

From: Board.Secretary
Sent: Friday, August 07, 2009 4:58 PM
To: Board.Secretary
Subject: VTP 2035 - Long Range Transportation Plan

Dear VTA Board Members:

The Board Office received a request to forward the following information regarding the VTP 2035.

Posted on the VTA website is the long range transportation plan for Santa Clara County, the VTP 2035. It provides a framework for making key transportation decisions, a plan for investing in the future transportation system, and strategic direction for VTA's involvement in land use and other livability issues for the 25-year period it encompasses. VTP 2035 also serves as VTA's recommendation for the Regional Transportation Plan (RTP).

This edition includes two new pieces, the VTA Strategic Planning Element and the Transportation Energy and Air Quality (TEAQ) Program. The Strategic Planning Element aligns the agency's vision and mission with goals that support VTA's ability to obtain the objectives outlined in the plan. The TEAQ Program provides a framework for VTA to develop initiatives, projects and programs; conduct research; and work with partner agencies to address climate change and energy issues.

VTP 2035 was developed over two years and adopted by the Board of Directors in January 2009.

In order to save costs and paper, the document is in electronic form at this location: <http://www.vta.org/studies/vtp2035/index.html>

Please contact me if you would like to request a hard copy.

Thank you.

Deborah Harrington
Board Secretary
Santa Clara Valley Transportation Authority
408.321.5773

From: Board.Secretary
Sent: Tuesday, August 11, 2009 4:48 PM
To: Board.Secretary
Subject: Draft IS/ND NOA for Transit Service Reduction Plan

To VTA Board of Directors:

VTA has prepared an Initial Study (IS) for the January 2010 Transit Service Reduction Plan, Pending a public review, staff expects to determine from this study that the proposed project would not have a significant effect on the environment. Attached is the Notice of Availability for the Draft Initial Study/Negative Declaration. The 20-day public review period begins on August 10, 2009 and ends August 31, 2009. The Draft Initial Study/Negative Declaration is available at local libraries and VTA's website and has been distributed to local cities and agencies.

Below is the link to the Initial Study on VTA's website. Please let me know if you want a Hard Copy or CD of this document.

<http://www.vta.org/servicereducations/>

Thank you,

Deborah Harrington
Board Secretary
Santa Clara Valley Transportation Authority
408.321.5773

MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Board of Directors

FROM: Kurt Evans, Government Affairs Manager
Santa Clara Valley Transportation Authority

DATE: August 10, 2009

SUBJECT: Weekly Legislative Update: Week of August 3, 2009

FEDERAL

Aviation: Safety standards for airlines and pilots would be dramatically toughened under legislation that has been introduced in Congress. Prompted by last February's crash near Buffalo, New York, that has raised questions about pilot qualifications, training and fatigue, the Airline Safety and Pilot Training Improvement Act of 2009 aims to find the most successful safety programs and then mandate them for all airlines. Specifically, the measure would:

- Require all airline pilots to obtain an Airline Transport Pilot license, which is currently only needed by captains. Pilots must have a minimum of 1,500 flight hours to obtain the license. Today, co-pilots may be hired at airlines with as little as 200 hours, though most begin airline work with more experience.
- Require the Federal Aviation Administration (FAA) to set up a new database of pilot records so that airlines will have access to more information before they hire someone for the cockpit. The captain of the jet that crashed near Buffalo had failed several FAA-mandated piloting skills tests, but his airline did not know about them when it hired him.
- Direct the FAA to rewrite the rules for how long pilots can work. Several attempts to modify the rules to make pilots less prone to fatigue have failed in recent decades.
- Require airlines and travel websites when they sell tickets to disclose the name of the carrier operating the flight. About half of all flights are operated by regional airlines working under contract to major carriers, but those regional airlines almost never sell tickets directly to passengers. Most of the regional flights are flown with the name of the major carrier painted on their aircraft.
- Set up numerous studies and task forces to examine how best to train pilots, minimize pilot fatigue and run a safe airline.

The February 12 crash of a Colgan Air turboprop near Buffalo, which killed 50 people, has raised numerous safety issues. A National Transportation Safety Board investigation found that neither pilot of the aircraft may have gotten a full night's sleep. The pilots also reacted improperly to an emergency, raising questions about how well they were trained.

Health Care: President Barack Obama and congressional Democrats are looking ahead to a health care showdown on the House floor in September following a key committee's passage of sweeping overhaul legislation. In a sign of the fight ahead, Republicans quickly blasted the Democrats' proposal as a "dangerous and costly experiment" that will run up the federal deficit and overwhelm state budgets.

The 31-28 vote in the House Energy and Commerce Committee was weeks later than either the White House or Democratic leaders had hoped. Nonetheless, it was a victory for them. The vote came after weeks of negotiations finally satisfied concerns raised by fiscally conservative House Democrats—only to produce a compromise that riled liberal lawmakers. The liberal opposition was quieted with a last-minute series of changes that included limiting how much insurers could raise premiums, and giving the federal government the authority to negotiate directly with drug companies for lower prices under Medicare.

While the pace of action in the House was slower than party leaders had hoped, it was faster than the timetable in the Senate. There, Democrats said a deadline of September 15 had been imposed on negotiations aimed at producing a bipartisan compromise in the Senate Finance Committee. Without a bipartisan bill, Finance Committee Chairman Max Baucus (D-MT) would presumably have to produce a measure tailored to Democratic specifications, a step he has said repeatedly he would rather avoid. It is not clear whether the deadline for the Finance Committee to start voting was Baucus' idea, or whether it reflects growing impatience on the part of the White House and Senate Majority Leader Harry Reid (D-NV).

The Energy and Commerce Committee was the third of three House panels to act on health care reform legislation. A vote in the full House is expected in September, after lawmakers return from a month-long vacation. Combining the measures produced by the three House panels could be tricky given that compromises agreed to in the Energy and Commerce Committee resulted in a bill that is less reflective of liberal priorities than the legislation that was passed by the Ways and Means Committee, and the Education and Labor Committee. The biggest example is the shape of a new government insurance plan that would compete with private insurers. House Democrats originally tied payment rates for providers in the plan to Medicare, but fiscally conservative Democrats in the Energy and Commerce Committee pushed instead for rates to be negotiated with providers, as happens with private companies. However, many liberals fear that approach would result in higher costs to patients, and as a result, both the Ways and Means, and Education and Labor Committees produced bills with public plans modeled after Medicare.

In general, the emerging House plan is designed to extend health insurance to millions of Americans who now lack it. At the same time, it strives to slow the growth in medical costs nationwide. Under the legislation, insurance companies would be required to sell coverage to all who are seeking it, without exclusions for pre-existing medical conditions. The federal government would provide subsidies for lower-income families to help them afford policies that

would otherwise be out of their reach. In addition, the plan calls for setting up so-called “exchanges”—national marketplaces where consumers both with and without subsidies could evaluate different policies and choose the one they want.

Cash-for-Clunkers Program: President Obama signed legislation to extend the “cash-for-clunkers” program, which offers car buyers rebates of \$3,500 to \$4,500 for trading in their gas-guzzlers for new, higher-mileage models. The bill calls for transferring \$2 billion from an economic stimulus account that had been set aside to subsidize renewable energy. The new money should carry the program to Labor Day. Without it, the program would have terminated on August 7.

Officially called the Car Allowance Rebate System (CARS), the “cash-for-clunkers” program has allowed a quarter-million Americans to purchase new vehicles at a time when the economy is still in recession and needs a boost in consumer spending. It has been credited with driving up sales for the struggling auto industry and reducing carbon emissions.

U.S. Supreme Court: Sonia Sotomayor is headed for a seat on the U.S. Supreme Court after an overwhelming 68-31 confirmation vote in the Senate. Nine Republicans joined 57 Democrats and two independents in making her the first Hispanic member of the court. Sotomayor will be the 111th justice to serve on the Supreme Court. She is President Obama’s first nominee to the high court and will replace retired Justice David Souter.

The debate over Sotomayor’s confirmation centered on questions concerning the value of empathy and compassion in judicial decision-making, and how a judge’s background can affect rulings. Unlike Republican Supreme Court nominees who came before the Senate in 2005 and 2006, and far more than the two prior Democratic nominees in 1993 and 1994, Sotomayor came under fire from GOP conservatives for remarks that she made off the bench. Especially controversial was Sotomayor’s comment that she “would hope that a wise Latina woman with the richness of her experiences would more often than not reach a better conclusion than a white male who hasn’t lived that life.” Republican critics also focused on a handful of Sotomayor cases, including one upholding a decision by officials in New Haven, Connecticut, to discard the results of firefighter promotion tests because whites outscored blacks.

Sotomayor was raised in a housing project in the Bronx. Her father was a factory worker with a third-grade education who did not speak English. He died when she was 9. Her mother worked two jobs, including one as a nurse at a methadone clinic, to support her daughter and a son. Sotomayor won a scholarship to Princeton and then attended Yale Law School. She became a prosecutor in New York, then a corporate litigator, before being appointed to a federal trial court by President George H.W. Bush in 1992. Six years later, President Bill Clinton elevated her to a New York-based federal appeals court.

Sotomayor will be the second woman on the current court, joining Justice Ruth Bader Ginsburg, and the third woman ever appointed. Justice Sandra Day O’Connor, who retired in 2006, was the first when she was named to the Supreme Court in 1981. As a successor to the liberal Souter, Sotomayor is not likely to tip the ideological balance of the bench. A number of important cases

have been decided by 5-4 majorities, with conservative- and liberal-leaning justices split 4-4 and Justice Anthony Kennedy providing the decisive vote.

STATE

State Government: Nearly six years after Gov. Arnold Schwarzenegger vowed to “blow up the boxes” of state government, he is ready to declare a partial victory from the budget package that recently was enacted into law. During negotiations with lawmakers, the Governor pushed for numerous changes to “business as usual” in state government as part of the deal to close the FY 2010 General Fund shortfall. However, they represent only a small slice of the budget-balancing pie. Many of the more far-reaching changes discussed inside and outside the State Capitol Building in recent years, from overhauling the state’s tax structure to tightening campaign finance laws and imposing strict limits on state spending, were not debated during the recent budget negotiations. And the Governor, facing opposition from Democratic leaders, tabled perhaps his most ambitious proposal, which calls for creating a two-tier system that would result in reduced pension benefits for future state workers.

Nevertheless, the operational changes that were enacted as part of the budget deal are projected to save more than \$2.2 billion this year and billions more in the future. The changes include:

- Eliminating or consolidating more than a dozen state boards, commissions and bureaus, including the Integrated Waste Management Board, which has been criticized as being a high-paying haven for termed-out legislators.
- Eliminating automatic cost-of-living increases for CalWORKs and SSI/SSP, as well as for the University of California, California State University, and the state’s court and prison systems.
- Centralizing the enrollment process for Medi-Cal, CalWORKs and the Food Stamps Program at the state level, rather than allowing each county to oversee this function.
- Selling various state assets and property.
- Discouraging fraud in the In-Home Support Services Program by requiring fingerprinting of providers and recipients.
- Altering how long grant recipients could stay in the CalWORKs Program, as well as tightening eligibility procedures, and increasing sanctions on those who fail to meet program requirements.

Tax Reform: Fresh from rebalancing the state budget, Gov. Schwarzenegger announced that he will call the Legislature into special session in September to consider the recommendations that are expected to come from the Commission on the 21st Century Economy, a 14-member panel that was set up to find ways to smooth out California’s boom-and-bust tax system. Because the state relies heavily on personal income and capital gains taxes, it collects plenty of revenues

when the economy is humming, but relatively little when times are tough. The commission, which has twice delayed its report, is scheduled to finish up its work by September 20.

So far, ideological differences among commission members have prevented the panel from reaching a consensus. The proposals under consideration range from creating a “flat” income tax that would result in a larger tax burden for middle-income Californians to a “split roll” property tax that would increase tax bills for businesses and income property owners.

State Workers: Upset at being furloughed three days per month after a tentative contract agreement stalled in the Legislature, Service Employees International Union (SEIU) Local 1000, California’s biggest state workers union, has given its leaders permission to call a strike. The union represents 95,000 state employees across nearly all of the state’s 150 departments. Union officials called for the vote last month after it was reported that Gov. Schwarzenegger was aiming to close part of the state’s budget gap with a 5 percent across-the-board wage cut for state employees. The pay cut would have added to the 14 percent of base pay that 235,000 state workers were already losing as a result of the three furlough days per month that were ordered by the Governor. Lawmakers eventually filled the budget hole without making further cuts to employee pay, but Local 1000 pressed ahead with its strike authorization vote anyway.

The union is particularly upset because Assembly Republicans refused to provide the votes needed to approve a contract that had been negotiated between Local 1000 and the administration in February. While the tentative deal contained several concessions, it called for just one furlough day per month for covered workers instead of three. Each furlough day represents roughly a 5 percent reduction in pay.

Meanwhile, Gov. Schwarzenegger won a key court fight that allowed him to begin furloughing state employees two days per month in February—double the furlough that he had negotiated with Local 1000. In July, he added a third furlough day in order to save the state an additional \$2.2 billion. Since the latest budget deal approved by lawmakers assumes the savings from three furlough days, the administration considers the tentative deal negotiated with Local 1000 to be dead.

State Prisons: A panel of three federal judges ordered California officials to reduce the state’s prison population by 40,591 inmates over the next two years because of chronic overcrowding that has resulted in “an unconstitutional level of medical and mental health care.” In its order, the judges wrote, “The rights of California’s prisoners have repeatedly been ignored. Where the political process has utterly failed to protect the constitutional rights of a minority, the courts can, and must, vindicate those rights.”

California’s prison system is operating at 190 percent of its design capacity of 79,828 inmates, and the judges said the state must devise an inmate reduction plan within 45 days, after which a remedial order will be issued.

The judges pointed out that California’s prison population has increased 750 percent since the mid-1970s, largely because of the “shift to inflexible determinate sentencing, and the passage of harsh mandatory minimum and three-strikes laws.” They noted that “the convergence of tough-

on-crime policies and an unwillingness to expend the necessary funds to support the population growth has brought California's prisons to the breaking point.”

The ruling came just days after the Legislature stalled on Gov. Schwarzenegger's plan to reduce the inmate population by 27,000 through a variety of specific steps, including the early release of low-intensity inmates. The Governor and lawmakers agreed to cut prison spending by \$1.2 billion, but deadlocked on how to achieve the savings, with Republicans opposed to anything that smacked of leniency and some Democrats worried about being branded soft on crime.

NOTE: Also contributing to this report were Susan Lent with Akin Gump Strauss Hauer & Feld; Mark Watts with Smith, Watts & Company; and Scott Haywood, VTA's Policy and Community Relations Manager.

From: Board.Secretary
Sent: Wednesday, August 12, 2009 2:35 PM
To: Board.Secretary
Subject: Letter to California Department of Transportation

To VTA Board of Directors:

For your information we are forwarding the attached letter addressed to the California Department of Transportation in support of the Capitol Corridor Joint Powers Authority request to include their list of projects in the State submittal of applications for the American Recovery & Reinvestment Act High-Speed/Intercity Passenger Rail Track 1 grant funds.

Deborah Harrington
Board Secretary
Santa Clara Valley Transportation Authority
408.321.5773

August 12, 2009

Mr. Randy Iwasaki, Director
California Department of Transportation
1120 N Street, MS 49
Sacramento, CA 95814

Dear Director Iwasaki:

The Santa Clara Valley Transportation Authority (VTA) supports the Capitol Corridor Joint Powers Authority's (CCJPA) request to include their list of projects in the State of California's comprehensive submittal of applications for the American Recovery & Reinvestment Act High-Speed/Intercity Passenger Rail Track 1 grant funds.

As a member agency of the CCJPA Board of Directors, our support for the Capitol Corridor Intercity Passenger Rail Service is based on the CCJPA's leadership in making the service the third busiest route in the Amtrak system. The management of the Capitol Corridor by the CCJPA serves as a nationwide model for how to bring together freight and passenger rail in order to grow together, implement capital projects and consistently achieve a high level of on-time performance.

The six projects in the CCJPA's list provide benefits to current and future customers with improved mobility options and quality of service along the entire route. The San Jose Diridon Station Project is but one example. As the terminal for Capitol Corridor, Altamont Commuter Express, Caltrain, Amtrak, Union Pacific, VTA Light Rail as well as future BART and California High Speed Rail, it represents a unique intermodal transportation opportunity for our region and state. All the projects proposed by CCJPA will provide integration with the proposed High Speed Rail project and provide an integrated rail transportation network for Northern California.

We have the utmost confidence that the CCJPA has the established working relationships with their freight rail partner (Union Pacific Railroad) and local agencies to deliver these ready-to-go projects. These projects will improve the Capitol Corridor service while meeting the goal of providing new jobs and environmental benefits to the state of California.

Sincerely,

Dolly Sandoval, Chairperson
VTA Board of Directors

cc: CCJPA Board of Directors
VTA Board of Directors
Eugene Skoropowski, CCJPA
Michael Burns, VTA
Jim Lawson, VTA



MEMORANDUM

Writer's Direct Telephone: (408) 321-5630

TO: Santa Clara Valley Transportation Authority
Board of Directors

FROM: Joseph T. Smith
Chief Financial Officer

DATE: August 12, 2009

SUBJECT: Advanced Farebox Acquisition

The Board of Directors authorized staff to procure a new system of fareboxes for VTA's bus fleet at the meeting of June 4, 2009. The action stated that "...a competitive sealed bid process does not constitute a method of procurement adequate for VTA's needs..." and authorized the use of competitive negotiation for the purchase of up to 500 new electronic fareboxes.

An RFP #09-117-P01 for Advanced Farebox System Invitation for Bid (IFB) was issued July 14, 2009 and has been downloaded by 4 potential vendors. A Bidders' Conference was held on July 28, 2009 and attended by 4 potential vendors. The RFP documents and the presentation at the Bidders' Conference clearly state that all contact regarding this procurement must be made exclusively with the designated VTA representative, Maureen Raine, Purchasing Manager.

As the Board is well aware, the current economic climate has created an intensely competitive marketplace. In the case of farebox equipment that can have a service life of well over ten years, it is even more intensely competitive. This is especially true since a major source of income for the successful company is the provision of replacement units and parts over the life of the equipment. It is possible that an overly enthusiastic bidder might attempt to contact a Board Member, a Board Member's staff or other VTA staff. Such contact can invalidate the bidder's standing and can in fact jeopardize the entire procurement process.

During the procurement process, which is currently underway and will end only when the Board takes action on the procurement, please make certain that you and your staff have no contact with any of the firms on the attached list. If they attempt to contact you or your staff, please refer them to Maureen Raine at (408) 321-7154.

The RFP is scheduled to close on September 9, 2009.

Thank you for your assistance in this matter and if you have any questions or need further information, please contact me at (408) 321-5630.

RFP #09-117-P01

Advanced Farebox System

List of potential vendors who have downloaded the Invitation for Bid:

- 1. ACS Orbital**
7160 Riverwood Drive
Columbia, MD 21046

- 2. Fare Logistics**
#10-4223 Commerce Circle
Victoria, BC V8Z 6N6

- 3. GFI Genfare**
751 Pratt Boulevard
Elk Grove Village, IL 60007

- 4. Scheidt & Bachmann, USA**
31 North Avenue
Burlington, MA 01803

From: Board.Secretary
Sent: Friday, August 14, 2009 10:08 AM
To: Board.Secretary
Subject: BART Strike

Good Morning VTA Board Members:

As you may have heard, labor negotiations between BART management and ATU have reached an impasse. It is anticipated that BART workers will be on strike beginning Monday morning. VTA has created a contingency plan that will be implemented if there is a strike. Specifically, VTA service schedules will remain unchanged, however, the VTA bus stop at Fremont BART station will be temporarily relocated for the safety/convenience of passengers. Ambassadors, field supervisors, and signage will be on site to direct passengers. Information about VTA service, including a Google map of the temporary stop in Fremont, will be provided to the public via our call center information line, on our VTA webpage, and through media advisories.

If you have any questions about this situation, please do not hesitate to call me.

Greta Helm
Chief of External Affairs Officer
408-321-5522

From: Board.Secretary
Sent: Friday, August 14, 2009 1:05 PM
To: Board.Secretary
Subject: SCVTA Community Bus Line No. 34 Proposed Discontinuation

To VTA Board of Directors:

Attached is a letter from the City of Mountain View regarding the proposed discontinuation of Bus Line No. 34.

Deborah Harrington
Board Secretary
Santa Clara Valley Transportation Authority
408.321.5773



CITY OF MOUNTAIN VIEW

Office of the Mayor and City Council • 500 Castro Street • Post Office Box 7540 • Mountain View, California 94039-7540
650-903-6305 • FAX 650-903-6039

August 12, 2009

Ms. Dolly Sandoval, Chairperson
Santa Clara Valley Transportation Authority
3331 North First Street
San Jose, CA 95134

COMMUNITY BUS LINE NO. 34 DISCONTINUATION

Dear Ms. Sandoval:

This spring, the Santa Clara Valley Transportation Authority (VTA) and the City of Mountain View began a community stakeholder process to redesign and reroute Community Bus Line No. 34. The line currently travels between the Mountain View Transit Center at Castro Street and Evelyn Avenue and the San Antonio Transit Center on Showers Drive at the San Antonio Shopping Center.

The stakeholder group consists of active residents and business people from throughout the City familiar with Line No. 34 and the riders it serves. The group had the first of three anticipated meetings with VTA staff to collaborate on improving Line No. 34. Then, VTA announced its proposed discontinuation of the line and also discontinued meeting with the stakeholders. The City and the stakeholder group are disappointed to learn of the proposed action.

The City requests VTA make no decisions about Line No. 34 until the stakeholder process is completed and it is determined whether or not a cost-effective route can be designed that better serves the City's residents.

Thank you for your consideration of this request. Please let me know if you have any questions.

Sincerely,

Margaret Abe-Koga
Mayor

MAK/JJ/9/PWK/907-08-10-09L-E^

cc: VTA Board of Directors
Mr. Michael Burns, General Manager
Mr. Jim Unites, Service and Operations Planning Manager
City Council
CM, PWD, APWD—Fuller, DPWD, TPM, PM—Kim, TE, STE, F/c