

**CITIZENS ADVISORY COMMITTEE
and
2000 MEASURE A CITIZENS WATCHDOG COMMITTEE**

Wednesday, March 9, 2011

**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.**

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)**
 - Receive ECO Pass Update. (Verbal Report) (Helm)
- 5. Receive Chairperson's Report. (Verbal Report) (Powers)**

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

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

- 6. Approve the Regular Meeting Minutes of February 9, 2011.**
- 7. INFORMATION ITEM - Review the Monthly Legislative History Matrix.**

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8. INFORMATION ITEM - Receive FY 2011 Second Quarter Transit Operations Performance Report.

2000 MEASURE A CITIZENS WATCHDOG COMMITTEE REGULAR AGENDA

9. INFORMATION ITEM - Receive a Briefing on the Background and Requirements for Conducting the Citizens Watchdog Committee's Annual Public Hearing.

CITIZENS ADVISORY COMMITTEE REGULAR AGENDA

There are no items for the Citizens Advisory Committee Regular Agenda.

COMBINED CAC AND CITIZENS WATCHDOG COMMITTEE ITEMS

10. Review the Citizens Advisory Committee and Citizens Watchdog Committee Work Plans. (Powers)

OTHER

11. ANNOUNCEMENTS

12. ADJOURN

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, (408) 321-2330 (TTY only). VTA's Homepage is located on the Web at: <http://www.vta.org/> or visit us on Facebook <http://www.facebook.com/scvta>.

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.

**CITIZENS ADVISORY COMMITTEE
and
2000 MEASURE A CITIZENS WATCHDOG COMMITTEE**

February 9, 2011

MINUTES

CALL TO ORDER

The Regular Meeting of the Citizens Advisory Committee (CAC) was called to order at 4:33 p.m. by Chairperson Powers, Conference Room B-104, VTA River Oaks Campus, 3331 North First Street, San Jose, California.

1. ROLL CALL

Attendee Name	Title	Status
Jeremy Barousse	CAC Member	Present
Stephen Blaylock	CAC Member	Absent
Clinton Brownley	CAC Member	Present
Bena Chang	CAC Member	Present
Chris Elias	CAC Member	Present
William Hadaya	CAC Member	Present
Ray Hashimoto	CAC Member	Present
Roberta Hughan	CAC Member	Absent
Robert Jacobvitz	CAC Vice Chairperson	Present
Bruce Liedstrand	CAC Member	Present
Aaron Morrow	CAC Member	Present
Charlotte Powers	CAC Chairperson	Present
Sally Probst	CAC Member	Present
Connie Rogers	CAC Member	Present
Martin Schulter	CAC Member	Present
Noel Tebo	CAC Member	Present
Herman Wadler	CAC Member	Present

A quorum was present.

2. ORDERS OF THE DAY

There were no orders of the day.

3. PUBLIC PRESENTATIONS

There were no Public Presentations.

4. Committee Staff Report

Report from the General Manager

Michael T. Burns, General Manager, stated that he would be addressing the Committee in their role as the Citizens Advisory Committee as well as the Citizens Watchdog Committee.

Member Hashimoto took his seat at 4:34 p.m.

Mr. Burns reported: 1) The budget continues with a stable outlook: a) Six-month actuals show an approximate \$15 million operating balance projected to the end of the year; and b) The last fiscal year ended with a positive balance; 2) The Board approved a 20-year agreement with SunPower Corporation for the installation of solar panels to supply the complete electrical needs for the three VTA bus yards; 3) The Clipper Card soft-launch will be instituted on February 16; 4) The Federal Transit Administration (FTA) should provide approval on the BART final design by the end of February 2011 and a full-funding-grant agreement with the FTA is expected by 2011 year-end; 5) A strategic plan for the Express Bus Service will be presented to the Board at its March 2011 meeting and if approved the plan will be brought before the CWC.

Member Hadaya took his seat at 4:39 p.m.

Mr. Burns provided an update on Caltrain's current financial situation. He noted Caltrain's funding problem is due to the financial issues of the San Mateo County Transit District (SamTrans). Mr. Burns: 1) defined the agreement between the three partner agencies, SamTrans, San Francisco Municipal Transportation Agency (SFMTA) and VTA; 2) identified possible funding strategies for consideration by the three partner agencies; and 3) reported on VTA's participation with the Silicon Valley Leadership Group and other stakeholders to determine a longer-term solution to the Caltrain funding problem.

Member Chang took her seat at 4:50 p.m.

Member Schuler took his seat at 4:50 p.m.

Member Barousse took his seat at 4:54 p.m.

Mr. Burns referenced the Caltrain update provided to the Board at its February 3, 2011, meeting and shared with members of the CWC. He noted the Board has asked that staff return to the Board with action items.

Member Elias took his seat at 5:05 p.m.

Member Liedstrand noted he had thoughts on how to create a mid-to-long-term funding mechanism in cooperation with the cities. Mr. Burns noted staff would be in contact with Member Liedstrand.

Bena Chang reported on the success of the Caltrain Summit held in partnership with VTA. She noted over 80 suggestions were received. Ms. Chang stated financial and political consultants would be hired to review and determine the amount each of the suggested revenue sources would actually generate. She reported the items requiring voter approval would be field tested to determine interest levels. Chairperson Powers

noted that she, as well as Members Liedstrand and Tebo, had attended the Caltrain Summit.

Greta Helm, Chief External Affairs Officer and Staff Liaison, provided a brief staff report highlighting: 1) The 101/Tully Interchange Project is now underway; 2) VTA launched the new Airport Flyer hybrid buses; 3) Airport Flyer advertising can be found within the airport terminals and baggage areas; 4) VTA is appealing to the advisory committees to promote VTA among their families and friends. Each member will receive survey cards and 10 bus tokens, nine to be distributed to family and friends, with the request that the token holders ride a bus and provide feedback on their experience.

5. Chairperson's Report

Chairperson Powers noted she had attended the San José City Council meeting where they approved the conceptual plan for the Diridon Station master plan.

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

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

6. Regular Meeting Minutes of January 12, 2011

M/S/C (Rogers/Hashimoto) to approve the Regular Meeting Minutes of January 12, 2011.

7. Monthly Legislative History Matrix

On order of Chairperson Powers and there being no objection, the Committee reviewed the Monthly Legislative History Matrix.

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

8. Measure A Semi-Annual Report - December 2010

Mark Robinson, Chief Engineering & Construction Officer, provided the staff report.

Member Chang referenced the El Camino Real Rapid Transit and noted she had attended a San José neighborhood meeting where neighborhood leaders from the Alameda Corridor were discussing their completed bicycle and pedestrian improvements. She encouraged staff to work with these community leaders, early on, to make sure that VTA can leverage the work that has already been completed and thinking through how Alameda will look in the future.

On order of Chairperson Powers and there being no objection, the Committee received the Measure A Semi-Annual Report - December 2010.

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

CITIZENS ADVISORY COMMITTEE REGULAR AGENDA

9. Gilroy High Speed Train Station Comparative Visioning Project

Marcella Rensi, Transportation Planning Manager, provided the staff report.

Member Liedstrand stated there is a regional issue regarding the location of High Speed Rail (HSR) stations. He reported the question as whether HSR should connect existing city centers or be placed in a rural location, thereby drawing economic energy out of the city center. Member Liedstrand stated performing the study could legitimize green-field development and therefore he could not support the funding.

Member Rogers noted the importance of defining what the impact would be in either of the proposed locations.

Member Chang echoed Member Leidstrand's green-field development concerns and stated the Silicon Valley Leadership Group does not encourage expanding outside of existing downtown stations.

Vice Chairperson Jacobvitz noted his belief that the study needs to be performed. Member Chang stated it was fine to support the study to prove that the downtown location was the best location.

M/S/C (Hughan/Jacobvitz) on a vote of 15 ayes to 1 no to 0 abstentions to recommend the programming of \$150,000 in Local Program Reserve (LPR) funds for the Gilroy High Speed Train Station Comparative Visioning project. Member Liedstrand Opposed.

10. Valley Transportation Plan 2040 Planning Activities

Chris Augenstein, Deputy Director Planning, provided the staff report.

On order of Chairperson Powers and there being no objection, the Committee received an update on the planning activities as part of the development of Valley Transportation Plan 2040 (VTP 2040).

11. Silicon Valley Express Lanes Program

Murali Ramanujam, Senior Transportation Engineer, provided the staff report.

On order of Chairperson Powers and there being no objection, the Committee received an update on the most recent activities of the Silicon Valley Express Lanes Program and previewed items that will be brought to the VTA Board of Directors for consideration in the near future.

12. Valley Transportation Plan 2040 Planning Activities

Robert Swierk, Senior Transportation Planner, provided the staff report.

On order of Chairperson Powers and there being no objection, the Committee received an update on the planning activities as part of the development of Valley Transportation

Plan 2040 (VTP 2040).

COMBINED CAC AND CITIZENS WATCHDOG COMMITTEE ITEMS

13. Citizens Advisory Committee and Citizens Watchdog Committee Work Plans

The Auditors will bring their report to the April meeting.

On order of Chairperson Powers and there being no objection, the Committee reviewed the Citizens Advisory Committee and Citizens Watchdog Committee Work Plans.

OTHER

14. ANNOUNCEMENTS

Vice Chairperson Jacobvitz announced that Bill Sherry, Director of Aviation, Norman Y. Mineta International Airport, will be the speaker for the Building Owners and Managers Association (BOMA) March membership luncheon.

15. ADJOURNMENT

On order of Chairperson Powers and there being no objection, the meeting was adjourned at 6:33 p.m.

Respectfully submitted,

Susan E. Garcia, Board Assistant
VTA Office of the Board Secretary



Date: February 22, 2011
Current Meeting: March 9, 2011
Board Meeting: April 7, 2011

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, which describes the key transportation-related bills that are being considered by the California State Legislature during the 2011-2012 session. It indicates the status of these measures and any adopted VTA positions with regard to them.

DISCUSSION:

The state's fiscal challenges continue to dominate Sacramento politics as Gov. Jerry Brown pushes to reach a budget deal with the Legislature by early March. To address an 18-month deficit in excess of \$26 billion, the Governor has proposed \$12.5 billion in spending reductions, mostly in higher education, and health and human services; \$12 billion in revenue measures; and \$2 billion in fund shifts and loans. The major revenue component of his budget calls for holding a special election in June to ask the voters to extend temporary increases in personal income and sales taxes, and in the vehicle license fee for another five years. In addition, the Governor is pushing for a major realignment of the relationship between the state and local governments, an end to state tax benefits for enterprise zones, and the elimination of local redevelopment agencies.

Gov Brown's budget faces significant political hurdles. Within the Legislature, Democrats are feeling the heat from advocates for the poor, elderly and disabled, who oppose the billions in permanent spending cuts to health and human services programs that the Governor has recommended, while GOP lawmakers are being pressed by anti-tax groups to oppose putting the tax extensions on the ballot. If Gov. Brown is able to garner enough votes to place the tax extensions before the voters in a June special election, he will then face a tough fight to win their approval.

With regard to transportation, Gov. Brown has proposed a series of changes to address the impacts of Propositions 22 and 26 on last year's transportation funding swap, and to ensure that the goals of the swap, both for the General Fund and for transportation, can be realized. Specifically, the Governor's budget calls for:

1. Re-enacting the transportation funding swap's increases in both the gas tax and the diesel sales tax by a two-thirds vote. If this is not done, Proposition 26 would eliminate billions in revenues, negatively impacting state highways, local streets/roads and public transit.
2. Transferring vehicle weight fee revenues from the State Highway Account to the General Fund in order to achieve the General Fund savings that were anticipated for FY 2011 and FY 2012. This shift is being proposed because Proposition 22 prohibits the use of gas tax revenues for general obligation bond debt service. Instead, all of the revenues from the 17.3-cent increase in the gas tax resulting from the transportation funding swap would be used for transportation programs to backfill for the shifting of vehicle weight fee money to the General Fund.
3. Making the necessary statutory revisions to ensure that the distribution of revenues from the 17.3-cent gas tax increase will achieve the same fiscal results that were anticipated for state highways and local streets/roads when the transportation funding swap was enacted last March.
4. Addressing the impact on public transit funding resulting from provisions in Proposition 22 that require diesel sales tax revenues to be split 50 percent to the State Transit Assistance Program (STA) and 50 percent to other miscellaneous state-funded transit programs such as intercity rail, thereby negating the 75/25 split favoring STA embodied in the transportation funding swap. The Governor is proposing budget trailer bill language that calls for making several structural changes to ensure that STA reaches a minimum funding level of \$350 million per year as contemplated by the transportation funding swap.

These elements must be enacted together as a package. Otherwise, all of the goals of the transportation funding swap, both for the General Fund and for the transportation community, will not be realized.

In its review of Gov. Brown's budget, the Legislative Analyst's Office (LAO) generally supported the comprehensive "fix" for Propositions 22 and 26. However, the LAO recommended that the Legislature consider two alternative options to achieve additional General Fund relief at the expense of public transit. The first is to use the roughly \$125 million in annual revenues that would be generated by the transportation funding swap's 1.75 percent increase in the diesel sales tax rate for General Fund relief, rather than for STA as proposed by the Governor. The LAO believes these revenues would not be governed by the provisions of Proposition 22 and, therefore, could be diverted to the General Fund. The second option is to circumvent the Proposition 22 protections for public transit by eliminating the sales tax on diesel fuel altogether and replacing it with a corresponding increase in the vehicle weight fee, which

would require a two-thirds vote of the Legislature. Under this option, STA would be eliminated, intercity rail would be backfilled with weight fee revenues, and the rest of the money from the weight fee increase would go to the General Fund. In making these recommendations, the LAO contends that: (a) public transit is a local responsibility and, therefore, the state should not play a role in funding it; and (b) since STA is a relatively small percentage of a public transit agency's operating budget, it could be eliminated "without an extensive disruption of transit services." So far, these ideas have not gotten any traction in the Legislature.

Meanwhile, February 18 was the deadline for senators and Assembly members to introduced new bills. Not surprising, quite a few bills that were vetoed by former Republican Gov. Arnold Schwarzenegger last year have been reintroduced by Democratic lawmakers, who are hopeful of a more favorable response from Gov. Brown, assuming the measures make it through the legislative process again. Meanwhile, high-speed rail continues to be a dominant topic. So far, bills have been introduced to:

- Require the California High-Speed Rail Authority to make every effort to purchase high-speed train rolling stock and related equipment manufactured in the state.
- Subject the High-Speed Rail Authority Board members to the state's conflict of interest laws.
- Encourage the development of master plans for areas surrounding proposed high-speed rail station sites.
- Specify how any federal funds made available to California for high-speed rail purposes are to be used.
- Reduce the amount of general obligation bond debt authorized by Proposition 1A.
- Create a new Department of High-Speed Trains within the Business, Transportation and Housing Agency to take over the responsibility for planning, constructing and operating the state's proposed high-speed rail system.

Finally, AB 57 (Beall) has been amended to become the legislative vehicle for addressing issues related to the governance structure of the Metropolitan Transportation Commission (MTC).

Prepared By: Kurt Evans, Government Affairs Manager
Memo No. 2796

LEGISLATIVE HISTORY
2011 – 2012 State Legislative Session
February 23, 2011

State Assembly Bills

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 3 (Miller) Motor Vehicles: Confidential Home Addresses	Requires a person who requests the confidentiality of his or her home address to provide the Department of Motor Vehicles (DMV) with a current employment address for purposes of processing the service and collection of a traffic, parking or toll road violation. Prohibits the DMV from renewing the registration of a vehicle registered to a person who has failed to pay a traffic citation or a parking ticket, and has received a delinquent notice if the processing agency has filed or electronically transmitted the notice to the DMV.	As Introduced	Assembly Transportation Committee	
AB 16 (Perea) High-Speed Rail: Rolling Stock and Equipment Purchases	Requires the California High-Speed Rail Authority to make every effort to purchase high-speed train rolling stock and related equipment manufactured in the state, consistent with federal and state laws.	As Introduced	Assembly Transportation Committee	
AB 31 (Beall) High-Speed Rail: Local Master Plans	Establishes the High-Speed Rail Local Master Plan Pilot Program. Requires the cities and counties in the Central Valley that have an approved station for California's high-speed rail system to participate in the program. Requires the planning agency of each participating jurisdiction to prepare and adopt a master plan for development of the areas surrounding its high-speed rail station. Requires the master plan to include incentives for encouraging investment and coherent growth in the areas surrounding the high-speed rail system. Requires each participating jurisdiction to collaborate with the California Air Resources Board (CARB) to develop incentives to encourage development while concurrently reducing greenhouse gas emissions.	As Introduced	Assembly Local Government Committee	
AB 41 (Hill) High-Speed Rail Authority: Conflicts of Interest	Adds members of the Board of Directors of the California High-Speed Rail Authority to those specified offices who must publicly identify a financial interest giving rise to a conflict of interest or potential conflict of interest, and recuse themselves accordingly.	As Introduced	Assembly Elections and Redistricting Committee	
AB 57 (Beall) Metropolitan Transportation Commission: Governance	Adds two seats to the Metropolitan Transportation Commission (MTC) as follows: (1) one appointed by the mayor of San Jose from the San Jose City Council; and (2) one appointed by the mayor of Oakland from the Oakland City Council. Prohibits more than three members of MTC from being residents of the same county.	2/2/11	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 58 (Galgiani) High-Speed Rail: ARRA Funding	To the extent possible, requires the California High-Speed Rail Authority to use the proceeds from Proposition 1A bonds to match federal funds made available to the state for high-speed rail from the American Recovery and Reinvestment Act of 2009. Allows the Governor to appoint up to five individuals to serve as deputy directors of the authority, who would: (a) be exempt from civil service; and (b) serve at the pleasure of the authority's executive director.	As Introduced	Assembly Transportation Committee	
AB 76 (Harkey) High-Speed Rail: Proposition 1A Bonds	Reduces the amount of general obligation bond debt authorized pursuant to Proposition 1A to the amount contracted as of January 1, 2012.	As Introduced	Assembly Transportation Committee	
AB 133 (Galgiani) High-Speed Rail: Federal Funds	Upon appropriation by the Legislature, requires any federal funds made available to California for high-speed rail purposes to be used for preliminary engineering, project-level environmental work, mitigation, final design, and construction for any of the following corridors: (1) San Francisco to San Jose; (2) Merced to Fresno; (3) Fresno to Bakersfield; and (4) Los Angeles to Anaheim.	As Introduced	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 145 (Galgiani) California High-Speed Rail Authority and Department of High-Speed Trains	<p>Creates the Department of High-Speed Trains within the Business, Transportation and Housing Agency. Requires the California High-Speed Rail Authority to establish policies directing the development and implementation of high-speed train service that is fully integrated with the state's existing intercity rail and bus network, consisting of interlinked conventional and high-speed train lines and associated feeder buses. Further specifies that the intercity network in turn shall be fully coordinated and connected with commuter train lines and urban transit systems developed by local agencies, through the use of common station facilities wherever possible. Requires the Department of High-Speed Trains to implement those policies. Requires the authority to do all of the following: (1) select the routes of the high-speed train system; (2) serve as the governing board of the Department of High-Speed Trains; (3) adopt criteria for the awarding of franchises; and (4) set fares or establish guidelines for the setting of fares. By October 1 of each year, requires the authority to adopt and submit to the Governor and the Legislature a high-speed train program that would cover a period of six fiscal years. Requires the program to include a listing of all capital improvement projects that are expected to require an appropriation in the annual Budget Act, including federal, state, local, and private funds, during the following six fiscal years. Requires the director of the Department of High-Speed Trains to be appointed by the Governor. Specifies that the authorization and responsibility for planning, constructing and operating a high-speed passenger train service in California is exclusively granted to the department. Requires the department to do all of the following: (1) conduct engineering and other studies related to the selection and acquisition of rights-of-way, and the selection of a franchisee; (2) evaluate alternative high-speed train technologies, systems and operators, and select an appropriate high-speed train system; (3) award franchises consistent with criteria adopted by the authority; (4) select a proposed franchisee, a proposed route and proposed terminal sites; (5) prepare a detailed financing plan, including any necessary taxes, fees or bonds to pay for the construction of the high-speed train network; (6) enter into contracts for the design, construction and operation of high-speed trains; (7) acquire rights-of-way through purchase or eminent domain; (8) subject to the approval of the authority, issue debt secured by pledges of state funds, federal grants or project revenues; (9) enter into cooperative or joint development agreements with local governments or private entities; (10) relocate highways and utilities; (11) plan, construct and operate the high-speed train system, or enter into contracts for the planning, construction or operation of the system; (12) acquire, sell and lease passenger rolling stock, power units and associated equipment; and (13) acquire, lease, design, construct, and improve track lines and related facilities. Subject to the approval of the authority, allows the department to contract with Caltrans to perform project design and engineering services, including construction inspection services.</p>	As Introduced	Assembly Transportation Committee	
AB 147 (Dickinson) Building Permit Fees	<p>Allows a local agency to require the payment of a fee as a condition of approving a final map or issuing a building permit for purposes of defraying the actual or estimated cost of constructing pedestrian, bicycle, public transit, or traffic-calming facilities.</p>	As Introduced	Assembly Local Government Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 356 (Hill) Public Works Projects: Local Hiring Policies	Exempts any public works project that is funded in whole or in part with state funds from a policy imposed by a local agency that mandates that any portion or percentage of project work hours be performed by local residents. Prohibits any local agency from mandating that any portion or percentage of work on a public works project be performed by local residents if any portion of that project will take place outside the geographic boundaries of the local agency.	As Introduced	Assembly Desk	
AB 381 (Alejo) Caltrans	Makes non-substantive, technical changes to provisions in current law regarding the administration of Caltrans.	As Introduced	Assembly Desk	
AB 427 (J. Perez) Proposition 1B Bonds: Public Transit Safety	Makes non-substantive, technical changes to provisions in current law regarding the Transit System Safety, Security, and Disaster Response Account under Proposition 1B.	As Introduced	Assembly Desk	
AB 650 (Blumenfield) Blue Ribbon Task Force on Public Transportation	Establishes the Blue Ribbon Task Force on Public Transportation for the 21 st Century. Requires the task force to be comprised of 12 specified members to be appointed jointly by the Senate Rules Committee and the speaker of the Assembly by March 31, 2012. Requires the task force to prepare a written report to be submitted to the Governor and the Legislature by March 31, 2013. Requires the report to contain findings and recommendations relating to the following: (1) the current state of California's public transit system; (2) best practices based on a review of public transit systems worldwide; (3) the level and types of public transit needed to meet the goals of equity of accessibility and ease of use; strong and sustainable local and statewide economies; and environmental and public health, including reduced greenhouse gas and pollutant emissions; (4) the estimated cost of creating the needed public transit system in the near, mid and long terms; (5) potential sources of funding to sustain the system's needs, as well as requirements and methods for attaining that funding; and (6) suggested scenarios for phasing in transit development. Requires the Institute of Transportation Studies of the University of California to provide staffing to the task force. Appropriates \$750,000 from the Public Transportation Account to accomplish the purposes of the task force.	As Introduced	Assembly Desk	
AB 676 (Torres) State Transportation Improvement Program	Specifies that State Transportation Improvement Program (STIP) funds can be used for the study of, and the development and implementation of, capital improvement projects.	As Introduced	Assembly Desk	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 845 (Ma) Proposition 1A: Commuter and Urban Rail Funds	With regard to the \$950 million in Proposition 1A funds that are available for capital improvements to commuter rail lines and urban rail transit systems, requires the guidelines adopted by the California Transportation Commission (CTC) to determine the funding share for each eligible commuter rail and urban rail transit recipient by using the distribution factors gathered from the most current available data in the National Transit Database of the Federal Transit Administration (FTA). Requires the CTC to accept from each eligible recipient a priority list of projects up to the target amount expected to be available for the recipient. Requires the matching funds provided by the recipient to be from “non-state” funds, which are defined as local, federal and private funds, as well as state funds available to the recipient that are not subject to allocation by the CTC.	As Introduced	Assembly Desk	
AB 890 (Olsen) CEQA Exemption: Roadway Improvements	Exempts from the California Environmental Quality Act (CEQA) roadway improvement projects undertaken by a city or county within an existing road right-of-way.	As Introduced	Assembly Desk	
AB 1105 (Gordon) VTA: Express Lanes	Authorizes the Santa Clara Valley Transportation Authority (VTA) to develop and implement express lanes in an adjacent county, subject to the concurrence of that county’s congestion management agency or the agency responsible for preparing its countywide transportation plan, whichever is applicable.	As Introduced	Assembly Desk	Sponsor
ACA 4 (Blumenfield) Local Governments: Special Taxes	Calls for placing before the voters an amendment to the California Constitution to allow a local agency to incur indebtedness in the form of general obligation bonds, if approved by its electorate by a 55 percent majority, to fund the construction, reconstruction, rehabilitation, or replacement of: (1) public improvements, including improvements to transportation infrastructure, streets, highways, sewer systems, water systems, wastewater systems, and park and recreation facilities; and (2) facilities or buildings used primarily to provide sheriff, police or fire protection services to the public. Creates an exception to the 1 percent limit for property tax assessments if the revenues are being used to pay bonded indebtedness, approved by a 55 percent vote, to fund the construction, reconstruction, rehabilitation, or replacement of: (1) public improvements, including improvements to transportation infrastructure, streets, highways, sewer systems, water systems, wastewater systems, and park and recreation facilities; and (2) facilities or buildings used primarily to provide sheriff, police or fire protection services to the public.	As Introduced	Assembly Desk	
AJR 5 (Lowenthal) Transportation Revenue Sources: Vehicle Miles Traveled	Requests the President and Congress to consider and enact legislation to conduct a study regarding the feasibility of the collection process for a transportation revenue source based on vehicle miles traveled in order to facilitate the creation of a reliable and steady transportation funding mechanism for the maintenance and improvement of surface transportation infrastructure.	As Introduced	Assembly Desk	

State Senate Bills

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 22 (La Malfa) High-Speed Rail: Proposition 1A Bonds	Declares the intent of the Legislature to re-examine the bond funding mechanisms relative to the California High-Speed Rail Authority and the state's proposed high-speed rail project.	As Introduced	Senate Rules Committee	
SB 28 (Simitian) Electronic Wireless Communications Devices	Requires the driver's license examination administered by the Department of Motor Vehicles (DMV) to include a test of an applicant's understanding of the distractions and dangers of handheld cell phone use and text-messaging while operating a motor vehicle. Prohibits a person from riding a bicycle while using a wireless telephone unless that telephone is specifically designed and configured to allow hands-free listening and talking, and is used in that manner. Also prohibits a person from riding a bicycle while using an electronic wireless communications device to write, send or read a text-based message. Increases the penalties for violating the current prohibitions in state law against using wireless telephones and text-messaging while operating a motor vehicle. Requires a portion of the fines collected for these violations to be allocated to the Office of Traffic Safety for an education program on the dangers of cell phone use and text-messaging while driving.	As Introduced	Senate Transportation and Housing Committee	
SB 29 (Simitian) Automated Traffic Enforcement Systems	Requires the installation of signs at all locations where an automated, camera-based traffic enforcement system is operating. Prior to installing such a system after January 1, 2012, requires the governmental agency to make and adopt a finding of fact establishing that the system is needed at a specified location for reasons related to safety. Prohibits a governmental agency from considering revenue generation, beyond cost recovery, when determining whether to install or operate an automated traffic enforcement system.	As Introduced	Senate Transportation and Housing Committee	
SB 31 (Correa) Local Government: Lobbyist Registration	Declares the intent of the Legislature to enact a bill that will require each local government to enact a lobbyist registration program as a condition of the local government being eligible to apply for any discretionary grant from any state agency or department.	As Introduced	Senate Rules Committee	
SB 50 (Correa) High-Speed Rail Authority: Conflicts of Interest	Adds members of the Board of Directors of the California High-Speed Rail Authority to those specified offices who must publicly identify a financial interest giving rise to a conflict of interest or potential conflict of interest, and recuse themselves accordingly.	As Introduced	Senate Elections and Constitutional Amendments Committee	
SB 125 (Emmerson) Chronic Toll Evaders	Authorizes a local agency to implement a program under which it may attach a wheel boot to, and in some cases impound, a vehicle registered to a chronic evader of toll payments.	As Introduced	Senate Transportation and Housing Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 126 (Steinberg) CTC Guidelines	Exempts the adoption of guidelines by the California Transportation Commission (CTC) from the rulemaking provisions of the Administrative Procedure Act. Except in the case of the State Transportation Improvement Program (STIP), specifies a process that the CTC must use when adopting guidelines. Requires the CTC to maintain a guideline adoption file containing: (a) a summary of each objection or recommendation made with regard to a proposed guideline; and (b) an explanation of how the proposed guideline was changed to accommodate each objection or recommendation, or the reasons for making no change. Requires the CTC to include in its annual report to the Legislature a summary of its activities related to the adoption of program or policy guidelines during the previous calendar year.	As Introduced	Senate Transportation and Housing Committee	
SB 223 (Leno) Local Vehicle Assessments	Authorizes counties and San Francisco to impose a voter-approved local vehicle assessment at a rate not to exceed 2 percent of the market value of each motor vehicle or trailer coach registered within their respective jurisdictions for general revenue purposes if: (a) the board of supervisors approves an ordinance to that effect by a two-thirds vote; and (b) the assessment is approved by a majority vote of the electorate. Specifies that the bill is not to be construed to supplant any funds that the state apportions to counties and San Francisco, including those apportioned under the Vehicle License Fee Law.	As Introduced	Senate Transportation and Housing Committee	

**CALIFORNIA STATE LEGISLATURE
2011 Regular Session Calendar**

DAY	JANUARY
1	Statutes signed into law in 2010 take effect.
3	Legislature reconvenes.
10	Budget must be submitted by the Governor to the Legislature on or before this date.
21	Last day to submit bill requests to the Legislative Counsel's Office.

DAY	FEBRUARY
18	Last day for new bills to be introduced.

DAY	MARCH
	No Deadlines.

DAY	APRIL
14	Spring Recess begins upon adjournment.
25	Legislature reconvenes from Spring Recess.

DAY	MAY
6	Last day for policy committees to hear and report fiscal bills introduced in their house of origin.
13	Last day for policy committees to hear and report to the floor non-fiscal bills introduced in their house of origin.
27	Last day for fiscal committees to hear and report to the floor bills introduced in their house of origin.

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

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

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

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

DAY	OCTOBER
9	Last day for the Governor to sign or veto bills passed by the Legislature before September 9, and in his possession after September 9.

DAY	JANUARY 2012
1	Statutes signed into law in 2011 take effect.
4	The 2011-2012 regular legislative session reconvenes.



Date: February 23, 2011
 Current Meeting: March 9, 2011
 Board Meeting: N/A

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: Transit Operations Performance Report - FY 2011 Second Quarter Report

FOR INFORMATION ONLY

BACKGROUND:

The fiscal year-to-date 2011 Second Quarter Performance Report presents key performance information regarding the operation of the Valley Transportation Authority (VTA). This report is routinely produced after each quarter and at the end of the fiscal year. A detailed summary of the fiscal year-to-date 2011 Second Quarter performance (July 2010 through December 2010) follows.

DISCUSSION:

Ridership (page 6 of the report)

Bus ridership through the first six months of FY 2011 totaled 15.5 million, a 5.0% decrease compared to the same period of the previous fiscal year. Average weekday ridership was 100,258, down 4.4%.

Light rail ridership recorded 5.1 million boardings through the second quarter of FY 2011, a slight increase of 0.2% compared to the same period last year. Average weekday ridership was down 1.0%.

FY 2011 second quarter system ridership (bus and rail) decreased by 3.8%. Average weekday ridership decreased by 3.6%, from 137,176 last year to 132,293 this year.

Key Performance Indicators (page 5 of the report)

Service reliability performance during the first six months of FY 2011 was 99.75%, slightly higher than last year's 99.69%. Bus recorded 9,154 miles between major mechanical schedule losses, a 10.4% increase compared to the same period in FY 2010.

Light Rail miles between major mechanical schedule losses recorded at 36,531 miles fell by 11.5%

compared to the same period in FY 2010. However, the 12-month trend miles between mechanical scheduled loss was 40,824 miles. For absenteeism, all measures met established goals with the exceptions of Light Rail Maintenance and Way, Power, and Signal.

Through FY 2011 second quarter light rail on-time performance was 87.8%, lower than last year's 88.4%. Bus on-time performance recorded 88.3%, down from last year's 89.2%.

Paratransit (page 17 of the report)

Through the first six months of FY 2011, Paratransit ridership decreased by 15.2% from 485,720 last year to 412,120 this year. The decrease is largely attributed to the continuing economic downturn, state budget cuts to related programs and client transfers to Outreach's senior transportation program. Active customers declined by 11.9% during the first two quarters of this fiscal year when compared to the same period last year.

The net operating cost during the first six months of FY 2011 was \$9.8 million, down 19.4% compared to the same period last fiscal year. In addition to reduced demand for the service, the net cost decrease is attributed to vehicle-sharing and cost-sharing strategies and reduced broker costs. Vendor fuel costs have declined due to the implementation of a more energy-efficient fleet including 112 Prius sedans. The net operating cost (including eligibility costs) per Paratransit passenger trip for the first half of FY 2011 was \$23.76, meeting the goal of less than or equal to \$27, and 5.0% less compared to the same period last year.

Inter-Agency Partners and Contracted Services (page 6 of the report)

VTA's Inter-agency partners and contracted services ridership results are as follows:

- Dumbarton Express ridership was 130,756, up by 4.2%.
- Highway 17 Express ridership was 121,799, down 18.8%.
- Monterey-San Jose Express ridership was 15,699, up by 15.0%.
- ACE ridership was 339,543, up by 4.5%.
- Caltrain ridership was 6.3million, up by 4%.
- Caltrain shuttle ridership in Santa Clara County was 370,809, down 5.9%.
- ACE shuttle ridership was 110,471, up by 15.6%.
- IBM light rail shuttle ridership recorded 11,008 riders, down 16.4%.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Transit Planning and Operations (TP&O) Committee received this item as part of their February 2011 consent agenda. The Committee recommended the item be placed on the Consent Agenda for the March 3, 2011 Board of Directors meeting.

Prepared By: Joonie Tolosa, Operations Analysis, Reporting, & Systems Manager
Memo No. 2842

Transit Operations Performance Report

FY 2011 Second Quarter Report
(July 1, 2010 – December 31, 2010)

**Santa Clara Valley Transportation Authority
FY 2011 Second Quarter Transit Operations Performance Report**

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Executive Summary

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

SUMMARY OF PERFORMANCE

FY 2011 Second Quarter Transit Operations Performance Report

Ridership (page 6 of the report)

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**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
EVENT HIGHLIGHTS
FY 2011 Second Quarter Transit Operations Performance Report
(July 1, 2010 to December 31, 2010)**

July 2010 – Unleaded fuel averaged \$3.16 a gallon.

July 1, 2010 – California Transportation Commission funded \$40 million to VTA's BART Silicon Valley Extension Project.

July 4, 2010 – July 4th Fireworks canceled in San Jose.

July 12, 2010 – Bus stop changes at San Jose Diridon Transit Center to smooth out the routing for various VTA bus lines.

July 12, 2010 – Bus Service changes implemented. Major Service changes for Routes 11, 34, 57 and 58.

July 12, 2010 – Line 203 (River Oaks Shuttle) discontinued.

July 21, 2010 –VTA takes a look back at its accomplishments in ensuring transit accessibility and providing paratransit services in honor of the 20th anniversary of the Americans with Disabilities Act.

July 24, 2010 –San Jose Convention Center held Plug-In 2010, a four-day electric-transportation conference which attracted more than 900 attendees.

July 29, 2010 – Higher tolls on all seven state-owned bridges changed driver behavior, lessened congestion in Bay Area, and benefited BART.

July 29, 2010 – VTA supported National Night Out Community Event in San Jose area.

July 2010 – San Jose had the coolest July since 1958.

August 2010 – Governor Schwarzenegger released a new executive order to require State workers to take 3 furlough days per month starting August 2010.

August 4, 2010 – VTA exercised the option to purchase 20 additional 40-foot low-floor Hybrid buses.

August 13, 2010 –Bankruptcy filings in the San Jose area increased 37.4% during the 12-month period ending in June 2010 compared to the same period of 2009.

August 2010 – Spare the Air Days: August 23 and August 24.

September 2, 2010 – Temporary hiring began rising in January compared to last year in San Jose metro region.

September 18 and September 19, 2010 – Dance in Transit Festival brought people to downtown San Jose while promoting the use of public transit.

September 2010 – Santa Clara County unemployment rate was 11.1%.

September 2010 – Spare the Air days: Sep. 1 -3, Sep. 25, and Sep. 28.

September 2010 – Unleaded fuel averaged \$3.06 a gallon.

October 12-13, 2010 – Dalai Lama visited San Jose.

October 2010 – Spare the Air days: Oct. 12 and Oct. 13, 2010.

October 2010 – Santa Clara County unemployment rate was 10.6%.

November 1, 2010 – First of VTA’s 90-hybrid buses hit the streets.

November 23, 2010 – VTA completed second phase of 19 bus stop improvements in East San Jose.

November 30, 2010 – Holiday shopping in November increased 13% compared to the same period last year.

December 1, 2010 – Spare the Air day.

December 8, 2010 – Job openings reached its highest level in two years.

December 18, 2010 – Congress extended the \$230-a-month transit commuter benefit through 2011.

December 22, 2010 – California’s total population rose 10% for the past decade but nine-county Bay Area lost its population to inland communities.

December 31, 2010 – VTA offered free and extended services on New Year’s Eve.

December 2010 – Rain struck Bay Area for 18 days.

December 2010 – Santa Clara County unemployment rate was 10.4%.

December 2010 – Unleaded fuel averaged \$3.295 a gallon.

Key Performance Indicators

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
KEY PERFORMANCE INDICATORS
FY 2011 Second Quarter Transit Operations Performance Report

	FY 2008 Annual	FY 2009 Annual	FY 2010 Annual	FYTD 2011	Met Goal?	FYTD 2011 Goals
SYSTEM (Bus & Light Rail)						
Total Boarding Riders (in millions)	43.55	45.26	41.73	20.58	No	>= 21.22
Average Weekday Boarding Riders	139,716	146,125	134,930	132,293	No	>= 143,500
Boardings per Revenue Hour	30.7	32.0	30.8	31.4	YES	>= 31.3
Percent of Scheduled Service Operated	99.64%	99.72%	99.72%	99.75%	YES	>= 99.30%
Miles Between Major Mechanical Schedule Loss ¹	8,155	9,047	9,505	10,006	YES	>= 6,600
Miles Between Chargeable Accidents	96,369	102,562	100,113	130,345	No	>= 178,500
Passenger Concerns per 100,000 Boardings	10.1	9.7	11.7	13.4	No	<= 7.0
BUS OPERATIONS						
Total Boarding Riders (in millions)	33.10	34.51	31.98	15.51	No	>= 16.14
Average Weekday Boarding Riders	106,673	111,820	103,575	100,258	No	>= 109,500
Boardings per Revenue Hour	25.8	27.0	26.2	26.4	YES	>= 26.3
Percent of Scheduled Service Operated	99.61%	99.69%	99.69%	99.72%	YES	>= 99.25%
Miles Between Major Mechanical Schedule Loss ¹	7,520	8,289	8,670	9,154	YES	>= 6,000
Miles Between Chargeable Accidents	88,190	92,503	90,049	120,417	No	>= 160,000
On-time Performance	90.1%	88.6%	89.1%	88.3%	No	>= 95.0%
Operator Personal Time-off	6.9%	7.7%	9.2%	9.6%	YES	<= 10.0%
Maintenance Personal Time-off	6.1%	7.2%	7.1%	9.1%	No	<= 8.0%
Passenger Concerns per 100,000 Boardings	12.4	11.8	14.4	16.5	No	<= 9.0
LIGHT RAIL OPERATIONS						
Total Boarding Riders (in millions)	10.45	10.75	9.75	5.07	No	>= 5.09
Average Weekday Boarding Riders	33,043	34,305	31,355	32,035	No	>= 34,000
Boardings per Revenue Hour	76.5	78.8	73.1	76.4	No	>= 78.9
Percent of Scheduled Service Operated	99.96%	99.97%	99.98%	99.97%	YES	>= 99.90%
Miles Between Major Mechanical Schedule Loss ¹	28,511	38,223	43,657	36,531	No	>= 40,000
Miles Between Chargeable Accidents ²	444,765	1,108,479	1,091,425	365,308	No	>= 1,095,923
On-time Performance	87.4%	90.1%	88.2%	87.8%	No	>= 95.0%
Operator Personal Time-off	6.1%	7.3%	8.8%	8.8%	YES	<= 10.0%
Maintenance Personal Time-off	7.7%	5.6%	7.5%	9.5%	No	<= 8.0%
Way, Power, & Signal Personal Time-off	5.0%	3.8%	4.5%	11.0%	No	<= 8.0%
Passenger Concerns per 100,000 Boardings	2.8	2.4	2.9	3.7	No	<= 3.0
PARATRANSIT						
Passengers per Revenue Hour	2.36	2.39	2.50	2.57	YES	>= 2.30
Net Cost per Passenger	\$25.29	\$24.84	\$24.51	\$23.76	YES	<= \$27.00

Note: Ridership goals were developed using budget projections.

1 Mechanical failure that prevents the vehicle from completing a scheduled service due to limited vehicle movement or safety concerns.

2 Goal is no more than one chargeable accident in a year.

Ridership Summary

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
RIDERSHIP SUMMARY
(Directly Operated, Inter-Agency Partners, and Contracted Services)
FY 2011 Second Quarter Transit Operations Performance Report**

	FY 2011	FY 2010	% Change
Directly Operated Services			
Bus	15,509,624	16,329,422	-5.0%
Average Weekday Riders	100,258	104,822	-4.4%
Light Rail	5,067,186	5,057,540	0.2%
Average Weekday Riders	32,035	32,354	-1.0%
Total Directly Operated Services	20,576,810	21,386,962	-3.8%
Average Weekday Riders	132,293	137,176	-3.6%
Inter-Agency Partners			
Dumbarton Express	130,756	125,509	4.2%
Average Weekday Riders	1,014	981	3.3%
Highway 17 Express	121,799	149,964	-18.8%
Average Weekday Riders	774	936	-17.4%
Monterey-San Jose Express	15,699	13,651	15.0%
Average Weekday Riders	85	76	11.8%
Altamont Commuter Express (ACE)	339,543	324,890	4.5%
Average Weekday Riders	2,632	2,558	2.9%
Caltrain	6,318,809	6,075,457	4.0%
Average Weekday Riders	38,966	38,047	2.4%
Caltrain Shuttles (in Santa Clara County)	370,809	394,070	-5.9%
Average Weekday Riders	2,874	2,985	-3.7%
Contracted Services			
Paratransit	412,120	485,720	-15.2%
Average Weekday Riders	2,886	3,352	-13.9%
ACE Shuttles	110,471	95,574	15.6%
Average Weekday Riders	877	753	16.5%
IBM Light Rail Shuttle	11,008	13,169	-16.4%
Average Weekday Riders	87	104	-16.3%
Total Contracted / Inter-Agency	3,822,303	3,808,337	0.4%
Combined Total Ridership (in Santa Clara County) ¹	24,399,113	25,195,299	-3.2%

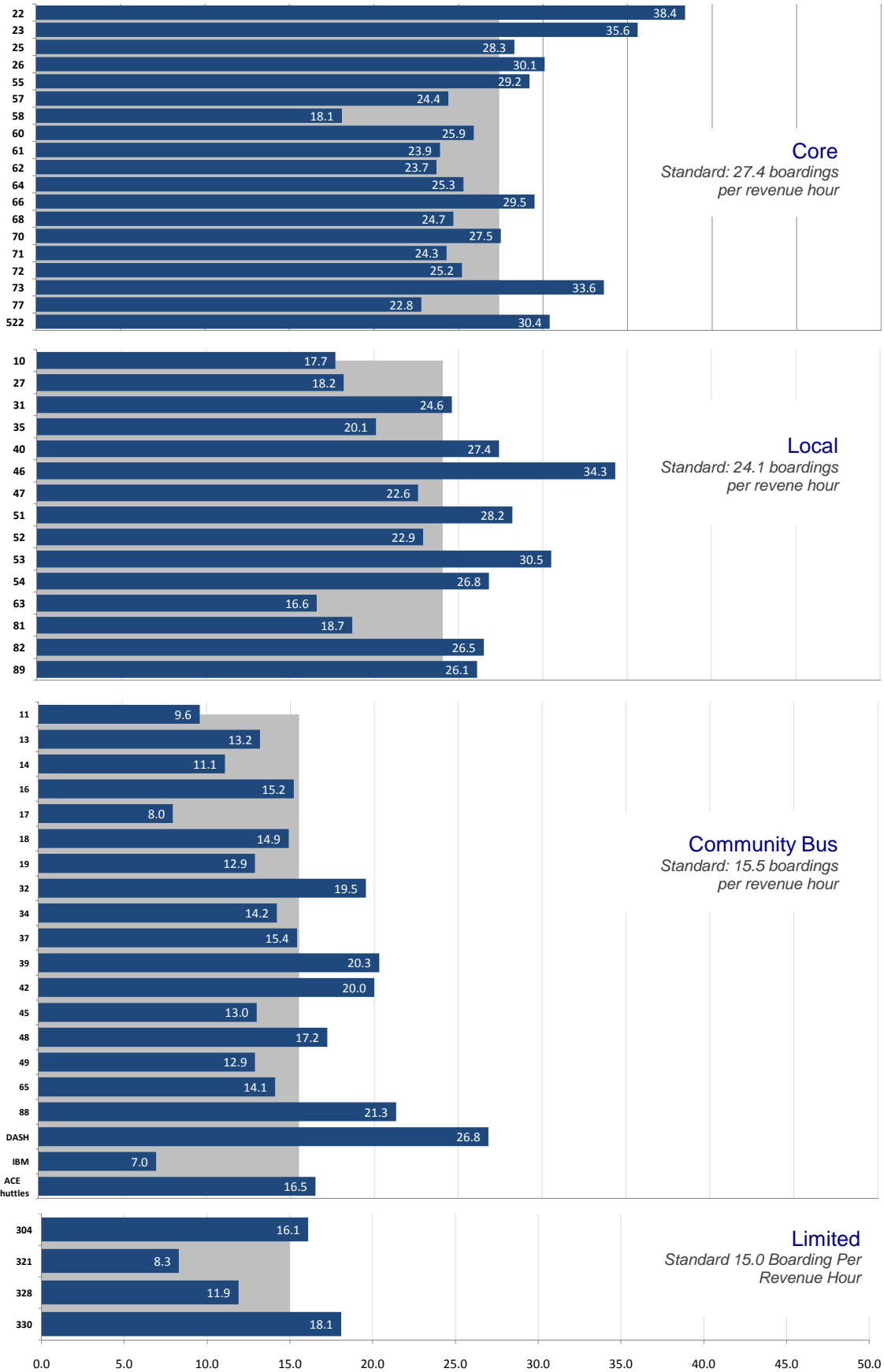
¹ These figures are based on estimated ridership in the VTA service area for Caltrain, ACE, Highway 17 Express, Dumbarton Express, and Monterey-San Jose Express. Paratransit, Light Rail Shuttles, ACE Shuttles, and Caltrain Santa Clara County Shuttles are operated wholly within the service area, therefore, 100% of the ridership is included.

Route Performance

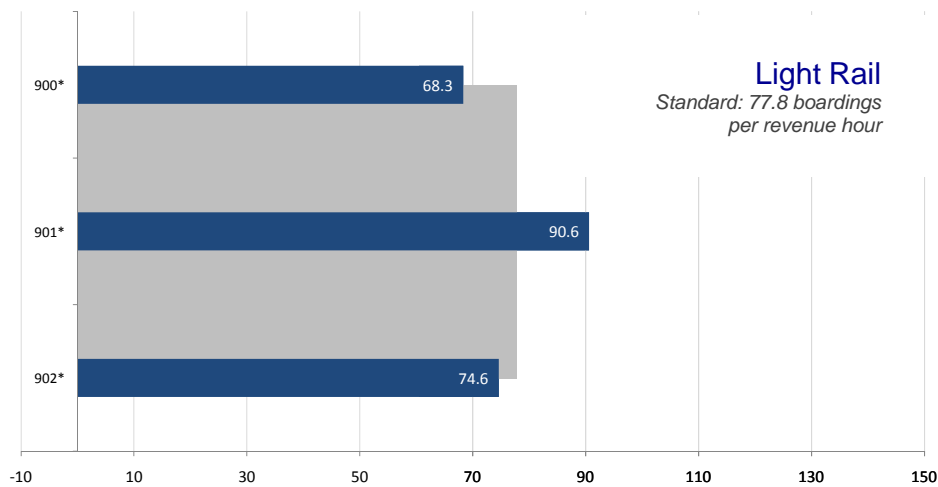
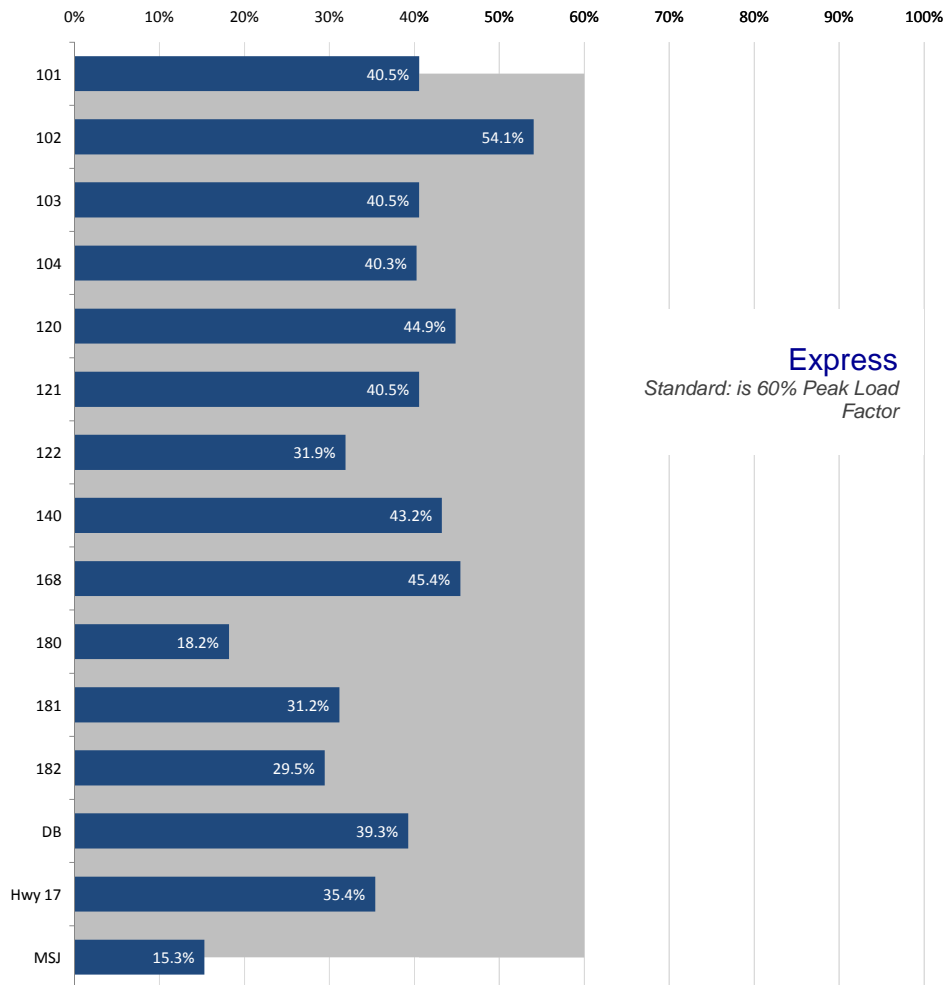
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Weekday Boardings per revenue hour

FY 2011 Second Quarter Transit Operations Performance Report



SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Weekday Boardings per revenue hour
FY 2011 Second Quarter Transit Operations Performance Report

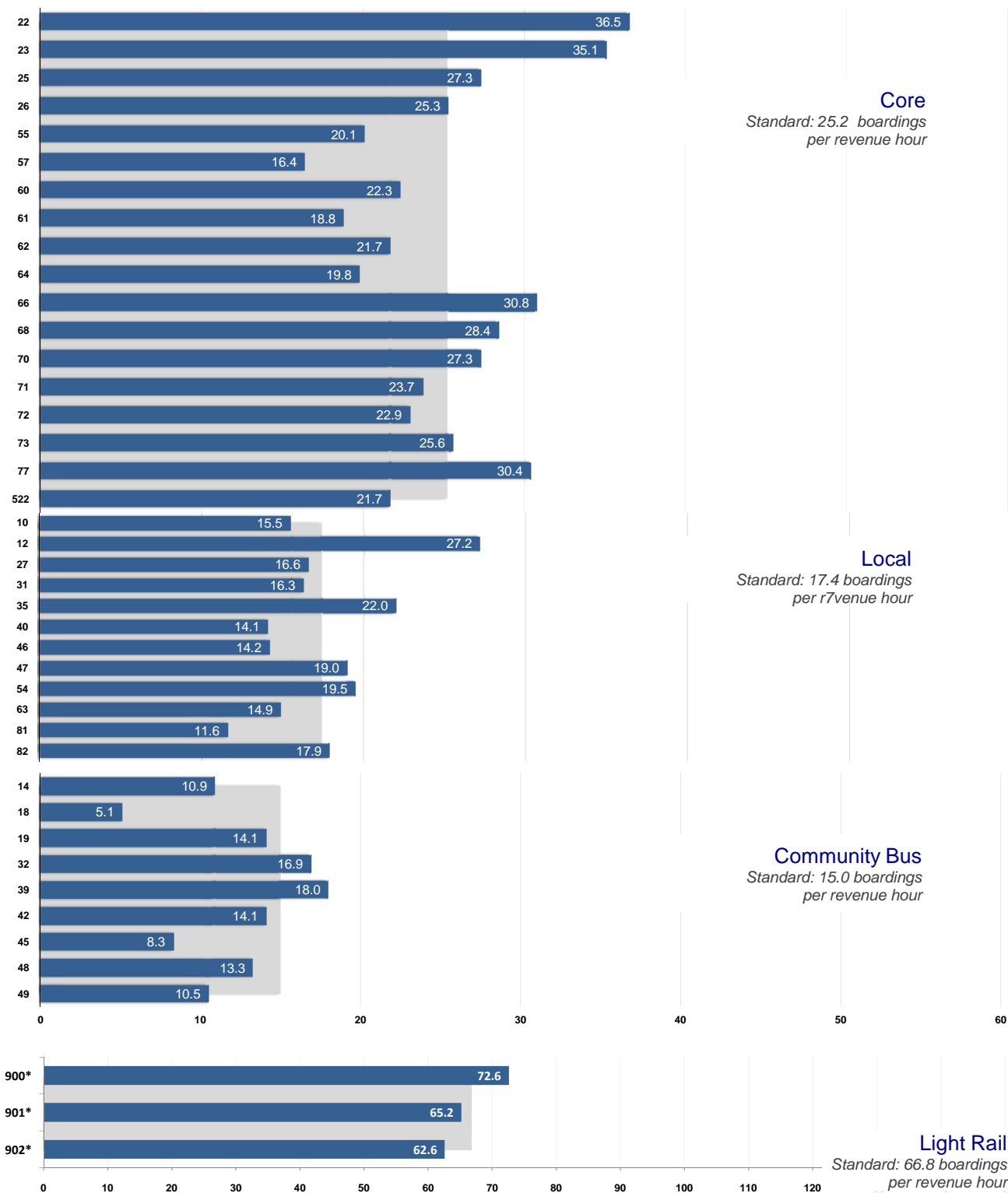


* Line 900 is the Ohlone/Chynoweth – Almaden line
 Line 901 is the Alum Rock to Santa Teresa Line
 Line 902 is the Mountain View to Winchester Line

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Saturday Boardings per revenue hour

FY 2011 Second Quarter Transit Operations Performance Report

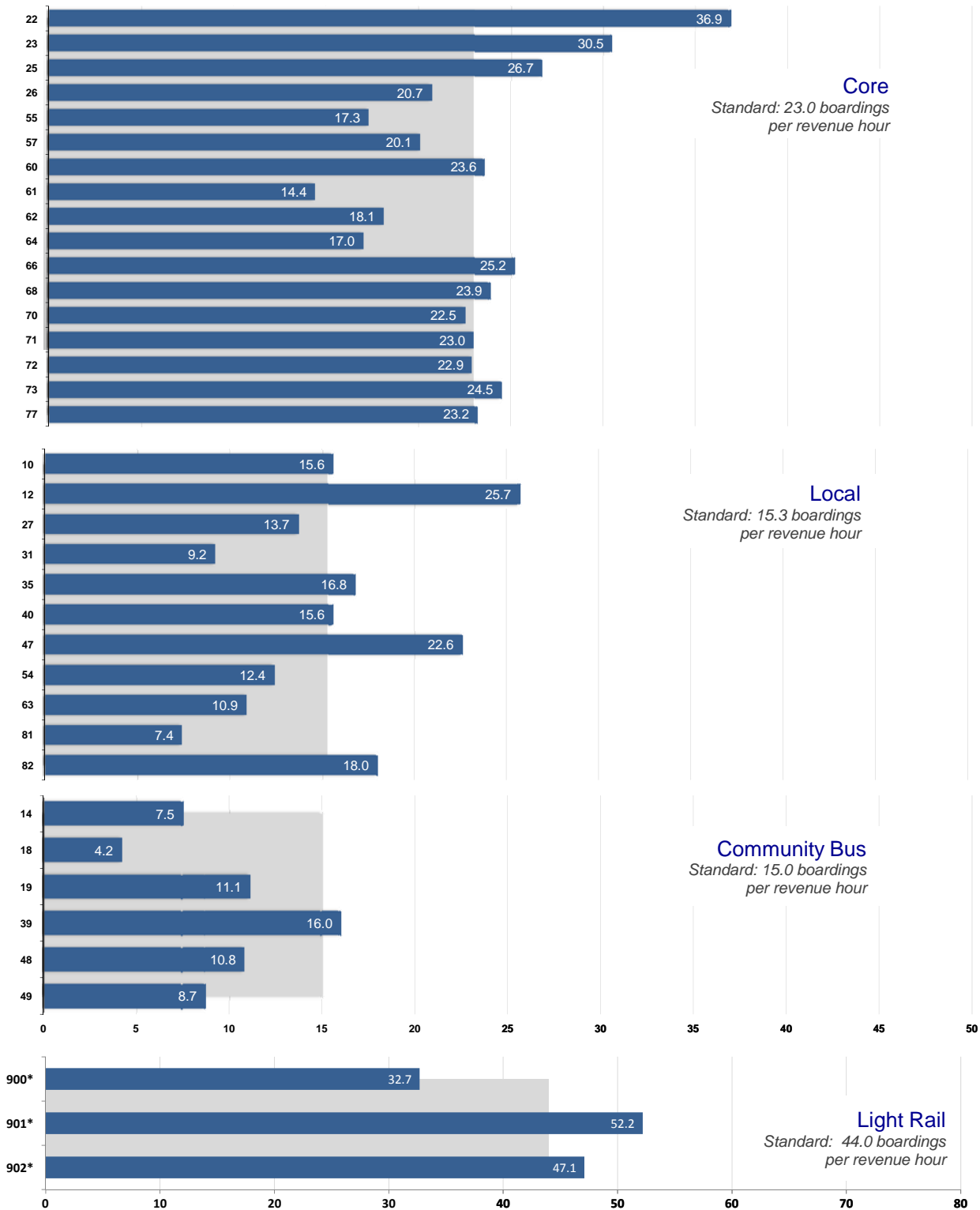


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SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Sunday Boardings per revenue hour

FY 2011 Second Quarter Transit Operations Performance Report



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 Line 902 is the Mountain View to Winchester Line



Boardings per Revenue Hour by Time Period FY 2011 Second Quarter Transit Operations Performance Report

Core Routes

WEEKDAY

ROUTE	PEAK	MIDDAY	OFF PEAK	TOTAL
22	38.5	39.5	35.6	38.4
23	34.1	38.0	32.6	35.6
25	27.4	29.7	25.7	28.3
26	31.7	31.1	18.3	30.1
55	31.9	27.1	19.0	29.2
57	20.7	31.1	16.4	24.4
58	18.0	22.3	14.6	18.1
60	23.7	31.4	17.9	25.9
61	22.1	27.3	16.0	23.9
62	22.1	27.5	14.8	23.7
64	25.3	26.8	17.2	25.3
66	28.1	33.4	21.2	29.5
68	23.5	27.0	22.7	24.7
70	26.2	30.1	21.7	27.5
71	21.5	30.0	20.5	24.3
72	23.6	28.4	19.6	25.2
73	29.9	38.9	26.0	33.6
77	22.2	24.6	16.3	22.8
522	31.8	28.6	36.3	30.4
Standard	26.4	30.1	21.7	27.4

Weekday Service Periods

Peak	5:00 AM to 9:00 AM & 3:00 PM to 7:00 PM
Midday	9:00 AM to 3:00 PM
Off Peak	7:00 PM to 5:00 AM



Boardings per Revenue Hour by Time Period FY 2011 Second Quarter Transit Operations Performance Report

Core Routes

SATURDAY

ROUTE	AM	BASE	NIGHT	TOTAL
22	39.9	35.4	36.5	36.5
23	31.8	34.9	38.9	35.1
25	30.5	27.5	23.1	27.3
26	25.5	25.4	24.7	25.3
55	21.3	20.3	18.0	20.1
57	15.6	17.1	13.0	16.4
60	19.6	22.8	21.9	22.3
61	14.3	21.1	14.4	18.8
62	20.2	23.7	13.9	21.7
64	19.7	21.6	14.0	19.8
66	22.3	34.1	30.1	30.8
68	25.0	30.3	25.6	28.4
70	29.1	27.0	26.6	27.3
71	21.0	23.3	27.1	23.7
72	25.9	22.9	19.7	22.9
73	19.6	26.7	25.6	25.6
77	28.0	31.5	25.1	30.4
522	14.7	22.1		21.7
Standard	23.6	26.0	23.4	25.2

Saturday Service Periods

AM	5:00 AM to 9:00 AM
Base	9:00 AM to 6:00 PM
Night	6:00 PM to 5:00 AM

SUNDAY

ROUTE	AM	BASE	NIGHT	TOTAL
22	35.6	37.1	37.4	36.9
23	30.2	30.6	30.4	30.5
25	25.4	27.5	24.5	26.7
26	20.3	20.7	21.8	20.7
55	23.4	17.2	14.9	17.3
57	15.4	21.3	16.5	20.1
60	16.7	24.6	25.2	23.6
61	12.2	15.5	11.4	14.4
62	11.8	19.7	15.9	18.1
64	13.2	18.9	13.5	17.0
66	22.2	25.2	29.9	25.2
68	18.9	24.5	27.6	23.9
70	22.3	22.7	21.5	22.5
71	23.0	24.3	18.8	23.0
72	20.9	23.7	20.9	22.9
73	14.0	26.9	25.8	24.5
77	25.6	23.1	21.0	23.2
Standard	20.7	23.7	22.2	23.0

Sunday Service Periods

AM	5:00 AM to 9:00 AM
Base	9:00 AM to 6:00 PM
Night	6:00 PM to 5:00 AM

Legend:

Below standard
No Service



Boardings per Revenue Hour by Time Period FY 2011 Second Quarter Transit Operations Performance Report

Local Routes

WEEKDAY

ROUTE	PEAK	MIDDAY	OFF PEAK	TOTAL
10	2.3	20.6	36.7	17.7
27	16.0	20.6	28.8	18.2
31	20.6	32.7	13.1	24.6
35	21.3	20.5	13.1	20.1
40	27.5	29.6	16.4	27.4
46	34.7	33.3		34.3
47	22.3	24.4	16.5	22.6
51	27.2	29.6		28.2
52	22.6	23.1		22.9
53	32.5	28.7		30.5
54	26.7	27.3	24.2	26.8
63	15.7	18.0	14.6	16.6
81	18.9	19.2	11.8	18.7
82	24.6	30.1	17.7	26.5
89	30.4			30.4
Standard	22.9	25.6	19.3	24.4

Weekday Service Periods

Peak	5:00 AM to 9:00 AM & 3:00 PM to 7:00 PM
Midday	9:00 AM to 3:00 PM
Off Peak	7:00 PM to 5:00 AM

SATURDAY

ROUTE	AM	BASE	NIGHT	TOTAL
10	16.9	15.5	14.6	15.5
12		27.2	25.8	27.2
27	10.3	18.5	10.0	16.6
31	14.7	16.8	14.5	16.3
35	17.0	23.9	16.6	22.0
40	17.9	13.7	15.1	14.1
46	6.7	14.5		14.2
47	14.3	19.3	19.0	19.0
54	18.2	19.5	21.0	19.5
63	18.9	14.3	13.4	14.9
81		11.6		11.6
82	15.8	18.2	17.8	17.9
Standard	15.1	17.8	16.8	17.4

Saturday Service Periods

AM	5:00 AM to 9:00 AM
Base	9:00 AM to 6:00 PM
Night	6:00 PM to 5:00 AM

SUNDAY

ROUTE	AM	BASE	NIGHT	TOTAL
10	9.6	15.5	18.4	15.6
12		25.8	24.1	25.7
27		13.7		13.7
31		9.2		9.2
35	13.7	17.5	14.3	16.8
40		15.6		15.6
47		23.2	18.8	22.6
54		11.9	16.8	12.4
63		10.9		10.9
81		7.4		7.4
82		18.0		18.0
Standard	15.0	15.3	18.5	15.3

Sunday Service Periods

AM	5:00 AM to 9:00 AM
Base	9:00 AM to 6:00 PM
Night	6:00 PM to 5:00 AM

Legend:

Below standard
No Service

Boardings per Revenue Hour by Time Period FY 2011 Second Quarter Transit Operations Performance Report

Community Bus

WEEKDAY

ROUTE	PEAK	MIDDAY	OFF PEAK	TOTAL
11	9.0	10.3		9.6
13	13.0	13.4		13.2
14	8.9	13.4		11.1
16	21.2	8.4		15.2
17	6.1	9.9		8.0
18	12.4	17.7		14.9
19	10.8	15.6	13.8	12.9
32	18.7	21.5	15.9	19.5
34		14.2		14.2
37	14.4	16.6		15.4
39	18.1	25.4	11.3	20.3
42	20.4	19.9	13.5	20.0
45	14.1	12.1	9.1	13.0
48	15.7	21.5	10.1	17.2
49	11.4	16.1	6.6	12.9
65	13.9	14.4		14.1
88	28.2	14.5		21.3
201	28.4	24.4		26.8
Standard	15.6	16.1	15.0	15.5

Weekday Service Periods

Peak 5:00 AM to 9:00 AM &
3:00 PM to 7:00 PM
Midday 9:00 AM to 3:00 PM
Off Peak 7:00 PM to 5:00 AM

SATURDAY

ROUTE	AM	BASE	NIGHT	TOTAL
14	9.8	11.1	8.3	10.9
18		5.1		5.1
19	12.1	14.6		14.1
32		16.9		16.9
39	20.0	17.6	20.6	18.0
42		14.1		14.1
45		8.3		8.3
48	7.9	14.6	11.1	13.3
49	12.9	11.3	5.3	10.5
Standard	15.0	15.0	15.0	15.0

Saturday Service Periods

AM 5:00 AM to 9:00 AM
Base 9:00 AM to 6:00 PM
Night 6:00 PM to 5:00 AM

SUNDAY

ROUTE	BASE
14	7.5
18	4.2
19	11.1
39	16.0
48	10.8
49	8.7
Standard	15.0

Sunday Service Periods

Base 9:00 AM to 6:00 PM

Legend:

Below standard
No Service



Boardings per Revenue Hour by Time Period FY 2011 Second Quarter Transit Operations Performance Report

Light Rail

WEEKDAY

ROUTE	PEAK	MIDDAY	OFF PEAK	TOTAL
900	64.8	68.5	75.0	68.3
901	79.5	100.0	100.0	90.6
902	58.8	92.5	107.3	74.6
Standard	67.7	87.0	94.1	77.8

Weekday Service Periods

Peak	5:00 AM to 9:00 AM & 3:00 PM to 7:00 PM
Midday	9:00 AM to 3:00 PM
Off Peak	7:00 PM to 5:00 AM

SATURDAY

ROUTE	AM	BASE	NIGHT	TOTAL
900	35.0	79.2	67.8	72.6
901	32.9	73.0	72.2	65.2
902	40.5	70.6	63.0	62.6
Standard	36.1	74.3	67.7	66.8

Saturday Service Periods

AM	5:00 AM to 9:00 AM
Base	9:00 AM to 6:00 PM
Night	6:00 PM to 5:00 AM

SUNDAY

ROUTE	AM	BASE	NIGHT	TOTAL
900	28.3	35.7	27.3	32.7
901	27.9	61.3	49.4	52.2
902	26.7	56.5	43.6	47.1
Standard	27.6	51.2	40.1	44.0

Sunday Service Periods

AM	5:00 AM to 9:00 AM
Base	9:00 AM to 6:00 PM
Night	6:00 PM to 5:00 AM

Legend:

Below standard
No Service

Paratransit Operating Statistics

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
PARATRANSIT OPERATING STATISTICS
FY 2011 Second Quarter Transit Operations Performance Report

	2nd Quarter FY 2011	2nd Quarter FY 2010	Percent Change	FYTD 2011	FYTD 2010	Percent Change
RIDERSHIP						
Clients	147,318	168,104	-12.4%	302,352	356,522	-15.2%
Attendants	47,747	58,475	-18.3%	100,780	121,913	-17.3%
Companions	6,126	3,414	79.4%	8,988	7,285	23.4%
Total Ridership	201,191	229,993	-12.5%	412,120	485,720	-15.2%
Average Weekday Trips	2,822	3,185	-11.4%	2,886	3,352	-13.9%
Average Weekday Client Trips	2,098	2,348	-10.6%	2,143	2,481	-13.6%
Active Clients	N/a	N/a	-	7,507	8,520	-11.9%
Average Trips per Client	N/a	N/a	-	40.28	41.85	-3.8%
PREMIUM SERVICES						
Same Day Trips	505	1,013	-50.1%	928	2,387	-61.1%
Second Vehicles	259	379	-31.7%	558	807	-30.9%
Open Returns	146	330	-55.8%	331	1,833	-81.9%
Service Area Surcharge Trips	1,508	1,256	20.1%	2,940	2,357	24.7%
Subscription Trips	27,192	34,650	-21.5%	58,740	71,792	-18.2%
Total Premium Services Ridership	29,610	37,628	-21.3%	63,497	79,176	-19.8%
LEVEL OF SERVICE						
Revenue Miles	1,453,433	1,660,945	-12.5%	2,961,195	3,525,423	-16.0%
Revenue Hours	78,185	92,820	-15.8%	160,609	197,335	-18.6%
Passenger Miles (NTD)	1,984,878	2,179,945	-8.9%	3,968,807	4,560,854	-13.0%
ELIGIBILITY						
Total Data Cards Received	2,155	2,250	-4.2%	4,262	4,739	-10.1%
New Applicants Certified	613	659	-7.0%	1,220	1,396	-12.6%
New Applicants Denied	162	114	42.1%	310	228	36.0%
Clients Recertified	706	845	-16.4%	1,350	1,566	-13.8%
Clients Denied Recertification	165	181	-8.8%	363	393	-7.6%
Total Eligibility Assessments	1,646	1,799	-8.5%	3,243	3,583	-9.5%
EXPENSES AND REVENUES						
EXPENSES						
Eligibility Certification Costs	\$124,436	\$151,729	-18.0%	\$258,274	\$294,315	-12.2%
Broker Costs	\$932,876	\$1,124,112	-17.0%	\$1,888,960	\$2,264,569	-16.6%
Vendor Costs	\$4,367,521	\$5,169,048	-15.5%	\$9,022,654	\$10,999,729	-18.0%
Total Operating Costs	\$5,424,833	\$6,444,889	-15.8%	\$11,169,888	\$13,558,613	-17.6%
REVENUES						
Client Fare	\$556,815	\$642,129	-13.3%	\$1,148,291	\$1,269,747	-9.6%
Other Fare	\$78,667	\$61,904	27.1%	\$203,555	\$123,380	65.0%
Non-VTA Broker Revenue	\$13,234	\$5,712	131.7%	\$26,497	\$13,305	99.2%
Total Revenue	\$648,716	\$709,745	-8.6%	\$1,378,343	\$1,406,432	-2.0%
Net Expenses	\$4,776,117	\$5,735,144	-16.7%	\$9,791,545	\$12,152,181	-19.4%
Fare Recovery Rate	11.71%	10.92%	7.2%	12.10%	10.27%	17.8%
Capital Expenses	\$46,651	\$12,292	279.5%	\$94,058	\$64,567	45.7%
Total Expenses	\$4,822,768	\$5,747,436	-16.1%	\$9,885,603	\$12,216,748	-19.1%
COST PER PASSENGER TRIP (excludes capital expenses)						
Total Reported Costs	26.96	28.02	-3.8%	\$27.10	\$27.91	-2.9%
Fare Revenue	3.16	3.06	3.2%	\$3.28	\$2.87	14.4%
Non-fare revenue	0.07	0.02	250.0%	\$0.06	\$0.03	100.0%
Net Cost	23.73	24.94	-4.8%	\$23.76	\$25.02	-5.0%
PERFORMANCE						
Passengers / Revenue Hour	2.60	2.50	4.0%	2.566	2.461	4.2%
Passenger Miles / Passenger Trip	9.90	9.50	4.2%	9.600	9.400	2.1%
Late Rate	3.1%	3.1%	0.0%	3.0%	3.1%	-3.2%

Glossary

GLOSSARY

AVERAGE FARE PER BOARDING – This measure is calculated by dividing the total fare revenue (cash, passes, tokens, and Eco Pass) by total boarding riders. It measures the rider contribution towards the farebox recovery ratio.

AVERAGE WEEKDAY BOARDINGS – The average number of persons who board the transit system on a day that normal weekday revenue service is provided.

BOARDINGS PER REVENUE HOUR – This is a productivity measure comparing the number of boardings to the number of total hours operated. It is used to measure service utilization per unit of service operated. Total hours are defined as the scheduled service hours operated from the time transit vehicles leave the operating division to the time they return.

BRT (BUS RAPID TRANSIT) ROUTES – The BRT route is a multi-component transit improvement that includes preferential treatment at traffic signals to improve bus operating speed and on-time performance. It operates in mixed traffic and relies on priority for buses at traffic signals to provide much of its time advantage over conventional buses. Currently, VTA operates line 522, the only BRT route in the system.

COMMUNITY BUS ROUTES – Community Bus service is characterized by weekday frequencies of 30 minutes or more in both the peak and midday periods. Service span is 14 hours or less, usually 12 hours for weekdays. Community Bus services operate 7 days per week or less. These routes are defined as neighborhood-based circulator and feeder routes that travel within a limited area. They may be distinguished from Core and Local service by a unique and smaller vehicle.

CORE ROUTES – Core network routes are defined as bus routes or shared corridors that feature weekday frequencies of 15 minutes or less during the peak and midday periods and/or service spans of 18 hours or more. Core routes operate 7 days per week. They typically travel on long distance corridors, which connect major trip generators such as universities, regional shopping malls and high-density housing and employment sites. Multiple core routes will sometimes operate on the same corridor where demand warrants, providing additional service frequency and transfer opportunities. Core network corridors are typically large arterial streets and intersect with freeways and expressways.

EXPRESS & LIMITED SERVICE ROUTES – Express routes generally operate during peak periods and are primarily commuter oriented. Midday, evening, and weekend service may be offered on regional express lines. Express routes emphasize direct service, use freeways and expressways to reduce travel time, and make few stops. Limited Service routes are characterized by limited stops.

FEEDER ROUTES – Feeder routes are short-length lines, usually less than 10 miles in length, that provide feeder or distribution service to and from major stops, transit centers, activity centers or rail stations. This classification of service includes neighborhood lines, which link residential areas to rail stations, activity centers, and/or transit centers; and shuttle lines, which serve industrial areas from nearby rail stations or transit centers.

LIMITED STOP ROUTES – Limited-stop service generally operates during peak periods and is primarily commuter oriented. Midday, evening, and weekend service may be offered on limited-stop

lines. Limited-stop routes use major arterials, freeways, and/or expressways; and make fewer stops than grid routes, but more stops than express routes.

LOCAL ROUTES – Local network routes are defined as bus routes or corridors that feature weekday frequencies of 30 minutes or more during the peak and midday periods and/or service spans less than 18 hours. Local Network routes operate 7 days per week or less. They typically travel on medium distance corridors, serving minor trip generators such as schools, hospitals and medium-density housing and employment. They also provide feeder service to the core network or to rail stations and transit centers.

MILES BETWEEN CHARGEABLE ACCIDENTS – Safety measure that captures the number of total scheduled miles traveled between each occurrence of a preventable accident. A preventable accident is defined as accidents in which the transit driver is normally deemed responsible or partly responsible for the occurrence of the accident.

MILES BETWEEN MECHANICAL SERVICE LOSS – Service quality measure capturing the number of total scheduled miles traveled between each mechanical breakdown that result in a loss of service to the public.

SPECIAL SERVICE ROUTES – Special services routes only operate on certain days of the week or on a seasonal basis to address a specific service need.

NATIONAL TRANSIT DATABASE (NTD) – The Federal Transit Administration's (FTA's) primary national database for statistics on the transit industry. Recipients of FTA's Urbanized Area Formula Program (Section 5307) grants are required by statute to submit data to the NTD. Each year, NTD performance data are used to apportion over \$4 billion of FTA funds to transit agencies in urbanized areas (UZAs). Annual NTD reports are submitted to Congress summarizing transit service and safety data. The NTD is the system through which FTA collects uniform data needed by the Secretary of Transportation to administer department programs. The data consist of selected financial and operating data that describe public transportation characteristics. The legislative requirement for the NTD is found in Title 49 U.S.C. 5335(a).

ON-TIME PERFORMANCE – A reliability measure capturing the percentage of transit vehicles departing or arriving at a location on time. On-time performance is measured only for specific locations called timepoints for which a schedule is published. A bus transit vehicle is considered “on time” if it departs a location within 3 minutes before and 5 minutes after its published scheduled time. A light rail transit vehicle is considered “on time” if it departs a location within 1 minute before and 5 minutes after its published scheduled time. At the first timepoint location of a trip, the vehicle is measured based on arrival time, not departure time. At the last timepoint location of a trip, early arrival regardless of the number of minutes is considered on-time.

PASSENGER CONCERNS PER 100,000 BOARDINGS – A customer service measure that captures the number of passenger complaints/concerns per 100,000 boardings. This measure reports the amount of customer complaints received on the service that is attributed to an operating division.

PERCENT SCHEDULED SERVICE OPERATED – This service reliability measure indicates the percent of service hours completed based on published schedule. A service is considered not completed when scheduled service hours are lost due to equipment failure, missed or late pull-outs caused by operator absenteeism, pullouts, accidents/incidents, or natural causes.

PERSONAL TIME OFF (PTO) – This is defined as time off for non-scheduled absences such as: sick, industrial injury, FMLA (Family Medical Leave Act.), excused/unexcused leave, union business, and suspensions.

TOTAL BOARDINGS – The total number of boarding riders using VTA directly operated bus service and light rail service. Riders are counted each time they board a bus or light rail vehicle.



Date: February 18, 2011
 Current Meeting: March 9, 2011
 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 External Affairs Officer, Greta Helm

SUBJECT: Citizens Watchdog Committee Public Hearing Requirement

FOR INFORMATION ONLY

BACKGROUND:

In November 2000, the voters in Santa Clara County approved Measure A, a 30-year half cent sales tax devoted to enhancing the county's public transit system. The Measure A ballot mandated that an independent citizens watchdog committee (CWC), consisting of VTA's Citizens Advisory Committee (CAC) members, must:

- Review all 2000 Measure A expenditures.
- Have an audit conducted each fiscal year by an independent auditor to ensure tax dollars are being spent in accordance with the intent of this measure.
- Hold public hearings and issue reports "on at least an annual basis to inform Santa Clara County residents how the funds are being spent."
- Publish the results of the independent audit and the annual report in local newspapers.

On April 1, 2006 the Citizens Advisory Committee assumed its duties as the Citizens Watchdog Committee (CWC) for the 2000 Measure A program.

DISCUSSION:

In fulfillment of its ballot-defined duties, the CWC annually conducts a public hearing.

Purpose

The purpose of the public hearing requirement is to provide the public with a forum for offering input to the CWC on the 2000 Measure A Program, the results of the annual compliance independent audit, and on 2000 Measure A Program reports. This hearing allows the Committee to hear, first-hand, the views, opinions and concerns, if any, of the community. These comments, combined with any other information or material received, may be taken into consideration by the Committee in forming its conclusion on whether 2000 Measure A tax

dollars are being spent in accordance with the intent of the measure.

During the hearing, Committee members listen and take the viewpoints and questions from the public under advisement; they do not debate nor engage in extended discussion with speakers or other Committee members. Committee members may ask brief questions of the speakers, for the purpose of clarifying a statement or issue. If questions from the public can be quickly and easily answered, the Committee or VTA staff may briefly respond to the questions. Questions that require a more lengthy response or research may be referred to staff to provide a follow up response to the speaker on behalf of the Committee. After the hearing is closed, Committee members have the opportunity to discuss the input received.

Meeting Schedule and Location

- The Committee has chosen to hold the last three public hearings at a more central location conveniently served by mass transit. Due to this, these hearings have been conducted at the County of Santa Clara Government Center.
- For all public hearings it has conducted, the Committee set the starting time at 5:30 p.m. or 6:00 p.m., to provide maximum opportunity for working members of the public to attend.

Noticing the Hearing

- If the Committee completes the independent audit process for Fiscal Year 2009-10 (FY10) at its April 2011 meeting, it will be asked to authorize staff to publish the results of the audit and make the audit summary available to the public. The Committee will also be requested to approve a publication strategy for placing in local newspapers a notice that combines the required announcement for the 2011 public hearing and the required notice indicating the results of the independent audit.
- VTA's Office of the General Counsel previously determined that there is no specific requirement on how far in advance the public notice must be publicly posted and published other than the Brown Act's requirement of 72 hours prior to the hearing. However, to provide every reasonable opportunity for the public to attend and provide input, it has been the Committee's practice to publicly post and publish the notice in local newspapers approximately 21 days prior to the hearing. The 21-day convention has been utilized for every CWC hearing held to date.
- The public notice will prominently indicate the purpose of the public hearing and briefly describe the 2000 Measure A Program and its history. It will also indicate where the public can access detailed information on the program (for example, online at VTA's website, at specified VTA facilities, public libraries, etc.). It will also indicate that interpreter services will be available.
- For the benefit of members of the public unable to attend, the public notice will specify the process and timeframe for submitting written comments to the Committee.

The publication strategy that the Committee will be asked to approve will determine in which general circulation newspapers in VTA's service area and on approximately which dates the public notice should be published. For the four public hearings held to date, the Committee has had the notice published in the *San Jose Mercury News* and two non-English newspapers (*El Observador*, a Spanish-language newspaper and *Thoi Bao*, a Vietnamese-language newspaper). The public notice will also be prominently posted on VTA's website as well as in *Take-One*, the free informational pamphlet available on VTA buses and light rail.

Conducting the Hearing

- At the start of the hearing, the Committee chairperson will formally announce the opening of the hearing and describe its purpose. At its conclusion, the chairperson will formally announce the closing of the hearing. At that time, normal Committee business and protocol resumes.
- Although the Committee will be conducting a public hearing and receiving testimony, there is no compelling reason to require members of the public requesting to speak to be sworn in. However, since testimony is being received a court reporter will transcribe the testimony.
- Although speakers will not be sworn in, they will be asked to both fill out a blue speaker's card and to verbally state their name for the record. The speaker's cards will be used to establish the order that speakers present.
- To determine if a reasonable time limit for all speakers needs to be established, at the start of the hearing the Committee chairperson will ask the audience for a show of hands of those intending to speak. Given meeting length considerations, if it is determined there will be few speakers, no time limit need be imposed. However, if there are many speakers, the chairperson may impose a reasonable time limit applicable to all speakers, typically ranging from one to five minutes.
- Because the purpose of the hearing is to receive input exclusively on the 2000 Measure A Program, it is the chairperson's prerogative to limit or prohibit testimony from a speaker on a subject not directly related to the 2000 Measure A Program. It is also the chairperson's prerogative, if time limits have not previously been established, to encourage a speaker to finish their comments when they are an undue or unproductive length or to enforce the cessation of that speaker's remarks.
- As provided in the CAC bylaws, any person making personal, impertinent or indecorous remarks while addressing the Committee may be barred by the chairperson from further appearance before the Committee at that meeting, unless permission to continue is granted by an affirmative vote of the Committee. The chairperson may order any person removed from the meeting who causes a disturbance or interferes with the conduct of the meeting.

Other Factors and Considerations

- The transcript of the proceedings prepared by the court reporter and an audio recording of the hearing will be available to the public within a reasonable timeframe following the hearing.

Steps Following the Hearing

The Citizens Watchdog Committee will evaluate the information and comments received at the hearing and will combine it with other information and data supplied to the Committee from the independent audit and other sources to render a conclusion on whether during the period in question 2000 Measure A tax dollars were spent in accordance with the intent of the measure. This may be accomplished, if time allows, at the conclusion of the public hearing and may continue through subsequent regular meetings as needed.

Once the Committee has completed its process and developed its conclusion, the Committee's annual report will be developed reflecting its findings. The CWC will then inform the residents of the county of its conclusion by publishing it in local newspapers, issuing press releases, placing it on VTA's website, as well as other dissemination methods.

Prepared By: Stephen Flynn, Sr. Management Analyst
Memo No. 2665