

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS
&
SANTA CLARA COUNTY BOARD OF SUPERVISORS
JOINT MEETING**

Friday, June 2, 2006

MINUTES

1. CALLED TO ORDER at 9:10 a.m.

ROLL CALL:

A. Santa Clara County Board of Supervisors

Member Present:

James Beall
Don Gage
Liz Kniss, Chairperson

Members Absent:

Blanca Alvarado
Pete McHugh

B. Santa Clara Valley Transportation Authority Board of Directors

Members Present:

Jim Beall, Ex-Officio
Nora Campos
Cindy Chavez, Chairperson
Dean Chu, Vice Chairperson
David Cortese
Don Gage
Breene Kerr
Liz Kniss
John McLemore, Ex-Officio
Madison Nguyen
Forrest Williams

Members Absent:

Greg Perry
Dennis Kennedy
Dolly Sandoval

Alternates Present:

Norman Kline

Alternates Absent:

Jamie Matthews
Pete McHugh
Al Pinheiro
Ken Yeager

*Alternates do not serve unless participating as a Member.

A quorum was present.

2. PUBLIC PRESENTATIONS

Akos Szoboszlay, Modern Transit Society President, provided a slideshow and distributed a handout entitled “Repeal remaining pedestrian prohibitions in 4 cities containing San Tomas and Foothill, which are 45 miles per hour arterial roads.” Mr. Szoboszlay presented photos taken at Highway 9 in Saratoga and Foothill, and compared the bike paths and pedestrian paths. He expressed concern that detours are risky and stated that expressways that are arterial roads are the safest to walk along. Mr. Szoboszlay stated that the last page of the handout he provided lists the policies and laws violated by prohibiting walking along San Tomas.

3. Opening Remarks regarding the 1996 Measure B Transportation Improvement Program

Jeff Davis, 1996 Measure B Transportation Improvement Program Administrator, provided opening remarks noting that after 10 years, the projects approved by the voters 1996 were delivered. Mr. Davis referred to the recent opening of the last critical project of the program, the Highway 85/101 North Interchange Improvements in the City of Mountain View. In spite of the economic downturn, the program was delivered due to sound management and VTA’s effort that secured approximately \$500 million additional funding over the life of the program.

Mr. Davis stated that staff continues to see good performance of the economy. In fact, he stated that the sales tax revenues outperformed the December 2005 projections by \$7.7 million. The four projects (152 Phase B2, San Tomas & Montague Signal Sync, Alamaden Expressway Level of Service (LOS) Program, and San Tomas at Hamilton LOS Program) that were deferred are now in the process of delivery. Mr. Davis provided an update on the three Caltrain projects that are yet to be delivered (Caltrain San Martin Station Parking, Caltrain California Avenue Pedestrian Underpass, and Caltrain Palo Alto Station Pedestrian Underpass). He noted that staff is in the process of finalizing plans to complete these projects.

Board Member Cortese took his seat at 9:18 a.m.

Mr. Davis stated that VTA and County staff are fully dedicated to the goal of “closing-out” the program by the end of 2006. Mr. Davis thanked members of the 1996 Measure B Program team, and introduced those who were present in the meeting. Mr. Davis noted that the 1996 Measure B Staff and VTA have done a great job.

Mr. Davis introduced Tracey Loveridge, Measure B Program staff. Ms. Loveridge provided a summary of the 1996 Measure B Program Changes between December 2005 and the FY 07 plan and noted that there is a revenue increase of \$8.6 million, a decrease of \$2.2 million in expenditures, and an increase of \$10.8 million in net balance.

Ms. Loveridge enumerated the projects completed in FY 2006, including Route 85/101 North Interchange, Route 85 Noise Mitigation, Route 152 Phase B1, Route 85/101 South Interchange Planting, I-880 Highway Planting, River Oaks Pedestrian and Bicycle Bridge, Palo Alto Transit Center, and Vasona Light Rail.

The projects that are planned to be completed in the year ahead are Route 17 E Auxiliary Lane, Route 152 Phase B2, Route 87 North and South, Route 85/101 North Landscaping, Route 17 E Landscaping, and Remaining LOS projects and County Expressway Signal Synchronization Program.

The year ahead will also include closing out the program as the 1996 Sales tax ended on March 30, 2006. Ms. Loveridge noted that this is the final Joint Board Meeting for Program Implementation. Staff will prepare a Final Semi-Annual Report in December 2006 and will need to determine a method to pay VTA and the Roads and Airports for completing projects beyond December 2006.

Mr. Davis explained the agenda sequence. He stated that Jack Collins, VTA Chief Construction Officer, would make a presentation on Agenda Item #4. Agenda Item #5 involves 1996 Measure B Administration and Program Management costs that need to be approved by the Santa Clara County Board of Supervisors. Agenda Item #6.A., 6.B., and 6.C, includes all the budget adjustments. As per the master agreement, the VTA Board of Directors will first vote to make the formal recommendations for budget adjustments. The Santa Clara County Board of Supervisors will subsequently take the final action for the budget adjustment as it has the fiduciary responsibilities for the 1996 Measure B Program. Agenda Item #6.D. involves brief presentations on the Bicycle and Pavement Management Programs, Swap Projects, LOS Intersection Improvement Program, and Expressway Signal Synchronization Program. Mr. Davis noted that after the agenda items have been discussed, he will provide closing remarks.

4. Program Progress Presentation

Highway Program

Mr. Collins provided an overview of the Highway Program including status reports on construction, design development, and budget adjustment recommendations. The PowerPoint presentation highlighted the following:

Completed Construction Projects: Route 17, Route 237/I-880 Interchange, Route 101 Widening, Route 87/87 Interchange, Combined Biological Mitigation Site, Route 152 Improvements, I-880 Widening, Route 85/101 South Interchange, Route 85 Noise Mitigation, and Route 85/101 North Interchange. Mr. Collins stated that the highway construction projects completed amounts to a total of \$264 million and is 92 percent complete. Mr. Collins provided the contractor names and presented visuals for various completed projects. He noted the completed projects' significance to the residents/community.

Mr. Collins noted the highway projects that are currently underway. The Route 87 High Occupancy Vehicle (HOV) North Project involves the addition of an HOV lane from Julian to South of Route 85/87 Interchange. Mr. Collins noted that VTA is managing the north part of the contract while Caltrans is managing the south part of the contract. Mr. Collins presented recent photographs of the project. He noted that to minimize the construction impacts to residents and commuters, VTA worked with the Measure B staff to build the HOV and Vasona Light Rail structures at the same time.

Mr. Collins presented a photograph of the Route 87 HOV (South) project and noted that this project, when completed will relieve congestion from Route 87 South between I-280 and Almaden Expressway. Mr. Collins noted that the anticipated completion date is late 2006.

The other projects that are underway are the Route 17 E Northbound Auxiliary Lane, which is expected to be completed by October 2006; and Route 152 B2 Widening over Old Llagas Creek is expected to be completed by April 2007. Overall, the design and environmental work on the highway program is 98 percent complete. The Route 17 E Planting will be advertised in Fall 2006 and the Route 87 Highway Planting will be advertised in Spring 2007.

Budget Summary

Mr. Collins noted that the approved budget in December 2005 was \$507.9 million. The new recommended budget of \$506 million for the Highway Program represents budget savings of \$1.9 million from close out of contracts under previously approved budget and bid savings on Route 85 and Route 17 projects.

Rail Program

Mr. Collins stated that the Rail Program is 99 percent complete. The major activity that occurred in the past year is the opening of the Vasona Light Rail on October 1, 2005. Mr. Collins reported that as staff closes out the project, \$500,000 additional savings are realized. Mr. Collins showed a map of the Vasona Light Rail corridor, noting that the planned extension of the corridor from Winchester to Vasona Junction in Los Gatos is environmentally cleared and will be part of the 2000 Measure A.

Design and Construction Summary

- Palo Alto Transit Center – construction was completed on October 2005 with a budget of \$7.5 million.
- San Martin – VTA's design is complete. Roads and Airports will complete the LOS Improvements Design by September 2006.

- Palo Alto Caltrain Station Pedestrian Underpass – Project is deferred and determination of when it would move forward is still in deliberations. Design for the project is ongoing and estimates are still being developed.
- California Avenue Station Pedestrian Underpass – Project is deferred and determination of when it would move forward is still in deliberations. Design for the project is ongoing and estimates are still being developed.

Budget Summary

Mr. Collins noted that the Rail Program's expenditure forecast in December 2005 was \$902.1 million. The current recommended budget for the 2007 Revenue and Expenditure Plan is \$900.6 million, with the following recommendations:

- Decrease the Tasman East LRT budget from \$272.8 million to \$272.6 million.
- Increase Capitol LRT budget from \$156.8 million to \$157.0 million.
- Decrease Vasona budget from \$313.7 million to 313.2 million.
- Decrease Caltrain budget from \$54.5 million to \$54.0 million.
- Decrease the Low Floor Vehicles budget from \$94.2 million to 93.9 million.

Santa Clara County Board Supervisor and VTA Board Member Gage expressed his appreciation and thanked VTA previous and current staff involved in the 1996 Measure B project. He noted that it is important that VTA be acknowledged for their hard work, creativity, excellent negotiation skills, management and engineering skills, and dedication in delivering several 1996 Measure B projects on time and under budget.

Santa Clara County Board of Supervisors Chairperson and VTA Ex-Officio Board Member Beall stated that the delivery of the projects in the Program was truly a noteworthy job. He stated that despite of the voter approval of the Measure in 1996, the Program was in hiatus for two years because the whole ballot measure was in litigation for two years and funds did not flow in after the lawsuit was settled. In essence, he noted that the program was remarkably completed in eight instead of ten years.

Santa Clara County Board Supervisor and VTA Board Member Kniss noted for the record that the 1996 Measure B was a general tax and stated that it is important to keep that in mind. She concurred with Member Gage's comments and noted the positive impact of the projects to the community, particularly the 85/101 North Interchange.

VTA Board Member Williams inquired about the skills and lessons acquired from the 1996 Measure B Program and further inquired how these lessons could be used in the future. Mr. Collins responded that it was a major accomplishment to be able to complete the \$1.9 billion worth of work in seven years. Mr. Collins stated that teamwork was very evident during the process. He stated that both the VTA and Santa Clara Boards should compliment themselves, noting that both Boards made several tough and courageous

decisions during the process. He noted that one of the things that made the whole program successful was because of the fact that both Boards were dedicated, meeting annually and having consensus, even during the time when there was a \$200 million dive in anticipated revenue for the measure. Mr. Collins added that both Boards were prepared to advance design and get the documents to a point where they were bid ready to advertise. Mr. Collins noted that throughout the entire process, both Boards were active, supported, trusted, and allowed staff to take risks that had tremendous rewards.

Mr. Collins noted that moving forward, the 1996 Measure B Program could be taken as a model for delivering big measure programs. He added that Measure B is a good model because the program was delivered on time and under budget, even with the challenges of the economic downturn and the legal battles at the beginning of the program.

VTA Board Member and Santa Clara County Supervisors Gage and Kniss left their seats at 9:44 a.m.

VTA Board Member Williams expressed his gratitude to VTA and Santa Clara County staff. He noted that everyone should realize that it takes people to get the job done. He stated the importance of giving staff the necessary support, confidence, and sound advice. He noted that staff demonstrated the characteristic of being in Silicon Valley – being innovative, creative, and being good entrepreneurs.

VTA Board Member and Santa Clara County Supervisor and Kniss took her seat at 9:45 a.m.

VTA Ex-Officio Board Member McLemore thanked VTA and Santa Clara County staff for performing a “super job” and working together to deliver projects on time and under budget. He expressed his hope that Measure A would pass next week to ensure that the partnership between VTA and Santa Clara County would continue for many more projects that the County needs and be able to deliver the projects on time and under budget.

VTA Board Member and Santa Clara County Supervisor Gage took his seat at 9:47 a.m.

Upon inquiry of VTA Ex-Officio Board Member McLemore, Mr. Collins noted that the Palo Alto California Avenue design is not yet complete; thus, the exact estimate is not yet available. Mr. Collins stated that the last estimate in the previous year was \$11 million, but is staff working on the estimates and are optimistic that the final number will be approximately \$10 million for whole work involved in the project.

VTA Board Member Kerr stated that the Palo Alto California Avenue is a critical issue as it is the one that will have the most impact on Caltrain’s schedule. He noted that the Palo Alto California Avenue is not a premier station and has limited parking. He hoped that the Santa Clara County Board of Supervisors would move expeditiously to coordinate improvements with what Caltrain plans.

Ex-Officio Board Member McLemore noted that the Palo Alto California Avenue is a critical issue because of the hold out rules. He stated that Caltrain stations are being reduced to accommodate the baby bullet trains and accommodate the planned increase service.

5. **County of Santa Clara Board of Supervisors Consider Budget Adjustments regarding the 1996 Measure B Transportation Improvement Program**

1. **Program Management Oversight (PMO) and Program Administration: Increase budget from \$13.5 million to \$14.2 million.**

Action:

M/S/C (Gage/Beall) for Santa Clara County Board of Supervisors to approve the budget adjustment to the 1996 Measure B Transportation Improvement Program to increase PMO and Program Administration budget from \$13.5 million to \$14.2 million.

6. **County of Santa Clara Board of Supervisors and VTA Board of Directors Receive Status Reports and/or Consider Budget Adjustments regarding the 1996 Measure B Transportation Improvement Program**

Mr. Davis noted that Agenda Item #6 includes the budget adjustments recommended. He stated that due to time constraints, he would not discuss each item but noted that the adjustments are summarized in Agenda Item #6A, 6B, and 6C. Mr. Davis stated that the VTA Board of Directors must first recommend the budget adjustment and subsequently, the Board of Supervisors must take action to approve the adjustments.

A. **Community Design Oriented Design Enhancement (CODE) Program**

1. CODE Program: Decrease budget from \$6.8 million to \$6.7 million

Action:

M/S/C (Kline/Williams) for VTA Board of Directors to approve with amendment the Budget Adjustments regarding the 1996 Measure B Transportation Improvement Program to decrease budget from \$6.8 million to \$6.7 million.

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

M/S/C (Gage/Kniss) for Santa Clara County Board of Supervisors to approve with amendment the Budget Adjustments regarding the 1996 Measure B Transportation Improvement Program to decrease budget from \$6.8 million to \$6.7 million.

B. Highway Program

Action:

M/S/C (Kline/Williams) for VTA Board of Directors to approve with amendment the Budget Adjustments regarding the 1996 Measure B Transportation Improvement Program to:

1. Route 101 Widening: Decrease budget from \$54.5 million to \$54.4 million.
2. Route 85/101 (S): Decrease budget from \$69.0 million to \$68.4 million.
3. Route 237/880 Interchange: Increase budget from \$51.2 million to \$51.4 million.
4. Route 17 Improvements: Decrease budget from \$27.0 million to \$26.5 million.
5. Route 85 Noise Mitigation: Decrease budget from \$9.0 million to \$8.0 million

M/S/C (Gage/Kniss) for Santa Clara County Board of Supervisors to approve with amendment the Budget Adjustments regarding the 1996 Measure B Transportation Improvement Program to:

1. Route 101 Widening: Decrease budget from \$54.5 million to \$54.4 million.
2. Route 85/101 (S): Decrease budget from \$69.0 million to \$68.4 million.
3. Route 237/880 Interchange: Increase budget from \$51.2 million to \$51.4 million.
4. Route 17 Improvements: Decrease budget from \$27.0 million to \$26.5 million.
5. Route 85 Noise Mitigation: Decrease budget from \$9.0 million to \$8.0 million.

C. Rail Program

Action:

M/S/C (Kline/Williams) for VTA Board of Directors to approve with amendment the Budget Adjustments regarding the 1996 Measure B Transportation Improvement Program to:

1. Low Floor Vehicles: Decrease budget from \$94.2 million to \$93.9 million.
2. Tasman East Light Rail: Decrease budget from \$272.8 million to \$272.6 million.
3. Capitol Light Rail: Increase budget from \$156.8 million to \$157.0 million.
4. Vasona Light Rail: Decrease budget from \$313.7 million to \$313.2 million.
5. Caltrain Service Improvements: Decrease budget from \$54.5 million to \$54.0 million (rounded).
6. Fremont South Bay Commuter Rail: Decrease budget from \$3.3 million (rounded) to \$3.2 million (rounded).

M/S/C (Gage/Kniss) for Santa Clara County Board of Supervisors to approve with amendment the Budget Adjustments regarding the 1996 Measure B Transportation Improvement Program to:

1. Low Floor Vehicles: Decrease budget from \$94.2 million to \$93.9 million.
2. Tasman East Light Rail: Decrease budget from \$272.8 million to \$272.6 million.
3. Capitol Light Rail: Increase budget from \$156.8 million to \$157.0 million.
4. Vasona Light Rail: Decrease budget from \$313.7 million to \$313.2 million.
5. Caltrain Service Improvements: Decrease budget from \$54.5 million to \$54.0 million (rounded).
6. Fremont South Bay Commuter Rail: Decrease budget from \$3.3 million (rounded) to \$3.2 million (rounded).

Santa Clara County Board Supervisor and VTA Board Member Gage commented that there are lessons to be learned from the Program. He referred to the U.S. 101 lane construction and noted that since the third lane was added recently instead of putting in three lanes during the original construction, the cost escalated tremendously. He stressed the importance of being prudent in planning and keeping the vision for the future during the planning process. He cautioned against short-changing projects as doing so only increases the total cost of projects in the end. He noted that good planning up front would ensure that dollars are maximized and used wisely.

VTA Board Member Kerr left the meeting at 9:55 a.m.

D. Other Programs

1. Bicycle Program Progress Report

John Ristow, VTA Programming and Project Development Deputy Director, reported on the Bicycle and Pedestrian Improvements. He stated that the 1996 Measure B funds jump-started the planning, design, and environmental for a number of different projects and added that there has been good progress. Among the projects, the most significant is the completion of the River Oaks Bicycle and Pedestrian Bridge that connects the Cities of San Jose and Santa Clara and the light rail over the Rivermark Development.

2. Pavement Management Program (PMP)

Mr. Ristow advised the Boards that there are no updates or changes to the budget for the Pavement Management Program as all the Cities and the County completed these projects in 2004.

3. Swap Projects Progress Report

Mr. Ristow reported that the swap transactions have been completed and since there are no new swap transactions since last year, budget action is not necessary.

**4. Level of Service Intersection Improvement Program Progress Report &
5. Expressway Signal Synchronization Program: Receive progress report**

Michael Murdter, Roads and Airport Department Director, introduced Dan Collen, Deputy Director for the Infrastructure Development Division.

Mr. Collen stated that the County Expressway Program for Measure B consists of three parts: Pavement Management, Signal Synchronization, and LOS.

Mr. Collen reiterated that the pavement management projects have been completed last year. Mr. Collen advised the Boards that Central Expressway was featured in the May 2005 Public Works Magazine and added that Santa Clara County was the first county in the nation selected to win the Perpetual Pavement Award by the Asphalt Pavement Alliance.

Mr. Collen stated that the pavement management need amounted to \$50 million, but only received a \$27 million dollar allocation to complete pavement repairs and resurfacing on seven out of eight expressways using a variety of pavement technologies, appropriate treatments, and using and controlling cost of in-house labor. Mr. Collen stated that Montague Expressway was not included in the Measure B work but has now received FY 07-08 allocations of the current VTA Federal PMP funds and the first phase is scheduled for advertising later this month.

Upon inquiry of Santa Clara County Board of Supervisors Chairperson and VTA Ex-Officio Board Member Beall, Mr. Collen responded that Foothill was paved with rubberized asphalt and is performing quite well. He added that as an indication of staff confidence in that material, it would be used for Central Expressway next month.

Santa Clara County Board of Supervisors Chairperson and VTA Ex-Officio Board Member Beall requested County staff to provide an update to Senator Simitian regarding rubberized asphalt, as he is the proponent of the asphalt made from recycled tires.

Mr. Collen noted that there were 129 signalized intersections on expressways that have been retimed and staff expects about 6 million in user time savings for the first year of operation. Mr. Collen reported that the re-timing effort has been selected by the California Transportation Foundation (CTF) as a recipient of the TRANNY awards.

Mr. Collen explained that the \$24 million allocation for the Expressway Signal Synchronization Program was primarily used to install the Intelligent Transportation Systems (ITS) components, known collectively as Traffic Operations Systems (TOS) on seven out of eight expressways. All of the planned segments have either been completed or under construction. Mr. Collen noted a correction on slide #51 (Traffic Operations System Status Summary), noting that the Montague (Great Mall to I-680) contract will be completed by Fall 2006. Mr. Collen noted that aside from the green light, the most visible product of the program to the public is the signal mounted traffic camera. The camera feeds live video to the Traffic Operations Center but can be monitored and adjusted remotely. The live video is also available at a website for public viewing.

Mr. Collen reported that the San Jose Mercury News Article in December 2005, unscientifically validated the positive benefits of the project.

Mr. Collen stated that the LOS budget was significantly increased through grants and participation and assistance of the Cities of San Jose and Santa Clara. Mr. Collen showed photographs taken from Montague Expressway and Central Expressway, noting that most improvements are complete and in use or nearing completion.

Mr. Davis provided concluding remarks, expressing appreciation and thanks to the Santa Clara County Board of Supervisors and the VTA Board of Directors. He thanked the Santa Clara County Executives, particularly Jane Decker, for her advice and support. He also acknowledged the Citizens Watchdog Committee for their dedication and hard work in ensuring and assuring the public that dollars for the Measure were spent wisely. He thanked the League of Women voters for their efforts in the selection of members for the Citizens Watchdog Committee. Lastly, he thanked the Silicon Valley Leadership Group for their efforts in assisting the passage of the 1996 Measure B and their support during the entire life of the program.

VTA Board of Directors Chairperson Chavez commented that the story of the successful partnership between VTA and Santa Clara County should be continuously told to the public. While the 2000 Measure A is currently going on, it is important for people to remember that the 1996 Measure B projects have been delivered on time and under budget. She explained that doing so will make people trust both VTA and Santa Clara County to spend tax monies judiciously and in a way that is going to get them back to their families as quickly as possible. She stated that the members of staff are unsung heroes and she thanked them for their diligent work.

Michael T. Burns, VTA General Manager, advised the Boards that there is a poster board, which lists all the projects with checkmarks, indicating that they were completed. He invited the Board Members and the Citizens Watchdog Members to take a photograph with the poster board after the meeting.

7. The Joint Meeting of the Santa Clara Valley Transportation Authority Board of Directors and Santa Clara County Board of Supervisors was adjourned at 10:09 a.m.

Respectfully submitted,

Elaine F. Baltao, Board Assistant
VTA Board of Directors