

CONGESTION MANAGEMENT PROGRAM & PLANNING COMMITTEE

Thursday, December 18, 2003

MINUTES

1. CALL TO ORDER

The Regular Meeting of the Congestion Management Program & Planning Committee (CMPP) was called to order at 10:48 a.m. by Chairperson Chavez in Room 104, San Jose City Hall, 801 North First Street, San Jose, California.

ROLL CALL

Members Present

Cindy Chavez, Chairperson
John McLemore

Members Absent

Blanca Alvarado
Patricia Dixon

A quorum was not present and a Committee of the Whole was declared.

2. PUBLIC PRESENTATIONS

There were no Public Presentations.

3. ORDERS OF THE DAY

There were no Orders of the Day.

CONSENT AGENDA

4. Minutes of November 20, 2003

On order of Chairperson Chavez, there being no objection, the Minutes of November 20, 2003 were deferred to their meeting of January 15, 2003.

5. Monthly Legislative Reports

Kurt Evans, Government Affairs Manager, reported that the current major issue at the State Capitol with regard to transportation is Governor Schwarzenegger's proposed mid-year budget reductions, which will have an impact on Traffic Congestion Relief Program (TCRP) projects. Governor Schwarzenegger has proposed to reprogram monies allocated for FY04 TCRP projects back into the General Fund and eliminate TCRP projects in their

entirety. Mr. Evans stated that there is some question as to whether eliminating the projects is constitutional.

On order of Chairperson Chavez, there being no objection, the Committee of the Whole received and filed the Monthly Legislative Reports.

REGULAR AGENDA

6. Santa Clara County's Regional Improvement Program (RIP) Share of the 2004 State Transportation Improvement Program (STIP)

John Ristow, Deputy Director, Program & Highway Administration, stated that there are projects from the 2004 STIP that need to be deleted, modified and deferred due to a decline in revenues and the Fund Estimate for the 2004 STIP being much lower.

Mr. Ristow also stated that the Governor's mid-year budget proposal could have a significant impact on projects so that whatever action VTA Board of Directors take at their meeting of January 2004, will have to be revised due to removal of forecasted money and deleted projects.

Mr. Ristow provided staff's proposal for the 2004 Santa Clara County RIP Program Adjustments as follows:

- Recommended to Delete: City of Palo Alto – Homer Avenue Bike Pedestrian: Matching Fund – TDRA3 money was allocated for this Project, City of San Jose – Smart Corridor Stevens Creek West: Match Fund.

There are no allocations from MTC and staff is working to match in a different way, and Caltrans – I-680 NB Soundwall: Mabury to Penetencia – Soundwall already built by private developer.

- Recommended for Modification: MTC – Planning Programming and Monitoring and VTA – Planning Programming and Monitoring.

Mr. Ristow stated that those are funds that VTA is able to tap into to assist VTA with Regional and STIP programming and Countywide Planning efforts. Staff is negotiating and discussing with MTC staff whether it should be a 50/50 split with MTC staff or following more SB45, which is 75 percent to the VTA and 25 percent to the region. VTA's staff recommendation is 75 percent to VTA and 25 percent to VTA.

- Recommended for Deferral to the final year of STIP: Caltrans – Route 87 Corridor Riparian Habitat, Caltrans – SR-152 Truck Climbing Lane, VTA – SR-152/SR-156 Interchange, VTA – SR-25 Widening EIR – AB-3090 Replacement, Caltrans – I-680 HOV: Sunol Grade SB Phase III, Caltrans – Route 87 Corridor Landscaping, Caltrans – Route 87 Corridor Landscaping, Caltrans –

US-101 Auxiliary Lane at SR-87: Landscaping, Caltrans – 237/880 Replacement Planting, City of Santa Clara – San Tomas Aquino Creek Trail, City of Sunnyvale – Borregas Bike Pedestrian Over crossings at SR-237 & US101, Caltrans – I-880 Soundwall: Stevens Creek at I-280, Caltrans – I-680 NB Soundwall: Capitol to Mueller, and Caltrans – I-280 Soundwall: Bird Avenue to Los Gatos Creek.

Mr. Ristow reported that due to the GARVEE Program and VTA Board of Directors commitment to the GARVEE Program and California Transportation Commission's (CTC) action on December 11, 2003, the Coleman/880 Project and both Route 87 segments that run from Downtown San Jose to Route 85 have been approved and allocated by CTC.

On order of Chairperson Chavez, there being no objection, the Committee of the Whole approved submitting a recommendation to the Board of Directors to approve the Programming of Santa Clara County's Regional Improvement Program (RIP) share of the 2004 State Transportation Improvement Program (STIP).

OTHER ITEMS

7. Financial Stability Strategy

Frank Sharpless, Transportation Policy and Program Manager, reported that over the last year the Board's Ad-Hoc Financial Stability Committee has been developing recommendations regarding VTA's financial condition. The Committee presented a series of 19 recommendations to the Board of Directors, which were adopted summer 2003 as a part of the Board of Director's approved budget for the coming year. At the time of approval, the Board of Directors directed the Committee to reconvene with the sole purpose of developing a recommendation for a new revenue source to be brought to the Board of Directors for review and approval in late 2003. At their Workshop of November 2003, the Board of Directors were presented with a document entitled "Revenue Enhancement Strategy" which did not necessarily include any specific revenue sources due to the current economic climate and viability of obtaining a new or expanded revenue source. Staff was directed to take all of the combined comments made by Board Members, revisit the preliminary recommendation and add in additional recommendations of the three primary areas of concerns:

- establishment of parameters for the use of advanced 2000 Measure A funding for continuing operations of our current service;
- recognition of the ongoing role of community stakeholder and public input throughout the process of 2000 Measure A Project Implementation and Prioritization; and,
- revision of the language that was included in the initial proposal regarding the use of an advisory ballot measure in the future.

Mr. Sharpless provided the list of revenue enhancement measures recommended by the Ad-Hoc Financial Stability Committee as follows:

Near-Term to Mid-Term (6 months to 1 year):

- Maximize VTA's current revenue resources including, but not limited to farebox revenue, State revenue, and Federal Funds that may be available to support operations.
- Request each city and the County of Santa Clara provide a list of prioritized transportation projects and improvements within their own jurisdiction in January 2004.
- Prioritize VTA's transportation projects and improvements at a March 2004 workshop based on evaluation of the cities' responses, comments received from the public input process, financial projections, and current commitments. These projects will be incorporated into the Valley Transportation Plan 2030 (VTP) plan and submitted to MTC for inclusion in the 2030 Regional Transportation Plan in order to continue the pursuit of funding at appropriate levels.
- Those projects to identified as VTP 2030 initial priorities will be temporarily delayed until alternative funding is identified or further Board action is taken. Any subsequent establishment or revision of the priorities would be preceded by a public involvement and the community stakeholder input process.
- Utilize, only to the extent necessary, the previously authorized \$80 million of advanced 2000 Measure A operations funds for maintaining current transit service as contained in the Adopted Fiscal Years 2004 and 2005 Budget.

Mid-Term to Long-Term (1 year and beyond):

- Work in partnership with community leaders to identify the most viable new or expanded revenue source(s) for VTA. Continue public input and data gathering in partnership with community leaders and stakeholders to help define the revenue source(s) and timing most acceptable to the community.
- Lay the foundation to pursue limited expansion of the sales tax base to help make up for the continuing erosion of this financial resource over the next several years.
- Utilize Budgetary Operating Revenue, Measure A funds authorized for maintaining current service and other options to fund the near-term shortfall in service operations until replacement revenue from new funding sources becomes available.
- Borrowing of 2000 Measure A funds for maintaining current service should initially be limited to no more than the \$80 million included for current operations contained in the previously authorized \$550 million bond program.

- Borrowing beyond \$80 million of 2000 Measure A funds for maintaining service should be done only to the extent that would not result in exceeding the previously authorized \$550 million bond program. The biennial Budget process shall determine any borrowing needed beyond this amount.
- Return the non-project related advanced funds to the 2000 Measure A Program and restore Budgetary Operating Reserves as soon as practical after funds are received from a new revenue source.
- Continue to aggressively pursue joint development opportunities that will provide VTA a diverse revenue stream. As appropriate, in partnership with applicable surrounding communities, identify appropriate benefit assessment district sites that will benefit both the surrounding community and VTA. Seek other revenue opportunities as may be appropriate.
- Consider submitting an advisory ballot measure for setting project priorities if no new revenue sources are approved prior to December 1, 2006, and projected revenue shortfalls prevent implementation of all 2000 Measure A projects prior to 2036. The ballot measure should be preceded by a public involvement and community stakeholder input process.

On order of Chairperson Chavez, there being no objection, the Committee of the Whole discussed the Financial Stability Strategy.

8. Committee Work Plan

On order of Chairperson Chavez, there being no objection, the Committee of the Whole accepted the Committee Work Plan as submitted.

9. Committee Staff Report

There was no Committee Staff Report.

10. Chairperson's Report

There was no Chairperson's Report.

11. Consent Agenda for January 8, 2004 Board of Directors' Meeting

CONSENT: None

REGULAR: Agenda Item #6., Approve the programming of Santa Clara County's Regional Improvement Program (RIP) share of the 2004 State Transportation Improvement Program (STIP).

12. Announcements

There were no Announcements.

13. ADJOURNMENT

On order of Chairperson Chavez, there being no objection, the meeting was adjourned at 11:20 a.m.

Respectfully submitted,

Gilda M. Grozdanich, Board Assistant
VTA Board of Directors