrian networks such as, but not limited to, the Lawrence Mitty Trail and Tamien Innu Trail

FRIENDLY AMMENDMENT: Scharf made a friendly amendment to change the language substituting Westport with Bubb Road (The Chair and Fung accepted the friendly amendment).

The motion passed with the following vote. Ayes: Rao, Kosolcharoen, Fung, Scharf, Lindskog. Noes: None. Abstain: None. Absent: None.

STAFF AND COMMISSION REPORTS - None

FUTURE AGENDA SETTING – None

ADJOURNMENT

At 10:13 p.m. Chair Rao adjourned the Regular Planning Commission Meeting.

Minutes prepared by:

Lindsay Nelson
Lindsay Nelson, Administrative Assistant



July 14, 2025

Mayor, Vice Mayor, and Councilmembers City of Cupertino 10300 Torre Avenue Cupertino, California 95014

RE: Item 13: Stevens Creek Boulevard Corridor Vision Study

Dear Honorable Mayor Chao, Vice Mayor Moore, and Councilmembers,

As you consider the adoption of the Stevens Creek Corridor Vision Study, I want to express my strong support for this shared effort between our cities. This study reflects a meaningful collaboration between our Public Works teams and our mutual commitment to shaping a corridor that is safer, more sustainable, and more vibrant for all of our communities.

In San José, we deeply value our partnership with Cupertino and neighboring cities. Our residents and small businesses frequently express their desire to see us working together on regional issues that impact us all—especially around traffic safety, economic development, and environmental sustainability. The Stevens Creek Corridor is a key example of where collaboration can truly make a difference.

Adopting the Vision Study does not obligate any city to specific projects or funding commitments at this time. However, it does position all of us to be more competitive when seeking regional, state, or federal funding for future improvements. It sends a clear message that our cities are united in our vision for this corridor and committed to creating a seamless, multimodal experience that meets the needs of our communities now and into the future.

It's important that we strengthen our regional ties and continue working together toward solutions that benefit the broader South Bay. I'm optimistic about what we can accomplish when we align around shared goals, and I hope to see the study adopted without modification.

Thank you for your continued partnership. I look forward to the work ahead.

Sincerely,

Rosemary Kamei

Councilmember, City of San José

CC 09-03-2025

Item No.18

Stevens Creek Blvd Corridor Vision Study Vice Mayor Moore's Slides

Written Communications



Study

VTA's Role and Responsibilities

- The Santa Clara Valley Transportation Authority (VTA), as the designated Congestion Management Agency (CMA) in Santa Clara County
- Leads the county's Congestion Management Program (CMP) in accordance with California Statute,
 Government code 65088.
- The CMP's goal is to develop a transportation improvement program to improve multimodal transportation system performance, land use decision-making, and air quality among local jurisdictions.
- Source: https://www.vta.org/sites/default/files/2022-01/2021CMPDocumentV2_Reduced.pdf

Presentation overview

- Needs analysis topics
 - What is Cupertino already implementing?
 - Traffic Counts
 - Land use/Community College data
 - Current Conditions
- Cost- benefit issues
 - How is VTA Light Rail performing
 - How is VTA performing per State Auditor
 - Impacts to Sales Tax Revenue
- What are the Vision Study obligations
- VTA Board Actions
 - Lack of collaboratively seeking input
- Proposed Resolution Modifications

Cupertino has been actively working on many multi-modal Transportation Plans, but has no post-Covid regional vehicular counts.

Citywide Active Transportation Plan

The Cupertino Active Transportation Plan (ATP) aims to enhance the City's transportation infrastructure by promoting and facilitating active transportation modes, such as walking and bicycling, for all ages and abilities. The project will review existing infrastructure, policies, and community needs associated with bicycling and walking. This analysis will involve data collection and close community engagement with diverse stakeholders, including local businesses, schools, and community organizations. **Status: Active**

Stevens Creek Boulevard Corridor Vision Study

The Vision Study is a collaborative multi-jurisdictional two-year project that builds on prior transportation planning initiatives to establish a unified vision for the future of the corridor. Its goal is to align the shared values and priorities across the corridor, ensuring that future transportation investments are well-coordinated across San José, Santa Clara, Cupertino, the County, and VTA. **Status: Active**

Foothill Expressway Multimodal Feasibility Study

This is a Santa Clara County project to study the feasibility of implementing a Class I mixed-use path along Foothill Expressway and Junipero Serra Boulevard, from Alpine Road/Santa Cruz Avenue in San Mateo County to Cristo Rey Drive/Starling Drive in Cupertino. **Status: Active**

Vision Zero Action Plan and Collision Dashboard

On July 9, 2024, the Cupertino City Council unanimously voted to adopt the Cupertino Vision Zero Action Plan. This Plan guide's policies and programs with the goal of eliminating fatalities and severe injuries on Cupertino roadways by 2040 for all roadway users, including those who walk, bike, drive, ride transit, and travel by other modes. Vision Zero programs prioritize safety over other transportation goals, acknowledge that traffic fatalities and serious injuries are preventable, and incorporate a multidisciplinary Safe System approach. **Status: Completed in 2024**

Local Roadway Safety Plan

The City of Cupertino's Local Roadway Safety Plan (LRSP) identifies traffic safety improvements throughout the City for all modes of transportation and for all ages and abilities for the purpose of reducing fatal and severe injury collisions. **Status: Completed in 2023**

What are traffic conditions on Stevens Creek Blvd. in Cupertino like?

- No average daily traffic counts to determine need of one corridor over another
- No SV Hopper data on SCB
- No TDM Monitoring report of Apple private bus ridership
- No report of other ride sharing services
- By observation can tell that SCB is less congested than Lawrence Expressway, I-280, or SR-85

Views of Stevens Creek Blvd. San Jose/Santa Clara facing East



SCB in SJ/SC facing east. Auto drop off typical



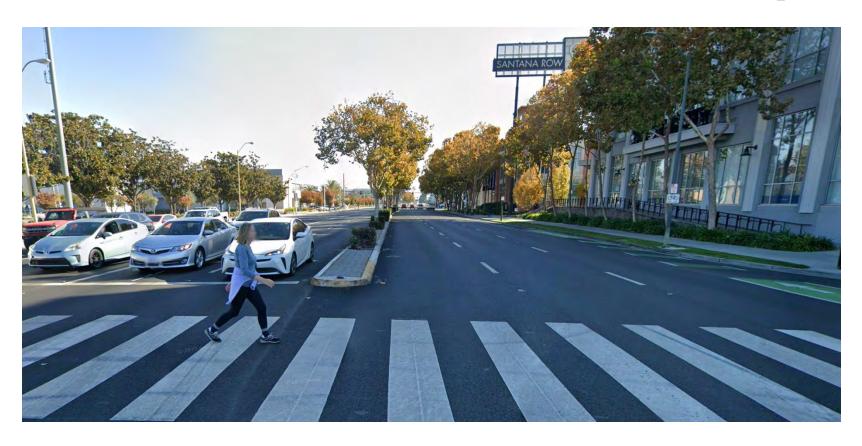
SCB EB east of San Tomas Expwy. Car Dealerships continue



SCB EB, East of Ardis Ave.



SCB EB, Santana Row Notice median trees, no on street parking



West San Carlos EB at I-880/17 offramp Median trees, no on street parking



West San Carlos EB at Dana Ave Median trees, on street parking, Auto Sales



West San Carlos EB at around where the eastern terminus would be



Westbound Stevens Creek Blvd. at Lawrence Expressway



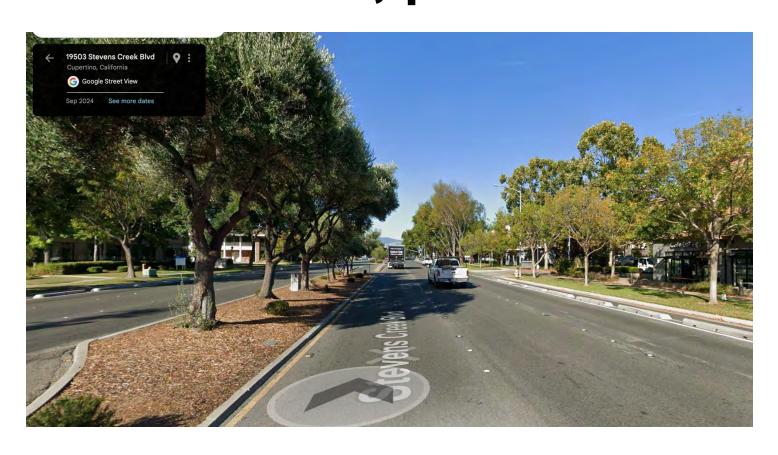
WB SCB at I-280



WB SCB approaching Tantau Ave.



WB SCB approaching Miller Mature median trees, protected bike lanes



WB SCB west of Blaney Ave.



WB SCB west of Blaney Ave.



SB SCB approaching De Anza Blvd. Newly replanted median with Oak trees



WB SCB west of DA Blvd. Median with power lines, fencing, plantings



WB SCB at the Cupertino Sports Center Median with power lines, fencing, planting,

trees.



What stood out in the screenshots?

- Light traffic points to the importance of having data
- Stevens Creek Blvd. in Cupertino and West San Carlos St. both have extensively planted medians with trees
- SCB in Cupertino has no on street parking until west of SR-85
- SCB in Santa Clara/San Jose has a center median turn lane and auto dealerships beginning west of Lawrence Expwy. to near Santana Row. The center turn lane is used for vehicle unloading for dealerships.
- SCB in Santa Clara/San Jose has on street parking for most of the street except for the Santana Row/Valley Fair Mall area.
- With the wide street, on-street parking, median turn lanes, areas of SCB would be more welcoming with trees and other amenities.
- Public art is more noticeable along SCB in Cupertino.
- Cupertino is farther ahead in implementing bicycle and pedestrian improvements and general beautification.

Available traffic counts place Stevens Creek Blvd. as third heaviest traveled street.

Traffic counts from pre-pandemic Indicated significantly more traffic on De Anza Boulevard through the city.

All segments of De Anza Boulevard Had heavier traffic than any portion Of Stevens Creek Blvd.

Wolfe Road between Homestead Rd. And Stevens Creek Blvd. also had Heavier traffic than any portion of Stevens Creek Blvd.

170	0.500	7	7.0	Length	Average	Total	Speed	Collisio	n Rates
No.	Street	From	То	(miles)	Daily Traffic	Collisions (2015-2017)	Related Collisions	Statewide Average	Segment
1.	Bandley Dr	Alves Dr	Stevens Creek Blvd	0.16	5,420	18	2	1.80	18.96
2	Bandley Dr	Valley Green Dr	Alves Dr	0.50	5,770	3	0	1.80	0.95
3	Blaney Ave	Beekman Place	Stevens Creek Blvd	0.62	8,230	37	13	1.80	6.62
4	Blaney Ave	Homestead Rd	Beekman Place	0.40	10,680	18	8	1.80	3.85
5	Blaney Ave	Stevens Creek Blvd	Bollinger Rd	0.90	8,800	5	2	1.80	0.58
6	Bollinger Rd	De Anza Blvd	Miller Ave	1.08	17,930	36	12	1.67	1.70
7	Bollinger Rd	Miller Ave	East City Limit	0.95	21,060	23	5	1.67	1.05
8	Bollinger Rd	Western City Limit	De Anza Blvd	0.38	6,220	0	0	1.80	0.00
9	Bubb Rd	McClellan Rd	Rainbow Dr	1.01	9,000	24	7	1.80	2.41
10	Bubb Rd	Stevens Creek Blvd	McClellan Rd	0.55	11,070	14	1	1.67	2.10
11	Cristo Rey Dr	Foothill Blvd	West City Limit	0.84	1,432	9	1	1.80	6.83
12, 13	De Anza Blvd	Homestead Rd	Stevens Creek Blvd	1.01	50,570	173	74	1.20	3.09
14, 15	De Anza Blvd	Stevens Creek Blvd	Bollinger Rd	0.74	38,130	92	32	1.20	2.98
16, 17	De Anza Blvd	State Route 85	Prospect Rd	0.48	34,240	15	4	1.20	0.83
18	Finch Ave	Stevens Creek Blvd	Phil Lane	0.47	4,280	17	5	1.80	7.72
19	Foothill Blvd	Stevens Creek Blvd	McClellan Rd	0.55	9,000	12 15	3	1.80 1.42	2.21 1.30
20, 21	Foothill Blvd Homestead Rd	Starling Dr Grant Road	Stevens Creek Blvd State Route 85	0.66	16,001 14,000	3	0	1.42	0.44
23	Homestead Rd	Mary Ave	De Anza Blvd	0.44	24,790	49	16	1.42	1.86
24	Homestead Rd	De Anza Blvd	Wolfe Rd	0.99	20,930	91	32	1.42	4.01
25	Homestead Rd	Wolfe Rd	East City Limit	0.63	25,030	18	6	1.42	1.04
26	Mary Ave	Stevens Creek Blvd	Meteor Dr	0.03	7,120	23	11	1.42	4.04
27	McClellan Rd	Foothill Blvd	Clubhouse Lane	0.73	3,117	4	0	1.80	3.45
28	McClellan Rd	Clubhouse Lane	Bubb Rd	0.91	11,000	12	4	1.80	1.09
29	McClellan Rd	Bubb Rd	Stelling Rd	0.50	18,000	17	3	1.80	1.73
30	McClellan Rd	Stelling Rd	De Anza Blvd	0.51	13,670	23	6	1.80	3.01
31	Miller Ave	Stevens Creek Blvd	Phil Lane	0.47	19,920	36	6	1.42	3.51
32	Miller Ave	Phil Lane	Bollinger Rd	0.40	15,150	30	13	1.25	4.52
33	Pacifica Dr	De Anza Blvd	Blaney Ave	0.51	6,330	26	9	1.80	7.36
34	Prospect Rd	Stelling Rd	De Anza Blvd	0.43	14,400	12	2	1.03	1.77
35	Rainbow Dr	Stelling Rd	De Anza Blvd	0.56	6,500	12	5	1.03	3.01
36	Rainbow Dr	Western Terminus	Stelling Rd	0.86	5.000	9	3	1.80	1.91
37	Rodrigues Ave	De Anza Blvd	Blaney Ave	0.51	3,500	14	10	1.80	7.16
38	Stevens Creek Blvd	Western City Limit	Foothill Blvd	0.60	9,630	11	1	1.80	1.74
39	Stevens Creek Blvd	Foothill Blvd	Phar Lap Dr	0.48	10,850	8	4	1.80	1.40
40	Stevens Creek Blvd	Phar Lap Dr	Bubb Rd	0.45	17,710	22	1	1.80	2.52
41, 42	Stevens Creek Blvd	Bubb Rd	Stelling Rd	0.58	29,340	50	17	1.20	2.68
43, 44	Stevens Creek Blvd	Stelling Rd	De Anza Blvd	0.51	29,030	92	26	1.20	5.67
45, 46	Stevens Creek Blvd	De Anza Blvd	Blaney Ave	0.50	29,900	38	12	1.20	2.32
47, 48	Stevens Creek Blvd	Blaney Ave	Portal Ave	0.20	31,120	15	3	1.20	2.20
49, 50	Stevens Creek Blvd	Portal Ave	Wolfe Rd	0.50	32,950	38	16	1.20	2.11
51, 52	Stevens Creek Blvd	Wolfe Rd	Eastern City Limit	0.54	28,810	38	15	1.20	2.23
53	Stelling Rd	Alves Dr	Stevens Creek Blvd	0.15	18,420	13	2	1.42	4.30
54	Stelling Rd	Homestead Rd	Alves Dr	0.84	17,800	37	18	1.80	2.26
55	Stelling Rd	McClellan Rd	Orion Lane	0.61	17,000	6	2	1.03	0.53
56	Stelling Rd	Rainbow Dr	Prospect Rd	0.49	6,500	5	0	1.03	1.43
57, 58	Stelling Rd	Stevens Creek Blvd	McClellan Rd	0.50	21,020	30	15	1.42	2.61
59	Stelling Rd	Orion Lane	Rainbow Dr	0.40	10,500	12	3	1.03	2.61
60	Stevens Canyon Rd	McClellan Rd	Southern City Limit	1.10	3,540	6	1	1.80	1.41
61	Tantau Ave	Bollinger Rd	Phil Lane	0.36	3,000	12	2	1.80	10.15
62	Tantau Ave	Homestead Rd	Apple Park Way	0.51	9,480	18	2	1.03	3.40
63	Tantau Ave	Apple Park Way	Stevens Creek Blvd	0.51	10,110	30	16	1.42	5.31
64	Tantau Ave	Stevens Creek Blvd	Phil Lane	0.50	3,660	4	0	1.80	2.00
65, 66	Vallco Pkwy	Wolfe Rd	Tantau Ave	0.45	9,480	1	1	1.42	0.21
67, 68	Wolfe Rd	Interstate 280	Stevens Creek Blvd	0.52	33,380	52	27	1.20	2.74
69, 70	Wolfe Rd	Homestead Rd	Interstate 280	0.49	33,440	60	23	1.20	3.34

What transit systems does Cupertino have?

- **Apple HQ TDM Shuttle system** between buildings and across the Bay Area private system for employees, no constrained routes. Acknowledge this significant program paid for with private funds.
- VTA bus lines on specific routes, while they could move, various housing laws tie to the locations, movement is not in the foreseeable future
- **Silicon Valley Hopper** serving and funded by a grant shared between Cupertino and Santa Clara, no constrained routes for travel within these two cities with added stops at Caltrain and Kaiser. Grant funded.
- **Uber/Lyft** private ride service, no constrained routes
- RYDE WVCS and Saratoga Senior Coordinating council, no constrained routes
- Foothill De Anza inter-campus shuttle (new contract, may not have started?), route between De Anza College, Sunnyvale Satellite Campus, and Foothill College

What was included in Apple's negotiated TDM?

While there are no publicly available TDM monitoring reports available, teleworking has likely resulted in surpassing the targets.

TDM Measure Description

Mode Shift Target

Shuttle Expansion

Transit & Bike Subsidies

Amenities

Parking Control & Off-site Mitigation

Monitoring & Penalties

Description

Reduce SOV use from 72% → 66% during peak (34% alt modes)

Broader commuter & intra-campus shuttle service

\$100 transit, \$20 bike per employee per month

Bike-sharing, lockers, showers, racks, pumps

Limited spaces, parking sensors, traffic impact improvements

15-min interval traffic counts,10-year period, up to \$5/trip fines

Where do De Anza College Students reside?

Table 13. Top 15 Counties of Residence Winter 2023 and Winter 2024

	2023	2024	Change
	Headcount	Headcount	% Change
Santa Clara County	12,326	12,990	5%
Alameda County	728	678	-7%
Outside CA	404	450	11%
San Mateo County	436	450	3%
Los Angeles County	130	317	144%
Santa Cruz County	125	156	25%
San Diego County	49	151	208%
Contra Costa County	129	137	6%
San Francisco County	104	133	28%
San Joaquin County	107	120	12%
Sacramento County	86	117	36%
Orange County	37	83	124%
San Benito County	75	76	1%
Riverside County	30	75	150%
San Bernardino County	27	73	170%

How do De Anza students access courses?

12,441 Online

6,606 Hybrid (in person/online)

6,202 Face to Face (in person)

total headcount = 16,478 (total is less than sum because students may be taking a course in either of the 3 modes)

source:

https://deanza.edu/ir/research/enrollment/EnrmentComparisonReportWinter2024.pdf

Table 3B. Headcount, Enrollment and Section by Modality Winter 2023 and Winter 2024

	2023	2024	Change	% Change
Face to Face				
Headcount	5,111	6,202	1,091	21%
Enrollment	7,875	8,695	820	10%
Est FTES	892	1,086	194	22%
Sections	471	461	-10	-2%
Hybrid				
Headcount	5,342	6,606	1,264	24%
Enrollment	7,466	9,517	2,051	27%
Est FTES	893	1,115	222	25%
Sections	281	349	68	24%
Online				
Headcount	11,872	12,441	569	5%
Enrollment	22,396	22,766	370	2%
Est FTES	2,247	2,153	-94	-4%
Sections	703	725	22	3%
Total				
Headcount	15,103	16,478	1,375	9%
Enrollment	37,737	40,978	3,241	9%
Est FTES	4,032	4,354	322	8%
Sections	1,455	1,535	80	5%

Note: The source for instructional modality changed from section number (winter 2023) to SSASECT (winter 2024)

De Anza Headcount by Zip Code

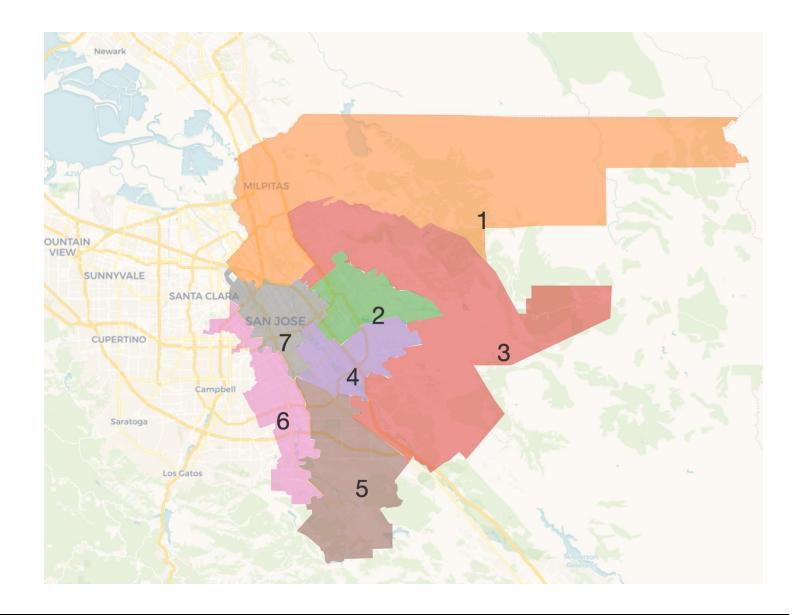
Table 14. Headcount by Zip Code Grouping as a Percent of Total Winter 2023 and Winter 2024

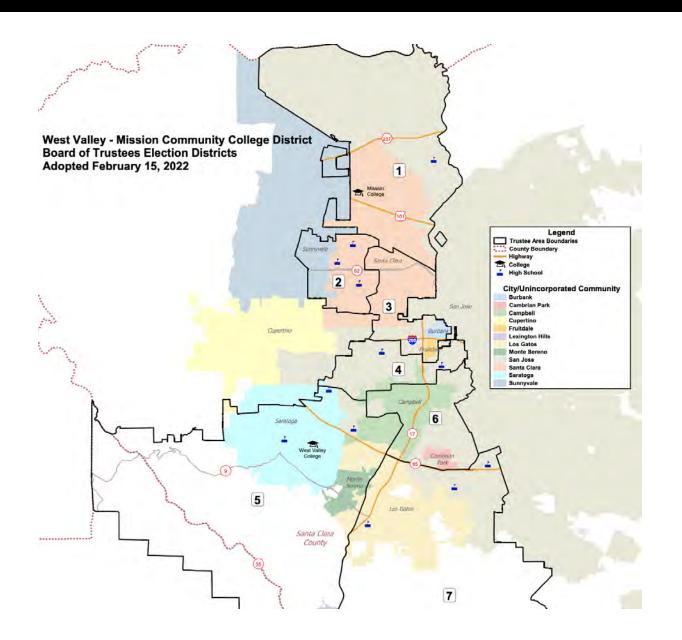
	2	2023	2	.024	
	HC	% of Total	HC	% of Total	
Service Area I (Cupertino, Sunnyvale, Santa Clara (part of), San Jose (part of), Saratoga (part of)	3,856	26%	4,289	26%	
S Santa Clara County (SJ west 880/101)	4,027	27%	4,162	25%	
E Santa Clara County (Alviso, Milpitas, SJ east 880/101)	2,720	18%	2,748	17%	
CA Outside Bay Area Region	811	5%	1,417	9%	
W Santa Clara County (Campbell, Los Gatos, Monte Sereno, Santa Clara (rest of), Saratoga (rest of)	805	5%	832	5%	
Service Area 2 (Los Altos, LA Hills, Mt. View, Palo Alto, Stanford)	588	4%	618	4%	
Outside CA	404	3%	450	3%	
S Alameda County (Fremont, Newark, Union City)	472	3%	445	3%	
S Pennisula (Atherton, Belmont, E PA, Foster City, Menlo Park, Redwood City, San Carlos, San Mateo)	363	2%	361	2%	
Other Santa Clara County (Morgan Hill, Gilroy, San Martin)	330	2%	341	2%	
Other Bay Area Region	202	1%	234	1%	
Alameda County (rest of)	256	2%	233	1%	
San Francisco County	104	1%	133	1%	
N Santa Cruz County (Ben Lomand, Boulder Creek, Felton, Santa Cruz, Scotts Valley)	92	1%	126	1%	
N Pennisula (Brisbane, Burlingame, Colma, Daly City, Hillsborough, Millbrae, San Bruno, S SF)	50	0%	75	0%	
W Pennisula (El Granada, Half Moon Bay, La Honda, Ladera, Montara, Moss Beach, Pacifica, Pescadero, Portola Valley, Woodside)	23	0%	14	0%	
Total	15,103	100%	16,478	100%	

What Community College Districts are De Anza students from?

- De Anza students live within the San José Evergreen Community College District (CCD) boundaries (30%),
 while
- 23% come from the West Valley/Mission CCD,
- 17% are from the De Anza service area,
- 4% are from the Foothill service area, and
- 2.4% are from the Gavilan Joint CCD
- 76.6% total headcount from these districts

30% of total students from Evergreen College District

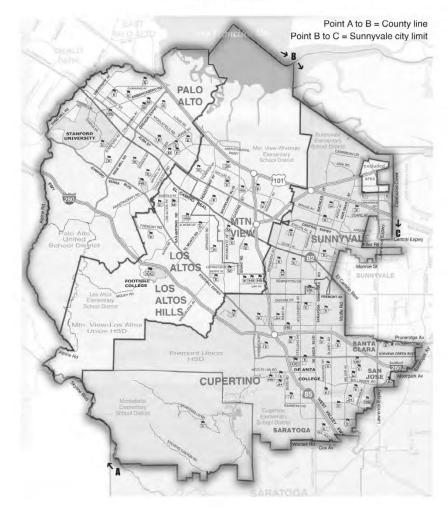




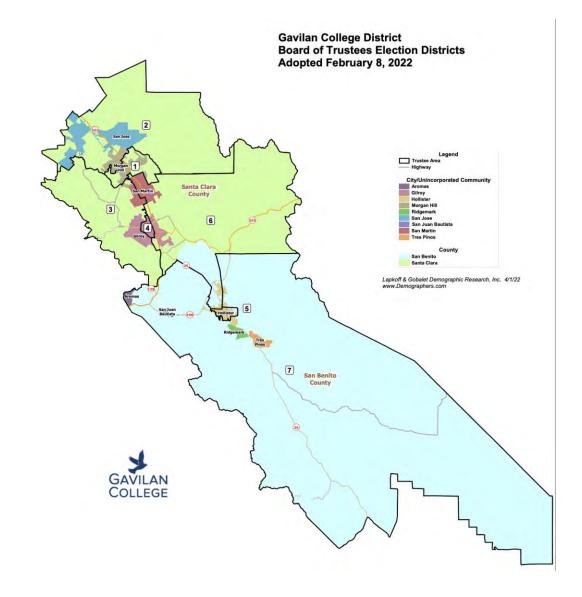
23% of total students from West Valley/ Mission College District

17% of total students from De Anza service area and 4% are from the Foothill service area

Foothill-De Anza Community College District Boundary



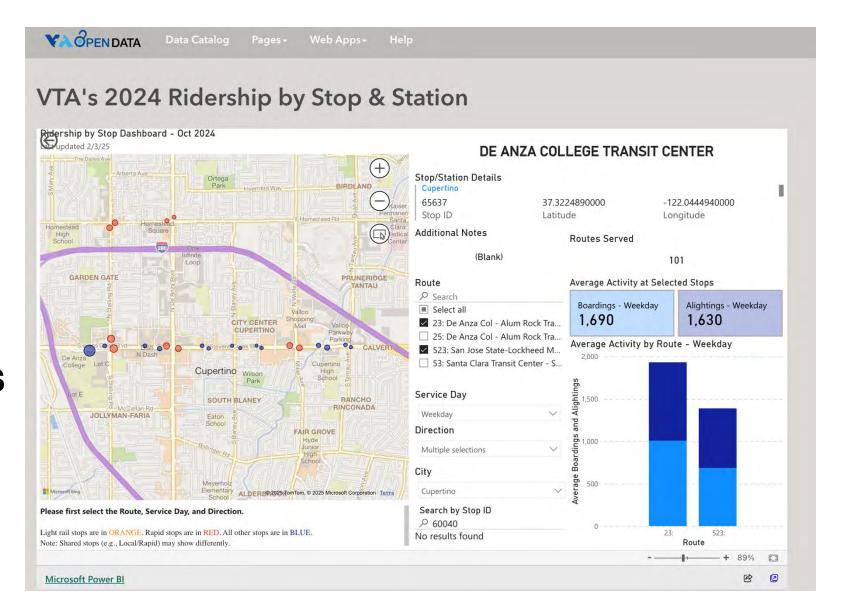
2.4% of De Anza students are from the Gavilan CCD (South County)



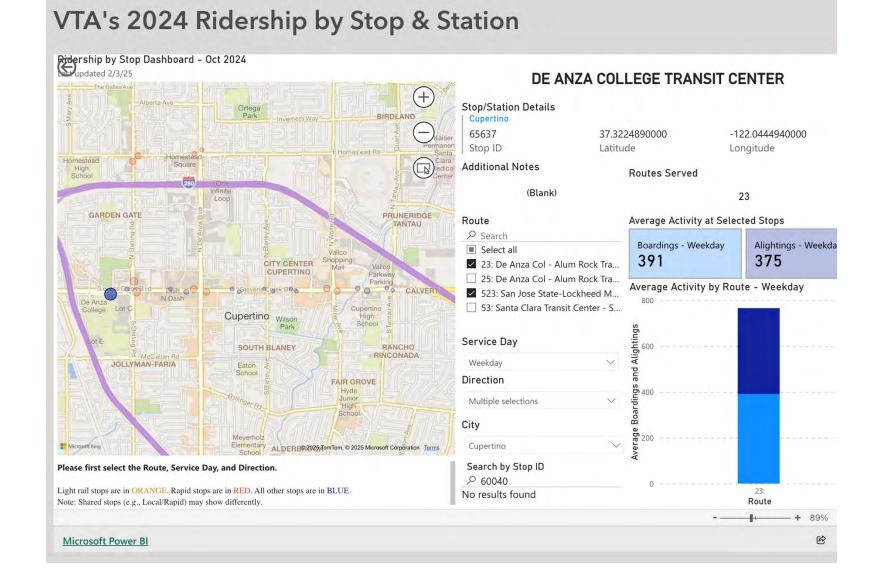
VTA Bus lines 523 and 23 serve Stevens Creek Blvd.



Ridership across SCB in **Cupertino:** 1,690 Boardings, 1,630 Alightings (includes **Homestead #s)**



De Anza College **Boardings/ Alightings** < 400 passengers per day



What fiscal impacts could Taxable Sales - Cities drastically altering the streetscape have on San Jose?

Taxable Sales - Cities by Type of Business (Taxable Table 4)

2024 San Jose

2024 San Jose

2024 San Jose

2024 San Jose

Business

C01

C02

C03

C04

Group Code Business Type

Motor Vehicle and Parts Dealers

Supplies Dealers

Food and Beverage Stores

Home Furnishings and Appliance Stores

Building Material and Garden Equipment and

_			-
Rev	eni	ie c	drop.

There are 10+ auto dealerships and 5+ parts dealers on SCB in SJ.

SJ had \$2.7 B Food/ Drink & \$2.1 B in taxable Motor Vehicle and Parts Dealerships sales '24

2024 San Jose	C05	Gasoline Stations	208	\$	1,147,072,231
2024 San Jose	C06	Clothing and Clothing Accessories Stores	1941	\$	1,145,979,627
2024 San Jose	C07	General Merchandise Stores	511	\$	1,604,986,597
2024 San Jose	C08	Food Services and Drinking Places	3089	\$	2,718,786,494
2024 San Jose	C09	Other Retail Group	5495	\$	4,609,261,780
2024 San Jose	CTR	Total Retail and Food Services	13477	\$:	17,001,579,370
2024 San Jose	ОТН	All Other Outlets	10061	\$	5,694,367,542
2024 San Jose	TTL	Total All Outlets	23538	\$ 2	22,695,946,912

Establishments may be skipped entirely – no parking/no nearby stop

Taxable Transactions

485 \$ 2,121,442,248

684 \$ 1,835,299,061

290 \$ 1,131,729,568

687,021,764

774 \$

Number of Outlets Amount

source: CDTFA

What impacts could drastically altering the streetscape in Santa Clara result in?

Taxable Sales - Cities by Type of Business (Taxable Table 4)

Motor Vehicle and
Parts Dealers #1
taxable transactions
followed by Food
Services/Drinking
Places. 10+ Auto
Dealerships on SCB in
SC.

Removing parking/few
stops will impact
revenue.

Caler Year	ndar City	Business Group Code	roup Business Type			axable Transactions nount
	2024 Santa Clara	C01	Motor Vehicle and Parts Dealers		166 \$	748,362,788
	2024 Santa Clara	C02	Home Furnishings and Appliance Stores		170 \$	143,055,968
	2024Santa Clara	C03	Building Material and Garden Equipment and Supplies Dealers		42 \$	130,996,475
	2024Santa Clara	C04	Food and Beverage Stores		122 \$	97,679,590
	2024 Santa Clara	C05	Gasoline Stations		30 \$	179,606,931
'n	2024Santa Clara	C06	Clothing and Clothing Accessories Stores		185 \$	69,336,954
n	2024 Santa Clara	C07	General Merchandise Stores		68 \$	284,768,601
	2024 Santa Clara	C08	Food Services and Drinking Places		562 \$	634,408,387
W	2024Santa Clara	C09	Other Retail Group		884 \$	118,002,677

What impacts could drastically altering the streetscape in Cupertino result in?

Taxable Sales - Cities by Type of Business (Taxable Table 4)

High Capacity,
few-stop transit
may bypass local
businesses
entirely.

Revenue drop.

Cale Year	ndar	City	Business Group Code	Business Type	Number of Outlets		axable Ti mount	ransactions	
	2024	1 Cupertino	C01	Motor Vehicle and Parts Dealers		7 \$;	2,029,159	
	2024	1 Cupertino	C02	Home Furnishings and Appliance Stores		56 \$	1	43,434,537	—
	2024	1 Cupertino	C03	Building Material and Garden Equipment and Supplies Dealers		25 \$;	25,820,853	
	2024	1 Cupertino	C04	Food and Beverage Stores		37 \$;	43,818,716	
	2024	1 Cupertino	C05	Gasoline Stations		18 \$;	69,621,418	
	2024	1Cupertino	C06	Clothing and Clothing Accessories Stores	1	124 \$;	52,205,338	
	2024	1Cupertino	C07	General Merchandise Stores		32 \$	}	37,538,317	
	2024	1 Cupertino	C08	Food Services and Drinking Places	2	210 \$	2	66,714,476	
	2024	1 Cupertino	C09	Other Retail Group	4	120 \$;	37,247,845	

6.1 Project is already included in Plan Bay Area 2050+ at \$2.8B with no needs assessment, **Cost-Benefit Analysis or** prioritization by **VTA**

6 Separated, High-Capacity Implementation

Table 10: Recommended Separated, High-Capacity Recommended Implementation Actions

	Action	Responsible agencies	Next Step
6.1	Include project in Plan Bay Area 2050+	Cities of Cupertino, Santa Clara, and San José, the County of Santa Clara, and VTA	Advocate for project inclusion in Plan Bay Area 2050+ and future Plan Bay Area cycles
6.2	Secure funding commitments	Cities of Cupertino, Santa Clara, and San José, the County of Santa Clara, and VTA	Develop framework funding strategy
6.3	Work with VTA to initiate project development process	Cities of Cupertino, Santa Clara, and San José, and the County of Santa Clara	Obtain resources to initiate preliminary engineering and alternatives analysis, environmental review and the selection of a locally preferred alternative (LPA) in a community engagement process
6.4	Include corridor-specific considerations in project development process	Cities of Cupertino, Santa Clara, and San José, the County of Santa Clara, and VTA	 Include the following in the project development process: Light rail as well as innovative vehicle and service models should be explored Coordination with the SJC Airport Connector project which could be expanded into the corridor Review potential connections options to Diridon Station and Downtown San José Analyze an alternative alignment along the I-280 corridor in Cupertino Review coordination of corridor transit connections for local and regional access

How is the Light Rail System performing?

FY 25 Goal: 23,000 Avg. Weekday Boarding Riders FY 25 Q2 Actual: 15,712

Has not recovered to pre-Covid levels

IKEY PERFORMANCE INDICATORS

FY 2025 Second Quarter Transit Operations Performance Report

(July 01, 2024 - December 31, 2024)

	FY 2020 Annual	FY 2021 Annual	FY 2022 Annual	FY 2023 Annual	FY 2024 Q2	FY 2025 Q2	Met Goal?		FY 2025 Goals
SYSTEM (Bus & Light Rail)									7.40
Total Boarding Riders (in millions)	27.98	11.86	17.39	23.41	13.41	14.83	No	>=	15.03
Average Weekday Boarding Riders	89,639	36,342	54,981	74,351	84,812	93,250	No	>=	101,400
Boardings per Revenue Hour	19.5	9.1	12.7	15.1	17.8	18.6	No	>=	19.9
Percent of Scheduled Service Operated	99.71%	99.80%	99.93%	99.93%	99.96%	99.96%	YES	>=	99.55%
Miles Between Major Mechanical Schedule Loss ¹	16,183	16,207	9,242	13,067	13,080	18,641	YES	>=	9,000
Miles Between Chargeable Accidents	153,936	178,196	131,832	98,811	83,959	95,624	No	>=	112,000
Passenger Concerns per 100,000 Boardings	23.8	38.9	29.2	21.0	18.7	20.5	No	<=	10.6
BUS OPERATIONS									45.4
Total Boarding Riders (in millions)	21.70	9.69	15.12	19.27	11.04	12.26	YES	>=	11.55
Average Weekday Boarding Riders	69,386	29,732	47,810	61,541	70,542	77,538	No	>=	78,400
Boardings per Revenue Hour	17.5	9.4	12.4	15.0	16.7	17.4	YES	>=	17.0
Percent of Scheduled Service Operated	99.69%	99.98%	99.92%	99.93%	99.96%	99.96%	YES	>=	99.50%
Miles Between Major Mechanical Schedule Loss ¹	15,760	22,219	8,741	11,876	12,043	17,503	YES	>=	8,000
Miles Between Chargeable Accidents	149,997	173,362	124,620	88,915	74,625	85,571	No	>=	100,000
On-time Performance	84.8%	83.9%	80.9%	78.6%	76.6%	78.4%	No	>=	92.5%
Operator Personal Time-off	15.8%	17.0%	13.3%	8.9%	9.8%	13.1%	No	<=	10.0%
Maintenance Personal Time-off	12.6%	9.5%	9.7%	7.2%	8.3%	8.9%	No	<=	8.0%
Passenger Concerns per 100,000 Boardings	27.4	45.4	32.2	24.0	21.7	23.0	No	<=	11.8
LIGHT RAIL OPERATIONS		200	- 23						
Total Boarding Riders (in millions)	6.28	2.17	2.27	4.14	2.37	2.56	No	>=	3.48
Average Weekday Boarding Riders	20,253	6,610	7,171	12,810	14,270	15,712	No	>=	23,000
Boardings per Revenue Hour	50.8	20.2	23.0	30.8	32.1	34.3	No	>=	58.1
Percent of Scheduled Service Operated	99.90%	99.94%	99.99%	99.90%	99.90%	99.90%	YES	>=	99.90%
Miles Between Major Mechanical Schedule Loss ¹	21,489	22,777	25,507	91,303	42,000	41,755	YES	>=	25,000
Miles Between Chargeable Accidents ²	202,954	1,457,724	369,846	2,008,673	1,091,997	1,085,638	YES	>=	1,085,638
On-time Performance	82.6%	89.9%	85.5%	82.8%	77.8%	84.4%	No	>=	95.0%
Operator Personal Time-off	16.4%	22.7%	25.4%	12.0%	10.8%	16.7%	No	<=	10.0%
Maintenance Personal Time-off	12.3%	14.3%	16.3%	6.9%	5.3%	5.9%	YES	<=	8.0%
Way, Power, & Signal Personal Time-off	11.0%	19.9%	17.6%	5.4%	4.1%	4.6%	YES	<=	8.0%
Passenger Concerns per 100,000 Boardings	11.6	10.1	10.5	7.2	4.9	8.6	No	<=	2.8
Fare Evasion Rate	2.3%	2.2%	2.3%	5.1%	8.1%	6.1%	No	<=	5.0%

Table 11: Preliminary Estimate for Capital Cost of Separated, High-Capacity Transit Systems

Potential Capital Component	Description	Cost Estimate (in \$2024)	Estimated Corridor Travel Time	Estimated Daily Ridership
Existing Conditions	Current peak hour conditions for average VTA Lines 523 and 23 in the corridor	+	39.4 minutes for Line 523 50.4 for Line 23	9,800
Transit/Business Access Lane	Early action option as part of Bus Speed, Reliability and Experience Improvements	\$13.4m-\$27.7m	30.4 minutes	12,600
At-Grade Side Running Separated Transit Lane	Includes development of 10 side station areas	\$53m	29.3 minutes	12,950
At-Grade Side Running Separated Transit Lane – Excluding Cupertino Section	Includes development of 10 side station areas—with limited improvements at non-separated lane sections	\$29m	31.9 minutes	12,650
At-Grade Center Running Transit Lane	Includes development of 10 center station areas	\$95m	27 minutes	12,600
Elevated Transit Line	Includes development of 8 stations including Downtown San José or Diridon Station	\$1,750m	20 minutes	20,200
Elevated Transit Line - I-280 alignment in Cupertino	Includes development of 8 stations including Downtown San José or Diridon Station	\$1,750m	20 minutes	19,250
Underground Transit Line	Includes development of 8 stations including Downtown San José or Diridon Station	\$2,800m	20 minutes	20,200

Source: Stevens Creek Corridor Vision Study December 2024, http://santaclaravta.iqm2.com/Citizens/FileOpen.aspx?Type=4&ID=13376&MeetingID=4346

MTC Plan Bay Area 2050+

- https://mtc.ca.gov/sites/default/files/meetings/attachments/6184/9avii 24 1550 Updated Handout Attach ment_F_Transportation_Project_List.pdf
- https://mtc.ca.gov/sites/default/files/documents/2025-06/PBA_2050_plus_Final_Blueprint_Compendium_061125.pdf
- The plan does not represent a commitment of funding by any level of government for any particular strategy or project
- https://planbayarea.org/sites/default/files/documents/Amended_Plan_Bay_Area_2050_Transportation_Proje ct_List.pdf Light Rail for \$2.83 Billion planned in the Amended Plan Bay Area 2050, without Cupertino's Legislative Body (Council) approval, technical analysis, needs assessment, or cost benefit analysis.

21-T10-088

On May 1, 2025, the VTA Board of **Directors Approved the SCC Vision Study** with no Cupertino Board Representation, no input from the Cupertino City Council, no regional needs analysis, and no costbenefit Analysis.

• https://www.vta.org/sites/default/files/2025-02/vta-overview.pdf

Comments from the State Auditor Report on VTA

 "VTA Did Not Perform Cost-Benefit Analyses When It Planned Two Major Capital Projects" - CA State Audit June 11, 2024

Source: 2023-101 Santa Clara Valley Transportation Authority

"Improvements Are Necessary to Strengthen Its Project Management and Financial Oversight"

Published: June 11, 2024 Report Number: 2023-101

https://www.auditor.ca.gov/reports/2023-101/

Criteria	Needs Analysis	Cost-Benefit Analysis
Purpose	Is the project necessary?	Is the project worth it?
Focus	Travel demand, system gaps, problem severity	Costs vs. quantified benefits
Outcome	Justification for studying a solution	Decision to build, delay, modify, or cancel
Required for Funding?	Often part of early planning (yes)	Required for federal/state grants (always)
Type	Descriptive (defines problems)	Evaluative (measures value of solutions)

Why Both Matter

- A needs analysis without a CBA can lead to projects that are justified but wasteful.
- A **CBA without a needs analysis** risks evaluating the wrong solution to the wrong problem.
- Together, they ensure public funds are spent wisely, fairly, and effectively.

Suggest Process Improvements:



Encourage the VTA BOD to prioritize projects based on regional needs, cost-benefit analysis, and funding. Consult with the cities prior to approving studies which impact them.



VTA and the BOD need to follow the 2024 State Auditor recommendations and conduct cost-benefit analyses



Request VTA to provide traffic data and land use growth patterns from the CMA reports if available. Where is significant county growth occurring?



Take care in any future collaborations to ensure the scope is thoughtfully aligned with cities' needs, wants, and budgets.

Options: modify the Resolution and bring it back to Council or accept a modified Resolution in the Agenda Packet

- Accept the SCC Vision Study conditionally.
- Acknowledge our wish to work collaboratively on data-driven, fiscally responsible infrastructure
- Recognize all of the planning and implementation staff, especially Public Works has already done making Cupertino the leader in the corridor for safety and multi-modal transit.
- Cupertino's support for future implementation efforts will be conditioned on:
 - 1. Inclusion of a comprehensive regional travel demand and needs analysis;
 - 2. Completion of a cost-benefit analysis, including local fiscal impacts for any high-capacity transit proposal;
 - 3. Review of future transportation technologies (e.g., autonomous vehicles, microtransit);
 - 4. Consideration of Cupertino's existing flexible, unconstrained transit ecosystem;
 - 5. Preservation of Cupertino's corridor investments;
 - 6. Full City Council review and approval of any implementation steps involving infrastructure or land use changes.
- Clarify that nothing in this resolution shall be construed to express support for any specific infrastructure alignment, mode, or funding plan without the above conditions being met and subsequent Council review.

CC 09-03-2025

Item No.19

Options on Commission Oversight of Transportation Matters

Written Communications

From: Connie Cunningham
To: City Council

Cc: City Clerk; Cupertino City Manager"s Office

Subject: 2025-09-03 CC Agenda Item 19 Options on Commission Oversight of Transportation Matters

Date: Wednesday, September 3, 2025 3:56:13 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

2025-09-03 CC Agenda Item 19 Options on Commission Oversight of Transportation Matters

Dear Mayor Chao, Vice Mayor Moore, Councilmembers and City Manager,

My name is Connie Cunningham, a 38 year resident of the community and currently Chair, Housing Commission, speaking for myself only.

I urge the Council to select Option 3 to keep transportation related topics with the Bike Ped Commission. It has been my observation over the past several years, that bicyclists and pedestrians, who are a minority of our traveling residents, suffer from a lack of being heard. Many residents dismiss their concerns. It has been mentioned that there are "drivers' rights". Left out of that phrase is "drivers' responsibilities."

I have taken the bicyclist class that is intended to help bicyclists learn all the rules of the road and to become more aware of specific problems: intersections is a major one. Driver's who do not understand how to drive with cyclists is another. Cyclists who do not know how to cycle safely is another.

I was surprised by many things in the class. My own, (even with a bicyclist in my family that I love dearly) and other drivers', lack of awareness of anything except cars on the road.

I have learned over time that in order to get federal, state and county grant funding, the City needs to have action items in place.

An active Bike Ped Commission is a big part of that list of action items.

Our city prizes safety and environmental improvements. Keeping a Bike Ped Commission will continue the City's work on Transportation that is Safe and Environmentally friendly.

Sincerely, Connie Cunningham From: Santosh Rao

To: <u>City Clerk; Tina Kapoor; Liang Chao</u>

Subject: Fw: Questions for staff on existing CMC rules and regulations on changes to streets.

Date: Wednesday, September 3, 2025 1:50:20 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City Clerk,

Would you please include the below in written communications for the upcoming city council meeting. Thank you.

Thanks,

San Rao (writing on behalf of myself only as a Cupertino resident)

Begin forwarded message:

On Wednesday, September 3, 2025, 1:48 PM, Santosh Rao <santo a rao@yahoo.com> wrote:

[Writing on behalf of myself only as a Cupertino resident]

Hi David, Chad,

I have a few questions and would appreciate if you or someone in staff could help with these.

- 1. When was Bike Ped Commission first formally created. Which commission covered roads and transportation or related transportation master plans prior to that.
- 2. Assuming it was planning commission that might have covered for these, when the Bike Ped commission was formed was the charter of planning commission modified to shift charter from PC to BPC. Can we see redline versions of the changes that were made.
- 3. If charter changes did not occur how did the city assume charter shift to BPC when there was a time that no BPC existed and we still had these types of projects in the city.
- 4. Would the road improvements to introduce bike lanes or lane removals count as or meet the definition of road diverters per CMC 14.04.125?

If so CMC 14.04.125.C(2) implies the item must be deliberated on by city council. If these road changes to divert traffic away from a lane as done on DeAnza are technically diverters should the above CMC have been followed.

Dear Mayor Chao, Council Members,

Please refer the above CMC.

https://codehub.gridics.com/us/ca/cupertino#/ff2020ef-ed71-490f-93f8-3cd17cf0c716/4b4fb49f-c031-45ee-ac71-9d23572ec56f/9a2621bb-6320-4b26-b735-39f3d79dd806

It defines what the public would like to see. It can be extended to cover all road improvements that involve modifications to lanes, removal of parking, removal of right turns and any other lane changes and council may choose to have these reviewed at PC and CC or PC only with appeal to CC.

Note that only PC has rights to approval besides CC. BPC is advisory only and cannot be an approval commission. Therefore given the nature of public impact these road changes have caused I ask that you enhance the above CMC to include all road changes and consider hearing at PC and CC or optionally PC only with appeal to CC.

Thank	you.	

Each request for installation, removal or modification of a diverter shall be reviewed by staff, who shall prepare a written report containing the following information to be submitted to the City Council:

The actions proposed and the reasons for support of the request For existing diverters, the report shall include the history of the diverter, including the date of installation, reason why it was installed, complaints received, if any, and statements of support received, if any;

Existing conditions in the area which would be affected by the proposed installation, removal or modification include, but are not limited to:

Traffic volumes, patterns and speeds,

Existing traffic control and traffic-control and traffic-management devices,

On-street parking levels and patterns,

Accident data, and

Emergency-vehicle access routes, public transit and school bus routes, and other public service and delivery routes.

Both the streets directly affected by the diverter and the streets which would be expected to handle diverted traffic shall be considered. For existing diverters, the accident data should include an assessment of the role, if any, that the diverter may have played (both positive and negative);

Design options of the diverter or diverters;

Probable impacts of the proposed installation, removal or modification, including but not limited to impacts on the conditions described under subsection C2b of this section; on air pollution, fuel use, and noise; on transit service; on emergency-vehicle access times; on residential quality of life, and estimated costs. Both streets directly affected by the diverter or diverters and the streets which would be expected to handle diverted traffic shall be considered:

Staff shall request comments on the proposed diverter from the Departments of Public Safety and Community Development and the County Transit District if any routes are impacted, and shall attach these comments to the report;

Alternatives to the proposed action;

Statements or findings necessary to comply with the California Environmental Quality Act;

Staff recommendation.

In addition to transmitting the staff report to the City Council, staff shall also send copies of the report to the initiator of the request, to neighborhood organizations in the area of the proposed action, to individuals who have stated an interest in such matters, and to the County Transit District if any bus routes are impacted.

Notice of a public hearing shall be given pursuant to the manner set forth in Chapter 19.116 of the Cupertino Municipal Code.

After the close of the public hearing, the City Council may order a report recommending that a diverter or diverters be installed or removed or modified, or that no change be made. The report shall contain written findings that the proposed action meets each of the requirements set forth in subsection B of this section, shall specify the effect of the proposed action on traffic volume and on the health and safety of Cupertino citizens as outlined in subsection B4 of this section, and that the action complies with CEQA. The City Council may adopt the staff report as the findings in support of its decision.

The Public Works Department shall process the appropriate environmental

document.

The Director of Public Works shall submit all reports generated pursuant to these regulations to the City Council.

The City Council shall by resolution authorize the installation, removal or modification of any diverter. If the proposal is for the installation of a new diverter, then the Director of Public Works shall review the diverter after six months of operation concerning any and report the conclusions of operation concerning any impacts as outlined in subsection C2b of this section and report the conclusions of such review to the City Council.

Improvements. The Department of Public Works shall consider physical improvements for the designated diverters during each year's budget process. Any such improvements shall be processed in the same manner as any capital improvement in the City, except that the Department of Public Works may accept contributions in cash or in kind to provide for improvements of diverters. First priority shall be given to improving any diverter to enhance public health and safety. Second priority for placement of physical improvements shall be given to diverters in order of their date of installation.

Thanks,

San Rao (writing on behalf of myself only as a Cupertino resident)

From: <u>Calley Wang</u>
To: <u>City Council</u>

Cc: City Clerk; Cupertino City Manager"s Office

Subject: 9/3 Council meeting comments on agenda items 18 and 19

Date: Wednesday, September 3, 2025 1:28:46 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Honorable Mayor Chao, Council Members and Staff,

Here are my comments on the following agenda items:

18: Stevens Creek Boulevard Corridor Vision Study

I urge the council to adopt the Stevens Creek Vision as recommended. The vision plan contains common sense recommendations and best practices for improving safety and attractiveness on suburban streets. As a Cupertino native who travels Stevens Creek by car, bus, foot, and bike and has followed the outreach process from the beginning, I think the vision plan will make the corridor safer, more pleasant and less congested. These will have such a positive impact for seniors, families, and youth, who I often see walking or riding transit on the Cupertino section of Stevens Creek. Morever, the scope of the of the vision should be maintained to include Foothill Boulevard, which this Council initially advocated for to ensure greater funding eligibility for Cupertino's section of Stevens Creek.

The Vision also aligns with Cupertino's General Plan goals of promoting walking and biking, better local and regional transit, and an attractive Heart of the City. As Stevens Creek develops, it will become a better place for residents to walk around and for small businesses to thrive.

A vocal minority has insisted that Cupertino should prioritize increasing car traffic above all else on Stevens Creek. This would give Stevens Creek all the safety, smooth traffic flow, economic potential, and neighborhood character of Lawrence Expressway. It is a major corridor but it is not an expressway. It forms the commercial heart of the city and should be safe and welcoming for all residents of all ages to visit by car, foot, bike, or transit.

Adopting the Vision maintains local control -- it does not cost Cupertino any money or require it to carry out any projects without city approval. It is the best way to secure a future for safe and smooth travel on Stevens Creek for all residents and all visitors.

19: Commission Oversight of Transportation Matters

I support Option 3 from the staff report, which is to maintain a commission with oversight on transportation issues. We are asking Planning Commission to do too much with their limited time and city resources, on top of complex state housing requirements. Meanwhile a separate Mobility Commission with a clarified mandate would have the time and attention needed to focus on transportation issues, especially those impacting our most vulnerable road users. Remember that many cyclists and pedestrians in Cupertino are students and kids; their

perspectives also deserve to be taken into consideration. Additionally, having a separate commission is in line with best practice in other Bay Area cities like Palo Alto and has successfully obtained lots of outside grant funding for transportation improvements in Cupertino.

This is the best choice for maintaining Cupertino's attractive quality of life and the most fiscally responsible choice.

Thank you,

Calley Wang West Hill Court, Cupertino, CA 95014
 From:
 Jennifer Griffin

 To:
 City Council; City Clerk

 Cc:
 grenna5000@yahoo.com

Subject: Item 19- Referral of Transportation Matters to the Planning Commission (9/3/25)

Date: Wednesday, September 3, 2025 1:01:39 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City Council:

(Please include the following as public comment for the Study Session on Item 19 at the Cupertino City Council meeting on 9/3/25: Referring Transportation Matters to the Planning Commission.)

Item Number 19 on the Cupertino City Council Agenda for 9/3/25 is a Study Session on the Referral Of Transportation Matters to the Planning Commission. I think the Planning Commission should have Transportation Matters referred to them. They should be able to look at and review the issues With Transportation Matters and they can study the Transportation changes or updates. They have the expertise and resources to find out exactly the parameters being discussed. The Planning Commission has The whole big picture and can ascertain best how situations may change etc. They can make suggestions And ask questions and get information. They look out for everyone and try to anticipate how something Will affect the infrastructure of the city, especially in the realm of traffic and transportation areas.

The Bike and Pedestrian Committee just looks at one area of Transportation and we need to have A larger and more focused evaluation of Transportation issues. The Planning Commission is most Most important commission behind the City Council and they are there to provide the City Council With valuable information from the Planning Commission's investigation into areas of concern and Public interest.

Transportation Matters really must involve cars and traffic impacts etc. As our city is pushed to build More and more housing, we must evaluate how the traffic in our city is being managed and how Traffic loads will change and traffic will be impacted by construction and additional car demands Etc. From additional traffic.

We need realistic and reliable studies of Transportation impacts from additional construction of Housing etc. so that we can adequately plan for future mobility for everyone. Automobiles are A major source of mobility and we cannot ignore them and their needs in the new Transportation Demands.

If SB 79 passes, we will have highrises in many areas of the city. This law says nothing about traffic impacts and the city is left to have to supply all methods necessary to make sure roads are Not at absolute gridlock level. LOS (Level of Service) Is an excellent way to conduct traffic studies as it predicts the future state of an actual intersection. VMT (Vehicle Miles Traveled) is Often not as reliable as it does not discuss the degradation at particular intersections and there Have been times that developers or others moved bus stops when it was convenient etc.

I am really concerned Cupertino is losing all its retail to housing. The housing built will have No associated infrastructure requirements with it so that the city and the public will bear the Cost of that added infrastructure, and one of the added infrastructure will be vehicle impacts To the roadways and the needs for transportation studies.

Finding out how cars will move in the new Transportation Future is very importation and the Planning Commission should bear that responsibility.

Thank you very much.

Best regards,

Jennifer Griffin

From: <u>Yvonne Strom</u>
To: <u>City Council</u>

Cc: City Clerk; Cupertino City Manager"s Office

Subject: Agenda item 19. Urge the City to keep all transportation related topics with the Bike Ped Commission

Date: Wednesday, September 3, 2025 12:48:05 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please include in public comments for item 19 in the City Council meeting on Sept 3.

To Mayor Chao, Vice Mayor Moore, and City Councilmembers,

I am writing in support of the Bike Ped Commission and keeping all transportation related topics in their charter. Consolidation would effectively erase representation of any person who is not inside a car. Pedestrians, cyclists, transit riders, and wheelchair riders have a lawful right to use the public streets. All people, including children and students, have the right to expect their safety is just as important as the motorists they share the space with.

Making streets safer for everyone is more efficient for everyone. That's why Cupertino needs the expertise of the BPC on all transportation related topics. Please vote for Option 3 from the Staff report.

Respectfully, Yvonne Thorstenson A concerned resident and parent From: Cate Crockett
To: City Council
Cc: City Clerk

Subject: Tonight"s Council Meeting

Date: Wednesday, September 3, 2025 12:46:41 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

City Council members,

Please support Option 3 and retain all transportation related items with the Bike Ped Commission.

Thank you, Cate Crockett 10564 Apricot Ct Cupertino Ca From: <u>Ishan Khosla</u>
To: <u>City Council</u>

Cc:City Clerk; Cupertino City Manager"s OfficeSubject:Protect the BPC - Support for Option 3Date:Wednesday, September 3, 2025 12:05:26 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello City Council Members,

My name is Ishan Khosla, and I am a junior at Cupertino High School. As someone who relies on biking to get to school, the library, and around town every day, I can confidently say that the BPC has a great impact in improving safety and accessibility for all of our citizens.

The proposal to eliminate the Bike-Ped Comission and rather transfer its responsibilities to the Planning Comission simply unjustifiable, and is only an attempt to silence the voices of pedestrians and cyclists. People who walk and bike are one of our most vulnerable populations, and having a commission to represent their needs and safety is crucial to keeping Cupertino accessible to all. Even more, eliminating the BPC will make it much more difficult for Cupertino to obtain federal, state, and county-level grant funding, which can make future projects more expensive and even unfeasible.

I ask for your help in supporting Option 3, of Continue with BPC oversight, rename to "Transportation and Mobility Commission". This change will allow the commission to continue improving safety and conectedness for our city, rather than silencing the voices of pedestrians and cyclists across Cupertino.

Thank you for your consideration.

Best, Ishan Khosla

From: Joel Wolf
To: City Council

Cc: City Clerk; Cupertino City Manager's Office

Subject: Item 19 on September 3 Agenda

Date: Wednesday, September 3, 2025 11:55:18 AM

Attachments: image.png

Dear Mayor, Vice-Mayor and Councilmembers

I am writing in regard to Item 19 on the September 3 Council Agenda, **Options on Commission Oversight of Transportation Matters**. The recommended action is to "Provide input to staff on the preferred options for having transportation projects reviewed by commissions and provide direction to staff to take the necessary steps to implement the changes." The staff report provides Council with four options for the Council to consider. Three of the four options remove some or all (i.e. BPC disbandment) powers and functions from the BPC, transferring these power and functions to the Planning Commission. Only Option 3 maintains the BPC in current form with the exception of a name change. As a current member of the BPC and a 40-year resident of Cupertino who walks and bikes throughout the city, I strongly urge the Council to adopt Option 3.

The current "Powers and Functions" of the Bicycle Pedestrian Committee (BPC) as listed in the Cupertino Municipal Code are as follows:

2.92.080 Powers and Functions. % 🗦 📮

- A. The powers and functions of the Bicycle Pedestrian Commission shall be to review, monitor and suggest recommendations for City transportation matters including, but not limited to, bicycle and pedestrian traffic, parking, education and recreation within Cupertino.
- B. To fulfill their mission, the Commission may involve itself in the following activities:
 - 1. To monitor and update the bicycle transportation plan and pedestrian transportation guidelines;
 - 2. To suggest recommendations, review and monitor the City's general plan transportation element;
 - 3. To receive public input pertaining to bicycle and pedestrian transportation and infrastructure issues;
 - 4. To make recommendations regarding the implementation of roadway and transportation improvements as it pertains to bicycle and pedestrian needs;
 - 5. To make recommendations regarding the allocation of funds for capital expenditures relating to bicycle and pedestrian transportation:
 - 6. Any other activity that may be deemed appropriate and necessary.

(Ord. 1895, (part), 2002)

It is extremely important that these powers and functions remain with the BPC. There is no advantage of transferring all or part of these powers to the Planning Commission for the following reasons:

Expertise—The BPC focuses on the current state of art in micro-mobility modes of transportation (biking, walking, scooters). The BPC monitors and follows the design guidance from local, state and federal agencies for micro-mobility infrastructure. This requires a significant amount of time and energy from the BPC. The Planning Commission will not be able to devote the required time to adequately study, consider and address micro-mobility infrastructure needs for the citizens of Cupertino.

Advisory Nature of BPC—The BPC is an advisory commission with no decision-making powers. The BPC recommendations include input from the public. Ultimately, the Council does not have to accept every recommendation from the BPC. However, the work of the BPC allows the council to consider some or all options for viable active transportation modes in the city. This is important when considering making our streets safe, especially for our students going to school, young children, elderly and handicapped. The council should be getting the best advice from a strong BPC dedicated to these issues, whether or not it accepts this advice.

Climate Change—The work of the BPC is extremely important in reducing greenhouse gases and associated climate change. The 2022 Cupertino Climate Action Plan recommends a 15% and 23% share for active transportation modes by 2030 and 2040, respectively. This plan includes many other recommendations related to active transportation modes. The work of the BPC, including a strong Active Transportation Plan, are important in achieving these goals. Reduction in the powers and functions of the BPC will make it much more difficult to achieve these goals

Traffic Reduction—The work of the BPC can provide alternatives to driving which can reduce congestion. The construction of nearly 4700 housing units by 2031 in Cupertino could add significantly to congestion and pollution within the city. The BPC can provide alternative solutions to driving for both future and current residents making Cupertino a more pleasant community to

Public Confusion—Splitting or eliminating the current powers and functions of the BPC will add to public confusion regarding the appropriate commission to bring active transportation issues to. This simply does not serve the public well.

I strongly urge the Council to adopt Option 3.

Thank you for your consideration on this matter.

Joel Wolf



From: Robert Neff
To: City Council

Cc: <u>City Clerk; Cupertino City Manager"s Office</u>

Subject: Item 19 - Support option 3 expand and rename Bicycle Pedestrian Commission.

Date: Wednesday, September 3, 2025 11:38:27 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Cupertino City Council,

As a commuter who drives his bike through Cupertino almost daily, I have been impressed with the progress and span of recent bike and ped projects in Cupertino, including new trails, better wayfinding, and new separated bike lanes. The scale and speed of improvements has been exceptional.

Regarding item 19 on your agenda, I understand that you have a structure where all local transportation projects go through the Bicycle Pedestrian Commission.

In the neighboring city of Los Altos, the city has a "Complete Streets Commission" which handles all transportation projects, and I think that works well to get expertise and feedback for vehicular, bicycle, and pedestrian improvements and impacts on one commission.

In contrast, in my city of Palo Alto, we have a Pedestrian and Bicycles Advisory Committee which only advises staff, while a separate Planning and Transportation Commission works through city council. There are many planning issues these days, so the transportation focus from that commission is shortchanged.

I think the Los Altos model works well, with a commission dedicated to transportation issues of all kinds.

I think choosing option 3, with a renamed BPC continuing with a sole transportation focus is the better approach.

-- Robert Neff
Palo Alto PABAC member
robert@neffs.net

From: helen wiant
To: City Council

Cc: City Clerk; Cupertino City Manager"s Office

Subject: Please Support Option 3 in Staff Report on Commission Oversight of Transportation Matters

Date: Wednesday, September 3, 2025 10:31:41 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

There are many things in our community that need attention, change and improvement. Limiting or eliminating the Bicycle Pedestrian Commission is certainly not one of them. Just because someone in the planning commission or city council is unhappy with a project promoting safety for bikers and pedestrians is not a good reason to limit or even eliminate the Bicycle Pedestrian Commission. Frankly this smacks of a tendency towards authoritarian governance. Involving the Planning Commission in the review of transportation-related matters is not at all more efficient or constructive or beneficial to Cupertino, but rather it is regressive for our community and politically motivated.

We elect 5 council members who take input from commissions and from the community and make their decisions. If you don't like the results, make your voices heard in the next election but please don't try to silence the voices that you disagree with.

The Bike Pedestrian Commission has an important responsibility and has achieved truly great benefits for our community at no expense to cars. The BPC mission — to review, monitor, and make recommendations on transportation matters to improve safety, mobility, and overall quality of life for all residents — is essential for a thriving Cupertino.

The Planning Commission already has a huge responsibility to provide expert advice on land use matters. Given the significant challenge in housing in our state and the resulting issues in our local communities, land use needs focused and informed attention of the Planning Commission. Adding transportation to their responsibilities would necessarily deprioritize the attention that transportation requires and would also lose focus and expertise on how to continue improving the safety and health of our community.

Therefore I strongly support Option 3 presented by the city staff, to leave all transportation matters under current Bike Pedestrian Commission purview. All the other options are regressive and result in added staff cost, confusion in responsibilities, reduced focus on transportation issues, loss of specialized bicycle and pedestrian advisory body, and negative impact on transportation grant eligibility. They are bad for Cupertino. Please vote for Option 3.

Helen Wiant 10354 Westacres Drive Cupertino, CA From: Andrea Lund
To: City Council

Cc: <u>City Clerk; Cupertino City Manager"s Office</u>

Subject: Please continue with BPC oversight

Date: Wednesday, September 3, 2025 9:27:45 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I'm a resident of Cupertino writing in strong support of Option 3 regarding Item No 19 on tonight's City Council meeting agenda. I urge the Council to continue with Bicycle Pedestrian Commission oversight, renaming it to the Transportation and Mobility Commission. This option ensures that the transportation needs of all Cupertino residents are considered, regardless of their ability to own and operate a motor vehicle, while minimizing disruption to existing structures within the city's government. I am concerned that Options 1, 2 and 4 will marginalize the needs of children, the disabled and the elderly.

Multimodal transportation options, including active transportation on foot and bicycle, vastly improve the quality of life in our city. The integration of bicycle and pedestrian projects into the Planning Commission would further our city's dependence on motor vehicles. The proximity of my home to the highways that cut through Cupertino already make me feel as if I have no choice to use my car, though my family and I prioritize walking and biking when we can. We value the health benefits (both mental and physical) of walking and riding bikes and aim to reduce our carbon emissions by making as many short trips through town as we can on foot and bike. We benefit from many of the bicycle and pedestrain infrastructure projects that have been completed over the last decade, but we still see many opportunities for further improvement of our quality of life through active transportation.

As a mother to small children who are approaching school age, I am also concerned about the safety of streets and availability of walking and biking paths for children to get to and from school. The motor vehicle traffic around the schools in our neighborhood is awful at drop-off and pickup times, and would be made worse if motor vehicle infrastructure is further prioritized over active transportation.

Many opportunities to further improve bicycle and pedestrian infrastructure and quality of life in our city would be threatened if Bicycle Pedestrian Commission oversight is somehow split, shared or taken over entirely by the Planning Commission. In the interests of all residents of Cupertino, regardless of mode of transportation, please vote for Option 3 to continue with Bicycle Pedestrian Commission oversight.

Thank you for consideration and for keeping the interests of all residents of Cupertino at the forefront of your deliberations.

Sincerely, Andrea Lund From: Siva Annamalai
To: City Council

Cc: City Clerk; Cupertino City Manager"s Office

Subject: Options on Commission Oversight of Transportation Matters

Date: Wednesday, September 3, 2025 9:09:18 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Cupertino City Council members and Officials of Cupertino City,

I learnt that the council and city staff will be discussing various options for the oversight of transportation matters in the city of Cupertino. I am a resident of the city of Cupertino and have been a resident for the last 29 years and feel the Bicycle Pedestrian Commission of the city has done a great job of highlighting the needs of ensuring the development in the city is done taking into consideration the safety needs of pedestrians and bicyclists in the city.

I commute to work on a bicycle at least 3 times a week and have experienced first hand the spectacular work done by this commission and would strongly recommend that the city vote to preserve this commission. Considering the options on the table for the council to vote on I feel option 3 - continue with BPC oversight, rename to 'Transportation and Mobility commission' makes the most sense and I would urge the council to vote for this option.

Regards, Siva Annamalai. From: Revathy Narasimhan

To: <u>City Council</u>

Cc: City Clerk; Cupertino City Manager"s Office
Subject: Please continue with BPC oversight
Date: Wednesday, September 3, 2025 8:52:01 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear esteemed council members,

Regarding: Agenda item No. 19 on the Council Meeting on September 3rd. Subject: Options on Commission Oversight of Transportation Matters

I am a proud Cupertino resident for the last 14 years, and our family has raised both our kids in the local elementary, middle, and high schools. We are very thankful to the city for supporting the schools and the kids.

A significant factor in our decision to raise our family in Cupertino was the safety it provides for populations that are either too young or too old/have other disabilities to drive. Our kids were part of the first group, and we see over about 20,000 such kids across the elementary and high school districts. We also have several elderly neighbours in the second group. I am writing this email so their voices are heard.

I see kids regularly bike and walk to school. I heard routinely from my kids how safe they felt with the dedicated bike lanes. I am thankful each time I cross my neighborhood street, Rainbow Drive, with a flag in hand that the city provides, and am so thankful for the many lighted crosswalks we have around -> all this was possible because there was a group dedicated to thinking and planning what it meant to be safe on the roads as **every** member of the city. It is easier to focus on the folks in the cars, but having a dedicated group meant we specifically considered the folks who didn't use the car, advocated for their needs, and have a shining example of how this works well in practice now!

For this reason, I ask that you continue to have a group dedicated to bike and pedestrian safety. I support **Option 3 - Continue with BPC oversight, rename to "Transportation and Mobility Commission".**

Thanks Revathy Resident, Cupertino. From: Sharlene Liu
To: City Council

 Cc:
 City Clerk; Cupertino City Manager"s Office

 Subject:
 council mtg agenda 19: do not disband BPC

 Date:
 Tuesday, September 2, 2025 11:18:46 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Cupertino City Council,

I am providing input for agenda #19: option for commission oversight on transportation matters. I strongly support Option #3, which is to keep a bike-pedestrian commission and rename it to "transportation and mobility commssion". Having a commission focused on transportation and mobility issues is essential to the smooth functioning of Cupertino.

Where I live, Sunnyvale, we have both commissions. There is rarely an overlap in function between these 2 commissions. Our Planning Commission focuses almost exclusively on real estate development while our BPAC focuses exclusively on active transportation. The expertise needed on each commission is distinct from each other. Rarely will you find commissioners interested in both areas -- real estate development and active transportation. By combining them, you will surely lose the focus needed in each area. I used to be on the Sunnyvale BPAC, and I can say that I was not interested in Planning Commission work, and my counterparts in the Planning Commission were not interested in BPAC's work.

I live on the border of Cupertino and I often bike into Cupertino. I am often impressed by the progress Cupertino makes in its bike and pedestrian infrastructure. Cupertino's BPC and its transportation staff are commendable in what they achieve. Keep up the good work. Don't disband the BPC.

Warm regards,

Sharlene Liu Former Sunnyvale BPAC commissioner Sunnyvale resident living near Cupertino From: Seema Lindskog
To: City Council

Cc: City Clerk; Cupertino City Manager"s Office

Subject: Agenda Item 19 - Please keep all transportation matters with the Bike Ped Commission

Date: Tuesday, September 2, 2025 10:31:50 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mayor Chao, Vice-Mayor Moore, and Council members,

I'm on the Planning Commission but I am writing today as a resident of Cupertino who drives, walks, and bikes in our city.

As Chair of Walk Bike Cupertino and as a current Planning Commissioner, I have a uniquely deep understanding of the responsibilities and work done by both the Bike Ped Commission and the Planning Commission. They are fundamentally different roles that cannot be combined. The BPC requires in-depth understanding and experience of walking and biking in our city, NACTO standards, and active transportation best practices. Most importantly, the BPC's charter is to represent and advocate for pedestrians and cyclists, which requires extensive personal experience as a pedestrian or a cyclist.

The MTC, in their Resolution 4108, requires all TDA3 projects to be prioritized by the city's BPC. They also require that, in order for a city to be eligible for MTC grants, the city's BPC must be constituted of commissioners who are active cyclists and pedestrians "who are familiar with bicycle and pedestrian needs in the jurisdiction" to "represent the interests of the bicycle and pedestrian communities" (See MTC Memo entitled TDA3_BAC_Guidance dated October 6, 2014).

Planning Commissioners on the other hand are tasked with implementing the General Plan, specifically in the area of "zoning, subdivisions, and sign ordinances." (Cupertino City Municipal Code). That is a completely different focus that requires a completely different type of expertise.

All of our neighboring cities in the South Bay and the Peninsula have a dedicated BPC to focus on transportation issues. Every single one. Do we really want Cupertino to have the dubious notoriety of being the only city that values its pedestrians and cyclists so little that it eliminates their dedicated representation in our city governance and effectively silences their voice? What does that say about our city? What message does it send to Cupertino pedestrians and cyclists, a majority of whom are our children and our parents? How will you look in the eye the next student cycling to school who gets hit by a car and justify this action?

Please consider carefully whether this is the legacy you want to be remembered for - silencing the voices of our children and seniors and enshrining disregard for their safety in our city governance.

Do the right thing. Choose Option 3 and keep all transportation matters with the Bike Ped Commission.

Thanks, Seema Lindskog

"You must be the change you want to see in the world." - Mahatma Gandhi

"You must be the change you want to see in the world." - Mahatma Gandhi This message is from my personal email account. I am only writing as myself, not as a representative or spokesperson for any other organization.

From: Alvin Yang
To: City Council

Cc: City Clerk; Cupertino City Manager"s Office

Subject: Options on Commission Oversight of Transportation Matters

Date: Tuesday, September 2, 2025 10:06:52 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City Council,

I am writing to urge you to not encroach on the Bicycle Pedestrian Commission's responsibilities on transportation and instead take up option 3 of the staff memo to re-designate the BPC as the Transportation and Mobility Commission.

Nearly every other city in the Bay Area has a separate transportation commission from its general planning commission. Cities all across the bay all recognize that it is important to have a separate entity to manage transportation issues separate from general planning because transportation is an equally broad and important aspect of city planning that requires a different perspective from the planning commission.

The BPC has created an important voice for people using alternative means of transportation in Cupertino including those who are unable to drive. By rolling some or all of the BPC's responsibilities into the planning commission you are effectively silencing these people; who I remind you are your very own constituents. As a reminder there are not only many students who are below the driving age that bike/walk to school there is also an increasing amount of elderly in Cupertino who will eventually be unable to drive as well. How will these people get around Cupertino if cars are the only viable mode of transportation? It's incredibly shortsighted and ignorant to disregard the voices of anybody who does not drive to get around. As it stands now, the BPC has done a great deal of work in creating a transportation system that benefits all users.

The BPC has also helped secure a great deal of grant funding for the many projects that have promoted alternative modes of transportation. These funds would not have been acquired if, say, a plan was put forward for more car-centric infrastructure. Not only that, the overhead costs of planning commission are much higher than the BPC's and would only further increase as you move more responsibilities over to the planning commission. By eliminating or diminishing the BPC it would cost the city more and earn the city less grant funding.

I hope you make the choice that prioritizes the well-being and safety of all your citizens as well as the financially responsible decision.

Regards, Alvin Yang From: <u>J Shearin</u>

To: <u>City Council</u>; <u>Cupertino City Manager"s Office</u>; <u>City Clerk</u>

Subject: City Council item 19: Keep the BPC & Planning Commission functions as is

Date: Tuesday, September 2, 2025 9:38:54 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please include this letter in official communication for the 9/3/2025 Council meeting.

Dear Mayor Chao and City Councilmembers:

Changing the responsibilities of the Bicycle Pedestrian Commission and the Planning Commission is an unnecessary change which adds additional cost to our city while making it harder for the city to receive grant funding. I urge you to not pursue this step which does not seem to have any benefits to the residents of our city. The City Council is the appropriate place to consider all the input from the commissions and residents of the city, and to weigh the various positives and negatives of a project.

We've always had a separate Planning Commission and Bicycle Pedestrian Commission because of several important reasons:

- (1) They have different functions and priorities The Planning Commission's focus is on land use, and the Bicycle Pedestrian Commission's focus is on safe transportation. Rolling these two functions into one Commission will inevitably result in the loss of resident input as there are fewer opportunities for residents to speak on the issues they care about. The city should encourage more resident input, and not less. This is important for resident transparency and engagement.
- (2) As the staff report for this Study Session states, rolling the BPC functions into the Planning Commission or increasing the Planning Commission mandate to more transportation matters will likely result in "a measured increase in staff time", which is more of our taxpayer dollars being spent on an unnecessary change.
- (3) Bicycle Pedestrian Commissions (or "Transportation, Complete Streets Commission, etc) exist because several grant-awarding bodies require them as a condition for a city receiving grant money for a wide variety of projects. This includes not only bike lanes, but also grants for safety features such as speed monitoring signs.

Continuing to have separate commissions with distinct responsibilities keeps these positives for our city.

Thank you for considering my input, and your work on behalf of Cupertino.

Sincerely,

Jennifer Shearin resident of Cupertino

From: <u>Stacy Bruzek Banerjee</u>

To: <u>City Council</u>

Cc:City Clerk; Cupertino City Manager"s OfficeSubject:Agenda item #19 Transportation MattersDate:Tuesday, September 2, 2025 9:24:08 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Honorable Mayor, Vice-Mayor, and Councilmembers,

I am the Chair of the VTA BPAC (the Bicycle and Pedistristrain Advisory Committee for VTA and Santa Clara County) ... I am writing this email as a parent who has raised a child who attended CUSD and FUHSD schools. My son and his friends rode their bicycles on Cupertino city streets to reach school, to frequent Cupertino businesses (restaurants, boba shops, etc etc.), and to visit friends. Of course this came with many safety risks, and frankly alot of fear of the potential of being hit by a vehicle such that the bike was often left in the garage ... especially after we witnessed one of my son's long-time friends hit on a Cupertino street as they were biking to high school about a year ago (not the fault of the student, yet the student flew up in the air ...).

Cupertino's Bicycle Pedestrian Commission working with city staff has made improvements on the roadways given their focused attention to bicycle and pedestrian safety issues and needs. Our family is appreciative of these improvements. HOWEVER, there are many more Cupertino streets that still need improvement (like the one where my son's friend was hit). Many parents don't let their kids have the independence (and health benefits!) of biking because the streets aren't safe. Instead there are more cars on the road (making congestion) to take kids to/from school, to drive them to/from activities, to take them to meet friends, etc.

To solve this, the dedicated and specialized attention of a commission that focuses on multi-modal transportation CONTINUES to be needed. The roadways were designed a long time ago when there were fewer cars, slower speeds, less distraction, school buses, etc etc. Today the BEST improvements can be planned ONLY when a commission has dedicated focus AND expert multi-modal experience, and knowledge (including bicycle, pedestrian). It's BEST to have a commission dedicated to transportation and have that commission chartered for all transportation related items.

Further, MTC Resolution 4108 states, "Each county and city is required to have a Bicycle and Pedestrian Advisory Committee (BPAC) or equivalent body review and prioritize TDA Article 3 bicycle and pedestrian projects and to participate in the development and review of comprehensive bicycle pedestrian, or active transportation plans. BPACs should be composed of both bicyclists and pedestrians." My interpretation of MTC's intent here is that they are looking for the city BPAC/equivalent to be filled with experts in the area of active transportation. What comes to mind for me is people who traverse the city streets -- miles each day -- using active transportation, know NACTO guidelines, understand Complete Streets policy, follow the VTA Bicycle Program, know local transportation plans (including those of adjacent jurisdictions), etc. are the right experts. With all respect intended, this is NOT the job description, or the skill set, or experience, or knowledge base of a typical planning

commissioner. In fact, I have spoken to several planning commissioners over the last couple of years from different cities in the county ... and what I regularly hear from them is that they are not bike/ped experts.

Cities throughout Santa Clara County recognize these things and prioritize commissions dedicated to mobility (with focus on bicycle and pedestrian needs) including:

- Sunnyvale BPAC
- Santa Clara BPAC
- San Jose BPAC
- Los Altos Complete Streets Commission ("safe mobility for all users, including pedestrians, bicyclists, motorists, and transit users")
- Saratoga Trails Advisory Committee ("planning, acquisition, and development of trails and sidewalks") AND Saratoga Traffic Safety Commission
- Monte Sereno Better Streets Commission "considering pedestrians, bicyclists, transit, traffic controls, lighting, vehicular circulation and parking"
- Campbell BPAC
- Los Gatos Complete Streets & Transportation Commission ("related to bicycle, pedestrian, and other multi-modal transportation means")
- Los Altos Hills Pathways Committee ("Bicycle Plan", "public trails, and pathways")
- Palo Alto Pedestrian and Bicycle Advisory Committee
- Mountain View BPAC

The City of Cupertino should continue to join other nearby cities and bring leadership through a dedicated commission to solve the multi-modal safety issues on its streets.

Please vote to ensure dedicated commission focus on mobility and to prevent anyone walking and biking -- a student, an elderly person, anyone -- from being severely injured or killed on your streets.

Thank you, Stacy Banerjee From: Taghi Saadati
To: City Council

Cc: <u>City Clerk</u>; <u>Cupertino City Manager"s Office</u>

Subject: BPC

Date: Tuesday, September 2, 2025 7:42:38 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello, as an avid biker & long time resident of Cupertino I urge you to keep BPC as their recommendations has made Cupertino safer for pedestrians & cyclists.

Also, I support option 3 which I believe it would continue safety recommendations for pedestrians & cyclists.

FYI, recently the city of Mountain View made

a major safety improvement on Califia Avenue, West of Shoreline Blvd., by moving the bike lane next to the curb & parking next to moving cars, plus safety improvements for street crossings.

I hope Cupertino could do the same on street with a lots of moving cars like Stevens Creek Blvd.

Thank you

Taghi Saadati

Sent from my iPhone

From: Hervé Marcy
To: City Council

Cc: <u>City Clerk</u>; <u>Cupertino City Manager"s Office</u>

Subject: City Council 9/3 item 19

 Date:
 Tuesday, September 2, 2025 6:34:05 PM

 Attachments:
 OpenPGP 0x2E75B4858B936689.asc

OpenPGP signature.asc

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mayor Chao and esteemed councilmembers,

I am part of the Bicycle pedestrian commission of the City of Cupertino, but am writing in my name only.

98% of all Bay Area cities have a separate Bike Ped/Transportation Commission and Planning Commission. And there are good reasons for that: the planning commission has a very specific mission, which is vastly different from the BPC. Planning commissioners are not nominated for their knowledge of biking and pedestrian infrastructure. They do not know the challenges that vulnerable groups, such as seniors and people with disabilities, face when using the city infrastructure and nor should they, because the BPC is here for that! It allows an increase in community feedback and input from pedestrians, cyclists and residents impacted by projects.

I am of the opinion that decentralizing power is healthy . If you believe in the fact that "powerful interest groups" can manipulate decisions, then you should be worried about concentrating power into the hands of a single commission. You may be in power today, but if you are not tomorrow, the agenda of your opponent may be much easier to implement with a single commission. It is not a matter of policy, it is a matter of good city governance.

For these reason, I am humbly asking you to vote for Option 3 - Continue with BPC oversight, rename to "Transportation and Mobility Commission" on item 19 on the agenda.

Best regards,

Hervé Marcy

--

Hervé MARCY herve@hmarcy.com

From: Neil Park-McClintick
To: City Council

Cc: City Clerk; Cupertino City Manager"s Office

Subject: Item 19—Support option 3, Protect Walking and Cycling

Date: Wednesday, September 3, 2025 5:20:21 PM

Attachments: <u>image.png</u>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City Council,

Please support option 3 for item 19—to preserve the distinction between the planning commission and the bicycle and pedestrian commission.

Most municipal governments—including all of our neighbors in Santa Clara County—maintain a transportation-focused commission separate from their planning commission. These commissions promote good governance by allowing cities to better allocate staff time, leverage outside funding, and provide an essential advisory voice for a future where residents don't have to rely on driving everywhere.

Part of what makes Cupertino so livable today is our willingness to embrace positive changes that encourage walking, biking, and transit. Thanks to the Bicycle and Pedestrian Commission, Cupertino is far more walkable and cycling-friendly than many other cities. While some drivers may complain about these improvements, few would actually want to live in a fully car-dependent environment—examples of which exist across the U.S., a country already heavily car-oriented:



In addition to the positive effects of cycling and pedestrian infrastructure, having a separate mobility-focused commission is also just good governance. The planning commission will always be focused on residential, commercial etc projects and the rules that enable land use potential. With the largest Regional Housing Needs Assessment requirement ever placed on municipal governments, the planning commission will understandably be preoccupied with planning around thousands of new homes. They will not and should not be using valuable staff and commissioner time on whether a new crosswalk is needed in a neighborhood, or if a speed bump could reduce fatalities.

Even Cupertino's own staff report underscores this point. The only listed con for Option 3—the option to preserve a dedicated mobility commission—is that it does not align with Council's stated direction. That is not a substantive reason. Making decisions simply because "Council wants to" without evidence or rationale is poor governance. It risks placing Cupertino on par with the kind of arbitrary, power-consolidating decision-making we criticize at the national level.

Please support option 3.

Thank you, Neil Park-McClintick former 15+ year resident of Cupertino, with family still there From: John G
To: City Council

Cc: <u>City Clerk; Cupertino City Manager"s Office</u>

Subject: Council Agenda item 19, Transportation, Plase support Option 3

Date: Wednesday, September 3, 2025 4:02:14 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Cupertino Council,

Please support option 3 in order to maintain a dedicated Bike Ped Commission.

This is in order to maintain good governance and obtain grant funding.

Thank you, John

John Geis 408-209-6970 mobile jgeis4401@gmail.com