

**Citizens Advisory Committee
and
2000 Measure A Citizens Watchdog Committee**

Wednesday, January 7, 2009

2000 Measure A Citizens Watchdog Committee (CWC) meeting begins at 4:30 PM
Citizens Advisory Committee (CAC) meeting begins at the conclusion of
the CWC meeting but no earlier than 5:00 PM

VTA Conference Room B-104
3331 North First Street
San Jose, CA

AGENDA

Call to Order

- 1. ROLL CALL**
- 2. ORDERS OF THE DAY**
- 3. PUBLIC PRESENTATIONS:**

This portion of the agenda is reserved for persons desiring to address the Committee on any matter not on the agenda. Speakers are **limited to 2 minutes**. The law does not permit Committee action or extended discussion on any item not on the agenda except under special circumstances. If Committee action is requested, the matter can be placed on a subsequent agenda. All statements that require a response will be referred to staff for reply in writing.

- 4. Receive Committee Staff Report. (Verbal Report) (Helm)**
- 5. Receive Chairperson's Report. (Verbal Report) (Tebo)**

**BUSINESS REFERRED TO COMMITTEE BY THE BOARD OF DIRECTORS/
GENERAL MANAGER**

**2000 MEASURE A CITIZENS WATCHDOG COMMITTEE REGULAR
AGENDA**

6. INFORMATION ITEM - Receive a report on the Semi-Annual Measure A Fund Exchange.

**COMBINED CAC AND 2000 MEASURE A CITIZENS WATCHDOG
COMMITTEE CONSENT AGENDAS**

7. Approve the Regular Meeting Minutes of December 10, 2008.
8. INFORMATION ITEM - Review the CAC Quarterly Attendance Report.
9. INFORMATION ITEM - Review the Monthly Legislative History Matrix.

CITIZENS ADVISORY COMMITTEE REGULAR AGENDA

10. INFORMATION ITEM - Receive a Brief Update on the Status and Progress of the Advisory Committee Enhancement Process to Date.
11. CAC Advisory Committee Enhancement (ACE) Subcommittee Report. (Verbal Report) (Committee)
12. INFORMATION ITEM - Receive information on 2009 Annual Transit Service Plan.

COMBINED CAC AND CITIZENS WATCHDOG COMMITTEE ITEMS

13. Review the Citizens Advisory Committee and the Citizens Watchdog Committee Work Plans. (Helm)

OTHER

14. Announcements
15. ADJOURN

NOTE COMMITTEE MEMBERS: In order to establish a quorum for this meeting, members are asked to call the Board Secretary's Office at (408) 321-5680 or E-mail: board.secretary@vta.org before 5:00 p.m. on the day prior to the meeting. Thank you for your cooperation.

In compliance with the Americans with Disabilities Act (ADA), those requiring accommodations or accessible media for this meeting should notify the Board Secretary's Office 48 hours prior to the meeting at (408) 321-5680 or e-mail: board.secretary@vta.org, TDD (408) 321-2330. VTA's Homepage is located on the Web at: <http://www.vta.org>.

All reports for items on the open meeting agenda are available for review in the Board Secretary's Office, 3331 North First Street, San Jose, California, (408) 321-5680, the Friday, Monday, and Tuesday prior to the meeting. This information is available on VTA's website at <http://www.vta.org> and also at the meeting.



2000 Measure A Citizens Watchdog Committee

Wednesday, January 7, 2009

2000 Measure A Citizens Watchdog Committee (CWC) meeting begins at 4:30 PM

VTA Conference Room B-104
3331 North First Street
San Jose, CA

AGENDA

REGULAR AGENDA

- 6. INFORMATION ITEM - Receive a report on Semi-Annual Measure A Fund Exchange.**



Date: December 23, 2008

Current Meeting: January 7, 2009

Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
2000 Measure A Citizens Watchdog Committee

THROUGH: General Manager, Michael T. Burns

FROM: Chief CMA Officer, John Ristow

SUBJECT: Measure A Exchange Semi-Annual Report

FOR INFORMATION ONLY

At the February 1, 2007 and December 13, 2007 Board of Directors meetings, the VTA Board approved exchanging \$107.98 millions of 2000 Measure A funds with State Transportation Improvement Program (STIP) funds.

The objective of this semi-annual report is to provide an update on the expenditure and status of the projects and programs allocated by the exchange funds. The semi-annual Measure A Fund Exchange Report for July - December 2008 is attached for review.

The next semi-annual Measure A Fund Exchange Report will be prepared for January - June 2009.

Prepared By: Celeste Fiore

Semi-Annual Measure A Fund Exchange Report July - December 2008

Sponsor	STIP Funds Exchanged by Board	Local Funds Allocated By Board	Expend to Date	Project	Status (Phase)
	\$57540			Capitol Expressway LRT Extension	
	\$50440			Airport People Mover	
VTA		\$23400	\$2682	I-880 HOV Widening: SR-237 to US-101	Environmental/PA&ED/Design
VTA		\$12000	\$4286	US 101 Improvements (280/680 to Tully)	Design
VTA		\$17070	\$2668	US 101 Improvements (85 to Embarcadero)	Environmental/PA&ED
VTA		\$500		I-880/I-680/Stevens Creek Interchange	Environmental/PA&ED
VTA		\$4500	\$2224	US 101/SR-25 Interchange	Environmental/PA&ED
VTA/ACCMA		\$8000		I-680 Sunol Grade HOV/HOT Lane	Construction
VTA		\$2500	\$2487	SR-87 HOV North & South - Cost Increase	Completed
VTA		\$1000		SR-152/SR-156 Interchange - Cost Increase	Construction
VTA		\$3940		I-280 Soundwalls: Bird Ave to Los Gatos Crk	Not initiated yet
VTA		\$3860		I-680 Soundwalls: Capitol Xwy to Mueller Ave	Not initiated yet
VTA		\$5000		SR-152 New Alignment	Pre-PA & ED
Gilroy		\$6725		Gilroy/Arroyo Circle/Arroyo Camino Improvements	Construction
Milpitas		\$1800		Tasman East LRT Landscaping	Not initiated yet
Morgan Hill		\$2510		Butterfield Blvd Extension Project	Design
San Jose		\$5076		Julian/St. James Downtown Couplet Conversion	Design completed
Saratoga		\$400		Citywide Signal Upgrade Project Phase 2	Not initiated yet
SCCounty		\$450		ITS Enhancements on Bascom Ave	Design
SCCounty		\$275		Santa Teresa/Fitzgerald Ave Intersection Signals	Design
SCCounty		\$315		Alum Rock School District Area Traffic Calming	Design completion due mid-August
Sunnyvale		\$524		Mathilda Ave Caltrain Bridge Reconstruction	Design 95%
Sunnyvale		\$3725		Mary Ave Extension PS & E	PS & E
		\$4410		Unprogrammed LPR - TBD	Unprogrammed
Totals	\$107980	\$107980	\$14345		

Dollars in thousands

CITIZENS ADVISORY COMMITTEE
and
2000 MEASURE A CITIZENS WATCHDOG COMMITTEE

Wednesday, December 10, 2008

MINUTES

Call to Order

1. ROLL CALL

Attendee Name	Title	Status	Arrived
Noel Tebo	CAC Chair	Present	
Charlotte Powers	CAC Member	Present	
Margaret Okuzumi	CAC Member	Absent	
Connie Rogers	CAC Member	Present	
Roberta Hughan	CAC Member	Present	
Ray Hashimoto	CAC Member	Present	
Gaye Morando	CAC Member	Absent	
Robert Jacobvitz	CAC Vice Chair	Present	
Sally Probst	CAC Member	Present	
Martin Schulter	CAC Member	Absent	
Stephen Blaylock	CAC Member	Present	
Ellen Fletcher	CAC Member	Absent	
Chris Elias	CAC Member	Absent	
Norman Kline	CAC Member	Present	
Bena Chang	CAC Member	Present	

A quorum was present.

2. ORDERS OF THE DAY

On order of Chairperson Tebo and there being no objection, the following Agenda item was moved to the Consent Calendar: **Agenda Item #16**, Receive the Fiscal Year to Date 2009 First Quarter Transit Operations Performance Report.

3. PUBLIC PRESENTATIONS:

There were no Public Presentations.

4. Committee Staff Report

Greta Helm, Chief External Affairs Officer and Staff Liaison, reported VTA's participation in several seasonal events, including: 1) Stuff the Bus at Cesar Chavez Park; 2) Holiday food drive at VTA Offices and along the Light Rail Stations; and 3) Gift drive benefiting San Jose Family Shelter.

Ms. Helm reported:

VTA is closely following developments associated with the transition of the new federal administration and economic stimulus package. Kurt Evans, State & Federal Government Affairs Manager, is in Washington meeting with the VTA delegation to discuss projects VTA supports for inclusion in the stimulus package. California submitted projects totaling approximately \$28 billion to the \$500 billion public-infrastructure project bill scheduled for introduction by Congress in January. The bill will provide potential project opportunities for VTA.

California's budget deficit continues to grow, with a \$28 billion gap being reported for both the current and next fiscal year. VTA's delegation is closely monitoring information for potential impacts to VTA services. VTA is working closely with its delegation and California Transit Association (CTA), to keep media and the public engaged. The California Republican budget proposal is scheduled for release on December 15. Initial reports list cuts, spending caps, sales of surplus property, and a collection of over-due taxes, totaling approximately \$9 billion, \$2 billion short of the current year's \$11 billion budget deficit.

Last week the County Registrar of Voters certified the November election results. VTA staff will work with the Citizens Advisory Committee (CAC) on developing a process for fulfilling the Measure B transit planning advisory function.

5. Chairperson's Report

Chairperson Tebo reported attending the ribbon-cutting ceremony for the I-880 / Mission Boulevard carpool lanes. He spoke with San Jose Mercury News Reporter Gary Richards who noted commuters were reporting commute-time savings of 25-minutes per day.

At Chairperson Tebo's requested, Member Chang reported Measure B passed with 66.78% of the vote.

BUSINESS REFERRED TO COMMITTEE BY THE BOARD OF DIRECTORS/ GENERAL MANAGER

COMBINED CAC AND 2000 MEASURE A CITIZENS WATCHDOG COMMITTEE CONSENT AGENDAS

6. Minutes of November 12, 2008

M/S/C (Rogers/Hashimoto) to approve the minutes of November 12, 2008.

7. Proactive CMP Reviewed and Approved Development Quarterly Status Report

On order of Chairperson Tebo and there being no objection, the Committee received the Proactive CMP Reviewed and Approved Project Quarterly Status Report.

NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.

8. **VTP Highway Program Semi-Annual Report - October 2008**

On order of Chairperson Tebo and there being no objection, the Committee received the VTP Highway Program Semi-Annual Report.

16. **Fiscal Year to Date 2009 First Quarter Transit Operations Performance Report**

On order of Chairperson Tebo and there being no objection, the Committee received the Fiscal Year to Date 2009 First Quarter Transit Operations Performance Report.

CITIZENS ADVISORY COMMITTEE REGULAR AGENDA

9. **Conduct Elections for CAC Chairperson and Vice Chairperson for 2009**

Stephen Flynn, Senior Management Analyst, gave a brief overview of the election process and responsibilities of the CAC Chairperson and Vice Chairperson.

Mr. Flynn noted the CAC Chairperson has the additional responsibility of providing the Board with a verbal report on the previous month's CAC meeting and any committee concerns.

Mr. Flynn stated the newly-elected Chairperson and Vice Chairperson for each Advisory Committee will attend a mandatory meeting-management orientation and training session in mid-January.

Nominating Subcommittee Member Hashimoto reported the Nominating Subcommittee's decision to nominate Chairperson Tebo and Vice Chairperson Jacobvitz for an additional term.

There were no nominations from the floor.

M/S/C (Powers/Rogers) to accept the Nominating Committee Report for CAC Chairperson and Vice Chairperson for 2009.

M/S/C (Powers/Rogers) to close the nominations and elect Noel Tebo as Citizens Advisory Committee Chairperson for calendar year 2009.

M/S/C (Rogers/Powers) to close the nominations and elect Robert Jacobvitz as Citizens Advisory Committee Vice Chairperson for calendar year 2009.

10. **Advisory Committee Enhancement Update: December**

Jennie Loft, Public Information Officer, gave a brief report:

In August of 2008, the Advisory Committee Enhancement (ACE) process was initiated by Michael Burns, General Manager, to engage advisory committee members in the development of recommendations for improving the advisory committee process, and each advisory committee's ACE Subcommittee defines its own timelines for completing the ACE process. All ACE Subcommittees have developed a draft, provisional mission statement.

Ms. Loft noted any modifications to advisory committee bylaws, including the addition or revision of a mission statement, are not effective until adopted by the Board.

The first ACE Task Force meeting, a combination of the ACE Subcommittees and staff, is anticipated in January. The Task Force goals are to: 1) review the roles and responsibilities of all the advisory committees; 2) more clearly define individual committee responsibilities; 3) identify overlap and duplication; 4) consider underserved areas; 5) discuss options to maximize committee contributions to Board process; and 6) provide input on the development of the Board's 2009 Consolidated Work Plan.

On order of Chairperson Tebo and there being no objection, the Committee received a brief update on the Status and Progress of the Advisory Committee Enhancement Process to Date.

11. Citizens Advisory Committee (CAC) Enhancement Subcommittee

Member Kline reported CAC's ACE Subcommittee is further along in the process than that of other committees. He noted staff would apparently like to see a more hierarchical structure with the advisory committees reporting to the standing committees. He stated PAC and CAC focus more on policy, where the other advisory committees are more technical in nature. CAC's ACE Subcommittee recommended a matrix where PAC and CAC report to the Board and the other advisory committees report to staff.

Member Powers reported members of CAC are appointed to represent various groups, i.e., Bicycle and Pedestrian, and Transit Accessibility, but do not attend those committee meetings. The cross-communication and collaboration between committees is necessary, either via committee appointment or through a liaison.

Member Powers noted CAC's bylaws state items for discussion must come from the General Manager. CAC's bylaws should be amended to allow CAC members to bring issues to the committee for discussion or referral to staff.

Greta Helm reminded the members that CAC is currently able to bring an issue to the General Manager and request direction. She noted the consolidated work plan coming before the committee in January will help the committee determine if they have time to invest in additional work.

On order of Chairperson Tebo and there being no objection, the Committee received a report from the CAC Advisory Committee Enhancement (ACE) Subcommittee.

12. Provisional Citizens Advisory Committee Mission Statement

M/S/C (Rogers/Powers) to adopt as the Citizens Advisory Committee Provisional Mission Statement: "The Valley Transportation Agency's Citizens Advisory Committee provides a communication channel for transportation stakeholders and residents of the County by providing input, analysis, perspective and timely recommendations prior to VTA Board of Directors action on transportation policy issues and initiatives."

13. VTP 2035 Plan Adoption

John Sighamony, Senior Transportation Planner, Congestion Management Agency (CMA), provided as handouts an errata sheet and appendices for the VTP 2035 Plan.

Mr. Sighamony reported the VTP 2035 Plan, brought through the committees for comment in November, contains five chapters: 1) A Vision For Tomorrow - Visions, Goals and Objectives; 2) Capital Investment Program - VTA's long-term financial stability plan including current and projected sources of funding; 3) Planning Initiatives - Policies, Plans and Studies that address key goals to improve the efficiency of the transportation system, develop new sources of revenue, and improve model growth; 4) Implementation - Program-area allocation, key funding issues, summary of near-term projects and programs, project selection, planning, programming and delivery, as well as plan amendment and updating; and 5) Strategic Planning Element - Purpose of the planning element, vision, mission and core values, organization structure, strengths, weaknesses, opportunities, threats, goals and strategies.

Mr. Sighamony reported plan additions, following the November committee meetings, include: 1) Table of Contents; 2) Executive Summary; 3) Strategic Planning Element; and 4) Appendices: A) Detailed Project List and Descriptions; B) Community Design and Transportation (CDT) Program; C) Transportation, Energy and Air Quality (TEAQ) Program; D) Systemwide Performance Measures; E) Summary of VTA Guiding Policies; and F) Glossary of Terms.

Member Powers questioned how the proposed federal bailout will affect the submittal of projects, particularly with regard to BART funding. Chris Augenstein, Deputy Director, Planning, assured the committee VTA will pursue any opportunity for federal stimulus money for BART.

Member Probst requested definitions for the terms constrained and unconstrained. Mr. Sighamony defined constrained as known funding-sources over the next 25 years and unconstrained as funding sources yet to be determined.

In response to a question by Member Probst, Mr. Sighamony noted once the funding requirements for the constrained list are met, any excess funding may be diverted to projects on the unconstrained list. He also noted funds from any newly-determined funding sources may be used for items on both the constrained and unconstrained lists.

Mr. Augenstein and Member Kline both noted the VTP 2035 Plan is a federally required, flexible, non-binding plan for agencies seeking funding.

Member Probst noted her appreciation that Senator Darrell Steinberg's SB-375 Bill was referenced within the VTP 2035 Plan.

Member Rogers noted a project slated for Gilroy was not listed within the draft plan. Mr. Sighamony expressed his appreciation for the feedback, noting staff would be reviewing the list for such additions and corrections.

Member Hashimoto questioned how an environmental review was handled. Mr. Augenstein stated as a public agency VTA is statutorily exempt from an Environmental

Impact Report (EIR). He reported the statutory exemption is Board certified through the adoption process.

Member Probst recommended the sub-area analysis from the previous plan be expanded upon and included in this current plan for the benefit of new residents. Mr. Sighamony stated staff would determine if it could be included in the appendix.

Chairperson Tebo expressed interest in whether a plan had been established to eliminate highway/rail grade-crossings. Mr. Sighamony noted the project list contains several individual grade-crossing projects.

The Committee discussed the High Speed Rail (HSR), noting, within the Bay Area, grade separation would have to be mandatory. The Committee then referenced financial, geographical, and political issues among the challenges facing any potential Bay Area grade-separation project.

M/S/C (Kline/Powers) to review and recommend the draft Valley Transportation Plan 2035 (VTP 2035) as Santa Clara County's long-range countywide transportation plan.

14. BART to Warm Springs Extension Project Status

Carolyn Gonot, Chief Silicon Valley Rapid Transit (SVRT) Program Officer, reported on the 5.4 mile project that extends BART from the Fremont BART Station to the planned Warm Springs Station. Ms. Gonot stated MTC contribution of State Local Partnership (SLPP) funds and the Regional Measures 1 and 2 funds requires three conditions be met: 1) BART contributes an additional \$24 million; 2) Alameda and Santa Clara Counties contribute \$30 million and \$16 million, respectively, from Proposition 1B State Local Partnership Program proceeds; and 3) VTA's Board commits to a full-funding plan for an operable BART segment in Santa Clara County.

Ms. Gonot reported Alameda County Transportation Improvement Authority's Measure B funds may not be used until full funding for the rail connection to Santa Clara County is assured.

Ms. Gonot stated to meet the conditions for fully-funding the Warm Springs Extension, VTA is required to take two actions: 1) approve a full-funding plan to build and operate a BART extension in Santa Clara County; and 2) approve the SLPP contribution of \$16 million.

On order of Chairperson Tebo and there being no objection, the Committee received a status report on the BART to Warm Springs Extension Project.

15. FY 2010 and FY 2011 Biennial Budget Development

Joseph Smith, Chief Financial Officer, discussed development of the FY2010 and FY2011 Budget against the backdrop of a discouraging global economy. He reported the process for adoption of the FY2010 and FY2011 budget is just beginning. He noted, historically, the budget has not been brought to the advisory committees until after adoption, but in an effort to make the committees more involved, VTA wants input and strategic direction from the advisory committees.

Mr. Smith reported on the significant financial challenges in the development of this budget. He noted sales tax receipts are recurring revenue relied upon to pay recurring expenditures. Mr. Smith then reported sales tax receipt projections for FY09 are roughly \$35 million less than budgeted. He reported on a conservative forecast for FY10 a hope for an end to the recession by FY11, followed by growth.

Mr. Smith stated to maintain the service plan as is, with no service cuts or fare increases, and to maintain the 15% operating reserve, the strategy is to reallocate capital budget federal funds to Operations and backload those federal funds with existing debt reduction funds from the 2007 Board reallocation of approximately \$50 million excess worker's compensation funds. He encouraged the CAC to identify any programs to be recommended for the budget.

Mr. Smith noted a potential decision by the State to reduce State Transit Assistance (STA) funding, some of which VTA uses to fund operating expenses. Mr. Smith explained such a decision by the State would cause a potential capital budget reduction. He declared VTA must remain diligent and cautious, taking steps to exercise fiscal discipline, manage current revenue shortfalls through cost-control efforts and improving operating efficiencies.

Member Powers noted, as the Watchdog Committee for Measure A, the CAC/CWC would like to know if anything with regard to Measure A is under consideration for a potential budgetary hold, before the budget is adopted. Mr. Smith stated at the present time Measure A is very fluid, with VTA moving forward on Measure A projects over the next several months. Mr. Smith noted the plan is to fund the FY2010 and FY2011 budget at the level in the short-range transit program.

Member Kline questioned the funds that would be used to balance the budget. Mr. Smith defined the annually-received, 5307 Federal Funds, recurring formula funds, as funds that can be used for operations or for capital and capital maintenance. He defined debt-reduction funds as one-time funds that will be applied to one-time capital expenditures.

Member Kline questioned the amount of one-time funds that will be used for Operations in FY09. Mr. Smith stated there will be no one-time funds used for FY09 Operations expenses. He stated VTA is using recurring revenues to support the operating budget.

Mr. Smith noted the long-term funding for Measure A projects is a few years down the road. He stated the financial market can change by then. Mr. Smith noted examples of tax-exempt authorities going to the market in recent weeks and not being able to sell their bonds. Mr. Smith stated VTA has no plans to go to the market for new funds for the next few years. He reported a sufficient amount of cash reserves in the Measure A Fund.

Chairperson Tebo discussed the ten-year Measure B sales tax that ended in 2006. He noted, after the scope of the Vasona and East Side Light Rail Projects were reduced, the projects on the Measure B list were completed. Chairperson Tebo questioned regarding the balance of the Measure B funds.

Carol Lawson, Fiscal Resources Manager, reported on an agreement to add two amendments to the Measure B contract. She noted Measure B funds were to fund the original Measure B projects, as well the addition of a Palo Alto/Mountain View

Underpass. Ms. Lawson stated the amendments addressed the residual receipts once the Measure B projects and the Palo Alto/Mountain View Underpass were completed. She estimated the residual receipts for the Measure B funds at \$4 to \$5 million.

Member Blaylock questioned plans regarding the balance of the Measure B funds. Ms. Lawson noted a disbursement of the Measure B fund balance was prescribed within the amendments.

Chairperson Tebo requested details regarding the Board Workshop expenditure plan discussions being held the next day. Mr. Smith stated the focus would be on the overall direction for the Measure A Program. He noted a more detailed discussion on the Measure A expenditure plan will be held within a few months.

Ann Carey, Executive Assistant to the General Manager, added that a general discussion will be held at the Board Workshop on program prioritization, in light of the passage of Measure B and the current economic climate. She noted a near-term approach will be taken, using the two-year budget to establish projects going forward. Ms. Carey reminded the Committee that the VTA biennial budget includes a section on Measure A capital projects.

Ms. Carey reported a second Board Workshop will be held in February to take a detailed look at the Measure A projects within the two-year capital budget timeframe. Ms. Carey reported the Measure A presentation would be coming through the advisory committees in February, prior to the Board Workshop, with information on funding commitments.

Member Powers requested written feedback on the December Board Workshop be provided to the CAC members prior to the January CAC meeting.

On order of Chairperson Tebo and there being no objection, the Committee discussed the FY 2010 and FY 2011 Biennial Budget Development.

2000 MEASURE A CITIZENS WATCHDOG COMMITTEE REGULAR AGENDA

- 17. Consider the proposal by Member Norman Kline to modify the current agenda format of the combined Citizens Advisory Committee and 2000 Measure A Citizens Watchdog Committee meetings, which currently contains separate agenda sections for each committee.**

M/S/C Rogers/Kline to move the start time for the 2000 Measure A Citizens Watchdog Committee meetings to 4:30 p.m. with the Citizens Advisory Committee meeting to begin at the conclusion of the Citizens Watchdog Committee meeting but no earlier than 5:00 p.m.

COMBINED CAC AND CITIZENS WATCHDOG COMMITTEE ITEMS

18. CAC and the 2000 Measure A Citizens Watchdog (CWC) Work Plans.

On order of Chairperson Tebo and there being no objection, the Committee reviewed the CAC and CWC Work Plans.

OTHER

19. Announcements

There were no Announcements.

20. ADJOURNMENT

On Order of Chairperson Tebo, there being no objection, the meeting was adjourned at 6:18 p.m.

Respectfully submitted,

Susan E. Garcia
VTA Board of Directors



Date: December 23, 2008

Current Meeting: January 7, 2009

Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Citizens Advisory Committee

THROUGH: General Manager, Michael T. Burns

FROM: Chief External Affairs Officer, Greta Helm

SUBJECT: CAC Quarterly Attendance Report

FOR INFORMATION ONLY

BACKGROUND:

At the February 11, 2004 CAC Meeting, the Citizens Advisory Committee (CAC) and 2000 Measure A Citizens Watchdog Committee (CWC) requested the Board Secretary submit a quarterly attendance report.

Prepared By: Michelle M. Garza

**CITIZENS ADVISORY COMMITTEE (CAC)
and
2000 MEASURE A CITIZENS WATCHDOG COMMITTEE (CWC)
2008 ATTENDANCE SHEET**

MEMBER	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Blaylock, Stephen	A	P	P	P	P	A	C	P	P	P	A	P
Burnett, Don	P	A	P	P	A	P	Resigned 06/08					
Chang, Bena						Appointed 08/08		P	A	A	A	P
Elias, Chris	A	E	E	E	P	P	C	P	P	A	P	A
Fletcher, Ellen	P	P	P	P	P	P	C	P	P	Resigned 11/08		
Hashimoto, Ray	P	A	P	P	P	P	C	P	P	P	P	P
Hughan, Roberta	P	P	P	P	P	P	C	P	A	P	P	P
Jacobvitz, Robert	P	P	A	P	P	A	C	A	P	A	A	P
Kirkham, Judi	P	P	P	A	P	Resigned 06/08						
Kline, Norman	P	P	P	P	P	P	C	P	P	P	P	P
Morando, Gaye	P	A	P	P	P	P	C	A	P	P	P	A
Okuzumi, Margaret	P	A	P	P	P	P	C	P	P	P	P	A
Powers, Charlotte	A	P	P	P	P	A	C	P	P	A	P	P
Probst, Sally	P	A	A	E	E	E	C	E	E	E	P	P
Rogers, Connie	P	P	P	P	P	P	C	P	A	P	P	P
Schulter, Martin	A	P	P	P	P	A	C	A	A	P	A	A
Stuchinsky, Laura	P	P	P	P	P	Resigned 06/08						
Tebo, Noel	P	P	P	P	P	P	C	P	P	P	P	P

Note:

A - Absent

C - Meeting Cancelled

P - Present

E - Excused



Date: December 18, 2008

Current Meeting: January 7, 2009

Board Meeting: February 5, 2009

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Citizens Advisory Committee

THROUGH: General Manager, Michael T. Burns

FROM: Chief External Affairs Officer, Greta Helm

SUBJECT: Monthly Legislative History Matrix

FOR INFORMATION ONLY

BACKGROUND:

For your information, I am attaching our Monthly Legislative History Matrix. The 2009-10 legislative session kicked off on December 1 and has been dominated by the state's deteriorating fiscal situation. As a result, only a handful of new bills have been introduced so far. Therefore, the Monthly Legislative History Matrix outlines the key transportation-related bills that were enacted into law in 2008. Most of these measures will take effect on January 1, 2009.

DISCUSSION:

In December, Gov. Arnold Schwarzenegger called for a special session of the Legislature pursuant to Proposition 58 to begin addressing an estimated \$15 billion shortfall in the current budget year and a \$25 billion deficit in FY 2010. Under the provisions of Proposition 58, lawmakers have 45 days to pass legislation addressing the current-year budget shortfall. If that January 15 deadline is missed, then the Legislature must stay in session, without considering any other bills, until an agreement is reached.

The Governor has put on the table a \$9.2 billion plan to deal with part of the current-year shortfall consisting of \$4.5 billion in spending reductions that touch virtually all state-funded programs and revenue increases amounting to \$4.7 billion. On the revenue side, Gov. Schwarzenegger is calling for a temporary increase in the state sales tax rate of 1.5 percent for a three-year period. It would raise \$3.54 billion in FY 2009 and \$7.32 billion in FY 2010. He is also proposing a new 9.9 percent oil severance tax, an increase in the alcohol beverage tax of five cents per drink, and a boost to vehicle registration fees of \$12. In addition, the Governor wants to extend the sales tax to the following six services: (1) appliance and furniture repair; (2) vehicle repair; (3) golf green fees; (4) veterinarian services; (5) amusement parks; and (6) sporting events.

In terms of expenditures, Gov. Schwarzenegger is calling for \$2.5 billion in cuts to public education. In addition, most health and human services programs would see their funding reduced under the Governor's plan. Furthermore, he is proposing that state workers take one unpaid day off per month, as well as lose two of their 13 paid holidays.

In the case of transportation, Gov. Schwarzenegger is recommending a \$230 million cut to the State Transit Assistance Program (STA), leaving only \$76 million for FY 2009. This would come on top of the \$1.7 billion cut that was made to state public transit funding when the FY 2009 budget was originally enacted in late September. The \$230 million would be redirected to fund yellow school bus service (\$61 million) and debt service on transportation bonds (\$169 million), both of which are General Fund obligations. The Governor also is proposing to eliminate STA altogether, beginning in FY 2010. Meanwhile, Proposition 42 funding for the State Transportation Improvement Program (STIP) and local streets/roads would not be impacted by the Governor's recommendations. In fact, since the temporary sales tax increase would apply to motor vehicle fuels, Proposition 42 funding would actually go up by \$322 million in FY 2009 and \$713 million in FY 2010.

In addition to his recommendations for addressing the FY 2009 budget shortfall, Gov. Schwarzenegger has proposed an economic stimulus package that includes pushing more Proposition 1B transportation bond money out the door. The Governor is recommending the appropriation of the remaining \$700 million in Proposition 1B bond funding for local streets/roads. He also is calling for an additional \$800 million in Proposition 1B bond money for public transit capital projects, which would come on top of the \$350 million that was included in the enacted budget.

As part of his economic stimulus package, Gov. Schwarzenegger is proposing a waiver from California Environmental Quality Act (CEQA) requirements to expedite the delivery of \$822 million in other Proposition 1B bond-funded projects administered by Caltrans. He also is calling upon the Legislature to enact bills to eliminate any remaining barriers to using public-private partnerships or design-build contracting for infrastructure projects. In response to the Governor, the Legislative Analyst's Office countered with its own economic stimulus proposal that calls for using revenue bonds backed by future gas tax dollars to accelerate 122 state highway rehabilitation projects under the State Highway Operation and Protection Program (SHOPP).

Since Gov. Schwarzenegger released his recommendations, both the Democratic and Republican leadership within the Legislature have come forth with their own plans, none of which has been able to garner the necessary two-thirds vote for passage. The Democratic plan embodies \$6.9 billion in spending cuts, \$11.3 billion in tax increases, and about \$800 million in other "solutions," mostly fund shifts, for a total of \$19 billion. Unlike the Governor, Democratic lawmakers did not offer up an economic stimulus package.

The \$22 billion plan that the Republicans have put on the table includes \$15.6 billion in spending reductions and \$6.5 billion in new revenues that would be generated not through tax increases, but rather by redirecting voter-approved initiative funding for early childhood and mental health programs to the General Fund. In addition, GOP lawmakers want a strict spending cap, and have

released a list of nearly two dozen labor, regulatory and environmental law changes that they claim would bolster business and stimulate the state's sluggish economy. This list includes proposals to increase flexibility in work schedules to reduce overtime payments, increase contracting for state services, simplify rules on workplace meal and rest breaks, loosen deadlines for greenhouse gas regulations, and provide various tax credits to stimulate business activity.

Meanwhile, during a rare joint session of the Legislature, Treasurer Bill Lockyer warned senators and Assembly members that absent a fast solution to the state's budget crisis, \$5 billion in public works projects would grind to a halt in the near future, creating thousands of layoffs and delaying construction of projects all over California. The treasurer was one of a quartet of state financial officials who addressed lawmakers and laid out an apocalyptic vision of California's future. Legislative Analyst Mac Taylor pointed out that trying to close the gap through budget cuts alone would mean slicing the equivalent of all spending for state colleges and universities, and for all social service programs. Mike Genest, director of the Department of Finance, said projections of the future gap between revenues and spending are getting darker by the day. State Controller John Chiang noted that the state could face running out of money by March, might not be able to borrow, and could be forced to issue the equivalent of IOUs for only the second time since the Great Depression. All four urged the Legislature to act quickly.

While some of their warnings have been sounded before, their presentation before the joint session of the Legislature spelled out both the enormity and complexity of the situation. As Lockyer explained, local and state public works projects are financed from the state's Pooled Money Investment Account (PMIA), which is comprised mainly of General Fund revenues, special state funds, and money deposited by cities and counties. When building projects are proposed, the sponsoring entity borrows money from the PMIA (about \$660 million worth each month), and the account is repaid when the Treasurer's Office sells bonds. But Lockyer pointed out that because of the state's dire financial condition, there is no market for bonds. Without bond revenues, the PMIA must hoard its current revenues to fuel the General Fund so that it can pay ongoing bills. Lockyer said the crisis threatens \$5 billion worth of projects in the current fiscal year and \$8 billion worth in FY 2010, and would cost the state as many as 200,000 jobs.

Chiang, whose responsibility is to monitor the state's cash flow, noted that in normal years, the state borrows from internal funds and outside sources on a short-term basis. The borrowing is triggered by the fact that the state incurs a lot of bills early in the fiscal year, but gets most of its tax revenues at the end. This year, however, Chiang pointed out that borrowing internally had about reached its maximum, and private lenders were not eagerly lining up to lend the state money. According to Chiang, by the end of February, the state could be down to its last \$882 million in cash. By the end of March, it could be at least \$1.9 billion in the red.

A week after the joint legislative session, the Board of Directors of the PMIA followed through on Lockyer's threat and voted to halt the flow of money for all state-funded infrastructure projects, including for transportation. Fortunately, there are no VTA projects that are impacted by this action.

Prepared By: Kurt Evans

LEGISLATIVE HISTORY
2008 Enacted Bills
December 18, 2008

State Assembly Bills

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 38 (Nava) Homeland Security	Eliminates the Office of Homeland Security and the Office of Emergency Services, and transfers the responsibilities of these two offices to a newly created California Emergency Management Agency (CalEMA). Provides that CalEMA would be under the supervision of a secretary of California emergency management appointed by the Governor and subject to Senate confirmation. In managing the agency, requires the secretary to coordinate all state disaster response, emergency planning, emergency preparedness, disaster recovery, disaster mitigation, and homeland security activities.	8/18/08	Signed into Law: Chapter #372	
AB 109 (Nunez) Alternative Fuels and Vehicle Technologies	Requires the California Energy Commission to implement the existing Alternative and Renewable Fuel and Vehicle Technology Program by regulation pursuant to the rulemaking requirements of the Administrative Procedure Act. Requires the commission to use a public competitive process for the allocation of funding under this program. Expands the existing Air Quality Improvement Program to include revolving loans, loan guarantees, loans, and other appropriate funding measures. Requires the California Air Resources Board (CARB) to develop and adopt guidelines to implement the Air Quality Improvement Program. Requires CARB to use a public competitive process for the allocation of funding under this program. For both programs, makes ineligible any project required to be undertaken pursuant to federal or state law, air district rules or regulations, memoranda of understanding with a governmental entity, or legally binding agreements or documents.	8/19/08	Signed into Law: Chapter #313	
AB 387 (Duvall) Design-Build Contracting: Transit Security Projects	Makes several changes to existing state law authorizing the use of design-build contracting for transit projects. Specifically, provides that there is no cost threshold in order to use design-build contracting for the acquisition and installation of technology applications or surveillance equipment designed to enhance safety, disaster preparedness and homeland security efforts.	1/7/08	Signed into Law: Chapter #185	Support
AB 642 (Wolk) Design-Build Contracting: Local Agencies	Until January 1, 2016, authorizes any city or county to enter into design-build contracts for the construction of buildings, if the project exceeds \$1 million in cost. Until January 1, 2020, authorizes local entities that operate a wastewater facility, solid waste management facility or water recycling facility to enter into design-build contracts for construction projects.	8/5/08	Signed into Law: Chapter #314	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 660 (Galgiani) Highway-Railroad Grade Crossings	<p>Modifies the California Public Utilities Commission's (CPUC) Grade Separation Program by modifying eligibility requirements, fixing the maximum amount allocated to grade separation projects, and revising other conditions governing the allocation of funds. Specifies that grade separation projects: (a) at a proposed new grade crossing; or (b) for removing or relocating highways or railroad tracks to eliminate existing grade crossings are not eligible for funding under the Grade Separation Program. Provides that the total allocations for a project under this program shall not exceed \$5 million without specific legislative authorization. Also specifies that cumulative allocations to a single project shall not exceed 80 percent of the cost to construct the project. Allows a project costing between \$5 million-\$20 million to be considered without specific legislative authorization if the project: (a) is included on the CPUC's priority list; (b) eliminates the need for future related grade separation projects; (c) provides projected cost savings of at least 50 percent to the state or local jurisdiction by eliminating the need for future projects; and (d) alleviates traffic and safety problems, or provides improved rail service not otherwise possible. Requires such projects to be funded over a multi-year period, not to exceed five years, with the allocation for any one year limited to \$5 million or less. Prohibits an agency that obtains funding for a project under the CPUC's grade separation program from being eligible to receive an allocation for another project for a period of 10 years. Requires a railroad's financial contribution for a grade separation project funded under the program to be calculated based on the cost of the grade separation only, and not on the cost of any other part of the project.</p>	8/6/08	Signed into Law: Chapter #315	
AB 981 (Leno) Treasure Island Transportation Management Act	<p>Enacts the Treasure Island Transportation Management Act. Authorizes the San Francisco County Board of Supervisors to designate an entity to act as the transportation management agency for Treasure Island. Authorizes the Treasure Island Transportation Management Agency to recommend a congestion pricing fee structure applicable to residents and other motorists as they enter or exit Treasure Island to generate revenues to be used to implement a transportation program for the island. Requires the congestion pricing fee structure to be approved by the Board of Supervisors and the San Francisco County Transportation Authority. Also allows the Treasure Island Transportation Management Agency to adopt: (a) on-street and off-street parking regulations, fees, fines, and penalties for Treasure Island; and (b) a transit pass fee structure applicable to residents and other users of Treasure Island.</p>	8/6/08	Signed into Law: Chapter #317	
AB 1209 (Karnette) HOV Lanes: Hybrid Vehicles	<p>Allows the Department of Motor Vehicles (DMV) to issue a replacement high-occupancy vehicle (HOV) lane decal to an owner of a hybrid vehicle that becomes non-repairable or a total loss salvage vehicle when the owner buys a replacement hybrid vehicle.</p>	7/1/08	Signed into Law: Chapter #4429	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1252 (Caballero) Housing and Transportation Bonds	<p>Appropriates \$100 million to the Department of Housing and Community Development from the Regional Planning, Housing and Infill Incentive Account established under the 2006 housing bond measure for the purpose of augmenting the Infill Infrastructure Grant Program Notice of Funding Availability issued by the department on February 28, 2008. Appropriates \$50 million to the Department of Housing and Community Development from the Transit-Oriented Development Account established under the 2006 housing bond measure for the purpose of augmenting the Transit-Oriented Development Program Notice of Funding Availability issued by the department on December 7, 2007. Appropriates \$63 million from the Highway-Railroad Crossing Safety Account established under the 2006 transportation bond measure for high-priority grade separation and railroad crossing safety improvement projects. Appropriates \$87 million from the Local Streets and Road Improvement, Congestion Relief, and Traffic Safety Account established under the 2006 transportation bond measure for allocation to counties for local street and road improvements.</p>	6/19/08	Signed into Law: Chapter #39	
AB 1358 (Leno) General Plans: Circulation Element	<p>Enacts the California Complete Streets Act of 2008. Requires the Office of Planning and Research to prepare or amend guidelines for cities and counties to accommodate the safe and convenient travel of users of streets, roads and highways in a manner that is suitable to the rural, suburban or urban context of their General Plans. In developing these guidelines, requires the Office of Planning and Research to consider how appropriate accommodation varies depending on a local government's transportation and land-use context, including urban, suburban or rural environments. Beginning January 1, 2011, requires the legislative body of a city or county, upon any revision of the circulation element of its General Plan, to modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads and highways for safe and convenient travel in a manner that is suitable to the rural, suburban or urban context of its General Plan. Defines "users of streets, roads and highways" to mean bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.</p>	8/20/08	Signed into Law: Chapter #657	
AB 1954 (Jeffries) HOT Lanes: I-15 Corridor in Riverside County	<p>Authorizes a value pricing and transit program involving high-occupancy toll (HOT) lanes to be developed and operated on I-15 in Riverside County by the Riverside County Transportation Commission (RCTC). Requires RCTC to carry out the value pricing and transit program pursuant to a cooperative agreement with Caltrans that addresses all matters related to design, construction, maintenance, and operation of state highway system facilities in connection with the program. Requires RCTC to establish appropriate traffic flow guidelines for the purpose of ensuring optimal use of the express lanes by high-occupancy vehicles without adversely affecting other traffic on the state highway system. Authorizes RCTC to impose tolls and to issue revenue bonds for the HOT lane project. Allows excess toll revenues to be used to: (a) enhance transit service designed to reduce traffic congestion on I-15 or to expand travel options along the I-15 corridor; and (b) make operational or capacity improvements designed to reduce congestion or improve the flow of traffic on I-15. States that RCTC is not entitled to compensation for the adverse effects on HOT lane revenues due to construction of competing facilities by Caltrans or local agencies.</p>	8/6/08	Signed into Law: Chapter #421	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 2009 (Hernandez) Utility User Taxes: Public Transit Natural Gas Exemption	Prohibits a utility user tax from being imposed on compressed natural gas dispensed by a gas compressor within a local jurisdiction if that natural gas is: (a) dispensed by a gas compressor that is separately metered; and (b) dedicated to serve the local agency or public transit operator.	6/18/08	Signed into Law: Chapter #221	
AB 2094 (DeSaulnier) Joint Policy Committee: Membership	Requires the San Francisco Bay Conservation and Development Commission (BCDC) to be represented on the Bay Area's Joint Policy Committee in addition to the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD) and the Metropolitan Transportation Commission (MTC). Authorizes BCDC to develop regional strategies for addressing the effects of sea level rise and other impacts of global climate change on the San Francisco Bay and its shoreline areas.	7/1/08	Signed into Law: Chapter #442	
AB 2272 (Fuentes) HOV Lanes: Three- Wheeled Motor Vehicles	Permits fully enclosed, three-wheeled motor vehicles to use high-occupancy vehicle (HOV) lanes.	As Introduced	Signed into Law: Chapter #672	
AB 2327 (Caballero) Emergency Services	Requires all entities providing disaster-related services and assistance to strive to ensure that victims receive the help they need and are eligible to receive. Requires public employees to provide such assistance without eliciting information or documents that are not strictly necessary to determine eligibility under state or federal law.	5/21/08	Signed into Law: Chapter #361	
AB 2376 (Price) Small and Emerging Contractors Technical Assistance Program	Enacts the Small Business Technical Assistance Act of 2008. Under the act, authorizes Caltrans to establish a Small and Emerging Contractor Technical Assistance Program. Specifies that the purpose of this program is to provide training and technical assistance to small contractors to improve their ability to secure surety bond guarantees offered by the federal Small Business Administration. Requires the program to include small contractor training and technical assistance throughout the state. In implementing the program, requires Caltrans to conduct outreach efforts to inform small contractors about the program and to recruit them for the training. Allows Caltrans to charge a fee to participants not to exceed \$50 to offset technical assistance counseling offered under the program.	5/27/08	Signed into Law: Chapter #458	
AB 2466 (Laird) Local Government Renewable Energy Self-Generation Program	Allows a local government agency that produces surplus renewable energy at one of its facilities to receive a credit for the excess electricity supplied to the grid on its bill for another one of its facilities.	8/12/08	Signed into Law: Chapter #540	Co-Sponsor

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 2650 (Carter) Caltrans: Environmental Reviews	Until January 1, 2012, permits Caltrans to continue to participate in a federal pilot program that allows certain states to assume the responsibilities of the Federal Highway Administration (FHWA) under the National Environmental Policy Act (NEPA) for a limited period of time to see if this approach would speed up the delivery of state highway projects without a lessening of environmental protection. Specifically, extends provisions in existing law that authorize Caltrans to consent to the jurisdiction of the federal courts with regard to the assumption of FHWA's responsibilities under NEPA and that waive the state's Eleventh Amendment protection against lawsuits brought in federal court for as long as Caltrans participates in the pilot program.	6/16/08	Signed into Law: Chapter #248	Support
AB 2906 (Tran) HOV Lanes: Buffers	Eliminates provisions in existing law requiring that high-occupancy vehicle (HOV) lanes be separated from adjacent mixed-flow lanes by a buffer area of at least 4 feet in width.	6/6/08	Signed into Law: Chapter #27	
AB 3005 (Jones) Community Development: Mitigation Fees	When imposing as a condition of approval of a development project an impact fee for mitigating vehicular traffic impacts of a housing development that satisfies certain conditions, requires a local agency to set the fee at a rate that reflects a lower rate of automobile trip generation.	8/27/08	Signed into Law: Chapter #692	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
<p>AB 3034 (Galgiani) High-Speed Rail</p>	<p>Revises certain provisions contained in the High-Speed Train Bond Act for the 21st Century to be submitted to the voters of California on November 4, 2008, as Proposition 1A. Specifically, refers to construction of a high-speed train system consistent with the California High-Speed Rail Authority’s certified environmental impact report (EIR) of November 2005 and July 9, 2008, rather than with its final business plan of June 2000. Revises the descriptions of route corridors of the proposed high-speed train system. Provides that the bill does not prejudice the authority’s determination and selection of the high-speed train alignment from the Central Valley to the Bay Area and its certification of the EIR. Requires revenues generated by the operation of the high-speed train system above and beyond the amount needed for operating and maintenance costs, and financing obligations to be used to fund the construction, expansion, improvement, replacement, and rehabilitation of the system. Requires \$9 billion in bond revenues to be used for the corridor of the high-speed train system between the San Francisco Transbay Terminal, Los Angeles Union Station and Anaheim. If the High-Speed Rail Authority finds that the completion of this phase of the project would not be adversely impacted, allows the authority to request bond funding for the capital costs for other corridors of the high-speed train system. Specifies that no more than 10 percent of \$9 billion in bond proceeds can be used for environmental studies and mitigation, planning, preliminary engineering, real property acquisition, rights-of-way improvements, and relocation assistance for displaced property owners and occupants related to the high-speed train system. Requires the High-Speed Rail Authority to complete various funding plans and financial analyses prior to: (a) submitting a request for an appropriation of bond funding for eligible capital costs; and (b) committing bond proceeds for expenditure for construction, real property acquisition and equipment procurements. In selecting corridors, or usable segments thereof, for construction, requires the authority to give priority to those corridors, or usable segments thereof, that are expected to use the least amount of bond funds as a percentage of total construction costs. Among other criteria that it may use for establishing priorities for initiating construction on corridors, or usable segments thereof, requires the authority to include the following: (a) projected ridership and revenue; (b) the need to test and certify trains operating at speeds of 220 miles per hour; (c) the utility of those corridors, or usable segments thereof, for passenger train services other than the high-speed train system that will not result in any unreimbursed operating or maintenance costs to the authority; and (d) the extent to which the corridors include facilities to enhance the connectivity of the high-speed train network to other modes of transit. Provides that there is to be no high-speed rail station between Gilroy and Merced. Requires complementary rail capital improvement projects funded from \$950 million in bond proceeds allocated to intercity, commuter and urban rail systems to do the following: (a) provide direct connectivity and benefits to the high-speed train system or its facilities; (b) be part of the construction of the high-speed train system; or (c) provide capacity enhancements and safety improvements. Requires the High-Speed Rail Authority to revise its business plan by September 1, 2008, and submit it to the Legislature. Requires the authority to establish an independent peer review group for the purpose of reviewing the planning, engineering, financing, and other elements of the authority’s plans. Also requires the peer review group to issue an analysis of: (a) the appropriateness and accuracy of the authority’s assumptions; and (b) the viability of the authority’s funding plan for each corridor.</p>	<p>8/6/08</p>	<p>Signed into Law: Chapter #267</p>	<p>Support</p>

State Assembly Bills	Subject	Last Amended	Status	VTA Position
ABX3 3 (Budget Committee) State Budget Reductions	Amends the FY 2008 State Budget Act by reducing appropriations to various state agencies pursuant to the fiscal emergency declared by the Governor by proclamation on January 10. Authorizes the Department of Finance to use \$409 million in Public Transportation Account funding to reimburse the General Fund for expenditures related to the costs of providing home-to-school transportation in FY 2008. Specifies that the Legislature hereby finds that transporting students to schools is a component of the state's mass transportation program.	2/15/08	Signed into Law: Chapter #1	
ABX3 7 (Budget Committee) Highway Users Tax Account	Requires transfers of fuel tax revenues from the Highway Users Tax Account to cities and counties for local streets and roads that would otherwise be made during the months of March through July to be deferred until September.	2/15/08	Signed into Law: Chapter #5	
ACR 114 (Fuller) Home-to-School Transportation	Requests the superintendent of Public Instruction to convene a committee to investigate cost savings and best practices for school districts operating home-to-school transportation programs, not including special education transportation.	8/22/08	Approved by the Legislature: Chapter #155	
AJR 53 (Huffman) Greenhouse Gas Emissions	Encourages Congress and the President to support federal legislation that would allow California to implement its state law regarding the reduction of greenhouse gas emissions from motor vehicles.	7/7/08	Approved by the Legislature: Chapter #92	

State Senate Bills

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 28 (Simitian) Text Messaging	Prohibits driving a motor vehicle while using an electronic wireless communications device to write, send or read a text-based communication.	8/4/08	Signed into Law: Chapter #270	
SB 53 (Ducheny) State Rail-Related Functions	Requires the California Research Bureau to do all of the following: (a) analyze and make recommendations for improving the state's rail functions; (b) make recommendations regarding the oversight, regulation and efficiency of the state agencies with jurisdiction over rail-related matters in order to improve passenger and freight rail mobility in California; (c) estimate any costs associated with the implementation of its recommendations. Requires the bureau to analyze the following issues: (a) how to improve the efficiency, performance and stability of rail activities funded in part or in whole with state money; (b) the benefits and liabilities of establishing one accountable state commission or department responsible for the oversight, regulation, identification, and prioritization of rail transportation and safety programs and projects, including rail grade crossings and separations, rail equipment procurement and passenger service, the provision of traditional passenger rail and high-speed rail service, and rail safety regulation and oversight; and (c) issues that the Legislature should consider if a bill is introduced to consolidate any or all of the functions, responsibilities or activities of the five state agencies with jurisdiction over rail-related matters into one or more state agencies, commissions or departments. Requires the bureau to report its findings to the Legislature by May 1, 2009.	8/14/08	Signed into Law: Chapter #612	
SB 286 (Lowenthal) Transportation Enhancement Funds: Community Conservation Corps	With respect to federal funds made available to California for transportation enhancement projects, requires transportation planning agencies, county transportation commissions or authorities, and congestion management agencies to utilize criteria developed by Caltrans that give priority in the selection of these projects to the sponsors of eligible projects that partner with, or commit to employ the services of, a community conservation corps or the California Conservation Corps to construct or undertake the project. When developing guidelines for the State Transportation Improvement Program (STIP), and the State Highway Operation and Protection Program (SHOPP), requires the California Transportation Commission (CTC) to include guidance to encourage the allocation of funds for transportation enhancement projects to community conservation corps and the California Conservation Corps as partners with applicants that commit to employ the services of corps members in the construction of those projects.	8/15/08	Signed into Law: Chapter #373	
SB 344 (Machado) Public Finance: Bond Issuances	Provides that the purchase or other acquisition of bonds by or on behalf of the state or a local government that issued the bonds does not cancel, extinguish or otherwise affect the bonds.	3/6/08	Signed into Law: Chapter #3	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 348 (Simitian) Vehicle Registration Surcharge: San Mateo County	Reauthorizes the vehicle registration surcharge imposed by the City/County Association of Governments of San Mateo County for traffic congestion management and stormwater pollution programs for an additional four years, and specifies that this surcharge shall terminate on January 1, 2013, instead of January 1, 2009.	4/29/08	Signed into Law: Chapter #377	

State Senate Bills	Subject	Last Amended	Status	VTA Position
<p>SB 375 (Steinberg) Transportation Planning: Sustainable Communities Strategy</p>	<p>Requires the California Transportation Commission (CTC) to maintain guidelines for travel demand models used in the development of regional transportation plans (RTPs) by the state’s 17 metropolitan planning organizations (MPOs). Requires an MPO to adopt as part of its RTPs a “sustainable communities strategy” that: (a) identifies the general location of uses, residential densities and building intensities within the region; (b) identifies areas within the region sufficient to house all of the population of the region, including all economic segments of the population, over the course of the planning period of the RTP taking into account net migration into the region, population growth, household formation, and employment growth; (c) identifies areas within the region sufficient to house an eight-year projection of the regional housing need for the region; (d) identifies a transportation network to service the transportation needs of the region; (e) gathers and considers the best practically available scientific information regarding resource areas and farmland in the region; (f) sets forth a forecasted development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, will reduce greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the California Air Resources Board (CARB); and (g) allows the RTP to comply with the federal Clean Air Act. By September 30, 2010, requires CARB to provide the state’s MPOs with greenhouse gas emission reduction targets for the automobile and light truck sectors for 2020 and 2035, and to update these regional targets every eight years, as specified, until 2050. To the extent an MPO’s sustainable communities strategy is unable to achieve the greenhouse gas emission reduction targets, requires the MPO to prepare an alternative planning strategy as a separate document from the RTP showing how the targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. Requires CARB to review each MPO’s sustainable communities strategy or alternative planning strategy, if any, to determine whether it would achieve the greenhouse gas emission reduction targets, if implemented. Requires a strategy that is found by CARB to be insufficient to be revised by the MPO. Exempts projects programmed for funding before December 31, 2011, from being subject to a sustainable communities strategy if they: (a) are contained in the 2007 or 2009 Federal Statewide Transportation Improvement Program; (b) are funded with Proposition 1B bond revenues; or (c) were specifically listed in a ballot measure prior to December 31, 2008, approving a local sales tax increase for transportation projects. Requires an MPO to adopt a public participation plan for the development of its sustainable communities strategy or alternative planning strategy, if any, that includes consultation with the congestion management agencies, transportation agencies and transportation commissions in its region. Requires regional housing need allocation plans to be consistent with the applicable sustainable communities strategy. Provides a California Environmental Quality Act (CEQA) exemption for a “transit priority project,” as defined, that meets certain requirements and that is consistent with its region’s sustainable communities strategy or alternative planning strategy, if any. Provides a streamlined CEQA process for various other residential and mixed-use residential projects meeting certain requirements if they are consistent with their respective region’s sustainable communities strategy or alternative planning strategy, if any.</p>	<p>8/18/08</p>	<p>Signed into Law: Chapter #728</p>	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 732 (Steinberg) Strategic Growth Council	Establishes the Strategic Growth Council to do all of the following: (a) identify and review activities and funding programs of member state agencies that may be coordinated to improve air and water quality, improve natural resource protection, increase the availability of affordable housing, improve transportation, and meet the goals of the California Global Warming Solutions Act of 2006; (b) recommend policies, and investment strategies and priorities to encourage the development of sustainable communities; (c) provide, fund and distribute data and information to local governments and regional agencies that will assist in developing and planning sustainable communities; and (d) manage and award grants and loans to support the planning and development of sustainable communities.	8/22/08	Signed into Law: Chapter #729	
SB 947 (Hollingsworth) CEQA: Highway Facilities	Amends the California Environmental Quality Act (CEQA) to require the lead agency for a project that impacts a highway overpass, on-ramp or off-ramp to consult with the appropriate transportation planning agencies or other public entities during the environmental process.	4/30/07	Signed into Law: Chapter #707	

State Senate Bills	Subject	Last Amended	Status	VTA Position
<p>SB 1093 (Wiggins) Bay Area Water Emergency Transportation Authority</p>	<p>Makes a number of changes to existing law as it pertains to the San Francisco Bay Area Water Emergency Transportation Authority. Prohibits the authority from compelling property transfers or operational changes to water transportation services provided by other public agencies in the Bay Area prior to the adoption of a transition plan. Requires the transition plan to include all of the following: (a) a description of existing ferry services in the Bay Area Region as of January 1, 2008, that are to be transferred to the authority; (b) a description of any proposed expansion of ferry services in the Bay Area Region; (c) an inventory of the ferry and ferry-related capital assets, leasehold interests, personnel, operating costs, and revenues of public agencies operating public transportation ferries and providing water transportation services as of January 1, 2008, and those facilities that are to be transferred, in whole or in part, to the authority; (d) an operating plan to continue existing ferry services in the Bay Area Region for at least five years, and a detailed description of current and historically available revenues and proposed sources of revenues to meet those anticipated costs; (e) a description of the proposed services, duties, functions, responsibilities, and liabilities of the authority, and those of agencies providing or proposed to provide water transportation services for the authority; (f) an initial five-year Capital Improvement Program detailing how the authority and its local agency partners plan to support financing and completion of capital improvement projects; (g) a description of how existing and expanded water transportation services will provide seamless connections to other transit providers in the Bay Area Region; and (h) the date on which any ferry services are to be transferred to the authority. To the extent that the transition plan includes the transfer of assets or services from a local agency to the authority, requires such transfer to be subject to negotiation and agreement by the local agency. To the extent that the transition plan includes proposed changes to water transportation services or related facilities historically provided by the cities of Vallejo or Alameda, requires those changes to be consistent with those cities' General Plans, redevelopment plans, and development and disposition agreements for projects related to the provision of water transportation services. In accepting a transfer, specifies that the authority may assume no financial obligations other than those associated with the operation of the ferry services and facilities being transferred to the authority. When feeder transportation services are proposed to be established to or from the facilities operated by the authority, requires the authority to coordinate with the public transit agencies in whose service territories the feeder service would operate. Requires the authority to establish a process for taking public input on ferry rates and schedules that it proposes to establish or change. Requires the authority to be bound by the terms and conditions of employment set forth in any collective bargaining agreement or employment contract between any entity whose services the authority directly assumes, and any labor organization or employee included within the assumption of those services. Requires the allocation of regional toll revenues by the Metropolitan Transportation Commission (MTC) to the authority to begin on the date specified in the transition plan.</p>	<p>8/12/08</p>	<p>Signed into Law: Chapter #387</p>	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 1316 (Correa) Toll Facilities: Orange and Riverside Counties	Authorizes the Orange County Transportation Authority (OCTA) to eliminate its rights, interests and obligations relative to the Riverside County portion of the State Route 91 toll lane by partial assignment to the Riverside County Transportation Commission or by amendment to the franchise agreement. Authorizes the Riverside County Transportation Commission to impose tolls for 50 years on transportation facilities on its portion of State Route 91. Authorizes these toll revenues to be used for capital and operating expenses of the facilities, including debt service, and for related transportation purposes in the State Route 91 Corridor.	6/23/08	Signed into Law: Chapter #714	
SB 1422 (Ridley-Thomas) HOT Lanes: I-10 and State Highway Route 110 in Los Angeles County	Until January 15, 2013, authorizes a value pricing and transit development demonstration program involving high-occupancy toll (HOT) lanes to be conducted, administered, developed, and operated on designated high-occupancy vehicle (HOV) lanes on I-10 and State Highway Route 110 in Los Angeles County by the Los Angeles County Metropolitan Transportation Authority (LA Metro). Authorizes LA Metro to carry out the value pricing and transit development demonstration program pursuant to a cooperative agreement with Caltrans that addresses all matters related to the design, construction, maintenance, and operation of state highway system facilities in connection with the program. With the assistance of Caltrans, authorizes LA Metro to establish appropriate traffic flow guidelines for the purpose of ensuring optimal use of the express lanes by high-occupancy vehicles without adversely affecting other traffic on the state highway system. Authorizes LA Metro to establish, collect and administer tolls for the HOT lanes on I-10 and State Highway Route 110. Allows LA Metro to use excess toll revenues generated by these HOT lanes for preconstruction, construction and other related costs of high-occupancy vehicle (HOV) facilities, and the improvement of transit service within the I-10 and State Highway Route 110 corridors. Prohibits LA Metro from issuing bonds for the demonstration program.	8/25/08	Signed into Law: Chapter #547	
SB 1561 (Steinberg) Public Transit Prohibition Orders	Authorizes the Sacramento Regional Transit District and the Fresno Area Express to issue a prohibition order to any person who, on at least three separate occasions within a period of 60 consecutive days, is cited for committing certain prohibited acts. Prohibits a person subject to such a prohibition order from entering the property, facilities or vehicles of the Sacramento Regional Transit District or the Fresno Area Express for specified periods of time up to a maximum of one year. Specifies that no prohibition order issued shall be effective unless the Sacramento Regional Transit District or the Fresno Area Express first affords the person an opportunity to contest the proposed action in accordance with procedures adopted by those transit districts for this purpose. Requires the Sacramento Regional Transit District and the Fresno Area Express to establish an advisory committee, and to ensure that personnel charged with issuing and enforcing prohibition orders receive training as recommended by the advisory committee.	8/15/08	Signed into Law: Chapter #528	
SB 1685 (Kehoe) Regional Comprehensive Plan: San Diego County	Allows the San Diego Association of Governments (SANDAG) to use its local sales tax authority for the following purposes related to implementing its regional comprehensive plan: (a) open space and natural habitat protection and conservation programs; (b) watershed management; (c) stormwater management and water quality improvement projects; (d) beach sand replenishment projects; and (d) public transit projects that maximize mobility and transportation choices.	4/22/08	Signed into Law: Chapter #83	

**CALIFORNIA STATE LEGISLATURE
2009 Regular Session Calendar**

DAY	JANUARY
1	Statutes signed into law in 2008 take effect.
5	Legislature reconvenes.
10	Budget must be submitted by the Governor to the Legislature on or before this date.
30	Last day to submit bill requests to the Legislative Counsel's Office.

DAY	FEBRUARY
27	Last day for bills to be introduced.

DAY	APRIL
2	Spring Recess begins upon adjournment.
13	Legislature reconvenes from Spring Recess.

DAY	MAY
1	Last day for policy committees to hear and report fiscal bills introduced in their house.
15	Last day for policy committees to hear and report to the floor non-fiscal bills introduced in their house.
29	Last day for fiscal committees to hear and report to the floor bills introduced in their house.

DAY	JUNE
5	Last day for bills to be passed out of their house of origin.
15	Budget must be passed by midnight.

DAY	JULY
10	Last day for policy committees to hear and report bills introduced in the other house.
17	Summer Recess begins upon adjournment, provided the budget bill has been enacted.

DAY	AUGUST
17	Legislature reconvenes from Summer Recess.
28	Last day for fiscal committees to hear and report to the floor bills introduced in the other house.

DAY	SEPTEMBER
4	Last day to amend bills on the Assembly and Senate floors.
11	Last day for each house to pass bills. Interim Recess begins at the end of this day's session.

DAY	OCTOBER
11	Last day for the Governor to sign or veto bills passed by the Legislature before September 11, and in his possession after September 11.

DAY	JANUARY 2010
4	Legislature reconvenes.



Date: December 18, 2008

Current Meeting: January 7, 2009

Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Citizens Advisory Committee

THROUGH: General Manager, Michael T. Burns

FROM: Chief External Affairs Officer, Greta Helm

SUBJECT: Advisory Committee Enhancement Update: January

FOR INFORMATION ONLY

BACKGROUND:

In August 2008, the *Advisory Committee Enhancement (ACE)* process was initiated by VTA General Manager Michael Burns to engage advisory committee members in the development of recommendations for improving the advisory committee process of providing input and advice to the Board of Directors.

The ACE process is being led by VTA's Public Information Officer, Jennie Loft. Goals of the process include each advisory committee:

- Reviewing its role, responsibilities, and limitations as defined by the Board adopted bylaws, and how it can provide input as an advisory body to help VTA achieve the outcomes described in the recently revised VTA Vision and Mission statements. This includes identifying overlap and duplication and considering potentially underserved areas.
- Developing a committee mission statement that succinctly states the committee's area of focus.
- Reviewing its bylaws to ensure they accurately reflect current conditions that impact the committee's duties and responsibilities.
- Reviewing and clearly defining its primary alignment with VTA's Standing Committees
- Aligning its work plan (the mechanism used to plan and track the items each committee considers) to the work that is planned for review by the Board and Standing committees, as reflected in the Board of Directors Consolidated Work Plan.

In September, each of the advisory committees designated representatives to be their voice in ACE Subcommittee meetings with Ms. Loft and project manager Stephen Flynn. Several meetings of each ACE Subcommittee have been held to date.

To ensure each committee is kept informed, two items have been added to each advisory committee agenda until the completion of the ACE process. First is a written update from staff on the progress of the overall ACE process. The second is a brief verbal report from its subcommittee members on the efforts, progress made and issues identified by the subcommittee.

DISCUSSION:

Since each subcommittee defines its own timeline for completing the ACE process, they have been meeting with varying frequency depending on their need. By January, all ACE Subcommittees will have met a minimum of twice and most will have met three or more times.

All ACE subcommittees developed a draft mission statement that was submitted to their respective committee for approval. BPAC approved its mission statement in November whereas the other four advisory committees (CAC, CTA, PAC and TAC) adopted their mission statement at their December meeting. The mission statement approved by each advisory committee is “provisional” only, meaning it is a working draft until adopted by the Board of Directors, since all modifications to advisory committee bylaws, including the addition of a mission statement, require Board approval.

As a next step, the provisional mission statements will be submitted to the Administration and Finance Committee for review and ultimately to the board for consideration and approval. If approved by the full board, these statements will be incorporated into the respective committee bylaws at the conclusion of the ACE process.

The ACE subcommittees for BPAC, PAC, and TAC previously reviewed and, where needed, recommended modifications to their individual bylaws to clarify and more accurately reflect current conditions that affect their roles, responsibilities, duties and limitations. It is anticipated that both the CTA and CAC ACE subcommittee will continue this review during January. As with the provisional mission statements, these modifications will ultimately be submitted to the board for consideration and approval.

The next steps in the ACE process are to:

- Convene the ACE Task Force, which is a joint meeting of the subcommittee members and VTA staff, to review the roles and responsibilities of all the advisory committees, as a group and in a comprehensive manner, to more clearly define individual committee responsibilities, identify overlap and duplication, consider underserved areas, and discuss options to maximize the contribution each committee can make to the VTA Board process.
- Have the Task Force review and clearly define its primary alignment with VTA's Standing Committees.
- Have Task Force members provide input on the development of the Board's 2009 Consolidated Work Plan based on each advisory committee's duties, responsibilities and areas of expertise as defined in its bylaws.

The first Task Force meeting is being scheduled for late January. It is projected that multiple meetings will be required to fully complete the requested actions.

Any changes recommended by the Task Force will be returned to the advisory committees for consideration and, where necessary, approval. Once all subcommittees have finalized their proposed mission statements and defined alignment to their respective standing committee, the proposed changes for all advisory committees will be submitted as a comprehensive package to the Board of Directors for consideration and adoption, most likely in mid-2009.

Prepared By: Stephen Flynn, Sr. Management Analyst



Date: December 23, 2008

Current Meeting: January 7, 2009

Board Meeting: January 8, 2008

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Citizens Advisory Committee

THROUGH: General Manager, Michael T. Burns

FROM: Chief Operating Officer, Donald A. Smith Jr.

SUBJECT: Annual Transit Service Plan - Information

FOR INFORMATION ONLY

BACKGROUND:

In 1999, the VTA Board of Directors approved the creation of a Service Management Plan, a process to evaluate the performance of the transit system using adopted standards of productivity. This plan, which included an evaluation of transit service ridership performance and recommendations for route improvements, was annually presented to the VTA Board for review and approval. This annual process was deferred in 2007 and 2008, while VTA developed and conducted the Comprehensive Operations Analysis (COA).

The COA was an 18-month in-depth process to analyze VTA's existing bus services, identify underserved markets, and ultimately produce a new structure for bus services. The VTA Board adopted a new Bus Service Operating Plan at its August 30, 2007 meeting and implementation occurred on January 14, 2008. The COA incorporated the latest in market research and a detailed examination of VTA's existing transit operations and ridership performance to develop a new cost-neutral bus transit network.

As part of the COA, the annual service review process was further defined and strengthened when the VTA Board of Directors adopted the Transit Sustainability Policy (TSP) and the accompanying Service Design Guidelines (SDG). The TSP provides a policy framework for the efficient and effective expenditure of funds to achieve the highest return on transit investments. The policy guides the development and implementation of new transit services, as well as the refinement of existing services. In accordance with the Transit Sustainability Policy, all transit services are subject to an annual evaluation of ridership and operating efficiency, based on the performance standards contained in the Service Design Guidelines.

The primary performance standard is Average Boardings per Revenue Hour. This standard applies to Community Bus, Local Bus, Bus Rapid Transit, and Light Rail. For evaluation purposes, the standard is calculated for all time-periods and for weekdays, Saturdays, and Sundays. This standard is recalculated quarterly and may move up or down. This indicator

shows how well service is utilized, given the hours of service provided.

The categorical minimum standard for any bus transit service is 15 Boardings per Revenue Hour. Bus lines that consistently operate below this threshold and that are unresponsive to marketing, restructuring, and operational refinements are subject to deletion. Express routes are evaluated on a different standard of 60% of the seated vehicle loading capacity to reflect the special characteristics of Express lines, where seat turnover is low.

The Annual Transit Service Plan functions as the process and document that implements the policies set forward in the Transit Sustainability Policy. The mandated annual review of transit services, which is now called the Annual Transit Service Plan, includes an evaluation of existing services compared to the performance standards contained in the Service Design Guidelines, review of potential new services, assessment of opportunities for service refinement and resource reallocation, route-specific service changes, and recommendations for further analysis and study. The plan includes an extensive marketing and community outreach effort, as described later in this memorandum.

The Quarterly Transit Operations Performance Report provides the VTA Board a regular report card on the performance of every line in the VTA transit system. Based on these performance updates, passenger and operator input, detailed ridership data, and other information, the Annual Transit Service Plan proposes modifications to the bus and rail service through measures such as increases or decreases in service hours or frequency, changes in routing or service span, and increased marketing. The ultimate alternative for underperforming lines is deletion and reinvestment of those resources into stronger transit markets.

VTA also has an adopted policy that requires proposed major service changes that meet any of the criteria listed below to be submitted to the VTA Board of Directors for review and approval. The approval process typically takes place with the adoption of the Annual Transit Service Plan, as presented here. Major service changes requiring VTA Board approval are:

- The establishment of a new transit line or service.
- The elimination of a transit line or service.
- A route change that impacts 25% or more of a line's route miles.
- Span of service or frequency changes affecting 25% or more of a line's revenue vehicle hours.
- Proposed changes anticipated to be controversial with a particular community or interested parties.

Service change proposals not meeting the criteria for formal approvals described above are handled at the staff level. However, these proposals are still subject to an appropriate level of public and community review and comment. These "minor" changes are included in the proposed Annual Transit Service Plan for public comment, review, and revision as necessary.

Finally, to comply with Federal Transit Administration (FTA) Title VI requirements, VTA must evaluate significant system-wide service changes and proposed improvements at the planning and programming stages to determine whether the changes have a discriminatory impact on

minority and low-income populations. A Title VI Evaluation will be completed for the major bus service changes and included in the submitted Annual Transit Service Plan.

The main proposals of the Annual Transit Service Plan included here will be presented to the Transit Planning and Operations Standing Committee at its December meeting as an information item. Public outreach and community meetings will be held during January and February 2009. Advisory Committee review will be during January and February also. The final draft plan will be submitted to the Transit Planning and Operations Committee at its March 19, 2009 meeting and to the VTA Board of Directors at its April 2, 2009 meeting for approval. Implementation of changes will start on July 13, 2009.

DISCUSSION:

The Annual Transit Service Plan includes three main categories of proposals.

- Major changes, as categorized earlier and requiring VTA Board approval.
- Minor changes, including adding/deleting specific trips, improving connections, span of service, frequency or routing changes -- all changes that do not meet the criteria for major changes.
- Additional study and community stakeholder involvement to improve community bus services. When many community bus routes were implemented in January 2008, VTA indicated that it was committed to returning to communities to evaluate performance, explore changes in routing and service, and identify new markets and marketing opportunities to improve the performance of the routes.

No change to VTA's light rail service is included in the Annual Transit Service Plan, as it is being studied through the Light Rail Systems Analysis. Also, while some Express bus changes are included, a more comprehensive Express Bus Study is also underway that could result in significant changes to our Express service in the future. Any service changes that result from these studies would undergo the appropriate public review and approval process in the future.

Proposed Major Service Changes

Lines 14 and 17 (Gilroy Community Buses): Routing of Line 14 would be extended to provide two-way service between the Gilroy Transit Center and medical facilities, the outlet stores, and St. Louise Hospital. The routing of Line 17 would be modified from a large one-way loop to provide two-way service between the Gilroy Transit Center and the Social Services facility on Tomkins Court on weekdays. The weekday frequency for both lines would be improved to operate every 30 minutes (instead of 60 minutes). This improved service is funded for three years from a Lifeline grant previously approved by the VTA Board. Final approval of the grant by MTC is expected in March 2009.

Line 15 (Morgan Hill Community Bus): This line would be discontinued due to poor ridership performance. Previous community stakeholder efforts resulted in service restructuring to this route in July 2007, when it was converted to a Community Bus route. Extensive marketing has also occurred over the past couple of years. All efforts have failed at improving ridership to meet VTA Board-adopted standards.

Line 37 (Capitol Light Rail Station to West Valley College - Community Bus): New Saturday service would operate every 60 minutes between the Capitol Light Rail Station and the Winchester Light Rail Station. Public comments and inquiries, along with good weekday performance of this route, indicate that Saturday service is warranted.

Line 45 (Alum Rock Light Rail Station to Penitencia Creek Light Rail Station - Community Bus): On weekdays and Saturdays, this line would be modified to operate every 60 minutes (instead of 30 minutes) due to low per-trip ridership.

Line 63 (Almaden Valley to San Jose State University): This line would be modified to operate every 60 minutes on Saturdays (instead of 30 minutes) due to substandard ridership performance.

Line 64 (Almaden Light Rail Station to McKee & White): This route would be modified to operate every 30 minutes on the entire line on Saturdays. Currently, extra trips that provide 15-minute service on the segment between the San Jose Diridon Transit Center and McKee & White have proven to be unnecessary for the ridership demand.

Lines 66 and 68 (Monterey Corridor): These lines would be modified to operate every 15 minutes all day over the entire route on weekdays. Currently, both line 66 and 68 provide a mixture of 15 and 30-minute service over different segments of the routes. Ridership demand on these routes has increased 15-20% over pre-January 2008 levels.

Line 88 (Palo Alto Community Bus): This line would be modified to operate every 60 minutes (instead of every 30 minutes) during peak hours due to low ridership. Special routing for one trip to Jordan Middle School would be discontinued due to low ridership. No changes are proposed to the trips serving Gunn High School, which are performing well and carrying significant student loads.

Line 89 (California Ave. Caltrain Station to Stanford Research Park): Due to high ridership, which includes transfers from Caltrain, this line would be converted from a Community Bus line to a regular bus line with standard VTA fares.

Express Lines 180 and 181 (Fremont BART to Great Mall and Downtown San Jose): On weekdays, Line 180 would be modified to operate every 30 minutes (instead of 15 minutes) between the Fremont BART Station and the Great Mall Transit Center all day. Line 181 would be modified to operate every 15 minutes, all day, in both directions (currently operates during peak hours only). Both Lines 180 and 181 would be modified to operate via Stevenson and I-880 instead of Mission Blvd. A Park & Ride lot along Stevenson is needed, as parking at the Fremont BART station has become difficult for most passengers. VTA staff is currently reviewing various parking alternatives.

Proposed Community Bus Studies

These studies would engage small groups of key stakeholders in a swift, yet thorough process to review the current route performance and recommend improvements to the route so it can

achieve our ridership performance standards. The specific implementation timelines for these changes would depend on the community involvement process. Also, staff would likely not commence each of these studies at the same time. However expectations are that all of these studies will be completed in calendar year 2009.

Community Bus Line 11 (San Jose Market Center - Japantown - Downtown San Jose)

This new Community Bus service was implemented in January 2008 and operates every 60 minutes from 6:00 a.m. to 7:00 p.m. on weekdays. It has below-standard performance, with low ridership on certain segments. However, community acceptance of the route has been positive, especially amongst senior citizens.

Community Bus Line 13 (Almaden Valley - Oakridge - Ohlone/Chynoweth Light Rail Station)

This route was converted to Community Bus service in January 2008. It operates every 30 minutes in peak hours, and 60 minutes midday from 5:30 a.m. to 8:00 p.m. on weekdays. It has below-standard performance, with low ridership on certain segments. Student ridership is positive. There is community interest to serve some other locations.

Community Bus Line 34 (Downtown Mt. View - San Antonio Shopping Center)

This route was converted to Community Bus service in January 2008. It operates every 60 minutes midday only from 9:30 a.m. to 3:00 p.m. on weekdays. It exhibits below-standard performance and low ridership. It primarily serves senior housing trips to access shopping and downtown. There is interest by city staff and the Mayor to study this route and the downtown Mountain View area to determine the best use of resources and to serve other locations.

New Community Bus Line (Santa Clara Kaiser to El Camino Corridor)

VTA's service network lacks a good north-south connection along Lawrence Expressway connecting the El Camino Corridor (Local 22/Rapid 522) directly into Santa Clara Kaiser. Many public comments have been received for this service. This would provide for 1 all-day bus (12 hours per day) with 30-minute frequency service. VTA would work with Kaiser, the City of Santa Clara, and other community interests to develop this service. Funding participation from Kaiser would also be pursued, possibly to provide a free service such as with other specific shuttles VTA operates such as DASH or Great America.

Milpitas Intracity Service

During discussions on the COA, VTA and the City of Milpitas agreed to review local intracity services based on the opening of new developments in the city. New senior housing, library and Valley Health Center all on Main Street, new high density housing on Abel Street and a proposed new Senior Center on Milpitas Boulevard all impact the bus service network. The study would review current lines 33, 46, 47 for possible conversion to community bus and improved connections to main bus line 66 and light rail. This study may also be combined with a Community Based Transportation Plan effort also planned for Milpitas.

Proposed Minor Service Change

About 114 distinct changes are being proposed on 39 individual routes. Many of the changes are adding trips where ridership demand has increased and deleting or combining unproductive trips.

Other minor changes include modifying the span of service, routing or schedules to improve connections. These small changes combine to provide service-hour and bus resources that enable other service improvements proposed here to occur within existing service levels. While VTA Board approval of the individual changes is not required, the changes will be presented to the public for review and comment and included in the Annual Transit Service Plan.

Marketing/Community Outreach Plan

A comprehensive community outreach and marketing plan will be implemented to afford the public numerous opportunities to learn of the proposed service changes and provide input and comment. The final draft Annual Transit Service Plan presented to the VTA Board in March and April will include feedback received from the community outreach activities and plan modifications based on the comments received. An outline of the plan follows.

Outreach to the Public

- Hold 8 public meetings in late January, in cities that will be impacted the most by the proposed service plan.

Location	Time(s)	Main Routes of Interest
Downtown San Jose	3pm & 7pm	11, 63, 64, 66/68, 180/181
Palo Alto	4pm	88, 89
East San Jose	3pm	31, 45
Campbell	3pm	37, 48/49, 63
Gilroy	7pm	14/17, 15, 68
Morgan Hill	4pm	15, 68
Fremont	7pm	180/181

- Advertise in community newspapers throughout Santa Clara County before public meetings.
- Send media releases to community newspapers, broadcast media, multilingual media, and daily publications.
- Post meeting announcements, and specific route-by-route information on the VTA.org website.
- Provide opportunity for web viewers to submit comments by email.
- Provide city websites and access cable channel outlets with meeting announcements.
- Mail meeting announcement fliers and plan information to community organizations (Title VI list, etc.), cities, Eco Pass employers, and other stakeholders.

Outreach to Passengers

- Interior car cards on all bus and light rail vehicles.
- December rider newsletter article giving passengers a “heads up” and to look for more details in a “Special Take One.”
- “Special Take One” passenger flyer distribution on all VTA vehicles in the first or second week of January with information on the proposed changes and meeting times/dates.
- Include meeting announcement fliers in mailing to monthly pass holders and Eco Pass participants/employers.
- Provide information at the Downtown Customer Service Center and River Oaks.

- Brief all Customer Service Representatives.

Outreach to Media

- Issue multiple news releases in advance of meetings.
- The first, a generalized meeting announcement news release, will be timed for deadlines of weekly, community newspapers.
- The second, more policy oriented, will target radio, television, and daily publications and will be released just in advance of the first meeting.

Outreach to VTA staff

- Include information in the December/January edition of "In the Loop."
- Include article in employee newsletter "Timepoint."
- Electronic distribution of meeting announcement flier.

STANDING COMMITTEE RECOMMENDATION:

The Committee asked what constitutes "limited routes." Staff explained that limited routes use the expressway system but are not typical "Express" buses. They run in peak periods for connections along the commute corridors.

The Committee remarked about the need for constant evaluation of service in order to deploy services where they are needed, noting the shift in ridership for Line 68 is exciting. The Committee cautioned that community involvement is the key to making appropriate decisions in order to maximize our resources.

Prepared By: Jim Unites, Deputy Director, Service Planning