BOARD OF DIRECTORS MEETING

Thursday, January 10, 2013
4:00 PM

PLEASE NOTE MEETING DATE AND TIME

Board of Supervisors’ Chambers
County Government Center
70 West Hedding Street
San Jose, CA 95110

AGENDA

To help you better understand, follow, and participate in the meeting, the following information is provided:

- Persons wishing to address the Board of Directors on any item on the agenda or not on the agenda should complete a blue card located at the public information table and hand it to the Board Secretary staff prior to the meeting or before the item is heard.

- Speakers will be called to address the Board when their agenda item(s) arise during the meeting and are asked to limit their comments to 2 minutes. The amount of time allocated to speakers may vary at the Chairperson’s discretion depending on the number of speakers and length of the agenda. If presenting handout materials, please provide 25 copies to the Board Secretary for distribution to the Board of Directors.

- The Consent Agenda items may be voted on in one motion at the beginning of the meeting under Orders of the Day. If you wish to discuss any of these items, please request the item be removed from the Consent Agenda by completing a blue card at the public information table and handing it to the Board Secretary staff prior to Orders of the Day, Agenda Item #1.3.
• Disclosure of Campaign Contributions to Board Members (Government Code Section 84308)

In accordance with Government Code Section 84308, no VTA Board Member shall accept, solicit, or direct a contribution of more than $250 from any party, or his or her agent, or from any participant, or his or her agent, while a proceeding involving a license, permit, or other entitlement for use is pending before the agency. Any Board Member who has received a contribution within the preceding 12 months in an amount of more than $250 from a party or from any agent or participant shall disclose that fact on the record of the proceeding and shall not make, participate in making, or in any way attempt to use his or her official position to influence the decision.

A party to a proceeding before VTA shall disclose on the record of the proceeding any contribution in an amount of more than $250 made within the preceding 12 months by the party, or his or her agent, to any Board Member. No party, or his or her agent, shall make a contribution of more than $250 to any Board Member during the proceeding and for three months following the date a final decision is rendered by the agency in the proceeding. The foregoing statements are limited in their entirety by the provisions of Section 84308 and parties are urged to consult with their own legal counsel regarding the requirements of the law.

• 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 Monday, Tuesday, and Wednesday prior to the meeting. This information is available on our website, www.vta.org, and also at the meeting. Any document distributed less than 72-hours prior to the meeting will also be made available to the public at the time of distribution. Copies of items provided by members of the public at the meeting will be made available following the meeting upon request.

In accordance with the Americans with Disabilities Act (ADA) and Title VI of the Civil Rights Act of 1964, VTA will make reasonable arrangements to ensure meaningful access to its meetings for persons who have disabilities and for persons with limited English proficiency who need translation and interpretation services. Individuals requiring ADA accommodations should notify the Board Secretary’s Office at least 48-hours prior to the meeting. Individuals requiring language assistance should notify the Board Secretary’s Office at least 72-hours prior to the meeting. The Board Secretary may be contacted at (408) 321-5680 or e-mail: board.secretary@vta.org or (408) 321-2330 (TTY only). VTA’s home page is on the web at: www.vta.org or visit us on Facebook at: www.facebook.com/scvta. (408) 321-2300: 中文 / Español / 日本語 / 한국어 / tiếng Việt / Tagalog.

NOTE: THE BOARD OF DIRECTORS MAY ACCEPT, REJECT OR MODIFY ANY ACTION RECOMMENDED ON THIS AGENDA.
1. CALL TO ORDER AND ROLL CALL

1.1. ADMINISTER OATHS OF OFFICE to newly appointed Board Members.

1.2. ROLL CALL

1.3. Orders of the Day - approve Consent Agenda (Item #7)

2. AWARDS AND COMMENDATION

2.1. INFORMATION ITEM - Recognize Michelle Garza, Board Assistant, River Oaks Administration; Sing Vong, Coach Operator, Chaboya Division; and James Azucena, Service Worker, Cerone Division (Maintenance) as Employees of the Month for December 2012.

Recognize Linda Wilson, Human Resources Analyst, River Oaks Administration; Robert “Bob” Mizerak, Coach Operator, North Division; and Rely Villanueva, Transit Foreperson at Cerone (Maintenance) Division as Employees of the Month for January 2013.

Recognize Steve Johnstone, Policy and Administrative Manager - Operations, at River Oaks as Supervisor of the Quarter for the fourth quarter 2012 and Cecilia Moreno, Transit Division Supervisor, Chaboya Division as Supervisor of the Quarter for the first quarter 2013.

2.2. ACTION ITEM - Adopt the resolution of appreciation for 2012 VTA Board Chairperson Ken Yeager.

2.3. Receive remarks from outgoing 2012 Chairperson Ken Yeager.

3. CLOSED SESSION

3.1. Recess to Closed Session
   Conference with Labor Negotiators
   [Government Code Section 54957.6]

   VTA Designated Representatives
   Bill Lopez, Chief Administrative Officer
   Robert L. Escobar, Manager, Employee Relations

   Employee Organization
   Amalgamated Transit Union, Local 265

3.2. Reconvene to Open Session

3.3. Closed Session Report
4. PUBLIC COMMENT

This portion of the meeting is reserved for persons desiring to address the Board of Directors on any item within the Board's jurisdiction. Speakers are limited to 2 minutes. The law does not permit Board action or extended discussion of any item not on the agenda except under special circumstances. If Board 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.

5. PUBLIC HEARINGS

HEARING - NOTICE OF INTENTION TO ADOPT A RESOLUTION OF NECESSITY

ACTION ITEM - Close Hearing and adopt a Resolution of Necessity determining that the public interest and necessity requires the acquisition of property interest from one property owned by: (1) YRC, Inc., a Delaware Corporation, f/k/a Yellow Roadway Corp., a Delaware Corporation, f/k/a Roadway Express, Inc., a Delaware Corporation, located in Milpitas, California, for the BART Silicon Valley Berryessa Extension (SVBX) Project.

Note: Motion must be approved by at least 2/3 of the Board (8 members).

Property ID/Assessor’s Parcel Number/Owner

B2072 (APN 086-37-027) owned by YRC, Inc., a Delaware Corporation, f/k/a Yellow Roadway Corp., a Delaware Corporation, f/k/a Roadway Express, Inc., a Delaware Corporation

6. REPORTS


6.3. General Manager Report. (Verbal Report)

6.3.A. INFORMATION ITEM - Receive Silicon Valley Rapid Transit (SVRT) Program Update.

6.3.B. INFORMATION ITEM - Receive updates regarding Metropolitan Transportation Commission (MTC) and California Transportation Commission (CTC) activities.


6.4.B. Receive remarks from incoming 2013 Chairperson Joe Pirzynski.

7. CONSENT AGENDA

7.1. ACTION ITEM - Approve the Board of Directors Regular Meeting Minutes of December 13, 2012.

7.2. ACTION ITEM - Ratify the re-appointment of Marc Roddin to the Bicycle & Pedestrian Advisory Committee representing the City of Mountain View for the remainder of the two-year term ending June 30, 2014.

7.3. ACTION ITEM - Adopt a resolution amending the Citizens Advisory Committee bylaws to establish the Council on Aging Silicon Valley as the defined appointing authority for the existing position representing Seniors, and also amending the VTA Administrative Code to be consistent therewith.

7.4. ACTION ITEM - Ratify the appointment by the Council on Aging Silicon Valley (COASV) of Mike Torres to the Citizens Advisory Committee representing senior citizens. This appointment is conditional on Board of Directors prior approval of establishment of the COASV as the defined appointing authority for the existing CAC membership position representing seniors.

7.5. ACTION ITEM - Ratify the appointment by the Building Owners & Managers Association Silicon Valley (BOMA SV) of Sharon Fredlund to the Citizens Advisory Committee.

7.6. ACTION ITEM - For the Committee for Transit Accessibility, approve the following for the two-year term ending December 31, 2014:

• Reappointment of current members Aaron Morrow, Troy Hernandez, and Jeffrey Jokinen to represent persons with disabilities.
• Reappointment of the Silicon Valley Independent Living Center as a human services agencies/business representative.
• Appointment of Chaitanya Vaidya to represent persons with disabilities.

7.7. ACTION ITEM - Approve the programming of 2010 Measure B Vehicle Registration Fee (VRF) funds to Intelligent Transportation System projects.

7.8. ACTION ITEM - Authorize the General Manager to execute the Grant of Easement and the Quitclaim of Easement for Ingress and Egress rights at Moffett Park Station.
7.9. ACTION ITEM - Adopt a project sponsor resolution of support for a Transit Performance Initiative (TPI) Incentive grant


7.11. INFORMATION ITEM - Receive Information on Service Changes for January 2013.

8. REGULAR AGENDA

8.1. ACTION ITEM - Amend the FY 2013 VTA Transit Fund Capital Budget to add $17,609,759 to facilitate Community Bus and Express Bus procurements.

Note: Motion must be approved by at least 2/3 of the Board (8 members).

8.2. INFORMATION ITEM - Pre-Screening OBAG Requirements: Member Agency Status

9. OTHER ITEMS

9.1. ITEMS OF CONCERN AND REFERRAL TO ADMINISTRATION

9.2. Reports from VTA Committees, Joint Powers Boards (JPB), and Regional Commissions

9.2.A. VTA Standing Committees

9.2.B. VTA Advisory Committees

9.2.C. VTA Policy Advisory Boards (PAB)

9.2.D. Joint Powers Boards and Regional Commissions

9.3. Announcements

10. ADJOURN
BOARD OF DIRECTORS MEETING

Thursday, January 10, 2013
4:00 PM

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County Government Center
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San Jose, California

ADDENDUM TO AGENDA

3.1.X. Existing Litigation - Conference with Legal Counsel
[Government Code Section 54956.9(a)]

Name of Case: Santa Clara Valley Transportation Authority v. MVFT, LLC, et al.
[Santa Clara Superior Court Case No. 1-10-CV-182138]
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
   Board of Directors

THROUGH: General Manager, Michael T. Burns

FROM: Chief Administrative Officer, Bill Lopez

SUBJECT: Employees of the Month for December 2012 and January 2013, and Supervisor of the Quarter

FOR INFORMATION ONLY

BACKGROUND:

December 2012 Employees of the Month:

Michelle Garza, Board Assistant in the Board Office, joined VTA in 1999 and through her progressively responsible assignments has developed a thorough understanding of VTA. Michelle provides assistance for the public as well as Board and Committee members in an extremely courteous and well organized manner. She is highly respected by her peers for her comprehensive knowledge of VTA business systems and protocols. She’s also a dedicated role model and always “steps up” to get the job done, demonstrating the value of working as a team. Congratulations to Michelle Garza, Administration Employee of the Month for December!

Sing Vong, Coach Operator at Chaboya Division, has been with VTA for 12 years and throughout his employment has been an exemplary employee. Sing creates a positive work environment by always greeting his customers and co-workers with a smile. His years of safe driving underscore his commitment to safety and service. Sing regularly receives compliments from passengers for his considerate behavior, highlighting his care for VTA customers. His commitment to VTA service and passengers is a testament to Sing’s importance to our organization. Congratulations to Sing Vong, Operations Employee of the Month for December!

James Azucena, Service Worker at Cerone Maintenance, has been a VTA employee since 1998. James is responsible for maintaining safe and clean buses for our passengers. James strives to achieve the highest level of passenger satisfaction, taking great pride in his work to ensure that our buses are in excellent condition. James collaborates with his co-workers to produce efficient and high quality work, and is recognized by workers and management for his positive attitude, innovation, and willingness to confront new challenges. Congratulations to James Azucena, Maintenance Employee of the Month for December!

January 2013 Employees of the Month:

Linda Wilson, Human Resources Analyst at River Oaks, began her career at VTA in 2001 and throughout her employment has performed her assignments with great skill and expertise. Linda
is assigned to the Risk Management Department and is responsible for managing the Transitional Work Program. This Program transitions employees returning from medical leave back into the workplace. Through her efforts, she provides quality advice and guidance involving employee health and care. Her willingness to help others creates a very positive work environment. Congratulations to Linda Wilson, Administration Employee of the Month for January!

Robert “Bob” Mizerak, Coach Operator at North Division, is a highly respected and reliable operator as well as an outstanding role model for other employees. For over 30 years, Bob has consistently exceeded the standards of his position by maintaining the highest level of customer service and a focus on VTA rider satisfaction. He is well liked by coworkers, and is known as being positive and humorous, yet always professional in his work. He is also recognized by his supervisors for making passenger safety a priority. Congratulations to Robert Mizerak, Operations Employee of the Month for January!

Rely Villanueva, Transit Foreperson at Cerone Maintenance, has been a VTA employee since 1981. Rely works the early shift, responsible for ensuring up to 105 busses are ready for morning pull-out. He is known for being a dedicated and strong crew leader, and for his willingness to do whatever is necessary to get the job done. He is an outstanding role model and creates a very positive work environment through his actions. Furthermore, his contagious enthusiasm and excellent work ethic elevate the work of the entire department. Congratulations to Rely Villanueva, Maintenance Employee of the Month for January!

Supervisor of the Quarter

Steve Johnstone, Policy and Administrative Manager for the Operations Division at River Oaks, has been employed with VTA for more than 11 years and has demonstrated strong leadership and commitment to VTA. Steve is responsible for budget, staffing and payroll support. Steve has an excellent attitude and embraces his role as a team player. He is role model and always strives to make VTA a better place to work. Steve practices a balance-oriented leadership that entails coaching, developing and directing staff to work to their highest potential. Congratulations to Steve Johnstone, Supervisor of the Quarter for the fourth quarter of 2012!

Cecilia Moreno, Transit Division Supervisor, joined VTA in 1999 and has displayed strong leadership skills throughout her employment. As a Transit Division Supervisor, Cecilia is responsible for supervising employees and effectively managing a variety of critical administrative programs and functions. She is an exceptional VTA employee who views challenges as opportunities to expand her work experience. Cecilia is well respected throughout the organization and demonstrates a focus on increasing the quality level of VTA service. Congratulations to Cecilia Moreno, Supervisor of the Quarter for the first quarter of 2013!

Prepared By: Employee Relations
Memo No. 3902
BOARD MEMORANDUM

TO:       Santa Clara Valley Transportation Authority
          Board of Directors

THROUGH:  General Manager, Michael T. Burns

FROM:     Board Secretary Sandra Weymouth

SUBJECT:  Board Resolution of Appreciation

Policy-Related Action: No                      Government Code Section 84308 Applies: No

Resolution

ACTION ITEM

RECOMMENDATION:

Adopt the resolution of appreciation for 2012 VTA Board Chairperson Ken Yeager.

BACKGROUND:

VTA benefits from local elected officials willing to serve on the VTA Board of Directors. Serving as Board Chairperson Board requires leadership, dedication, time and energy beyond their regular duties.

DISCUSSION:

The attached resolution expresses VTA's appreciation for the diligent service of 2012 Board Chairperson Ken Yeager. His leadership enabled VTA to provide transportation services, programs and projects to the residents of Santa Clara County.

FISCAL IMPACT:

There is no fiscal impact.

Prepared by: Colleen Valles
Memo No. 3930
Resolution
By the Board of Directors of the Santa Clara Valley Transportation Authority (VTA) a Special District of the State of California relative to commending the

Honorable Ken Yeager

Whereas, Ken Yeager is completing his term as chair of the VTA Board of Directors for 2012; and

Whereas, He served with distinction as vice chair for 2011 of the VTA Board of Directors; and

Whereas, His leadership was instrumental in helping VTA secure $900 million from the Federal Transit Administration for the BART Silicon Valley Berryessa Extension Project; and

Whereas, His tireless commitment helped lead to the long-awaited groundbreaking on the BART Silicon Valley Berryessa Extension Project - the largest public works project in the county’s history; and

Whereas, He represented VTA on the Caltrain Board of Directors and worked collaboratively with regional and state partners on the Caltrain Early Investment Strategy which will fully fund positive train control and electrification of the Caltrain system; and

Whereas, He championed efforts to increase ridership on VTA with the launch of new express bus service, which included new passenger amenities and free Wi-Fi service.

Whereas, He dedicated countless hours to securing funding for major highway improvements including the I-280/I-880/Stevens Creek Interchange Project and the U.S. 101 corridor improvements from Capitol Expressway to Yerba Buena Road; and

Whereas, His long-held support of express lanes set the stage for the opening of the first express lane project in Santa Clara County at State Route 237 and Interstate 880; and

Whereas, His dedication to planning for future transit improvements led to the advancement of bus rapid transit in the El Camino corridor and improvements of the light rail system.

Now therefore be it resolved, that the VTA Board of Directors hereby commends and expresses its sincere appreciation to Ken Yeager for his leadership and exemplary service; and

Be it further resolved, that this resolution is presented with the thanks and good wishes of VTA.

Adopted by the VTA Board of Directors this tenth day of January 2013.

Joe Pirzynski, Chairperson
Santa Clara Valley Transportation Authority
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
    Board of Directors

THROUGH: General Manager, Michael T. Burns

FROM: Chief SVRT Program Officer, Carolyn M. Gonot

SUBJECT: SVBX Resolution of Necessity

Resolution

ACTION ITEM

RECOMMENDATION:

Adopt a Resolution of Necessity determining that the public interest and necessity require the acquisition of properties for the BART Silicon Valley Berryessa Extension (SVBX) Project.

BACKGROUND:

The BART Silicon Valley Program is an extension of the existing BART regional heavy rail system to Milpitas, San Jose and Santa Clara, which will be delivered through a phased approach. The first phase is the Silicon Valley Berryessa Extension (SVBX) Project, a 10-mile, two-station project, which will extend the existing BART system and provide service to the Cities of Milpitas and San Jose in Santa Clara County.

The SVBX Project will begin south of the future BART Warm Springs Station in Fremont and proceed on the WP Milpitas Corridor purchased by VTA from the Union Pacific Railroad in 2002, through Milpitas, and end in the Berryessa area of north San Jose at Las Plumas Avenue (See Project Map attached hereto). Engineering on the SVBX Project is advancing, and major utility relocations and full construction activities have begun. Full and partial property acquisitions are required from approximately 102 property owners in order to construct the SVBX Project.

These acquisitions are being pursued in accordance with state and federal law, and diligent efforts are being made to acquire them through negotiated settlement. However, negotiated settlements may not be achievable in all instances and some of the acquisitions may need to be
acquired through a timely condemnation process, particularly to ensure that the Project can stay on schedule.

A prerequisite to commencement of eminent domain proceedings by a public entity is adoption of a Resolution of Necessity (California Code Civil Procedure section 1245.220). As discussed below, staff is recommending the Board to adopt a Resolution of Necessity for 1 property acquisition to enable commencement of eminent domain proceedings.

**DISCUSSION:**

Among the approximately 102 property acquisitions required for the Project, staff is recommending that a Resolution of Necessity be adopted for the following property:

1. **Property owned by YRC, Inc., a Delaware Corporation, f/k/a Yellow Roadway Corp., a Delaware Corporation, f/k/a Roadway Express, Inc., a Delaware Corporation (B2072):**

   This property is located at 750 E. Capitol Avenue in the City of Milpitas. The larger parcel consists of approximately 5.12 acres and is currently improved with a truck dock terminal.

   A utility easement on the subject property (B2072-04 - 67,035 sq. ft.) is required in order to relocate three existing PG&E gas transmission pipelines currently located within the VTA corridor. The relocation of these pipelines is necessary to allow for the construction of the underground guideway structure.

   The property was appraised and reviewed by a review appraiser, and VTA staff set just compensation. An offer based on the recommended appraisal was made on December 5, 2012. To date, negotiations with the owner to acquire the property have been unsuccessful even though the real estate team has diligently worked to acquire the property through negotiated settlement with the property owner. The team will continue to work with the property owner to reach a negotiated settlement even after adoption of a Resolution of Necessity.

VTA must take action to acquire the above-referenced property through eminent domain proceedings in order to ensure that construction can timely begin and the construction schedule remains intact.

As noted above, a prerequisite to commencement of eminent domain proceedings by a public entity is adoption of a Resolution of Necessity. This statutory requirement is designed to ensure that public entities verify and confirm the validity of their intended use of the power of eminent domain. A resolution of necessity must contain a general statement of the public use for which the property is taken, a reference to the authorizing statutes, a description of property, and a declaration stating that each of the following have been found and determined to be true:

1. **The public interest and necessity require the proposed project;**

2. **The proposed project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;**
3. The property described in the resolution is necessary for the proposed project; and

4. The offer required by Section 7267.2 of the Government Code, together with the accompanying statement of the amount established as just compensation, has been made to the owner or owners of record, which offer and statement were in a format and contained the information required by Government Code Section 7267.2, or the offer has not been made because the owner cannot be located with reasonable diligence.

Further information addressing each of these items and any additional findings that must be made are included in a staff report attached hereto. The staff report also contains specific information on the property being impacted.

**ALTERNATIVES:**

The property that is subject to the Resolution of Necessity before the Board is necessary for the Project and a condemnation action must be initiated in order to obtain possession of the parcel if the Project schedule is to be maintained. The Board may, in its discretion, decide not to adopt the Resolution of Necessity. However, this would necessitate either some delay and/or a possible redesign, which could impact the schedule and, most likely, increase the costs of the Project.

**FISCAL IMPACT:**

Appropriation for the costs associated with acquisition of these properties is included in the FY13 Adopted 2000 Measure A Transit Improvement Program Fund Capital Budget.

Prepared by: Bijal Patel
Memo No. 3247
INTRODUCTION

This staff report is submitted for review by the Board of Directors prior to the recommended adoption of a resolution of necessity for the acquisition of property for the BART Silicon Valley Berryessa Extension (SVBX) Project.

For each property interest to be acquired, a resolution of necessity must be adopted prior to the commencement of eminent domain proceedings (Code of Civil Procedure Section 1245.220.). The statutory requirement that a public entity adopt a resolution of necessity before initiating a condemnation action “is designed to ensure that public entities will verify and confirm the validity of their intended use of the power of eminent domain prior to the application of that power in any one particular instance.” San Bernardino County Flood Control Dist. v. Grabowski (1988) 205 Cal.App.3d 885, 897.

Thus, a resolution of necessity must contain a general statement of the public use for which the property is to be taken, a reference to the statute authorizing the exercise of eminent domain, a description of the property, and a declaration stating that each of the following have been found and determined by the Board to be the case:

1. The public interest and necessity require the proposed project;
2. The proposed project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
3. The property described in the resolution is necessary for the proposed project; and,
4. That either the offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record, or the offer has not been made because the owner cannot be located with reasonable diligence.

(Code of Civil Procedure Section 1245.230.)

Also, for those parcels to be acquired as public service public utility easements, the resolution of necessity will state that such property is being acquired pursuant to the provisions of Code of Civil Procedure Sections 1240.320, 1240.330, and 1240.350, as substitute property necessary for acquisition or exchange with regard to affected public utilities, for relocation of such utilities, or to provide utility service to the remaining property, as the case may be. For such property, the Board will be further finding and determining that the taking of said substitute property is necessary for each of the purposes specified in Sections 1240.320, 1240.330, and 1240.350.

Further, insofar as any of the property to be acquired has heretofore been dedicated to public use, the resolution of necessity will find that the acquisition of such property by VTA for the Project is for a more necessary public use to which the property has already been appropriated or is a compatible public use pursuant to Code of Civil Procedure Sections 1240.510 and 1240.610.
report provides data and information addressing each of these items. Section 1 generally describes the public use for which the property is to be taken and sets forth the statutory authority for VTA’s exercise of eminent domain. Sections 3, 4, and 5 provide facts pertinent to public interest and necessity (Finding #1) and the planning and location of the SVBX Project (Finding #2). Section 6 also contains a property data sheet and other material discussing the necessity for acquiring the specific property interests that are the subject of the resolutions of necessity (Finding #3). Section 2 provides information concerning the offers made to the property owners pursuant to Government Code Section 7267.2 (Finding #4).

This evidentiary factual record will assist the Board in determining whether the requirements of Section 1245.230 have been met, and whether the other findings specified above, as applicable, can be made. If the Board determines that all requirements have been met, and that all findings can be made, it is recommended that the Board adopt resolutions of necessity for each of the parcels listed on the Board Meeting Agenda. The resolutions of necessity scheduled to be heard by the Board are attached to this staff report.

SECTION 1

GENERAL STATEMENT OF PUBLIC USE

Each of the parcels of property that are the subject of the recommended resolutions of necessity are to be acquired for the construction of the SVBX Project, a 10-mile, two-station, first phase of the 16-mile BART Silicon Valley Program.

STATUTORY AUTHORIZATION FOR EXERCISE OF EMINENT DOMAIN

Under its enabling legislation, VTA is authorized to acquire property for mass transit purposes by eminent domain. Public Utilities Code Section 100130, which sets forth the general powers of VTA, provides in pertinent part that: “The district may take by grant, purchase, devise, or lease, or condemn in proceedings under eminent domain, or otherwise acquire, and hold and enjoy, real and personal property of every kind within or without the district necessary to the full or convenient exercise of its powers.” One of the main functions of VTA is to provide transit service. (Public Utilities Code Sections 100160, 100161.)

Public Utilities Code Section 100131 provides further authority for the taking of property by VTA through eminent domain. It states in pertinent part that: “The district may exercise the right of eminent domain to take any property necessary or convenient to the exercise of the powers granted in this part.”

In addition, the Eminent Domain Law, Code of Civil Procedure Sections 1230.010 et seq., gives entities authorized by statute the right to use eminent domain to acquire property for public use, and specifies the procedures for the exercise of that right.
SECTION 2

GOVERNMENT CODE OFFERS

The owner of the property that is the subject of the resolution was made an offer by VTA for the purchase of the property unless they could not be located with reasonable diligence as required by Government Code Section 7267.2. Sections 7267.2(a), (b) and (c) state that:

(a) (1) Prior to adopting a resolution of necessity pursuant to Section 1245.230 of the Code of Civil Procedure and initiating negotiations for the acquisition of real property, the public entity shall establish an amount that it believes to be just compensation therefor, and shall make an offer to the owner or owners of record to acquire the property for the full amount so established, unless the owner cannot be located with reasonable diligence. The offer may be conditioned upon the legislative body’s ratification of the offer by execution of a contract of acquisition or adoption of a resolution of necessity or both. The amount shall not be less than the public entity’s approved appraisal of the fair market value of the property. Any increase or decrease in the fair market value of real property to be acquired prior to the date of valuation caused by the public improvement for which the property is acquired, or by the likelihood that the property would be acquired for the improvement, other than that due to physical deterioration within the reasonable control of the owner or occupant, shall be disregarded in determining the compensation for the real property.

(2) At the time of making the offer described in paragraph (1), the public entity shall provide the property owner with an informational pamphlet detailing the process of eminent domain and the property owner’s rights under the Eminent Domain Law.

(b) The public entity shall provide the owner of real property to be acquired with a written statement of, and summary of the basis for, the amount it established as just compensation. The written statement summary shall contain detail sufficient to indicate clearly the basis for the offer, including, but not limited to, all of the following information:

(1) The date of valuation, highest and best use, and applicable zoning of property.
(2) The principal transactions, reproduction or replacement cost analysis, or capitalization analysis, supporting the determination of value.

(3) If appropriate, the just compensation for the real property acquired and for damages to remaining real property shall be separately stated and shall include the calculations and narrative explanation supporting the compensation, including any offsetting benefits.

(c) Where the property involved is owner-occupied residential property and contains no more than four residential units, the homeowner shall, upon request, be allowed to review a copy of the appraisal upon which the offer is based. The public entity may, but is not required to, satisfy the written statement, summary, and review requirements of this section by providing the owner a copy of the appraisal on which the offer is based.

The property owner was presented with a written offer in an amount not less than the approved appraisal for the property, and a statement and summary of the basis of the offer, comprised of an Appraisal Summary Statement. The Appraisal Summary Statement provided the following information: name of owner; property address; parcel and APN number; locale; applicable zoning; date of valuation, present use; highest and best use; total property area; area to be acquired; type of interest to be acquired; improvements and access impacted; damages incurred and, as appropriate, separately stated with calculations and narrative explanation; total payment; and a description of the market value, reproduction or replacement cost analysis, or capitalization analysis, used to determine just compensation; and a summary of comparable sales, including the location, date of sale and sales price of properties used in the appraisal process. The date that the offer was made to the property owner is specified on the Property Fact Sheet contained in Section 6 of this report.
SECTION 3

SVBX PROJECT OVERVIEW, PURPOSE AND NEED

Project Description

BART Silicon Valley is an extension of the existing BART regional heavy rail system to Milpitas, San Jose and Santa Clara. The 16-mile BART Silicon Valley Program will be delivered through a phased approach.

The Silicon Valley Berryessa Extension (SVBX) Project is a 10-mile, two-station, first phase of BART Silicon Valley. SVBX is being implemented in cooperation with the Federal Transit Administration’s (FTA) New Starts Program, and will be a fully operable extension of the existing BART system with service to the cities of Milpitas and San Jose in Santa Clara County.

This extension of the BART system will begin south of the future BART Warm Springs Station in Fremont and proceed on the WP Milpitas Corridor purchased by VTA from the Union Pacific Railroad in 2002, through Milpitas, and end in the Berryessa area of north San Jose at Las Plumas Avenue. Engineering on the project is advancing, construction activities have commenced.

The two SVBX stations will feature:

- Parking structures
- Bus transit centers
- Bike and pedestrian connections
- Convenient access to BART System:
  - Half-mile walk for nearly 30,000 residents
  - Less than 12-minute bike ride for 260,000
  - 15-minutes via public transit or automobiles for more than 1,007,000 local residents

Purpose of the Project

The project is intended to achieve the following objectives:

- Improve public transit service and increase ridership in this severely, and ever-increasing, congested corridor by providing expanded transit capacity and faster, convenient access to and from major Santa Clara County employment and activity centers for corridor residents and residents from throughout the Bay Area and portions of the Central Valley of California.
• Enhance regional connectivity by expanding and interconnecting BART rapid transit service with VTA light rail, Amtrak, ACE, Caltrain, and VTA bus services in Santa Clara County; improve intermodal transit hubs where rail, bus, auto, bicycle and pedestrian links meet.

• Expand transportation solutions that will be instrumental in maintaining the economic vitality and continuing development of Silicon Valley.

• Improve mobility options to employment, education, medical, and retail centers for corridor residents, in particular low-income, youth, elderly, disabled, and ethnic minority populations.

• Improve regional air quality by reducing auto emissions.

• Support local and regional land use plans and facilitate corridor cities’ efforts to direct business and residential investments in transit oriented development. More efficient growth and sustainable development patterns are necessary to reduce impacts to the local and global environmental, such as adverse climate change.

Improved transit in the BART Silicon Valley Corridor is consistent with the goals established in prior corridor studies and responds to the long-range Valley Transportation Plan 2035 (VTP 2035), adopted by VTA in January 2009. The primary goal of the long-range plan is to provide transportation facilities and services that support and enhance Santa Clara County’s high quality of life and vibrant economy.

Need for the Project

The SVBX Project is critical to improving mobility between the East Bay and South Bay regions of the San Francisco Bay Area, as well as between eastern Santa Clara County and San Francisco. The project corridor, including the 1-880 and 1-680 freeways, is already very congested, with roadway conditions projected to steadily worsen as Santa Clara County and the greater Bay Area continue to grow. Travelers on the roadway network experience excessive delays currently and can expect delays on the typical weekday to increase in the absence of the proposed improvements.

SVBX is the initial segment of a planned BART extension to downtown San Jose and Santa Clara. The full extension will complete a major link in a regional high-speed, high capacity transit network that will circle lower San Francisco Bay. Regional connectivity is important to the future of Silicon Valley, the high-technology and venture capital center of the nation and a major provider of biotechnology products and services.
BART is the only modal alternative that produces a better balance between transit and auto modes; significantly facilitates transit-oriented development; and moves large numbers of commuters and discretionary travelers alike quickly and reliably. Other transportation improvement alternatives to the proposed project are not adequate for addressing current and future needs. Transportation system management/baseline improvements in the form of expanded express bus services and preferential treatments for transit do not reduce travel time delays significantly. Although increased higher density, mixed-use developments around light rail stations would increase the viability of a light rail option, it is oriented to intra-county travel. Frequent station stops and at-grade running tend to slow travel speeds, and train capacity will become constrained by the maximum allowable three-car train consists. Existing commuter rail services in the corridor are also capacity constrained due to the limited service frequencies that remain when sharing trackage with freight trains. No other transit modes can match the regional connectivity provided by a BART extension and therefore they perform poorly in accommodating the rapid growth of regional travel in the San Francisco Bay Area.

SECTION 4
PROJECT PLANNING AND IMPLEMENTATION

Alternatives Analysis

A BART extension was selected as the Locally Preferred Alternative (LPA) following completion of the Major Investment Study (MIS)/Alternatives Analysis (MIS/AA) in November 2001. The study evaluated 11 alternatives for the Silicon Valley Rapid Transit Corridor, representing various modes of travel including express bus, bus rapid transit, commuter rail, diesel and electric light rail, and BART. The LPA was chosen after an extensive review process, including technical analysis, 12 public meetings, and more than 15 Community Working Group meetings.

In October 2001, the Policy Advisory Board (PAB) voted unanimously to recommend to the VTA Board that the BART on the UPRR Alignment alternative be carried forward into the EIS/EIR phase along with the FTA-required Baseline Alternative. Since the VTA-BART property negotiations were still unresolved at the time, the PAB also recommended carrying forward a BART-Compatible alternative.

On November 9, 2001, the VTA Board unanimously selected BART on the UPRR Alignment as the Preferred Investment Strategy for the Silicon Valley Rapid Transit Corridor, citing its overall ranking of “High” in comparison to the other alternatives. The Board instructed that, in addition to the BART Alternative, the Baseline (Expanded Bus) Alternative be carried forward into the environmental compliance phase to fulfill FTA project development guidelines. The Board also
approved an agreement with BART to identify the terms and conditions for implementing the Preferred Investment Strategy in concert with BART. On November 12, 2001, the BART Board also adopted the terms and conditions for the agreement.

When compared with the other alternatives, the BART Alternative offered:

- Fastest travel times to passenger destinations
- Highest ridership projections
- Greatest congestion relief
- Best access to jobs, education, medical, retail and entertainment centers throughout the Bay Area
- Regional connectivity with no transfers to the BART system
- Opportunities for transit-oriented development in conjunction with local land use planning efforts.

**Station Area Planning**

Station area planning for the new BART stations is an important element of the SVBX Project. VTA is working with the cities and stakeholders to develop transit-supportive station campuses, access, circulation, and land uses in the station areas that would increase transit ridership, create vibrant communities, ease the housing shortage, and promote multi-modal access to and from the stations.

The City of Milpitas has adopted a specific plan for the area surrounding the proposed BART Milpitas Station. The Milpitas Transit Sub Area Specific Plan, as adopted by the Milpitas City Council, would create mixed land uses near two VTA LRT stations and the future Milpitas BART station at Montague Expressway and Piper Drive.

Station area land use plans are guided, in part, by the Metropolitan Transportation Commission (MTC) Regional Transit Expansion Program policy, Resolution 3434, which includes provisions for transit-oriented development within a half-mile radius of transit stations.

**Project Funding**

The total SVBX Project cost is estimated at approximately $2.1 billion based on most current engineering cost estimates for project construction. Funding for the SVBX Project will come through multiple revenue streams including the 2000 Measure A, 1/2 cent sales tax and other local sources, the State of California and its Traffic Congestion Relief Program (TCRP), and federal grants including the New Starts Program. VTA requested $900 million in FTA New Starts funding, which it secured through execution of a full Funding Grant Agreement (FFGA) in March, 2012. The FFGA is a multi-year contractual agreement between the FTA and VTA that
formally defines the project scope, cost and schedule, and establishes the terms of the $900 million in federal financial assistance.

**Engineering design**

The engineering and design of BART Silicon Valley is developed in various phases of project development in conjunction with the environmental process. Engineering phases include Conceptual Engineering (10% design), Preliminary Engineering (35% design), 65% design, and Final Engineering (100% design). These design phases represent a progression of engineering throughout project development.

Conceptual Engineering and Preliminary Engineering (PE) phases occur during the development of draft and final environmental documents, and together are generally referred to as the PE phase. The 65% design phase allows for a further refinement to project definition and the design of the facilities and systems.

In December 2006, the technical PE phase was completed. The 65% engineering phase was completed in December 2008. Said engineering designs are hereby incorporated herein by reference. Final design will advance the project development to 100% completion following the selection of a Design-Build contractor as discussed in the section below.

**Design-Build Contract Procurement**

In May 2010, the VTA Board of Directors authorized VTA’s General Manager to pursue Design-Build as the delivery method for SVBX. The Design-Build method of project delivery involves selecting a contractor to perform both final design and construction under a single contract. Analysis of Design-Build as the delivery method for the project versus the traditional design, bid, build showed potential cost savings of $75 million, a 6 month acceleration of project delivery and reduced risks to VTA. This is VTA’s first Design-Build contract.

VTA issued the Request for Proposals (RFP) for the C700 Line, Track, Stations, and Systems (LTSS) contract in March 2011 to pre-qualified teams. The pre-qualified teams are KSG Constructors, Skanska-Shimmick-Herzog, Tutor Perini and Parsons SVBX, and Walsh/Flatiron/Comstock. On December 8, 2011, the Board awarded the C700 contract to Skanska-Shimmick-Herzog.
SECTION 5
ENVIRONMENTAL CLEARANCE AND REVIEW

Environmental Clearance

The Berryessa Extension Project is defined in the BART Silicon Valley Final Environmental Impact Statement (2010). FTA, in coordination with VTA, circulated an Environmental Impact Statement in accordance with the National Environmental Policy Act (NEPA) in 2009. The Final Environmental Impact Statement was released in March 2010. A Record of Decision was issued in June 2010.

VTA released a Draft Second Supplemental Environmental Impact Report (SEIR) in November 2010 to address proposed project changes since the certification of the last environmental document in 2007 under the California Environmental Quality Act (CEQA). The Final Second SEIR was circulated to the public in February 2011 and certified at the March 2011 VTA Board of Directors meeting.

Environmental Review Summary

Environmental impacts were discussed in detail in the following California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) documents prepared during the planning and environmental review phases of the Project. Said documents are available for the Board's review & consideration and are incorporated by reference herein. Many of these documents, and other information concerning the Project, are available through the VTA website, vta.org.

- Major Investment Study Final Report, November 2001 (NEPA)
- 2004 Final Environmental Impact Report (CEQA)
- 2007 Draft Supplemental Environmental Impact Report (CEQA)
- 2007 Final Supplemental Environmental Impact Report (CEQA)
- 2009 Draft Environmental Impact Statement (NEPA)
- 2010 Final Environmental Impact Statement (NEPA)
- 2010 Addendum to the 2007 FSEIR (CEQA)
• 2010 Draft Second Supplemental Environmental Impact Report (CEQA)
• 2011 Final Second Supplemental Environmental Impact Report (CEQA)
• 2011 Addendum to the 2011 FSEIR (CEQA)
• 2012 Addendum No. 2 to the 2011 FSEIR (CEQA)
• 2012 Addendum No. 3 to the 2011 FSEIR (CEQA)

SECTION 6

SPECIFIC PROPERTY ACQUISITIONS

A detailed property fact sheet and aerial photograph of the parcel required for this Project, is subject to the Resolution of Necessity follows. Overall property requirements and project related costs have been minimized as much as possible. An offer was made to the owner of the property (B2072) on or about December 5, 2012, said offer package incorporated herein by reference. A Notice of Intention to Adopt Resolution of Necessity, incorporated herein by reference, was sent to the owner of B2072 on December 21, 2012.
BART SILICON VALLEY BERRYESSA EXTENSION PROJECT

PROPERTY FACT SHEET – B2072

Owner: YRC, Inc., a Delaware Corporation, f/k/a Yellow Roadway Corp., a Delaware Corporation, f/k/a Roadway Express, Inc., a Delaware Corporation

Property Address: 750 E. Capitol Avenue

Locale: Milpitas, CA

Present Use: Truck Terminal

Total Property Area: 5.12 acres

Area to be Acquired: Utility Easement (B2072-04) – 67,035 sq. ft.

Date of Offer: December 5, 2012

The subject property is owned by YRC, Inc., a Delaware Corporation, f/k/a Yellow Roadway Corp., a Delaware Corporation, f/k/a Roadway Express, Inc., a Delaware Corporation, and is located at 750 E. Capitol Avenue in the City of Milpitas. The larger parcel consists of approximately 5.12 acres and is currently improved with a Truck Dock Terminal.

A utility easement on the subject property (B2072-04 - 67,035 sq. ft.) is required in order to relocate three existing PG&E gas transmission pipelines currently located within the VTA corridor. The relocation of these pipelines is necessary to allow for the construction of the underground guideway structure.
Property ID: B2072

RESOLUTION OF NECESSITY DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE ACQUISITION OF CERTAIN LAND AND DIRECTING THE FILING OF EMINENT DOMAIN PROCEEDINGS

WHEREAS, the BART Silicon Valley Berryessa Extension Project (the “Project”) is being undertaken for the purpose of easing traffic congestion, improving area-wide mobility, and otherwise furthering the public health, safety and welfare; and

WHEREAS, it is desirable and necessary for the Santa Clara Valley Transportation Authority (“VTA”) to acquire a utility easement interest in certain property more particularly described in Exhibit “A” (B2072-04), attached hereto and made a part hereof by this reference, as right of way for the Project and the construction thereof; and

WHEREAS, VTA is authorized to acquire the subject property and exercise the power of eminent domain pursuant to and in accordance with Article 1, Section 19 of the California Constitution, the California Eminent Domain Law, Code of Civil Procedure Sections 1230.010 et seq., and Sections 100130 and 100131 of the Public Utilities Code; and

WHEREAS, pursuant to the provisions of Section 1245.235 of the Code of Civil Procedure of the State of California, notice has been duly given to the owner(s) of the property herein, all of whom have been given a reasonable opportunity to appear and be heard before the Board of Directors of VTA at the time and place set forth in said notice, regarding the matters specified therein.

NOW, THEREFORE, IT IS FOUND, DETERMINED AND ORDERED as follows:

1. The recitals contained herein are true and correct.

2. Upon examination of the alternatives, VTA requires the property for the Project.

3. VTA is authorized to acquire the property and exercise the power of eminent domain pursuant to and in accordance with Article 1, Section 19 of the California Constitution, the California Eminent Domain Law, Code of Civil Procedure Sections 1230.010 et seq., and Sections 100130 and 100131 of the Public Utilities Code.

4. The public interest and necessity require the Project.

5. The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

6. A utility easement interest in property described in Exhibit “A” is necessary for the Project.
7. The offer required by Section 7267.2 of the Government Code, together with the accompanying statement of the amount established as just compensation, has been made to the owner or owners of record, which offer and statement were in a format and contained the information required by Government Code Section 7267.2, or the offer has not been made because the owner cannot be located with reasonable diligence.

8. VTA has complied with all conditions and statutory requirements, including those prescribed by CEQA, NEPA, and that are necessary for approval and adoption of the Project.

9. All conditions and statutory requirements necessary to exercise the power of eminent domain (“the right to take”) to acquire the property described herein have been complied with by VTA.

10. Insofar as the property or the larger parcel of which it is a part has heretofore been appropriated for public use, the proposed use set forth herein will not unreasonably interfere with or impair the continuation of the public use as it exists or may reasonably be expected to exist in the future, and is therefore a compatible public use pursuant to Code of Civil Procedure Section 1240.510, or, as applicable, constitutes a more necessary public use to which the property is appropriated pursuant to Code of Civil Procedure Section 1240.610.

11. The parcel described in Exhibit “A” is being acquired in whole or in part pursuant to the provisions of Code of Civil Procedure Sections 1240.320, 1240.330 and 1240.350, as the case may be, as substitute property necessary for a public use, for the relocation of public utility facilities, or to provide utility service to the remainder property. It is further found and determined that the taking of said substitute property is necessary for the purpose specified in Sections 1240.320, 1240.330 and/or 1240.350.

12. General Counsel or General Counsel’s duly authorized designee is hereby authorized and directed to institute and conduct to conclusion eminent domain proceedings to acquire a utility easement interest in property described in Exhibit “A”, and to take such actions that counsel deems advisable or necessary in connection therewith, and may deposit the probable amount of compensation and obtain an order for prejudgment possession of the subject property.
PASSED AND ADOPTED by the Santa Clara Valley Transportation Authority Board of Directors on January 10, 2013, by the following vote:

AYES: DIRECTORS: 

NOES: DIRECTORS: 

ABSENT: DIRECTORS: 

________________________________________
JOE PIRZYNSKI, Chairperson
Board of Directors

I HEREBY CERTIFY AND ATTEST that the foregoing resolution was duly and regularly introduced, passed and adopted by the vote of two-thirds or more of the Board of Directors of the Santa Clara Valley Transportation Authority, California, at a meeting of said Board of Directors on the date indicated, as set forth above.

Dated: ______________________   ______________________________________
SANDRA WEYMOUTH, Secretary
Board of Directors

APPROVED AS TO FORM:

________________________________________
ROBERT FABELA
General Counsel
EXHIBIT “A”

TRANSMISSION PIPELINE EASEMENT

A nonexclusive easement, in perpetuity, over, under and through certain land, situated in the County of Santa Clara, State of California, with said easement described more particularly in EXHIBIT "1" which is attached hereto (“Easement”) and as follows:

Easement Rights. Grantee shall have the right at any time and from time to time to excavate for, install, replace (of the initial or any other size), maintain and use such pipe lines as Grantee shall from time to time elect for conveying gas, with necessary and proper valves and other appliances and fittings, and devices for controlling electrolysis for use in connection with said pipe lines, and such underground wires, cables, conduits, appliances, fixtures, and appurtenances, as Grantee shall from time to time elect for communication purposes, together with adequate protection therefore, hereinafter collectively referred to as “Pipeline Facilities”, within the attached Easement area.

Said rights granted above shall not be deemed abandoned or forfeited by Grantee due to the temporary idling, nonuse, abandonment, or removal of any or all pipeline(s) or the nonuse of the rights granted herein for any period of time.

Grantee further shall have:

(a) the right of ingress to and egress from said easement areas and trees and brush requiring trimming or removal pursuant to the following paragraph, over and across said lands by means of roads and lanes thereon, if such there be, otherwise by such route or routes as shall occasion the least practicable damage and inconvenience to Grantor, provided, that such right of ingress and egress shall not extend to any portion of said lands which is isolated from said easement areas by any public road or highway, now crossing or hereafter crossing said lands;

(b) the right, from time to time, to trim or to cut down any and all trees and brush now or hereafter within said easement areas, and shall have the further right, from time to time, to trim and cut down trees and brush outside said easement areas which now or hereafter in the opinion of Grantee may interfere with or be a hazard to the facilities installed hereunder, or as Grantee deems necessary to comply with applicable state or federal regulations, or as Grantee deems necessary for construction purposes;

(c) the right to use such portion of said lands contiguous to said easement areas as may be reasonably necessary in connection with the installation and replacement of said facilities;

(d) the right to install, maintain and use gates in all fences which now cross or shall hereafter cross said easement areas;
(e) the right to mark the location of said easement areas by suitable markers set in the ground; provided that said markers shall be placed in fences or other locations which will not interfere with any reasonable use Grantor shall make of said easement areas; and

(f) the right to assign to Pacific Gas and Electric Company, a California corporation, all right, title and interest in and to the transmission pipeline easement acquired by Grantee hereunder.

Grantee shall not fence said easement areas and shall promptly backfill any excavations made by it on said easement areas and repair any damage it shall do to Grantor's private roads or lanes on said lands;

Grantee shall indemnify Grantor against any loss and damage which shall be caused by any wrongful or negligent act or omission of Grantee or of its agents or employees in the course of their employment, provided, however, that this indemnity shall not extend to that portion of such loss or damage that shall have been caused by Grantor's comparative negligence or willful misconduct.

Grantor shall continue to have the right to use said easement areas for purposes which will not interfere with Grantee's full enjoyment of the rights hereby granted; provided that Grantor shall not erect or construct any building or other structure, or drill or operate any well, or construct any reservoir or other obstruction or plant any trees or vines, or construct associated supporting structures within said easement areas, or diminish or substantially add to the ground cover over said facilities, or construct any fences that will interfere with the maintenance and operation of said facilities.

The provisions hereof shall inure to the benefit of and bind the successors and assigns of the respective parties hereto, and all covenants shall apply to and run with the land.
EXHIBIT “1”

LEGAL DESCRIPTION
APN: 086-37-027
10/11/2012
UE

All that certain real property situated in the City of Milpitas, County of Santa Clara, State of California, described as follows:

Being a portion of Parcel B as shown on that certain Parcel Map entitled “Parcel Map” filed July 10, 1978 in Book 422 of Maps, Page 9, as described in Instrument No. 20348265, Official Records of said County, being more particularly described as follows:

BEGINNING at a point on the northeasterly line of said Parcel B, distant South 23°01'16" East 310.80 feet from the most easterly corner of the parcel of land conveyed to the Santa Clara County Transit District, a.k.a. Santa Clara Valley Transportation Authority (SCVTA) by Grant Deed recorded March 3, 2000 as Instrument No. 15169616, Official Records of said County, said point lying on the westerly line of Parcel 16, as said Parcel is shown on said certain map entitled “RECORD OF SURVEY VTA-EXTENSION” filed December 7, 2007 in Book 821 of Maps at Pages 1 through 51 inclusive, Official Records of said County; thence along said westerly line

1. South 23°01'16" East, a distance of 103.00 feet along said westerly line of Parcel B; thence leaving said line

2. South 66°58'27" West, a distance of 91.41 feet to the northeasterly line of that parcel conveyed to the Santa Clara Valley Water District, as filed in Book G348, Page 358, Official Records of Santa Clara County; thence along said northeasterly line

3. Northwesterly, a distance of 28.42 feet along a non-tangent curve to the left from which the radius point bears South 24°40'18" West, a radial distance of 366.89 feet, and having a central angle of 4°26'19"; thence

4. North 69°37'01" West, a distance of 582.74 feet; thence leaving said northeasterly line

5. North 31°47'15" East, a distance of 105.07 feet; thence

6. South 69°37'01" East, a distance of 550.52 feet; thence

7. North 66°58'27" East, a distance of 48.82 feet to the POINT OF BEGINNING.

Containing 67,035 square feet more or less.

This description was prepared by me or under my direction in conformance with the Professional Land Surveyors Act. All bearings and distances are based on the North American Datum of 1983 (NAD83), Zone III, epoch 1998.5. All distances are grid distances. To convert grid distances to ground distances, multiply expressed distances by 1.00005333.

John W. Pelley, PLS 6202
My License Expires on 03/31/2014
FOR INFORMATION ONLY

Significant BART Silicon Valley activities and progress during December 2012 include:

**Milpitas Area**
Storm drain relocation work in the vicinity of Dixon Landing Road was completed in mid December. The relocation will accommodate the relocation of the Chevron pipeline which runs adjacent to the future BART alignment.

Early utility relocation activities in the Piper Dr. area are anticipated to begin in mid-December. Clearing, grubbing and dewatering of the area will occur initially, followed by relocation of sanitary sewer and storm drain lines.

**San Jose Area Construction Activities**
Work continues on bridge abutments for Berryessa Station Way, the roadway that will connect the station to Berryessa and Mabury roads.

A sheet pile mock-up with a test Chevron pipe was recently installed with extraction planned for December 17. The mock site was used to evaluate sheet pile vibration impacts on the Chevron gas pipeline and potential noise and vibration impacts to the surrounding area.

Upper Penitencia Creek continues to recharge with surface water flow improving with every winter storm.

**Montague Expressway Reconstruction Project**
VTA is currently working with the Santa Clara Valley Water District (SCVWD), Santa Clara County (SCC) Roads and Airports, and the City of Milpitas on the reconstruction of Montague Expressway near the Milpitas BART station and Milpitas Boulevard. The project consists of the widening of Montague Expressway and the raising of Montague Expressway over Upper Berryessa Creek to accommodate the future flood control project at Upper Berryessa Creek. Currently, VTA, SCVWD, and SCC Roads and Airports are working on an agreement among all
the affected and responsible parties to move this project forward in conjunction with roadway improvements to be completed by the SVBX project for the future Milpitas Boulevard.

Since the other agencies have asked VTA to implement and construct the Montague Expressway improvements, VTA would like all affected agencies to be party to the agreement. Discussions are being held to finalize the agreement and ensure The City of Milpitas is part of the agreement since part of the construction affects their infrastructure (utilities and streets). VTA hopes to come to the February Board meeting to authorize the General Manager to execute the Montague Expressway agreement.

Kato Road Grade Separation
Throughout December, work continued on the project’s sidewalks, driveway grading and the roadway base. Work on the BART and UPRR roadway access bridges that will span Kato Road is nearing completion.

Mission/Warren/Freight Railroad Relocation Program
The Deep Soil Mix (DSM) contractor began testing a section of test piles for the roadway DSM walls. Full activity was anticipated to begin on the northern side of the roadway in late December. Ongoing utility relocation work continues to occur in the area.

SVBX Residential Noise Insulation Program (RNIP)
CSDA, the program’s noise and architectural services consultant, has provided 100 percent of the noise reports indicating eligibility along the corridor. Due to the current and upcoming SVBX construction activities in the Berryessa Station area, the program has pulled eligible area homes from the four initial design groups and created an additional group expedite the process. The program is now broken down into the four original design groups (Groups A, B, C and D) and the new station area group.

Group A residences have reviewed and approved design packages, and VTA has completed 100 percent design plans to the new station area residences. The design packages continue to be developed for groups B, C and D. Staff continues to coordinate with the City of San Jose and the City of Milpitas on plan check reviews.

Communications and Outreach
BART Silicon Valley Communications and Outreach efforts for the month of December included:

- Collateral Production Updates:
  - Project Activities Map
  - Berryess BART Station Frequently Asked Questions factsheet
  - BART Silicon Valley Program Progress Report
- Website enhancements, including a BART Silicon Valley mobile friendly site for those accessing from smartphones
- Radio AM 1220 KDOW *Business on the Edge* Interview featuring BART Silicon Valley Update, November 30
• San Jose District 4 Community Meeting featuring BART Silicon Valley Update, December 3
• News Release on State Funding for BART Facilities distributed to media, December 6
• Project Update provided to the City of San Jose, December 7
• News Releases on the Upper Penitencia Creek Improvement Project Completion distributed to media, December 10
• Project Update Presentation to Citizens Advisory Committee, December 12
• BART Silicon Valley Q&A meeting synopsis sent to San Jose District 4 Constituency via e-newsletter, December 14.

Prepared By: Kevin Kurimoto
Memo No. 3209
Approve Appointments to Board Standing Committees, Joint Powers Boards and Regional Commission

ITEM WILL BE FORWARD UNDER SEPARATE COVER
Board of Director’s
Regular Meeting
Minutes of December 13, 2012

WILL BE FORWARDED UNDER SEPARATE COVER
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
   Board of Directors

THROUGH: General Manager, Michael T. Burns

FROM: Board Secretary Sandra Weymouth

SUBJECT: Bicycle & Pedestrian Advisory Committee Re-Appointment: Mountain View

Policy-Related Action: No
Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Ratify the re-appointment of Marc Roddin to the Bicycle & Pedestrian Advisory Committee representing the City of Mountain View for the remainder of the two-year term ending June 30, 2014.

BACKGROUND:

The Bicycle & Pedestrian Advisory Committee (BPAC) advises the VTA Board of Directors on planning and funding for bicycle and pedestrian projects and issues. The BPAC consists of 16 voting members, one appointed by each of VTA’s Member Agencies (the 15 cities in the county and the County of Santa Clara), and one non-voting member and alternate appointed by the Silicon Valley Bicycle Coalition (SVBC). The BPAC also serves as the countywide bicycle and pedestrian advisory committee for the County of Santa Clara.

The BPAC bylaws specify that the appointment term is two years and that members may be appointed to successive terms. Committee members must live, work or both in Santa Clara County during their term. Voting members of the Committee must also be a representative of the Member Agency’s local bicycle advisory committee or, for Member Agencies without a local bicycle advisory committee, their representative must be an individual who lives or works in the local jurisdiction and is interested in bicycle or pedestrian issues. BPAC members are precluded from representing a Member Agency that is their employer.

The process to fill BPAC vacancies is that staff notifies the appointing authority of the vacancy or approaching term expiration and provides the current membership requirements. The
appointing authority then appoints one member for the designated membership position. For vacancies occurring mid-term, the bylaws specify that they be filled for the remainder of the term by the appointing authority. In both cases, the VTA Board must ratify the appointment.

**DISCUSSION:**

In June 2012, the Board ratified the City of Mountain View’s appointment of Marc Roddin to the BPAC for the two-year term ending June 30, 2014. However, at Mountain View’s request the appointment was limited to December 31, 2012 due to Mr. Roddin’s uncertainty at the time regarding his ability to complete the full two-year term.

Mr. Roddin has since determined that he is able to complete the full two-year term and due to this, on November 13, 2012 Mountain View appointed him to serve as its BPAC representative for the remaining 18-months of the current two-year term ending June 30, 2014.

Mr. Roddin is a member in good standing and has served the committee well. Staff recommends that the Board ratify his reappointment due to his qualifications, experience, knowledge of bicycle, pedestrian, and safety issues, and proven service to the committee and the Board.

**ALTERNATIVES:**

The Board could choose to not ratify this reappointment.

**FISCAL IMPACT:**

There is no fiscal impact.

**STANDING COMMITTEE DISCUSSION/RECOMMENDATION:**

The Administration & Finance Committee was not able to consider this item due to cancellation of its December 20, 2012 meeting.

Prepared by: Stephen Flynn, Advisory Committee Coordinator
Memo No. 3769
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
   Board of Directors

THROUGH: General Manager, Michael T. Burns

FROM: Board Secretary Sandra Weymouth

SUBJECT: Amendment to the Citizens Advisory Committee Bylaws

Resolution

ACTION ITEM

RECOMMENDATION:

Adopt a resolution amending the Citizens Advisory Committee bylaws to establish the Council on Aging Silicon Valley as the defined appointing authority for the existing position representing Seniors, and also amending the VTA Administrative Code to be consistent therewith.

BACKGROUND:

The Citizens Advisory Committee (CAC) is a 17-member committee representing the residents of the various city/county groupings of the VTA Board of Directors, as well as specified community stakeholder groups with an interest in transportation. The CAC advises the Board and VTA administration on issues impacting the communities and organizations they represent. It also serves in two other functions: (1) as the ballot-specified Citizens Watchdog Committee for the 2000 Measure A Transit Improvement Program; and (2) as the 2008 Measure D ballot-specified advisory body that reviews and comments on VTA’s comprehensive transit program as part of the countywide transportation plan.

Advisory committee bylaws govern the proceedings of the committee and its meetings and must be consistent with the VTA Administrative Code. All amendments to advisory committee bylaws require VTA Board of Directors approval.

The VTA Administrative Code establishes the membership of the CAC. Currently, 13 of the 17 positions are directly appointed by a defined entity representing a specific stakeholder group,
such as the Chambers of Commerce Coalition of Santa Clara County. Conversely, four positions, all in the Community Interests section and which includes the position representing senior citizens, do not have a defined appointing authority and instead are appointed by VTA’s Administration & Finance Committee from applications or nominations received at-large.

The recently-completed Advisory Committee Enhancement (ACE) Process previously identified a shortcoming common to the four CAC at-large positions: Vacancies are filled solely from individual members of the public indicating interest, as opposed to by organizations that provide services directly to or that have expertise or experience with the issues or concerns of the stakeholder group being represented. As a result, at-large vacancies often take significant time to fill since they are dependent on individual interest, and another significant issue is that in many cases the major qualification of the applicant is being a member of the stakeholder group being represented (for example, an individual senior citizen expresses interest in the CAC Seniors position). Lastly, individuals typically do not have access to the network of resources or established communications channels with the stakeholders being represented as do service-providing organizations, which limits their opportunities for broad communication and feedback from their constituency.

To rectify this weakness, one enhancement for the four at-large positions recommended during the ACE Process was to, when opportune, establish for each position a defined stakeholder appointing authority that is an organization providing local services to or that deals with the issues or concerns of the stakeholder group being represented, to establish an institutionalized communication pathway between CAC representative and the stakeholder group represented.

**DISCUSSION:**

When the CAC Seniors position recently became vacant, the process was undertaken to assess the possibility establishing for the existing CAC Seniors position a defined appointing organization focusing on seniors and their issues. To this end, staff and members from the CAC Membership Subcommittee collaborated to identify, contact and evaluate potential organizations.

After thorough evaluation, the group unanimously recommended the Council on Aging Silicon Valley (COASV) for the Seniors position, based on a combination of: (1) broad and extensive range of services provided to the community; (2) extensive direct contact with the senior population, including via its own advisory committee; (3) a vast network of associations with other organizations providing services to seniors; and (4) the COASV’s enthusiastic interest on serving on the CAC as an opportunity to provide input and perspective to the VTA Board on transportation issues.

The Council on Aging Silicon Valley is a non-profit organization rooted in the communities of Santa Clara County for 38 years. Its stated mission is to provide the aging community and their caregivers the tools and services needed to age well at home. Through a comprehensive network of resources, the COASV strives to educate, prepare, support and advocate for seniors, their families, and their caregivers throughout Santa Clara County.

Submitted for Board approval are the proposed modifications to the CAC bylaws to establish the Council on Aging Silicon Valley as the defined appointing authority for the existing Seniors
position (see Attachment A; deletions are shown in overstrike and additions are underlined). Installing the COASV as the defined appointing authority will enhance the bilateral information exchange opportunities between the CAC Seniors representative and the stakeholders it represents by establishing a conduit between the two groups and by providing the Seniors representative with the resources and connection to the targeted stakeholder group via a network of service organizations and caregivers. It will also ensure help ensure that the representative has suitable qualifications and expertise to represent the issues, concerns and needs of the rapidly expanding senior citizen demographic. The CAC approved the proposed revision to its bylaws at its December 12, 2012 meeting.

Amending Section 4-28 of the VTA Administrative Code is necessary to allow implementation of the aforementioned modification (see Attachment B).

**ALTERNATIVES:**

The Board could choose to modify or reject in part or whole the proposed modifications.

**FISCAL IMPACT:**

There is no fiscal impact associated with the proposed amendments to the CAC bylaws or VTA Administrative Code.

**STANDING COMMITTEE DISCUSSION/RECOMMENDATION:**

The December 20, 2012 Administration & Finance Committee (A&F) meeting was cancelled and therefore the committee did not consider this item. As a result, it is being forwarded without A&F recommendation for Board consideration on its January 10, 2013 Consent Agenda.

Reviewed by: Robert Fabela, General Counsel

Prepared by: Stephen Flynn, Advisory Committee Coordinator
Memo No. 3800
§3.1 Membership

The Committee shall be composed of 17 members. All members shall be residents of Santa Clara County during their term. No member of the Board of Directors or alternate, Policy Advisory Committee member or alternate, or other elected public official shall be appointed to the Committee. Committee members may not be employed by a Member Agency they represent. VTA employees are not eligible for membership.

Members shall be appointed as follows, with effort made to reflect the ethnic, gender, and geographic diversity of the County:

a. City and County Groupings

Six citizens at large shall be appointed by the city and County groupings, as defined in the VTA Administrative Code, as follows:

(1) Two from Group 1:
   San Jose

(2) One from Group 2:
   Los Altos
   Los Altos Hills
   Mountain View
   Palo Alto
   Santa Clara
   Sunnyvale

(3) One from Group 3:
   Campbell
   Cupertino
   Los Gatos
   Monte Sereno
   Saratoga
(4) One from Group 4:
   Gilroy
   Milpitas
   Morgan Hill

(5) One from the County of Santa Clara:

b. **Community Interests**

Six citizens representing the following community interests, appointed as follows:

1. **Three by** the Administration & Finance Committee from nominations submitted by advocacy groups or received at large, one for each category:
   - Senior citizens
     - Disabled persons
     - Mass transit users
     - Environmentalists

2. **One each by** the following stakeholder groups:
   - **Representing**
     - Senior citizens
   - **Appointed by**
     - Council on Aging Silicon Valley

3. **Two by** VTA advisory committees, one by each committee from its current membership:
   - **Representing**
     - Bicyclists and pedestrians
     - Disabled community
   - **Appointed by**
     - Bicycle & Pedestrian Advisory Committee
     - Committee for Transit Accessibility

Each representative must be a member of their appointing committee during their term on the CAC

c. **Business and Labor Groups**

Five citizens representing the following business and labor groups, one appointed by each organization:

- Silicon Valley Leadership Group
- Homebuilders Association of Northern California
- Building Owners and Managers Association - Silicon Valley (BOMA-SV)
- South Bay AFL-CIO Labor Council
- Chambers of Commerce Coalition of Santa Clara County

The Board of Directors shall ratify the appointments of all members of the Committee.
Sec. 4-28. Citizens Advisory Committee.

(b) Appointments. Members shall be appointed as follows, with effort made to reflect the ethnic, gender, and geographic diversity of the County:

(1) City and County Groupings
   a. Two from Group 1:
      San Jose
   b. One from Group 2:
      Los Altos
      Los Altos Hills
      Mountain View
      Palo Alto
      Santa Clara
      Sunnyvale
   c. One from Group 3:
      Campbell
      Cupertino
      Los Gatos
      Monte Sereno
      Saratoga
d. One from Group 4:

Gilroy
Milpitas
Morgan Hill

e. One from the County Board of Santa Clara:

(2) Community Interests

a. Four citizens representing the following community interests, appointed by the Administration & Finance Committee from nominations submitted by advocacy groups or received at large, one for each category:

   Senior citizens
   Disabled persons
   Mass Transit users
   Environmentalists

b. One each by the following stakeholder groups:

   Representing                      Appointed by
   Seniors citizens                 Council on Aging Silicon Valley

b-c. Two by VTA advisory committees, one by each committee from its current membership:

   Representing                      Appointed by
   Bicyclists and pedestrians        Bicycle & Pedestrian Advisory Committee
   Disabled community                Committee for Transit Accessibility

   Each representative must be a member of their appointing committee during their term on the CAC.

(3) Business and Labor Groups

Five citizens representing the following business and labor groups, one appointed by each organization:

   Silicon Valley Leadership Group
   Homebuilders Association of Northern California
   Building Owners and Managers Association Silicon Valley
   South Bay AFL-CIO Labor Council
   Santa Clara County Chamber of Commerce Coalition
RESOLUTION OF THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS AMENDING THE BYLAWS FOR THE CITIZENS ADVISORY
COMMITTEE (CAC) TO ESTABLISH THE COUNCIL ON AGING SILICON VALLEY AS
THE APPOINTING AUTHORITY FOR THE EXISTING POSITION REPRESENTING
SENIOR CITIZENS; AND AMENDING PORTIONS OF THE VTA ADMINISTRATIVE
CODE TO BE CONSISTENT THEREWITH

WHEREAS, four of the 17 CAC membership positions, including the one representing senior
citizens, are not directly appointed by a defined stakeholder authority and instead are appointed by the
Administration & Finance Committee from applications or nominations received at-large;

WHEREAS, the Advisory Committee Enhancement (ACE) Process identified the appointment
process for these positions had major shortcomings, including typically taking extensive time to fill,
being dependent on individual interest, and no or limited established institutionalized opportunities for
broad communication and feedback from their constituency;

WHEREAS, the ACE Process recommended improving the appointment process for the four
at-large positions by having each representative be appointed by an organization providing services to
or having expertise or experience with the issues of the stakeholder group being represented;

WHEREAS, due to the CAC Seniors position becoming vacant, staff and select CAC members
collaborated to identify, contact and evaluate potential appointing organizations for this position;

WHEREAS, after thorough evaluation, this group recommended the Council on Aging Silicon
Valley to serve as the appointing authority for the existing CAC Seniors position;

WHEREAS, the Council on Aging Silicon Valley is a non-profit organization rooted in the
communities of Santa Clara County for 38 years that provides the aging community and their
caregivers the tools and services needed to age well at home;

WHEREAS, it is advantageous for VTA to establish the Council on Aging Silicon Valley as
the appointing authority for the Seniors position since it will enhance the bilateral information
exchange opportunities between the member and the stakeholders it represents.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Santa Clara
Valley Transportation Authority does hereby amend:

- Section 3.1 of the Citizens Advisory Committee bylaws to establish the Silicon Valley Council on
  Aging as the defined appointing authority for the existing position representing seniors, as set forth
  in Attachment A hereto.

- Section 4-28 of the VTA Administrative Code to, as set forth in Attachment B hereto.
PASSED AND ADOPTED by the Board of Directors of the Santa Clara Valley Transportation Authority on January 10, 2013 by the following vote:

AYES:

NOES:

ABSENT:

______________________________
Joe Pirzynski, Chairperson
Board of Directors

I HEREBY CERTIFY AND ATTEST that the foregoing resolution was duly and regularly introduced, passed, and adopted by the vote of the Board of Directors of the Santa Clara Valley Transportation Authority, California, at a meeting of said Board of Directors on the date indicated, as set forth above.

Date: ______________

______________________________
Sandra Weymouth, Secretary
Board of Directors

APPROVED AS TO FORM:

______________________________
Robert Fabela
General Counsel
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
    Board of Directors

THROUGH: General Manager, Michael T. Burns

FROM: Board Secretary Sandra Weymouth

SUBJECT: Citizens Advisory Committee Appointment: Senior Citizens

Policy-Related Action: No

Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Ratify the appointment by the Council on Aging Silicon Valley (COASV) of Mike Torres to the Citizens Advisory Committee representing senior citizens. This appointment is conditional on Board of Directors prior approval of establishment of the COASV as the defined appointing authority for the existing CAC membership position representing seniors.

BACKGROUND:

The Citizens Advisory Committee (CAC) is a 17-member committee representing the residents of the various city/county groupings of the VTA Board of Directors, as well as specified community stakeholder groups with an interest in transportation. The CAC advises the Board and VTA administration on issues impacting the communities and organizations they represent. It also serves in two other functions: (1) as the ballot-specified Citizens Watchdog Committee for the 2000 Measure A Transit Improvement Program; and (2) as the 2008 Measure D ballot-specified advisory body that reviews and comments on VTA’s comprehensive transit program as part of the countywide transportation plan.

The CAC bylaws require that a committee member must be a resident of Santa Clara County while on the committee and cannot concurrently hold elected public office. Committee members cannot be VTA staff or employed by a city they represent. The committee membership term is indefinite, with CAC members serving until resignation or replacement by their appointing organization or the VTA Board.

The process to fill CAC vacancies, as defined by the bylaws, is that member agencies and specified business and labor groups nominate representatives for their respective membership
positions. For select Community Interests positions, VTA’s Administration & Finance Committee appoints one member per position from nominations submitted by advocacy groups or received at-large. In all cases, the VTA Board must ratify the appointment.

**DISCUSSION:**

The VTA Administrative Code establishes the membership of the CAC. Currently, one of the six positions in the Community Interests section represents senior citizens and is appointed by VTA’s Administration & Finance Committee from nominations received at-large.

At its January 10, 2013 meeting and prior to this item, the Board of Directors is being asked to approve modifying the CAC bylaws and VTA Administrative Code to establish the Council on Aging Silicon Valley (COASV) as the appointing authority for the existing CAC membership position representing seniors, replacing the current process. Due to this, this appointment is conditional on Board approval of this recommended change.

On the basis of this recommended action, the COASV has conditionally appointed Mike Torres to serve as the Senior Citizens representative on the CAC, subject to Board approval of installation of the COASV as the appointing authority. Mr. Torres, a Campbell resident, is the Director of Contracts & Planning for the COASV, and has worked in the field of aging for over six years, focusing on advocacy and planning. He currently is the committee staff liaison for the COASV’s own advisory committee. In addition, he actively serves on several other committees and commissions representing seniors.

Based on his qualifications, experience, and community involvement and service, staff recommends that the Board ratify the COASV’s nomination of Mr. Torres to this position.

**ALTERNATIVES:**

The Board could choose to not ratify the nomination of this individual and instead ask the Coalition to nominate another individual.

**FISCAL IMPACT:**

There is no fiscal impact as a result of this action.

**STANDING/ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:**

The Administration & Finance Committee’s December 20, 2012 meeting was cancelled and therefore this item was forwarded for Board of Directors consideration without a recommendation from that committee.

Prepared by: Stephen Flynn, Advisory Committee Coordinator
Memo No. 3802
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
   Board of Directors

THROUGH: General Manager, Michael T. Burns

FROM: Board Secretary Sandra Weymouth

SUBJECT: Citizens Advisory Committee Appointment: BOMA Silicon Valley

Policy-Related Action: No
Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Ratify the appointment by the Building Owners & Managers Association Silicon Valley (BOMA SV) of Sharon Fredlund to the Citizens Advisory Committee.

BACKGROUND:

The Citizens Advisory Committee (CAC) is a 17-member committee representing the residents of the various city/county groupings of the VTA Board of Directors, as well as specified community stakeholder groups with an interest in transportation. The CAC advises the Board and VTA administration on issues impacting the communities and organizations they represent. It also serves in two other functions: (1) as the ballot-specified Citizens Watchdog Committee for the 2000 Measure A Transit Improvement Program; and (2) as the 2008 Measure D ballot-specified advisory body that reviews and comments on VTA’s comprehensive transit program as part of the countywide transportation plan.

The CAC bylaws require that a committee member must be a resident of Santa Clara County while on the committee and cannot concurrently hold elected public office. Committee members cannot be VTA staff or employed by a city they represent. The committee membership term is indefinite, with CAC members serving until resignation or replacement by their appointing organization or the VTA Board.

The process to fill CAC vacancies, as defined by the bylaws, is that member agencies, specified business and labor groups, and specified Community Interests positions nominate representatives for their respective membership positions. For select Community Interests positions, VTA’s Administration & Finance Committee appoints one member per position from nominations.
submitted by advocacy groups or received at-large. In all cases, the VTA Board must ratify the appointment.

**DISCUSSION:**

The VTA Administrative Code establishes the membership of the CAC. One of the five positions in the Business & Labor Groups section is appointed by the Building Owners and Managers Association Silicon Valley (BOMA SV). The BOMA SV has appointed Sharon Fredlund as its new CAC representative to replace its former representative, Robert Jacobvitz, who retired from BOMA SV and relocated out-of-state.

Ms. Fredlund, a San Jose resident, has lived and worked in Santa Clara County since coming to California in 1989. She is the Executive Director of BOMA SV. Ms. Fredlund’s association with BOMA SV began in 1993 when she became the chapter’s first full-time executive. In 1996, she became a volunteer with the organization when she accepted a business development position with a local commercial general contractor. Then in January 2012, she returned to BOMA SV as its Executive Director.

Ms. Fredlund’s professional background is in education, marketing and non-profit development, having held positions as a special needs instructor, event planner, and development director for several colleges and health organizations. She is a graduate of Indiana University of Pennsylvania with a B.S. degree in education.

Based on her position and qualifications, staff recommends that the Board ratify the BOMA SV’s appointment of Ms. Fredlund to this position.

**ALTERNATIVES:**

The Board could choose to not ratify the nomination of this individual and instead ask BOMA SV to nominate another individual.

**FISCAL IMPACT:**

There is no fiscal impact as a result of this action.

**STANDING/ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:**

The Administration & Finance Committee’s December 20, 2012 meeting was cancelled and therefore this item was forwarded for Board of Directors consideration without a recommendation from that committee.

Prepared by: Stephen Flynn, Advisory Committee Coordinator
Memo No. 3879
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
    Board of Directors

THROUGH: General Manager, Michael T. Burns

FROM: Board Secretary Sandra Weymouth

SUBJECT: Committee for Transit Accessibility Appointments and Reappointments

Policy-Related Action: No
Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

For the Committee for Transit Accessibility, approve the following for the two-year term ending December 31, 2014:

- Reappointment of current members Aaron Morrow, Troy Hernandez, and Jeffrey Jokinen to represent persons with disabilities.
- Reappointment of the Silicon Valley Independent Living Center as a human services agency/business representative.
- Appointment of Chaitanya Vaidya to represent persons with disabilities.

BACKGROUND:

VTA’s five advisory committees provide input, perspective and technical expertise on proposed changes to VTA policy or priorities potentially impacting transit service and transportation projects throughout the county.

The Committee for Transit Accessibility (CTA) advises the Board of Directors on bus and rail system accessibility issues, paratransit service, and transportation accessibility matters in Santa Clara County. The committee has 21 voting and two ex-officio, non-voting members. The voting membership consists of 12 individuals with disabilities and nine individuals that represent agencies or businesses that serve older adults or persons with disabilities.

The CTA bylaws require each Board Member to nominate individual committee members and the Board Chairperson to nominate agency or business members. Members serve two-year terms.
that are staggered and are eligible for reappointment to successive terms. Members from the individuals with disabilities category must reside within the county during their term. All appointments require the approval of the Board of Directors.

**DISCUSSION:**

The following agencies or businesses and individuals with disabilities have been nominated to serve on the CTA for the two year term of January 1, 2013 - December 31, 2014:

- Current CTA members Troy Hernandez, Aaron Morrow, and Jeffrey Jokinen have been nominated for reappointment to represent persons with disabilities.
  - Aaron Morrow, who has served since 2000, was nominated by Board Chairperson Ken Yeager. He serves as the CTA chairperson for 2012, as he has done for the last seven years, and also serves as the CTA’s appointee on the Citizens Advisory Committee/Citizens Watchdog Committee.
  - Troy Hernandez, who has served since 2005, was nominated by Director Ash Kalra.
  - Jeffrey Jokinen, who has served since 2010, was nominated by Director Jamie Matthews.

All three nominees are members in good standing, have ably represented their constituent groups, and have served the committee well. Staff recommends reappointment of these individuals.

- Board Chairperson Ken Yeager has nominated the Silicon Valley Independent Living Center for reappointment as a human services agency/business representative. This organization is a member in good standing and has served the committee well. Staff recommends its reappointment.

- Director Nancy Pyle has nominated Chaitanya Vaidya to fill a vacant position representing persons with disabilities. Mr. Vaidya, who lives in San Jose, uses fixed route transit service. He is a member of the City of San José Seniors Commission, and currently serves as the chairperson of its Health & Safety Subcommittee. He is also a member of the Federation of Indian Associates, and in that capacity does volunteer work with seniors and the disabled to help them take advantage of public transit. Based on his knowledge, qualifications and community involvement, staff recommends approval of Mr. Vaidya’s nomination.

**ALTERNATIVES:**

The Board could choose to not approve any or all of these appointments.

**FISCAL IMPACT:**

There is no fiscal impact as a result of this action.
STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The December 20, 2012 Administration & Finance Committee (A&F) meeting was cancelled and therefore the committee did not consider this item. As a result, it is being forwarded without A&F recommendation for Board consideration on its January 10, 2013 Consent Agenda.

Prepared by: Stephen Flynn, Advisory Committee Coordinator
Memo No. 3803
BOARD MEMORANDUM

TO:        Santa Clara Valley Transportation Authority
            Board of Directors

THROUGH:   General Manager, Michael T. Burns

FROM:      Chief CMA Officer, John Ristow

SUBJECT:   2010 Measure B Vehicle Registration Fee- Intelligent Transportation System Projects

Policy-Related Action: No
Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Approve the programming of 2010 Measure B Vehicle Registration Fee (VRF) funds to Intelligent Transportation System projects.

BACKGROUND:

Senate Bill 83 (Hancock) was signed into law in 2009, authorizing countywide transportation agencies such as VTA to implement an annual Vehicle Registration Fee (VRF) of up to $10 on motor vehicles registered within the county for transportation programs and projects. The statute requires that the fees collected be used only to pay for programs and projects that have a relationship or benefit to the owners of motor vehicles paying the fee. The programs and projects must be consistent with the regional transportation plan and requires the agency’s board to make a specific finding of fact in that regard.

On June 3, 2010, the VTA Board adopted a resolution placing 2010 Santa Clara Measure B before the voters of Santa Clara County in November 2010 to authorize a $10 increase in the fees of motor vehicle registration for transportation-related projects and programs. The Board also adopted an expenditure plan allocating the 15% of the VRF revenue to a Countywide Program that includes Intelligent Transportation System (ITS) technologies as one of the eligible project categories. On November 2, 2010, the voters of Santa Clara enacted Measure B by majority vote.

On June 7, 2012, the VTA Board of Directors adopted a plan for the VRF Countywide Program. For an initial 3-year period, $2.2 million is devoted to ITS projects, with $1.6 million going to the Regional Intelligent Transportation System Maintenance Service (RITSMS) and the
remaining $600,000 dedicated to Regional Traffic Operations Personal Service (RTOPS). RITSMS is an operations and maintenance capital program to upgrade and replace ITS infrastructure and RTOPS is a transportation/traffic engineering services program. Both of these programs are included in Valley Transportation Plan 2035 (VTP 2035) under the Transportation Systems Operations and Management Program section. The board previously adopted scoring criteria for the scoring subcommittee to use in reviewing the projects.

**DISCUSSION:**

On August 10, 2012, VTA staff issued a call for projects for the 2012/13 VRF ITS projects. In response to the call for projects, member agencies submitted six RTOPS and 18 RITSMS applications. Below are staff’s recommendations, as shown in Attachment A, for both programs. Attachment B provides a brief description of each project.

**RTOPS**

RTOPS is a transportation/traffic engineering consultant services program, including providing expertise to repair existing communications infrastructure. VTA received six RTOPS applications totaling $437,000, less than the board-approved three-year funding allocation of $600,000. VTA staff recommends funding all of the submitted RTOPS projects as they meet the RTOPS requirement that funds are to be used for maintenance of existing communication equipment. Since RTOPS is intended to be a discretionary funding source to be allocated on an as needed basis, staff recommends that the remaining $163,000 be held in reserve to fund future projects.

**RITSMS**

RITSMS is an operations and maintenance program to upgrade and replace ITS infrastructure. The board-approved funding allocation for RITSMS is $1,600,000 over a three year period, and projects are funded on competitive basis. Member agencies submitted 18 projects for consideration in this round of funding, with a total grant request of $2,477,100 which is $877,100 in excess of the authorized amount.

On October 17, 2012, a scoring subcommittee of the Technical Advisory Committee's CIP and SOMS Working Groups met to evaluate the RITSMS project applications, using board-adopted project eligibility and screening criteria to evaluate potential candidate projects. In general, projects that scored well clearly demonstrated the following:

1. Project has local or regional significance
2. Project displays “synergy” between the various project selection categories
3. Project schedule specifies a quick project delivery with required planning/engineering work either minimal or completed.

The committee’s scores and rankings are summarized in Attachment A and staff recommends funding 12 recommended projects in accordance with the recommendations of the scoring subcommittee.
ALTERNATIVES:

The VTA Board could use the VRF funds for other eligible projects.

FISCAL IMPACT:

The VRF was enacted by the County's voters in November 2010. This action would make $2,037,000 in VRF funding available to ITS projects.

ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:

The Technical Advisory (TAC) considered this item at its December 13, 2012 meeting. After some discussion about the un-funded RITSMS projects, the committee voted to recommend considering funding these with unspent administrative funds following after the end of the FY13 fiscal year.

The Policy Advisory (PAC) Committee did not consider this item because its December 13, 2012 meeting was cancelled.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Congestion Management Program and Planning (CMPP) Committee did not consider this item because its December 2012 meeting was cancelled.

Prepared by: Bill Hough
Memo No. 3795
## Regional Traffic Operations Personal Service (RTOPS) - Recommended Projects

<table>
<thead>
<tr>
<th>No.</th>
<th>Project Sponsor</th>
<th>Recommended Projects</th>
<th>Grant Request</th>
<th>Grant Recommended</th>
</tr>
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<tbody>
<tr>
<td>1</td>
<td>San Jose</td>
<td>SV-ITS WAN Monitoring &amp; Maintenance Services</td>
<td>$50,000</td>
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<tr>
<td>2</td>
<td>San Jose</td>
<td>Traffic Signal Communication and Vehicle Detection Repairs</td>
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<td>$127,000</td>
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<td>3</td>
<td>Sunnyvale</td>
<td>Citywide Communications Network Repairs</td>
<td>$35,000</td>
<td>$35,000</td>
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<td>4</td>
<td>Sunnyvale</td>
<td>SCATS Citywide System Optimization</td>
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<td>5</td>
<td>S.C. County</td>
<td>Replacement of Defective SIC and Conduit on Capitol Expressway</td>
<td>$150,000</td>
<td>$150,000</td>
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<td>6</td>
<td>S.C. County</td>
<td>Replacement of Defective Loops and Conduits at San Tomas-Camden and White Oaks-Curtner Avenue Intersections</td>
<td>$35,000</td>
<td>$35,000</td>
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</table>

**Total Cost of Recommended project** $437,000

**Allocated RTOPS Amount** $600,000

**Remaining Amount** $163,000

## Regional Intelligent Transportation System Maintenance Service (RITSMS) - Recommended Projects

<table>
<thead>
<tr>
<th>Rank</th>
<th>Project Sponsor</th>
<th>Recommended Projects</th>
<th>Grant Request</th>
<th>Grant Recommended</th>
<th>Score</th>
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<tr>
<td>1</td>
<td>Santa Clara</td>
<td>Lafayette @ Lewis Signal ITS Project</td>
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<td>$149,000</td>
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<td>S.C. County</td>
<td>Traffic Signal Controller Upgrades</td>
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<td>Santa Clara</td>
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<td>S.C. County</td>
<td>County Expressway Traffic Signal Cabinet Upgrade</td>
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<td>5</td>
<td>Campbell</td>
<td>Hamilton Ave &amp; Bascom Ave</td>
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<td>Sunnyvale</td>
<td>Sunnyvale ITS Citywide Enchantments</td>
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<td>Sunnyvale</td>
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<td>Los Altos</td>
<td>San Antonio Rd &amp; Cuesta Ave Traffic Signal Upgrade</td>
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<td>9</td>
<td>San Jose</td>
<td>Signal Retiming Alum Rock Ave, Story Rd, Monterey Rd, &amp; Oakland Rd</td>
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<td>9</td>
<td>San Jose</td>
<td>Signal Retiming Hedling St, Third St, Fourth St, Tenth St, &amp; Eleventh St-Keyes St</td>
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<td>9</td>
<td>San Jose</td>
<td>Signal Retiming Almaden Blvd, Blossom Hill Road, Santa Teresa Blvd, and Saratoga Avenue</td>
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</table>

**Total Cost of Recommended project** $1,600,000

**Allocated RITSMS Amount** $1,600,000

## Regional Intelligent Transportation System Maintenance Service (RITSMS) - Not Recommended Projects

<table>
<thead>
<tr>
<th>Rank</th>
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<th>Grant Request</th>
<th>Grant Recommended</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>Cupertino</td>
<td>Stevens Creek Blvd, Stelling Rd, Homestead Rd, &amp; Foothill Expwy</td>
<td>$105,100</td>
<td>0</td>
<td>29.3</td>
</tr>
<tr>
<td>N/A</td>
<td>Milpitas</td>
<td>Video Upgrade and UPS Install at Tasman Dr/Alder and Tasman Dr/McCarthy Blvd</td>
<td>$80,000</td>
<td>0</td>
<td>28.7</td>
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<tr>
<td>N/A</td>
<td>Campbell</td>
<td>Winchester Blvd</td>
<td>$150,000</td>
<td>0</td>
<td>28.0</td>
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<tr>
<td>N/A</td>
<td>Sunnyvale</td>
<td>Sunnyvale SCATS Adaptive System Optimization and Expansion</td>
<td>$150,000</td>
<td>0</td>
<td>27.0</td>
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<tr>
<td>N/A</td>
<td>Los Altos</td>
<td>Intersection Video Detection Project</td>
<td>$140,000</td>
<td>0</td>
<td>20.3</td>
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<tr>
<td>N/A</td>
<td>Mountain View</td>
<td>Shoreline Blvd ITS Improvements</td>
<td>$150,000</td>
<td>0</td>
<td>20.3</td>
</tr>
</tbody>
</table>
Attachment B
Santa Clara County FY 2012/13 Vehicle Registration Fee ITS Projects
Recommended Project Descriptions

RTOPS Recommended Projects

**San Jose Silicon Valley – Intelligent Transportation System Wide Area Network (SV-ITS WAN) Monitoring & Maintenance Services**
Provide funding to monitor, maintain, troubleshoot communications, and repair communication for SV-ITS program.

**San Jose Traffic Signal Communication and Vehicle Detection Repairs**
City will conduct traffic signal communication repairs on First Street, Brokaw Road and McKee, and vehicle detection repairs citywide.

**County of Santa Clara Capitol Expressway SIC Replacement**
Replacement of defective Signal Interconnect Cable (SIC) and conduit on Capitol Expressway between Snell Avenue and Seven Trees Blvd.

**County of Santa Clara Replace Defective Loops and Conduits at San Tomas-Camden White Oaks-Curtner Avenue Intersection**
Replace broken loops, add stop bar detection, and replace old 1-1/2” conduits.

**Sunnyvale Citywide Communications Network Repairs**
Repairs of existing spread spectrum network and signal interconnect equipment along Maude Avenue.

**Sunnyvale Sydney Coordinated Adaptive Traffic System (SCATS) Citywide System Optimization**
Fund personnel needed to adjust operations and replace obsolete communications equipment.

RITSMS Recommended Projects

**Santa Clara Lafayette @ Lewis Signal ITS Project**
Install Emergency Vehicle Preemption (EVP), install National Electric Manufacturers Association Traffic Signal 2 (NEMA TS2) Type 1 controller, install audible pedestrian signals, and install Dynamic-Message Sign (DMS) and in-road lighting systems for pedestrians.

**Santa Clara Lafayette @ Agnew Signal ITS Project**
Install traffic signal assembly, install video detection upgrade, and provide a travel time information component for public consumption.

**County of Santa Clara Traffic Signal Controller Upgrades**
Replace 20 traffic signal controllers.
**County of Santa Clara County Expressway Traffic Signal Cabinet Upgrade**
Replace seven traffic signal controller assemblies.

**County of Santa Clara Installation of Pedestrian Detection Sensors**
Adaptive pedestrian signal timing at 30 signalized crossings.

**Campbell Hamilton-Bascom ITS**
Purchase latest Synchro, implement traffic adaptive, & install video detection, install Emergency Vehicle Pre-emption

**Sunnyvale ITS Citywide Enhancements**
45 speed radar feedback signs, counts stations, 10 vehicle detection upgrades, and 2 Closed-Circuit Television (CCTV) upgrades, collision software, and Global Positioning System (GPS) inventory.

**Sunnyvale QuicTrac Adaptive System Implementation**
Add on to QuicNet system to provide adaptive control.

**Los Altos San Antonio Rd & Cuesta Ave Traffic Signal Upgrade**
Prepare design plans for signal upgrades, install 13 loop detectors, install 2 bike detectors, install traffic signal controller assemblies, install Pan Tilt Zoom (PTZ) cameras, and install Uninterruptible Power Supply (UPS) system.

**San Jose Signal Retiming Alum Rock Ave, Story Rd, Monterey Rd, & Oakland Rd**
Retime 45 traffic signals.

**San Jose Signal Retiming Hedding St, Third St, Fourth St, Tenth St, & Eleventh St-Keyes St**
Retime 45 traffic signals.

**San Jose Signal Retiming Almaden Blvd, Blossom Hill Road, Santa Teresa Blvd, and Saratoga Avenue**
Retime 45 traffic signals.

**RITSMS Non-Recommended Projects**

**Cupertino Stevens Creek Blvd, Stelling Rd, Homestead Rd, & Foothill Expwy**
Expansion of fiber network to eight locations.

**Milpitas Video Upgrade and UPS Install at Tasman Dr/Alder and Tasman Dr/McCarthy Blvd**
Install video detection and UPS backup.

**Campbell Winchester ITS**
Traffic signal controller upgrades, upgrades in communication, install SIC, and implement signal timing.

**Sunnyvale SCATS Adaptive System Optimization and Expansion**
Optimize existing SCATS system.
Los Altos Intersection Video Detection Project
Prepare design plans for camera installations, and install cameras at five intersections.

Mountain View Shoreline Blvd ITS Improvements
Install signal upgrades at three intersections, upgrading detection, pedestrian crossing enhancements, extending SIC, and procure collision reporting system
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
    Board of Directors

THROUGH: General Manager, Michael T. Burns

FROM: Chief CMA Officer, John Ristow

SUBJECT: Quitclaim and Grant of Easement of Moffet Park Station

Policy-Related Action: No
Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Authorize the General Manager to execute the Grant of Easement and the Quitclaim of Easement for Ingress and Egress rights at Moffet Park Station.

BACKGROUND:

Moffet Park Drive LLC (Property Owner) owns the property located at 801-811 11th Street in Sunnyvale, CA, as illustrated in Exhibit A (Property). As shown on Exhibit B, VTA has an existing ingress and egress easement of 31,542 square feet (Easement) over the Property. The Easement allows VTA and its invitees to have vehicle and pedestrian access to the Moffet Park Light Rail Station and the associated substation.

Jay Paul Company, the managing agent for Moffet Park Drive LLC, approached VTA in May 2012 with a proposed development that includes a new building and related parking that will obstruct the Easement. Jay Paul Company and VTA staff have since been in discussions to determine a viable solution.

DISCUSSION:

After evaluating the various alternatives, Staff has determined that the best course of action is for the Landowner to grant VTA a new ingress egress easement of 36,711 square feet (Proposed Easement), as illustrated on Exhibit B, in exchange for VTA's quitclaim of the old Easement in its entirety. While there is overlap of land between the old and new easement areas, the parties decided that recording a new easement in its entirety was the cleanest way to document the replacement rights. There will be no fees or costs associated with either the grant of the Proposed
Easement or quitclaim of the Easement.

In the interim, Jay Paul Company requested that VTA enter into a License Agreement to have ingress and egress rights over the entire parking area, as illustrated on Exhibit B, in case construction of the proposed development takes place prior to the recordation of the deeds. The License Agreement will terminate immediately upon the execution and recordation of the Proposed Easement. The request to have an interim agreement was made in part to satisfy City of Mountain View permit approval for the proposed development.

**ALTERNATIVES:**

The Board may choose not to authorize the execution and recordation of the Proposed Easement and quitclaim of the existing Easement, resulting in either a potential elimination of VTA’s access to the Moffet Park Light Rail Station and Substation should the development move forward or a significant impediment to the development project. The Interim License Agreement will expire on January 1, 2015 and therefore does not protect VTA’s interests into perpetuity.

**FISCAL IMPACT:**

There is no fee associated with neither the Grant of Easement nor the Quitclaim of the existing Easement.

**STANDING COMMITTEE DISCUSSION/RECOMMENDATION:**

This item was not considered by any Standing Committee because the December 2012 Standing Committee meetings were cancelled.

Prepared by: Jennifer Rocci
Memo No. 3876
Exhibit A - Lands of Moffet Park Drive, LLC
Exhibit B- Existing and Proposed Easements
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
    Board of Directors

THROUGH: General Manager, Michael T. Burns

FROM: Chief CMA Officer, Ristow, Executive Policy Advisor, Lawson

SUBJECT: Transit Performance Incentive Grant: Project Sponsor Resolution of Support

Policy-Related Action: No

Government Code Section 84308 Applies: No

Resolution

ACTION ITEM

RECOMMENDATION:

Adopt a project sponsor resolution of support for a Transit Performance Initiative (TPI) Incentive grant

BACKGROUND:

On November 15, 2012, the Metropolitan Transportation Commission (MTC) issued a call for projects for the Transit Performance Initiative (TPI) Incentive program. Transit projects focused on increasing transit ridership, improving productivity, and/or funding pilot youth or low-income pass programs are eligible. MTC is making a total of $15 million in Federal Surface Transportation Program (STP) and/or Congestion Mitigation Air Quality (CMAQ) funds available. Funds are being distributed based on each transit agency’s share of the Bay Area’s revenue passengers in Fiscal Year 2011. VTA's share is $1,302,018.

DISCUSSION:

The TPI grant requires VTA to provide $168,690 (11.47%) in non-Federal matching funds. Applications were due to MTC on December 12, 2012. Each applicant is required to submit a governing board resolution committing to providing the matching funds and delivering the project. The resolutions are due to MTC as soon as is feasible. For VTA, this is the January 2013 Board Meeting.

VTA staff proposes that VTA use these TPI incentive funds to support a pilot low-income pass
program. VTA staff recommends that the VTA Board adopt a project sponsor resolution of support for this project.

**ALTERNATIVES:**

The VTA Board of Directors may choose to fund other projects. The VTA Board of Directors may defer applying for these funds until the next cycle, at an undetermined date in 2013.

**FISCAL IMPACT:**

This action would make grant funds in the amount of $1,302,018 available to VTA to support a pilot low income pass program. Budget appropriation for the matching funds will be included in the Recommended FY14 and FY15 VTA Transit Fund Operating Budget.

**STANDING COMMITTEE DISCUSSION/RECOMMENDATION:**

This item was not considered by any Standing Committee because the December 2012 Standing Committee meetings were cancelled.

Prepared by: Marcella Rensi
Memo No. 3877
VTA BOARD RESOLUTION
Surface Transportation Program and/or Congestion Mitigation Air Quality Project Application

Resolution No. _____
AUTHORIZING THE FILING OF AN APPLICATION FOR SURFACE TRANSPORTATION PROGRAM FUNDS FOR THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY'S LOW INCOME PASS PILOT PROGRAM AND COMMITTING THE NECESSARY LOCAL MATCH FOR THE PROJECT AND STATING THE ASSURANCE OF VTA TO COMPLETE THE PROJECT

WHEREAS, Moving Ahead for Progress in the 21st Century (MAP-21, Public Law 112-141) continues the Surface Transportation Program (23 U.S.C. § 133); and

WHEREAS, pursuant to MAP-21, and the regulations promulgated there under, eligible project sponsors wishing to receive Surface Transportation Program (STP) grants for a project shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission (MTC) is the MPO for the San Francisco Bay region; and

WHEREAS, the Santa Clara Valley Transportation Authority (VTA) is an eligible project sponsor for STP funds; and

WHEREAS, VTA wishes to submit a grant application to MTC for STP funds, for the Low Income Pass Pilot Program:

WHEREAS, MTC requires, as part of the application, a resolution stating the following:

1) The commitment of necessary local matching funds of at least 11.47%;

2) The sponsor understands that the FTA Formula Program and STP funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded from FTA Formula Program or STP funds;

3) The assurance of the sponsor to complete the project as described in the application and if approved, as programmed in MTC's TIP;

4) The sponsor understands that STP funds must be obligated by September 30 of the year for which the project is programmed in the TIP, or the project may be removed from the program.
NOW, THEREFORE, BE IT RESOLVED by the VTA Board of Directors that VTA is authorized to execute and file an application for STP funds in the amount of $1,302,018 for the Low Income Pass Pilot Program; and

BE IT FURTHER RESOLVED, that VTA is an eligible sponsor of projects for STP funds; and

BE IT FURTHER RESOLVED, that there are no legal impediments to VTA’s making applications for STP funds; and that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of VTA to deliver such project; and

BE IT FURTHER RESOLVED that the VTA Board of Directors by adopting this resolution does hereby state that:

1) VTA will provide $168,690 in local matching funds, which is 11.47% for STP funds; and

2) VTA understands that the STP funding for the project is fixed at $1,302,018, and that any cost increases must be funded by VTA from locally controlled funds, and that VTA does not expect any cost increases to be funded with FTA Formula Program and Surface Transportation Program funds; and

3) VTA’s 2013 and 2014 Federal Transit Capital Program of Projects will be delivered as described in this resolution and, if approved, for the amount shown in MTC’s TIP with obligation occurring within the timeframe established below; and

4) The program funds are expected to be obligated by September 30 of the year the project is programmed for in the TIP; and

BE IT FURTHER RESOLVED, that VTA agrees to comply with the requirements of MTC’s Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC prior to MTC’s programming the FTA Formula Program or Surface Transportation Program funded projects in the TIP; and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the project described in the resolution and to program the project, if approved, in MTC's TIP.
PASSED AND ADOPTED by the Santa Clara Valley Transportation Authority
Board of Directors on January 10, 2013, by the following vote:

AYES:

NOES:

ABSENT:

________________________________
JOE PIRZYNSKI, Chairperson
Board of Directors

I HEREBY CERTIFY AND ATTEST that the foregoing resolution was duly and
regularly introduced, passed and adopted by the vote of a majority of the Board of
Directors of the Santa Clara Valley Transportation Authority, California, at a meeting of
said Board of Directors on the date indicated, as set forth above.

Date: _____________

________________________________
SANDRA WEYMOUTH, Secretary
Board of Directors

APPROVED AS TO FORM:

________________________________
ROBERT FABELA, Counsel
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
   Board of Directors

THROUGH: General Manager, Michael T. Burns

FROM: Chief CMA Officer, John Ristow

SUBJECT: Programmed Project Monitoring - Quarterly Report

FOR INFORMATION ONLY

Every quarter, the Programmed Projects Quarterly Monitoring Report is presented to the Bicycle & Pedestrian Advisory Committee (BPAC), Technical Advisory Committee (TAC), Policy Advisory Committee (PAC) and the VTA Board of Directors. The purpose of the report is to assist the VTA Board, advisory committees, staff and project sponsors in tracking progress of the projects funded through programming actions of the VTA Board.

The Programmed Projects Quarterly Monitoring Report for July-September 2012 is attached for review. This report provides the latest status on discretionary funded projects. A project summary sheet highlighting status of projects with funds expiring in FY 2012/13 is also attached.

The project summary sheet identifies projects in three categories:

- Red - Projects at the risk of losing funds due to delivery difficulties.
- Yellow - Projects that may need extra attention or will risk running into difficulties.
- Green - Projects are progressing smoothly.

This quarter, all FY2012/13 projects are progressing smoothly.

The next Programmed Projects Quarterly Monitoring Report will cover the quarter between October and December 2012.

Prepared By: Bill Hough
Memo No. 3796
Red = Project at risk of losing funds due to delivery difficulties.  
Yellow = Project may need extra attention or will risk running into difficulties.  
Green = Project is progressing smoothly.

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Status</th>
<th>Project Number</th>
<th>Federal-State Funds for 2012/13</th>
<th>E76 request due to Caltrans</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Jose - San Carlos Multimodal Phase 2</td>
<td>Green</td>
<td>SCL110034</td>
<td>$2,074,000</td>
<td>02/01/13</td>
<td>In progress.</td>
</tr>
<tr>
<td>San Jose - Walk N Roll - Safe Access</td>
<td>Green</td>
<td>SCL110057</td>
<td>$484,000</td>
<td>02/01/13</td>
<td>In progress.</td>
</tr>
<tr>
<td>Santa Clara County - Oregon-Page Mill Expwy Improvements</td>
<td>Green</td>
<td>SCL050080</td>
<td>$452,508</td>
<td>02/01/13</td>
<td>In progress.</td>
</tr>
<tr>
<td>San Jose - Lower Guadalupe River Trail-Tasman Drive Underpass</td>
<td>Green</td>
<td>SCL090046</td>
<td>$660,000</td>
<td>02/01/13</td>
<td>In progress.</td>
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</table>
# Programmed Projects Quarterly Monitoring Report

## July-September 2012

### Citywide Arterials and Collectors Rehab

<table>
<thead>
<tr>
<th>Project No</th>
<th>Project Description</th>
<th>Project Phase</th>
<th>Funds ($000)</th>
<th>Programmed Year</th>
<th>Current</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCL110021</td>
<td>Perform AC digouts, install AC overlay, apply surface sealing, repair PCC improvements, install ADA curb ramps, perform all other incidental tasks.</td>
<td>Planning</td>
<td>$0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>PE/ENV</td>
<td>$56</td>
<td>2011</td>
<td></td>
<td>complete</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Right of Way</td>
<td>$0</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- **Fund Source**: Local $172, STP $500
- **Manager Name**: Fred Ho
- **Phone/Fax**: 408-866-2156
- **E-Mail**: fredh@cityofcampbell.com
- **Total**: $672
- **Programmed Year**: 2011
- **Start**: 8/12
- **End**: 12/12
- **Comments**: Awarded construction contract on 7/13/12.

### Campbell Avenue Portals Bike/Ped Facilities

<table>
<thead>
<tr>
<th>Project No</th>
<th>Project Description</th>
<th>Project Phase</th>
<th>Funds ($000)</th>
<th>Programmed Year</th>
<th>Current</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCL110028</td>
<td>Preliminary Engineering phase only to widen north and south sides to include a bicycle lane; install new sidewalk; replace existing abutment walls with new retaining and wing walls.</td>
<td>Planning</td>
<td>$0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>PE/ENV</td>
<td>$530</td>
<td>2011</td>
<td>2011</td>
<td>2013</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Right of Way</td>
<td>$0</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- **Fund Source**: CMAQ $424 BEP, Local $2,576
- **Manager Name**: Lisa Petersen
- **Phone/Fax**: 408-866-2190
- **E-Mail**: lisap@cityofcampbell.com
- **Total**: $4,200
- **Programmed Year**: 2011
- **Start**: 8/17
- **End**: 2014
- **Comments**: PE obligated 3/18/2011.
### Winchester Blvd Streetscape Phase 2

<table>
<thead>
<tr>
<th>Project No</th>
<th>Project Description</th>
<th>Planning</th>
<th>PE/ENV</th>
<th>Right of Way</th>
<th>Current</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCL110039</td>
<td>Provide aesthetic and pedestrian-friendly enhancements to Winchester Blvd between Campbell and Camden Aves and on Budd Ave from Winchester to California.</td>
<td>$0</td>
<td>$230</td>
<td>$0</td>
<td>complete</td>
</tr>
</tbody>
</table>

**Fund Source**
- CMAQ $1,500
- Local $500

**Manager Name**
- Lisa Petersen

**Phone/Fax**
- (408) 866-2190

**E-Mail**
- lisap@cityofcampbell.com

**Schedule**
- **Programmed Year**
  - Start: 5/2011
  - End: 9/2012
- **Current**
  - Start: 11/2012
  - End: 11/2013

**Comments**
- CON funds obligated on 02/16/2012.

**Fund Source**
- **Local-** ($136)
- **STIP-TE** ($544)

### Hacienda Avenue Improvements

<table>
<thead>
<tr>
<th>Project No</th>
<th>Project Description</th>
<th>Planning</th>
<th>PE/ENV</th>
<th>Right of Way</th>
<th>Current</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCL110116</td>
<td>In Campbell: On Hacienda Avenue between Winchester Boulevard and Virginia Avenue: Construct bike lanes, on-street parking, accessibility ramps, etc.</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>In conceptual design phase.</td>
</tr>
</tbody>
</table>

**Fund Source**
- **Local-** ($136)
- **STIP-TE** ($544)

**Manager Name**
- Fredrick Ho

**Phone/Fax**
- 408-866-2156

**E-Mail**
- fredh@cityofcampbell.com

**Schedule**
- **Programmed Year**
  - Start: 2014
  - End: 2014
- **Current**
  - Start: 2014
  - End: 6/30/2014

**Comments**
- In conceptual design phase.
<table>
<thead>
<tr>
<th>Sponsor:</th>
<th>City of Cupertino</th>
<th>Project Title:</th>
<th>Cupertino Various Streets Rehabilitation</th>
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<tbody>
<tr>
<td>Project No</td>
<td>SCL110022</td>
<td>Project Description</td>
<td>Pavement rehab at locations along Bubb, McClellan and Wolfe roads in Cupertino.</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Fund Source</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Local $74</td>
<td>STP $500</td>
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<table>
<thead>
<tr>
<th>Project Phase</th>
<th>Funds ($000)</th>
<th>Schedule</th>
<th>Comments</th>
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</thead>
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<tr>
<td>Planning</td>
<td>$0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PE/ENV</td>
<td>$0</td>
<td>2011</td>
<td>complete</td>
</tr>
<tr>
<td>Right of Way</td>
<td>$0</td>
<td></td>
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</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Manager Name</th>
<th>Design</th>
<th>Funds ($000)</th>
<th>Start</th>
<th>End</th>
<th>Comments</th>
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<tbody>
<tr>
<td>David Stillman</td>
<td>$0</td>
<td>$574</td>
<td>2012</td>
<td>11/2012 12/2012</td>
<td>Funds Expire obligated</td>
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</table>

<table>
<thead>
<tr>
<th>Phone/Fax</th>
<th>Construction</th>
<th>Total</th>
<th>E76 Date(Exp./Actual)</th>
<th>Last Invoice</th>
<th>Last Updated</th>
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<tbody>
<tr>
<td>408-777-3244</td>
<td>$574</td>
<td>$574</td>
<td>5/11/2012</td>
<td>N.A.</td>
<td>10/23/2012</td>
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<table>
<thead>
<tr>
<th>E-Mail</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><a href="mailto:davids@cupertino.org">davids@cupertino.org</a></td>
<td></td>
</tr>
</tbody>
</table>
### Programmed Projects Quarterly Monitoring Report

**July-September 2012**

#### New Ronan Channel and Lions Creek Trail

<table>
<thead>
<tr>
<th>Project Title:</th>
<th>Project No: SCL110032</th>
<th>Project Description: Project will convert existing unpaved creek-side maintenance road closed to the public to a multi-use public trail.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Fund Source</strong></td>
<td>CMAQ $578 (TLC) CMAQ $594 (BEP) Local $87</td>
<td></td>
</tr>
<tr>
<td><strong>Funds ($000)</strong></td>
<td><strong>Programmed Year</strong></td>
<td><strong>Current</strong></td>
</tr>
<tr>
<td>Planning</td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td>Right of Way</td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td><strong>Manager Name</strong></td>
<td>Don Dey</td>
<td>Design</td>
</tr>
<tr>
<td><strong>Phone/Fax</strong></td>
<td>408-846-0451</td>
<td>Construction</td>
</tr>
<tr>
<td><strong>E-Mail</strong></td>
<td><a href="mailto:don.dey@ci.gilroy.ca.us">don.dey@ci.gilroy.ca.us</a></td>
<td>Total</td>
</tr>
<tr>
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</tbody>
</table>

#### School Crossings, Sidewalks & Bicycle Lanes

<table>
<thead>
<tr>
<th>Project Title:</th>
<th>Project No: SCL110049</th>
<th>Project Description: Provide school crossing improvements, fill in sidewalk gaps, and extend bicycle lanes.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Fund Source</strong></td>
<td>Local $241 STIP-TE $697</td>
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</tr>
<tr>
<td><strong>Funds ($000)</strong></td>
<td><strong>Programmed Year</strong></td>
<td><strong>Current</strong></td>
</tr>
<tr>
<td>Planning</td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td>PE/ENV</td>
<td>$150</td>
<td>2011</td>
</tr>
<tr>
<td>Right of Way</td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td><strong>Manager Name</strong></td>
<td>Don Dey</td>
<td>Design</td>
</tr>
<tr>
<td><strong>Phone/Fax</strong></td>
<td>408-846-0451</td>
<td>Construction</td>
</tr>
<tr>
<td><strong>E-Mail</strong></td>
<td><a href="mailto:don.dey@ci.gilroy.ca.us">don.dey@ci.gilroy.ca.us</a></td>
<td>Total</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
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<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Programmed Projects Quarterly Monitoring Report

**July-September 2012**

### Project: Abel Street Pedestrian Improvements

**Project No:** SCL110036

**Project Title:** Build pedestrian infrastructure improvements on both sides of Abel St between Great Mall Parkway and Capital Ave in the City of Milpitas.

| Fund Source | CMAQ $788
Local $197 |
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Manager Name</td>
<td>Julie Waldron</td>
</tr>
<tr>
<td>Design</td>
<td>$0</td>
</tr>
<tr>
<td>Right of Way</td>
<td>$0</td>
</tr>
<tr>
<td>Phone/Fax</td>
<td>408-586-3314</td>
</tr>
<tr>
<td>Construction</td>
<td>$891</td>
</tr>
<tr>
<td>E-Mail</td>
<td><a href="mailto:jwaldron@ci.milpitas.ca.gov">jwaldron@ci.milpitas.ca.gov</a></td>
</tr>
</tbody>
</table>

### Schedule

<table>
<thead>
<tr>
<th>Project Phase</th>
<th>Funds ($000)</th>
<th>Programmed Year</th>
<th>Current</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning</td>
<td>$0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PE/ENV</td>
<td>$94</td>
<td>2011</td>
<td>complete</td>
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<tr>
<td>Right of Way</td>
<td>$0</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Programmed Year:**
- **Start:** 5/2012
- **End:** 4/2013

**Funds Expire awarded: E76 Date(Exp./Actual)**
- **Last Updated:** 10/23/2012
- **Last Invoice:** 9/26/2012

**City of Milpitas**
### Church Street Improvements

<table>
<thead>
<tr>
<th>Project No</th>
<th>Project Description</th>
<th>Sponsor: City of Mountain View</th>
<th>Project Title: Church Street Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCL110018</td>
<td>Church Street improvements from Calderon Ave to Castro Street.</td>
<td>Project No</td>
<td>Project Description</td>
</tr>
</tbody>
</table>

#### Fund Source
- Local $445
- STP $530

#### Schedule
- **Programmed Year**
  - **Planning** $0
  - **PE/ENV** $220
  - **Right of Way** $0
- **Current**
  - **Start**
  - **End**

#### Comments
- Construction is underway and expected to be complete by the end of December 2012.

#### Funds ($000)
- **Programmed**
  - **Planning**
  - **PE/ENV** $220
  - **Right of Way** $0
- **Current**
  - **Start**
  - **End**

#### Last Updated
- 10/30/2012

#### Last Invoice
- N.A.

#### E76 Date(Exp./Actual)
- 3/16/2012

#### Funds Expire
- awarded

#### Manager Name
- Sean Rose

#### Design
- $0

#### Complete
- complete

#### Phone/Fax
- 650-903-6311

#### Construction
- $755

#### Total
- $975
programmed Projects Quarterly Monitoring Report
July-September 2012

<table>
<thead>
<tr>
<th>Sponsor: City of Palo Alto</th>
<th>Project Title: Traffic Signal Central System Upgrade</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 of 4</td>
<td>Programmed Year</td>
</tr>
<tr>
<td>Project No</td>
<td></td>
</tr>
<tr>
<td>SCL050091</td>
<td>Planning</td>
</tr>
<tr>
<td></td>
<td>PE/ENV</td>
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<td></td>
<td>Right of Way</td>
</tr>
<tr>
<td>Fund Source</td>
<td>Earmark $365</td>
</tr>
<tr>
<td></td>
<td>Local $93</td>
</tr>
<tr>
<td></td>
<td>Project Phase</td>
</tr>
<tr>
<td></td>
<td>Schedule</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| The City has contracted with BKF Engineers to complete the Caltrans Local Assistance documents for the project. A submittal to Caltrans is anticipated in January 2012. A CEQA Categorical Exemption was completed and filed with the County of Santa Clara in January 2012.

<table>
<thead>
<tr>
<th>Sponsor: City of Palo Alto</th>
<th>Project Title: 2011 Pavement Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 of 4</td>
<td>Programmed Year</td>
</tr>
<tr>
<td>Project No</td>
<td></td>
</tr>
<tr>
<td>SCL110019</td>
<td>Planning</td>
</tr>
<tr>
<td></td>
<td>PE/ENV</td>
</tr>
<tr>
<td></td>
<td>Right of Way</td>
</tr>
<tr>
<td>Fund Source</td>
<td>Local $81</td>
</tr>
<tr>
<td></td>
<td>STP $549</td>
</tr>
<tr>
<td></td>
<td>Project Phase</td>
</tr>
<tr>
<td></td>
<td>Schedule</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| CON funds obligated on 03/16/2012. City awarded the construction contract in Nov. 2012 and will begin construction winter 2012.

| Manager Name       | Jaime Rodriguez |
| E-Mail             | jaime.rodriguez@cityofpaloalto.org |
| Phone/Fax          | 650-329-2136    |
|                  | $458            |
|                  | 11/12           |
|                  | Funds Expire    |
|                  | no expiration   |

| Manager Name       | Elizabeth Ames |
| E-Mail             | elizabeth.ames@cityofpaloalto.org |
| Phone/Fax          | 650-326-2502   |
|                  | $630            |
|                  | 2012            |
|                  | 12/2012         |
|                  | 5/2013          |
|                  | Funds Expire    |
|                  | awarded         |

City of Palo Alto
### Programmed Projects Quarterly Monitoring Report
#### July-September 2012

**California Avenue Transit Hub**

<table>
<thead>
<tr>
<th>Project No</th>
<th>Project Description</th>
<th>Sponsor: City of Palo Alto</th>
<th>Manager Name: Jaime Rodriguez</th>
<th>Phone/Fax: 650-329-2136</th>
<th>E-Mail: <a href="mailto:jaime.rodriguez@cityofpaloalto.org">jaime.rodriguez@cityofpaloalto.org</a></th>
</tr>
</thead>
<tbody>
<tr>
<td>SCL110037</td>
<td>On California Ave between El Camino Real (SR82) and the California Avenue - Park Blvd Plaza; streetscape, traffic calming, and Park Bvd Plaza improvements.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Fund Source
- **Local $1,600**

<table>
<thead>
<tr>
<th>Project Phase</th>
<th>Funds ($000)</th>
<th>Schedule</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning</td>
<td>$0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PE/ENV</td>
<td>$200</td>
<td>2011</td>
<td>RBF Consultant Design Team selected for project. Design process started in August 2011 and will continue through the Summer 2012. The City is responding to litigation from project area merchants.</td>
</tr>
<tr>
<td>Right of Way</td>
<td>$0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Funds ($000)
- **Total $1,600**

<table>
<thead>
<tr>
<th>Programmed Year</th>
<th>Current</th>
<th>Start</th>
<th>End</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Palo Alto Safe Routes to School**

<table>
<thead>
<tr>
<th>Project No</th>
<th>Project Description</th>
<th>Sponsor: City of Palo Alto</th>
<th>Manager Name: Jaime Rodriguez</th>
<th>Phone/Fax: (650) 329-2136</th>
<th>E-Mail: <a href="mailto:jaime.rodriguez@cityofpaloalto.org">jaime.rodriguez@cityofpaloalto.org</a></th>
</tr>
</thead>
<tbody>
<tr>
<td>SCL110054</td>
<td>Safe Routes to School Program for all public schools in the city including walking/biking maps, education, and encouragement events.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Fund Source
- **CMAQ $528 Local $132**

<table>
<thead>
<tr>
<th>Project Phase</th>
<th>Funds ($000)</th>
<th>Schedule</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning</td>
<td>$0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PE/ENV</td>
<td>$0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Right of Way</td>
<td>$0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Funds ($000)
- **Total $660**

<table>
<thead>
<tr>
<th>Programmed Year</th>
<th>Current</th>
<th>Start</th>
<th>End</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>2012</td>
<td>2/2012</td>
<td>12/2013</td>
</tr>
</tbody>
</table>

**Comments**
- Hired Safe Routes to School Assistant Coordinator, February 2012. Selected and contracted with Alta Planning + Design, March 2012. Scheduled, coordinated, and publicized walk and bike assessments at four schools. Prepared and distributed school mode split data and initiated curriculum and policy reviews.

**Funds Expire**
- **obligated**

**Last Updated**
- 8/16/2012
## Programmed Projects Quarterly Monitoring Report
### July-September 2012

### Almaden Expressway Pedestrian Bridge (BEP Project)

<table>
<thead>
<tr>
<th>Project No</th>
<th>Project Description</th>
<th>Fund Source</th>
<th>Manager Name</th>
<th>Phone/Fax</th>
<th>E-Mail</th>
<th>Schedule</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCL050039</td>
<td>Almaden Expressway, near Coleman Rd; Construct a 360 ft. Ped Bridge over Almaden Expressway to connect nearby trails and to the Almaden Light Rail Station.</td>
<td>Earmark $496</td>
<td>Yves Zsutty</td>
<td>(408) 793-5561</td>
<td><a href="mailto:yves.zsutty@sanjoseca.gov">yves.zsutty@sanjoseca.gov</a></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Project Phase

- **Planning:** $0
- **PE/ENV:** $113, 07/08, complete
- **Right of Way:** $0

#### Funds ($000)

- **Total:** $9,352

#### Schedule

- **Programmed Year:**
  - **Start:** 07/08
  - **End:**
- **Current:**
  - **Start:**
  - **End:**

#### Comments

- NEPA completed. City seeking funds for further development.

---

### Silicon Valley TIMC

<table>
<thead>
<tr>
<th>Project No</th>
<th>Project Description</th>
<th>Fund Source</th>
<th>Manager Name</th>
<th>Phone/Fax</th>
<th>E-Mail</th>
<th>Schedule</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCL050079</td>
<td>Transportation Incident Management Center: Implement subregional hub for traffic management activities including arterial traffic, incident management, traveler information and emergency incident management center. HPP #2017</td>
<td>Earmark $6,039 Local $1,511</td>
<td>Kenneth Jung</td>
<td>(408) 975-3262</td>
<td><a href="mailto:kenneth.jung@sanjoseca.gov">kenneth.jung@sanjoseca.gov</a></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Project Phase

- **Planning:** $0
- **PE/ENV:** $4,023
- **Right of Way:** $0

#### Funds ($000)

- **Total:** $7,551

#### Schedule

- **Programmed Year:**
  - **Start:**
  - **End:**
- **Current:**
  - **Start:**
  - **End:**

#### Comments

- In design phase.
- $1.25M obligated for PE 4/19/08.
- Remaining PE funds to be obligated in summer 2012.
- CON obligation in 2012.
### Lower Guadalupe River Trail (BEP Project)

**Project No:** SCL050081  
**Project Description:** Construct 6.4 mile trail including safety enhancement and improvements from I-880 to Bay Trail 9B ped bridge in San Jose.

<table>
<thead>
<tr>
<th>Project Phase</th>
<th>Funds ($000)</th>
<th>Schedule</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning</td>
<td>$0</td>
<td></td>
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</tr>
<tr>
<td>PE/ENV</td>
<td>$219</td>
<td>Prior Years</td>
<td>complete</td>
</tr>
<tr>
<td>Right of Way</td>
<td>$0</td>
<td></td>
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</table>

**Manager Name:** Yves Zsutty  
**Design** $1,718  
**Prior Years** complete

<table>
<thead>
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<th>Programmed Year</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Start</td>
</tr>
<tr>
<td></td>
<td>6/2012</td>
</tr>
</tbody>
</table>

**Fund Source:**  
- CMAQ $1,377  
- Earmark $5,879  
- Local $6,040

**Funds Expire** awarded

**E-Mail:** yves.zsutty@sanjoseca.gov  
**Last Updated:** 7/30/2012  
**Last Invoice:** 5/1/2012

### Bay Trail Reach 9B

**Project No:** SCL050082  
**Project Description:** Preparation of CON and ENV documents for 1.2 miles of trail, a pedestrian bridge, and underpass with safety and enhancement improvements.

<table>
<thead>
<tr>
<th>Project Phase</th>
<th>Funds ($000)</th>
<th>Schedule</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning</td>
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</tr>
<tr>
<td>PE/ENV</td>
<td>$180</td>
<td>06/07</td>
<td>3/08</td>
</tr>
<tr>
<td>Right of Way</td>
<td>$63</td>
<td>08/09</td>
<td>3/08</td>
</tr>
</tbody>
</table>

**Manager Name:** Yves Zsutty  
**Design** $635  
**Prior Years** complete

<table>
<thead>
<tr>
<th>Programmed Year</th>
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<tbody>
<tr>
<td></td>
<td>Start</td>
</tr>
<tr>
<td></td>
<td>06/07</td>
</tr>
</tbody>
</table>

**Fund Source:**  
- Earmark $675  
- Local $1,703

**Funds Expire** no expiration

**E-Mail:** yves.zsutty@sanjoseca.gov  
**Last Updated:** 8/7/2012  
**Last Invoice:** 8/11/2010
## Coyote Creek Trail (BEP Project)

<table>
<thead>
<tr>
<th>Project No</th>
<th>Project Description</th>
<th>Fund Source</th>
<th>Manager Name</th>
<th>Phone/Fax</th>
<th>Design</th>
<th>Total</th>
<th>Comments</th>
<th>Last Updated</th>
<th>Last Invoice</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCL050083</td>
<td>Master Plan, design of 9.8 miles transportation trail, including safety and improvements between SR 237 and Story Rd.</td>
<td>Earmark $3,674, Local $5,095, RTP-LRP $6,000</td>
<td>Yves Zsutty</td>
<td>(408) 793-5561</td>
<td>$1,077</td>
<td>$14,769</td>
<td>NEPA completed. City determining remaining budget to define partial buildout project.</td>
<td>8/7/2012</td>
<td>4/10/2012</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Phase</th>
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<th>Schedule</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning</td>
<td>$0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PE/ENV</td>
<td>$572</td>
<td>08/09</td>
<td>complete</td>
</tr>
<tr>
<td>Right of Way</td>
<td>$0</td>
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<td></td>
</tr>
<tr>
<td></td>
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</table>

## San Carlos Street Multimodal Streetscape Improvements Phase 1

<table>
<thead>
<tr>
<th>Project No</th>
<th>Project Description</th>
<th>Fund Source</th>
<th>Manager Name</th>
<th>Phone/Fax</th>
<th>Design</th>
<th>Total</th>
<th>Comments</th>
<th>Last Updated</th>
<th>Last Invoice</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCL090045</td>
<td>In San Jose: pedestrian-oriented improvements to enhance pedestrian accessibility to public transit including VTA's light rail and bus system that will link San Jose State University and Downtown San Jose.</td>
<td>Local $343, STIP/TE $1,500</td>
<td>Zahir Gulzadah</td>
<td>408-975-3257</td>
<td>$0</td>
<td>$1,843</td>
<td>Under construction.</td>
<td>11/14/2012</td>
<td>n.a.</td>
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</table>

<table>
<thead>
<tr>
<th>Project Phase</th>
<th>Funds ($000)</th>
<th>Schedule</th>
<th>Comments</th>
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<tr>
<td>Planning</td>
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<td>PE/ENV</td>
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<td>2010</td>
<td>complete</td>
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<tr>
<td>Right of Way</td>
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<tr>
<td></td>
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</tr>
</tbody>
</table>

City of San Jose
### Programmed Projects Quarterly Monitoring Report

**July-September 2012**

**Sponsor:** City of San Jose

**Project Title:** Lower Guadalupe River Trail-Tasman Drive Underpass

<table>
<thead>
<tr>
<th>Project No</th>
<th>Project Description</th>
<th>Project Phase</th>
<th>Funds ($000)</th>
<th>Programmed Year</th>
<th>Current</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCL090046</td>
<td>Improve Lower Guadalupe River Trail's Tasman Drive underpass.</td>
<td>Planning</td>
<td>$0</td>
<td></td>
<td>complete</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>PE/ENV</td>
<td>$0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Right of Way</td>
<td>$0</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Fund Source**

Local $165
STIP/TE $660

**Manager Name:** Yves Zsutty

**Phone/Fax:** 408-793-5561

**E-Mail:** yves.zsutty@sanjoseca.gov

**Sponsor:** City of San Jose

**Project Title:** Alameda - A Plan for The Beautiful Way

<table>
<thead>
<tr>
<th>Project No</th>
<th>Project Description</th>
<th>Project Phase</th>
<th>Funds ($000)</th>
<th>Programmed Year</th>
<th>Current</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCL110001</td>
<td>Along Alameda from Stockton Ave to Fremont St.; improve pedestrian mobility with improved facilities including enhanced crosswalks, sidewalks and signage.</td>
<td>Planning</td>
<td>$0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>PE/ENV</td>
<td>$685</td>
<td>2011</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Right of Way</td>
<td>$100</td>
<td>2012</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Fund Source**

Local $1,291
STP $3,132

**Manager Name:** Jesse Quirion

**Phone/Fax:** 408-975-3299

**E-Mail:** jesse.quirion@sanjoseca.gov

**Funds Expire**

6/30/2013

- **Last Updated:** 8/7/2012
- **Last Invoice:** n.a.

**City of San Jose**

**Sponsor:** City of San Jose

**Project Title:** Alameda - A Plan for The Beautiful Way

<table>
<thead>
<tr>
<th>Project No</th>
<th>Project Description</th>
<th>Project Phase</th>
<th>Funds ($000)</th>
<th>Programmed Year</th>
<th>Current</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCL110001</td>
<td>Along Alameda from Stockton Ave to Fremont St.; improve pedestrian mobility with improved facilities including enhanced crosswalks, sidewalks and signage.</td>
<td>Planning</td>
<td>$0</td>
<td></td>
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<td></td>
<td></td>
<td>PE/ENV</td>
<td>$685</td>
<td>2011</td>
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<td></td>
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<td>Right of Way</td>
<td>$100</td>
<td>2012</td>
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</table>

**Fund Source**

Local $1,291
STP $3,132

**Manager Name:** Jesse Quirion

**Phone/Fax:** 408-975-3299

**E-Mail:** jesse.quirion@sanjoseca.gov

**Funds Expire**

6/30/2013

- **Last Updated:** 8/7/2012
- **Last Invoice:** n.a.
## Programmed Projects Quarterly Monitoring Report
### July-September 2012

### Innovative Bicycle Detection System

<table>
<thead>
<tr>
<th>Project No</th>
<th>Project Description</th>
<th>Project Phase</th>
<th>Funds ($000)</th>
<th>Schedule</th>
<th>Comments</th>
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</thead>
<tbody>
<tr>
<td>SCL110016</td>
<td>Test technologies on San Fernando Street and William/Bollinger streets, identify &quot;best&quot; technology, implement on additional city bikeways.</td>
<td>Planning</td>
<td>$0</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>PE/ENV</td>
<td>$0</td>
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</tr>
<tr>
<td></td>
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<td>Right of Way</td>
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<tr>
<td></td>
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<td></td>
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<td></td>
<td><strong>Obligated 5/15/2012.</strong></td>
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</table>

**Funds Source**
- CMAQ $1,500
- Local $210

**Manager Name**: Ken Salvail
**Phone/Fax**: 408-975-3705
**E-Mail**: ken.salvail@sanjoseca.gov

**Fund Source**
- CMAQ $1,500
- Local $210

**Last Updated**: 5/22/2012

### Los Gatos Creek Reach 5 Bridge Crossings

<table>
<thead>
<tr>
<th>Project No</th>
<th>Project Description</th>
<th>Project Phase</th>
<th>Funds ($000)</th>
<th>Schedule</th>
<th>Comments</th>
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</thead>
<tbody>
<tr>
<td>SCL110029</td>
<td>Develop construction drawings for trail improvements</td>
<td>Planning</td>
<td>$0</td>
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<tr>
<td></td>
<td></td>
<td>PE/ENV</td>
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<td>2011</td>
<td>3/11 6/13</td>
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<td>Right of Way</td>
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</table>

**Funds Source**
- CMAQ $1,200
- Local $350
- RTP-LRP $3,000

**Manager Name**: Yves Zutty
**Phone/Fax**: 408-793-5561
**E-Mail**: yves.zutty@sanjoseca.gov

**Fund Source**
- CMAQ $1,200
- Local $350
- RTP-LRP $3,000

**Last Updated**: 11/14/2012

### Sponsor: City of San Jose

**Project Description**
- Test technologies on San Fernando Street and William/Bollinger streets, identify "best" technology, implement on additional city bikeways.
- Develop construction drawings for trail improvements.

**Fund Source**
- CMAQ $1,500
- Local $210
- CMAQ $1,200
- Local $350
- RTP-LRP $3,000

**Manager Name**: Ken Salvail
**Phone/Fax**: 408-975-3705
**E-Mail**: ken.salvail@sanjoseca.gov

**Manager Name**: Yves Zutty
**Phone/Fax**: 408-793-5561
**E-Mail**: yves.zutty@sanjoseca.gov

**City of San Jose**

**Last Updated**: 5/22/2012

---

City of San Jose
## Programmed Projects Quarterly Monitoring Report July-September 2012

### San Fernando Street Enhanced Bikeway & Ped Access

<table>
<thead>
<tr>
<th>Project No</th>
<th>Project Description</th>
<th>Project Title</th>
<th>Schedule</th>
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</thead>
<tbody>
<tr>
<td>SCL110033</td>
<td>Enhance pedestrian and bicycle accessibility along San Fernando Street between Cahill Street and 10th Street.</td>
<td>San Fernando Street Enhanced Bikeway &amp; Ped Access</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Phase</th>
<th>Funds ($000)</th>
<th>Programmed Year</th>
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<tbody>
<tr>
<td>Planning</td>
<td>$0</td>
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<tr>
<td>PE/ENV</td>
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<td>2011</td>
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<tr>
<th>Comments</th>
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<table>
<thead>
<tr>
<th>Manager Name</th>
<th>Zahir Gulzadah</th>
<th>Design</th>
<th>$0</th>
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<thead>
<tr>
<th>Phone/Fax</th>
<th>408-975-3257</th>
<th>Construction</th>
<th>$1,609</th>
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<th>11/8/2012</th>
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<table>
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<tr>
<th>E-Mail</th>
<th><a href="mailto:zahir.gulzadah@sanjoseca.gov">zahir.gulzadah@sanjoseca.gov</a></th>
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### San Carlos Street Streetscape Improvements Phase 2

<table>
<thead>
<tr>
<th>Project No</th>
<th>Project Description</th>
<th>Project Title</th>
<th>Schedule</th>
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</thead>
<tbody>
<tr>
<td>SCL110034</td>
<td>Pedestrian-oriented improvements along the south side of San Carlos Street between Second Street and Market Street.</td>
<td>San Carlos Street Streetscape Improvements Phase 2</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Phase</th>
<th>Funds ($000)</th>
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<tbody>
<tr>
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<tr>
<td>PE/ENV</td>
<td>$359</td>
<td>2011</td>
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<tr>
<td>Right of Way</td>
<td>$0</td>
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| Comments | NEPA recertified on 01/25/2012. Currently working on Utility Certification for ROW Certification. CON Funding will be delayed to FY12/13. |

<table>
<thead>
<tr>
<th>Manager Name</th>
<th>Zahir Gulzadah</th>
<th>Design</th>
<th>$0</th>
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<thead>
<tr>
<th>Phone/Fax</th>
<th>408-975-3257</th>
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<thead>
<tr>
<th>E-Mail</th>
<th><a href="mailto:zahir.gulzadah@sanjoseca.gov">zahir.gulzadah@sanjoseca.gov</a></th>
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<table>
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<tr>
<th>Total</th>
<th>$2,702</th>
<th>E76 Date(Exp./Actual)</th>
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| Last Invoice | N.A. |
### 2012 Streets Resurfacing and Rehab

<table>
<thead>
<tr>
<th>Sponsor:</th>
<th>City of San Jose</th>
<th>Project Title:</th>
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<tbody>
<tr>
<td>Project No</td>
<td>SCL110035</td>
<td><strong>Project Description</strong></td>
<td>Rehab and resurfacing Los Gatos Almaden Road; Monterey Hwy; Quimby Road; Santa Teresa Blvd; Redmond Avenue.</td>
</tr>
<tr>
<td>Project Phase</td>
<td>Planning</td>
<td><strong>Funds ($000)</strong></td>
<td>$0</td>
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<td></td>
<td>PE/ENV</td>
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<td>$451</td>
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<td>Right of Way</td>
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<td>$0</td>
</tr>
<tr>
<td>Fund Source</td>
<td>Local $1,035</td>
<td><strong>Start</strong></td>
<td>6/2011</td>
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<tr>
<td></td>
<td>STP $7,987</td>
<td><strong>End</strong></td>
<td>6/2013</td>
</tr>
<tr>
<td>Manager Name</td>
<td>Michael Witkovski</td>
<td><strong>Comments</strong></td>
<td>This project was awarded July 12. The NTP was issued Aug 13. Construction is underway.</td>
</tr>
<tr>
<td>Phone/Fax</td>
<td>408-794-1955</td>
<td><strong>E76 Date (Exp./Actual)</strong></td>
<td>4/12/2012</td>
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<tr>
<td>E-Mail</td>
<td><a href="mailto:michael.witkovski@sanjoseca.gov">michael.witkovski@sanjoseca.gov</a></td>
<td><strong>Last Updated</strong></td>
<td>8/20/2012</td>
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<td>Last Invoice</td>
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### Walk N Roll - Safe Access

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<tr>
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</thead>
<tbody>
<tr>
<td>Project No</td>
<td>SCL110057</td>
<td><strong>Project Description</strong></td>
<td>Encourage and promote pedestrian and bicycle safety along SRTS by installing low cost enhancements.</td>
</tr>
<tr>
<td>Project Phase</td>
<td>Planning</td>
<td><strong>Funds ($000)</strong></td>
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<td>PE/ENV</td>
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<tr>
<td>Fund Source</td>
<td>CMAQ $568</td>
<td><strong>Start</strong></td>
<td>8/2011</td>
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<td></td>
<td>Local $85</td>
<td><strong>End</strong></td>
<td>8/2011</td>
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<tr>
<td>Manager Name</td>
<td>Winnie Pagan</td>
<td><strong>Comments</strong></td>
<td>Construction funds moved to 2013.</td>
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<tr>
<td>Phone/Fax</td>
<td>408-535-6824</td>
<td><strong>E76 Date (Exp./Actual)</strong></td>
<td>4/30/2013</td>
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<tr>
<td>E-Mail</td>
<td><a href="mailto:Winnie.pagan@sanjoseca.gov">Winnie.pagan@sanjoseca.gov</a></td>
<td><strong>Last Updated</strong></td>
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<tr>
<td>Last Invoice</td>
<td>N.A.</td>
<td><strong>Total</strong></td>
<td>$653</td>
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## Programmed Projects Quarterly Monitoring Report
### July-September 2012

### Park Avenue Multi-Modal Improvements

<table>
<thead>
<tr>
<th>Project No</th>
<th>Project Description</th>
<th>Fund Source</th>
<th>Manager Name</th>
<th>Phone/Fax</th>
<th>E-Mail</th>
<th>Total Funds ($000)</th>
<th>Comments</th>
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</thead>
<tbody>
<tr>
<td>SCL110117</td>
<td>In San Jose: Improve pedestrian and bicycle facilities along Park Avenue between Hedding and Montgomery Streets.</td>
<td>Local ($364) STIP-TE ($1,456)</td>
<td>Jesse Quirion</td>
<td>408-975-3299</td>
<td><a href="mailto:Jesse.Quirion@sanjoseca.gov">Jesse.Quirion@sanjoseca.gov</a></td>
<td>$1,820</td>
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<tr>
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<th>Current Year</th>
<th>Start</th>
<th>End</th>
<th>Last Updated</th>
<th>Last Invoice</th>
<th>E76 Date(Exp./Actual)</th>
<th>Funds Expire</th>
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<tbody>
<tr>
<td>Planning</td>
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<td>2012/13</td>
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<td>PE/ENV</td>
<td>$137</td>
<td>2012/13</td>
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### St. John Street Multi-Modal Improvements - Phase 1

<table>
<thead>
<tr>
<th>Project No</th>
<th>Project Description</th>
<th>Fund Source</th>
<th>Manager Name</th>
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<th>Total Funds ($000)</th>
<th>Comments</th>
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</thead>
<tbody>
<tr>
<td>SCL110118</td>
<td>In San Jose: Improve bicycle and pedestrian facilities along St John Street between North Market Street and North Almaden Boulevard.</td>
<td>Local ($376) STIP-TE (1,500)</td>
<td>Jesse Quirion</td>
<td>408-975-3299</td>
<td><a href="mailto:Jesse.Quirion@sanjoseca.gov">Jesse.Quirion@sanjoseca.gov</a></td>
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<table>
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<th>Start</th>
<th>End</th>
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<th>Last Invoice</th>
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<th>Funds Expire</th>
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<tbody>
<tr>
<td>Planning</td>
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<td>2012/13</td>
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<tr>
<td>Right of Way</td>
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</table>

### City of San Jose
### Programmed Projects Quarterly Monitoring Report

**July-September 2012**

#### San Tomas Aquino Creek Trail Reach 4

<table>
<thead>
<tr>
<th>Project No</th>
<th>Project Title</th>
<th>Fund Source</th>
<th>Manager Name</th>
<th>E-Mail</th>
<th>Sponsor: City of Santa Clara</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCL110030</td>
<td>Install dedicated bicycle facilities, pedestrian improvements, and signage.</td>
<td>CMAQ $1,258 (BEP) Local $545</td>
<td>Dennis Ng</td>
<td><a href="mailto:dng@santaclaraca.gov">dng@santaclaraca.gov</a></td>
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</tbody>
</table>

**Project Phase**

- Planning: $0
- PE/ENV: $220, 2011, complete
- Right of Way: $0, complete

**Schedule**

- Programmed Year: Complete
- Current Year: Complete
- Start: 11/2012
- End: 11/2012

**Comments**

- Contract awarded on 10/30/2012.

#### San Tomas Aquino Creek Spur Trail Imps

<table>
<thead>
<tr>
<th>Project No</th>
<th>Project Title</th>
<th>Fund Source</th>
<th>Manager Name</th>
<th>E-Mail</th>
<th>Sponsor: City of Santa Clara</th>
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</thead>
<tbody>
<tr>
<td>SCL110031</td>
<td>Widen and pave with AC; signage, striping, landscaping and protective fencing.</td>
<td>CMAQ $505 (BEP) CMAQ $576 (TLC) Local $369 TDA3 $300 TFCA $256</td>
<td>Dennis Ng</td>
<td><a href="mailto:dng@santaclaraca.gov">dng@santaclaraca.gov</a></td>
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<tr>
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</table>

**Project Phase**

- Planning: $0
- PE/ENV: $230, 2011, complete
- Right of Way: $0

**Schedule**

- Programmed Year: 2011
- Current Year: 2012
- Start: 9/2012
- End: 8/2013

**Comments**

- Obligated 5/11/2012.
## Programmed Projects Quarterly Monitoring Report
### July-September 2012

### Highway 9 Safety Improvements (BEP Project)

<table>
<thead>
<tr>
<th>Sponsor: City of Saratoga</th>
<th>Project Title:</th>
<th>Project Description</th>
<th>Fund Source</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Construct bike/ped safety improvements on SR9 in Saratoga.</td>
<td>CMAQ $462, HSIP-T3 $900, HSIP-T4 $900, Local $364</td>
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</table>

<table>
<thead>
<tr>
<th>Project No</th>
<th>Project Title:</th>
<th>Project Description</th>
<th>Fund Source</th>
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<tbody>
<tr>
<td>SCL070050</td>
<td>Saratoga Village Ped Enhancement Phase 2</td>
<td>Pedestrian enhancements in Downtown Saratoga</td>
<td>CMAQ $1,160 (TLC)</td>
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### Project Phase Schedule

<table>
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<tr>
<td>Start</td>
<td>End</td>
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</tbody>
</table>

| Planning | $0 |
| PE/ENV | $522 | 2008/09 | complete |
| Right of Way | $0 |

| Total | $2,626 |
| E76 Date(Exp./Actual) | 5/14/2012 (HSIP-T3) |
| Last Updated | 11/8/2012 |

| Manager Name | Iveta Harvancik | Design | $0 |
| Phone/Fax | 408-868-1274 |
| E-Mail | iharvancik@saratoga.ca.us |

### Saratoga Village Ped Enhancement Phase 2

<table>
<thead>
<tr>
<th>Sponsor: City of Saratoga</th>
<th>Project Title:</th>
<th>Project Description</th>
<th>Fund Source</th>
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<tbody>
<tr>
<td></td>
<td>Saratoga Village Ped Enhancement Phase 2</td>
<td>Pedestrian enhancements in Downtown Saratoga</td>
<td>CMAQ $1,160 (TLC)</td>
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<table>
<thead>
<tr>
<th>Project No</th>
<th>Project Title:</th>
<th>Project Description</th>
<th>Fund Source</th>
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</thead>
<tbody>
<tr>
<td>SCL110017</td>
<td>Saratoga Village Ped Enhancement Phase 2</td>
<td>Pedestrian enhancements in Downtown Saratoga</td>
<td>CMAQ $1,160 (TLC)</td>
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</table>

<table>
<thead>
<tr>
<th>Project Phase</th>
<th>Funds ($000)</th>
<th>Schedule</th>
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<tbody>
<tr>
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<td>$0</td>
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</tr>
<tr>
<td>PE/ENV</td>
<td>$167</td>
<td>2011</td>
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<tr>
<td>Right of Way</td>
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| Total | $1,451 |
| E76 Date(Exp./Actual) | 3/16-5/5/2012 (HSIP-T3) |
| Last Updated | 10/22/2012 |

| Manager Name | Macedonio Nunez | Design | $0 |
| Phone/Fax | 408-868-1218 |
| E-Mail | mnunez@saratoga.ca.us |

### Comments
- Project awarded 10/3/2012. To be constructed in two phases.
- Obligated May 2012. To be constructed in two phases.
### Programmed Projects Quarterly Monitoring Report

**July-September 2012**

#### Sponsor: City of Sunnyvale

<table>
<thead>
<tr>
<th>Project No</th>
<th>Project Description</th>
<th>Project Title: Sunnyvale Downtown Streetscape</th>
<th>Programmed Year</th>
<th>Current</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCL090042</td>
<td>In Sunnyvale: implement the Downtown Specific Plan and adopted streetscape design standards.</td>
<td>Planning</td>
<td>$0</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>PE/ENV</td>
<td>$281</td>
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<td></td>
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</tr>
<tr>
<td>Manager Name</td>
<td>Jennifer Ng</td>
<td>Design</td>
<td>$0</td>
<td>3/2011</td>
<td>1/2013</td>
</tr>
<tr>
<td>Phone/Fax</td>
<td>408-730-7430</td>
<td>Construction</td>
<td>$2,337</td>
<td>3/2013</td>
<td>10/2013</td>
</tr>
<tr>
<td>E-Mail</td>
<td><a href="mailto:jng@ci.sunnyvale.ca.us">jng@ci.sunnyvale.ca.us</a></td>
<td>Total</td>
<td>$2,618</td>
<td>E76 Date(Exp./Actual)</td>
<td>3/16/2012</td>
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<td></td>
<td></td>
<td>Last Invoice</td>
<td>6/25/2012</td>
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#### Sponsor: City of Sunnyvale

<table>
<thead>
<tr>
<th>Project No</th>
<th>Project Description</th>
<th>Project Title: Hendy Ave Complete Street Improvements</th>
<th>Programmed Year</th>
<th>Current</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCL110014</td>
<td>Reconstruct Hendy Avenue to provide new and reconstructed sidewalk, bike lanes, and enhanced streetscape features consistent with downtown Sunnyvale design standards.</td>
<td>Planning</td>
<td>$0</td>
<td></td>
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</tr>
<tr>
<td></td>
<td></td>
<td>PE/ENV</td>
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<tr>
<td></td>
<td></td>
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<td>$0</td>
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</tr>
<tr>
<td>Manager Name</td>
<td>Jack Witthaus</td>
<td>Design</td>
<td>$0</td>
<td>9/2011</td>
<td>12/2012</td>
</tr>
<tr>
<td>Phone/Fax</td>
<td>408-730-7330</td>
<td>Construction</td>
<td>$2,346</td>
<td>3/2013</td>
<td>7/2013</td>
</tr>
<tr>
<td>E-Mail</td>
<td><a href="mailto:jwitthaus@ci.sunnyvale.ca.us">jwitthaus@ci.sunnyvale.ca.us</a></td>
<td>Total</td>
<td>$2,750</td>
<td>E76 Date(Exp./Actual)</td>
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CON funds obligated on 03/16/2012.

Funds Expire obligated 8/3/2012.
<table>
<thead>
<tr>
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<th>City of Sunnyvale</th>
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<table>
<thead>
<tr>
<th>Project No.</th>
<th>Project Description</th>
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</thead>
<tbody>
<tr>
<td>SCL110024</td>
<td>Reconstruct Sunnyvale Ave/Old San Francisco Rd and Sunnyvale Avenue/El Camino</td>
</tr>
<tr>
<td></td>
<td>Real Ics, replace obsolete traffic signals, provide new signalized access, reconstruct medians and rehab pavement</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Fund Source</th>
<th>Project Title: Sunnyvale Ave/Old San Francisco Road IC Reconst.</th>
</tr>
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<tbody>
<tr>
<td>Local $210 STP $638</td>
<td>Project No.</td>
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<tr>
<td></td>
<td>SCL110024</td>
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<tr>
<td></td>
<td>Project Description</td>
</tr>
<tr>
<td></td>
<td>Reconstruct Sunnyvale Ave/Old San Francisco Rd and Sunnyvale Avenue/El Camino</td>
</tr>
<tr>
<td></td>
<td>Real Ics, replace obsolete traffic signals, provide new signalized access, reconstruct medians and rehab pavement</td>
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<table>
<thead>
<tr>
<th>Project Phase</th>
<th>Funds ($000)</th>
<th>Schedule</th>
<th>Comments</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td>Programmed Year</td>
<td>Current</td>
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<tr>
<td></td>
<td></td>
<td>Start</td>
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</tr>
<tr>
<td>Planning</td>
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</tr>
<tr>
<td>PE/ENV</td>
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<tr>
<td>Right of Way</td>
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<table>
<thead>
<tr>
<th>Manager Name</th>
<th>Design</th>
<th>$0</th>
<th>11/2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jack Withaus</td>
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<table>
<thead>
<tr>
<th>Phone/Fax</th>
<th>Construction</th>
<th>$721</th>
<th>2012</th>
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<th>7/2013</th>
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<th>obligations</th>
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<tbody>
<tr>
<td>(408) 730-7330</td>
<td></td>
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<tr>
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<tr>
<td><a href="mailto:jwithaus@ci.sunnyvale.ca.us">jwithaus@ci.sunnyvale.ca.us</a></td>
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City of Sunnyvale
<table>
<thead>
<tr>
<th>Sponsor: County of Santa Clara</th>
<th>Project Title: Oregon-Page Mill Expressway Improvements</th>
<th></th>
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</thead>
<tbody>
<tr>
<td><strong>Project No</strong></td>
<td><strong>Project Description</strong></td>
<td><strong>Project Phase</strong></td>
</tr>
<tr>
<td>SCL050080</td>
<td>Traffic improvements including traffic signal upgrade, optimizing timing plans &amp; bike and pedestrian facilities on Oregon-Page Mill Expressway between US 101 and SR 82.</td>
<td>Planning</td>
</tr>
<tr>
<td><strong>Fund Source</strong></td>
<td><strong>Funds ($000)</strong></td>
<td><strong>Programmed Year</strong></td>
</tr>
<tr>
<td>Earmark $3,020 Local $780</td>
<td>$0</td>
<td><strong>Current</strong></td>
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<tr>
<td><strong>PE/ENV</strong></td>
<td>$0</td>
<td><strong>Comments</strong></td>
</tr>
<tr>
<td>Right of Way</td>
<td>$300</td>
<td>Preliminary engineering is underway. Receiving E76 for Construction is dependant on completion of Caltrans Environmental process, which is still underway.</td>
</tr>
<tr>
<td><strong>Manager Name</strong></td>
<td>Mike Griffis</td>
<td><strong>Comments</strong></td>
</tr>
<tr>
<td><strong>Design</strong></td>
<td>$300</td>
<td>06/07</td>
</tr>
<tr>
<td><strong>Construction</strong></td>
<td>$3,700</td>
<td>08/09</td>
</tr>
<tr>
<td><strong>Start</strong></td>
<td><strong>End</strong></td>
<td><strong>Total</strong></td>
</tr>
<tr>
<td>2/2010</td>
<td>11/2012</td>
<td>$4,300</td>
</tr>
<tr>
<td><strong>Comments</strong></td>
<td><strong>E76 Date(Exp./Actual)</strong></td>
<td>Last Invoice</td>
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<tr>
<td><strong>Last Updated</strong></td>
<td>10/24/2012</td>
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<table>
<thead>
<tr>
<th>Sponsor: County of Santa Clara</th>
<th>Project Title: Santa Teresa/Hale Rehab</th>
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<tbody>
<tr>
<td><strong>Project No</strong></td>
<td><strong>Project Description</strong></td>
<td><strong>Project Phase</strong></td>
</tr>
<tr>
<td>SCL110012</td>
<td>On Santa Teresa Blvd/Hale Avenue, Bowden Avenue, and Alamitos Road, rehabilitate road pavement including improvements to facilitate complete streets development.</td>
<td>Planning</td>
</tr>
<tr>
<td><strong>Fund Source</strong></td>
<td><strong>Funds ($000)</strong></td>
<td><strong>Programmed Year</strong></td>
</tr>
<tr>
<td>Local $500 STP $3,198</td>
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<td><strong>Current</strong></td>
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<td>PE/ENV</td>
<td>$170</td>
<td><strong>End</strong></td>
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<tr>
<td>Right of Way</td>
<td>$0</td>
<td>Complete</td>
</tr>
<tr>
<td><strong>Manager Name</strong></td>
<td>Mike Griffis</td>
<td><strong>Comments</strong></td>
</tr>
<tr>
<td><strong>Design</strong></td>
<td>$0</td>
<td>06/07</td>
</tr>
<tr>
<td><strong>Construction</strong></td>
<td>$3,628</td>
<td>08/09</td>
</tr>
<tr>
<td><strong>Start</strong></td>
<td><strong>End</strong></td>
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<td>2011</td>
<td>2/2013</td>
<td>$3,798</td>
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<td><strong>Funds Expire</strong></td>
<td><strong>Last Updated</strong></td>
<td>10/24/2012</td>
</tr>
<tr>
<td>awarded</td>
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</table>

County of Santa Clara
<table>
<thead>
<tr>
<th>Sponsor: County of Santa Clara</th>
<th>Project Title: Expressways Pavement Rehab</th>
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</thead>
<tbody>
<tr>
<td><strong>Project No:</strong> SCL110013</td>
<td><strong>Project Description:</strong> Rehabilitate roadway on Capitol Expressway in San Jose between Quimby Road and Silver Creek Road.</td>
</tr>
<tr>
<td><strong>Fund Source:</strong> Local $70, STP $530</td>
<td><strong>Design:</strong> $0, complete</td>
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<tr>
<td><strong>Manager Name:</strong> Mike Griffis</td>
<td><strong>Construction:</strong> $550, 2012, 7/2012, 2/2013, Funds Expire awarded</td>
</tr>
<tr>
<td><strong>Phone/Fax:</strong> 408-573-2447</td>
<td><strong>Total:</strong> $600, 3/16/2012, Last Updated 10/24/2012</td>
</tr>
<tr>
<td><strong>E-Mail:</strong> <a href="mailto:mike.griffis@rda.sccgov.org">mike.griffis@rda.sccgov.org</a></td>
<td><strong>Comments:</strong> Under construction.</td>
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</tbody>
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**Schedule:**

<table>
<thead>
<tr>
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<th>Current</th>
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</thead>
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<tr>
<td><strong>Start</strong></td>
<td><strong>End</strong></td>
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<tr>
<td>2011</td>
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</table>

**Fund Source:**

- Planning: $0
- PE/ENV: $50, 2011, complete
- Right of Way: $0

**Manager Name:** Mike Griffis

**Phone/Fax:** 408-573-2447

**E-Mail:** mike.griffis@rda.sccgov.org

**Last Updated:** 10/24/2012

**Comments:** Under construction.
<table>
<thead>
<tr>
<th>Project No</th>
<th>Project Description</th>
<th>Fund Source</th>
<th>Manager Name</th>
<th>Phone/Fax</th>
<th>E-Mail</th>
<th>Project Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCL110056</td>
<td>Install 5 to 6 foot wide unpaved pathway in each direction of traffic on West Fremont Road between Conception Rd and Edith Ave., and paved pathway, 6 to 13 foot wide, in &quot;S&quot; curve near the south end of the project where roadway is steep and curvy</td>
<td>Local $419</td>
<td>Richard Chiu</td>
<td>650-941-7222</td>
<td><a href="mailto:rchiu@losaltoshills.ca.gov">rchiu@losaltoshills.ca.gov</a></td>
<td>Install 5 to 6 foot wide unpaved pathway in each direction of traffic on West Fremont Road between Conception Rd and Edith Ave., and paved pathway, 6 to 13 foot wide, in &quot;S&quot; curve near the south end of the project where roadway is steep and curvy.</td>
</tr>
</tbody>
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<table>
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<th>Comments</th>
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<td>Current</td>
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<td>PE/ENV</td>
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<table>
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<td>2011</td>
<td>2013</td>
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<tr>
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<td>End</td>
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<td>Last Invoice</td>
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<table>
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<tbody>
<tr>
<td>5/2013</td>
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## Programmed Projects Quarterly Monitoring Report

### July-September 2012

**US 101 / Capitol-Yerba Buena Interchange Modifications**

<table>
<thead>
<tr>
<th>Project No</th>
<th>Project Description</th>
<th>Project Phase</th>
<th>Funds ($000)</th>
<th>Schedule</th>
<th>Comments</th>
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</thead>
<tbody>
<tr>
<td>SCL050034</td>
<td>Modify interchange, aux lanes and ramps.</td>
<td>Planning</td>
<td>$0</td>
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<tr>
<td></td>
<td></td>
<td>PE/ENV</td>
<td>$4,356</td>
<td>2011</td>
<td>complete</td>
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<tr>
<td></td>
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<td>Right of Way</td>
<td>$1,000</td>
<td>2012</td>
<td>complete</td>
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</table>

**Fund Source**
- Local $8,456
- Prop1B-CMIA ($24,000)
- STP ($1,100)

**Manager Name**
- Ven Prasad

**Phone/Fax**
- 408-321-5647

**E-Mail**
- ven.prasad@vta.org

**Status**
- Under Construction.

**Funds Expire**
- awarded

**Last Updated**
- 7/30/2012

---

**I-880/Stevens Creek Interchange Improvements**

<table>
<thead>
<tr>
<th>Project No</th>
<th>Project Description</th>
<th>Project Phase</th>
<th>Funds ($000)</th>
<th>Schedule</th>
<th>Comments</th>
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</thead>
<tbody>
<tr>
<td>SCL070002</td>
<td>Interchange improvements at the I-280/I-880/Stevens Creek Blvd interchange.</td>
<td>Planning</td>
<td>$0</td>
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<tr>
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<td>PE/ENV</td>
<td>$5,000</td>
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<tr>
<td></td>
<td></td>
<td>Right of Way</td>
<td>$5,605</td>
<td>complete</td>
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</table>

**Fund Source**
- CMIA $30,975
- Earmark $19,552
- Federal STP $1,000
- Local $3,398

**Manager Name**
- Ven Prasad

**Phone/Fax**
- 408-321-5647

**E-Mail**
- ven.prasad@vta.org

**Status**
- Under construction.

**Funds Expire**
- awarded

**Last Updated**
- 7/30/2012

---

### Sponsor: VTA

### Sponsor: VTA
### I-880 Widening - SR237 to US101

<table>
<thead>
<tr>
<th>Project No</th>
<th>Project Description</th>
<th>Project Phase</th>
<th>Funds ($000)</th>
<th>Programmed Year</th>
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<th>Current End</th>
<th>Comments</th>
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</thead>
<tbody>
<tr>
<td>SCL070016</td>
<td>San Jose/Milpitas: On I-880 btw SR 237 &amp; US 101; Operational and safety improvements including widening to accommodate HOV lanes in both directions.</td>
<td>Planning</td>
<td>$0</td>
<td></td>
<td></td>
<td></td>
<td>Under construction. Civil construction is anticipated to be completed in late summer 2013 with project completion by Fall 2014.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>PE/ENV</td>
<td>$3,147</td>
<td>2008</td>
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<td></td>
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<td>Right of Way</td>
<td>$5,288</td>
<td>2009</td>
<td>complete</td>
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<td></td>
</tr>
<tr>
<td>Manager Name</td>
<td>Lam Trinh</td>
<td>Design</td>
<td>$8,489</td>
<td>2009</td>
<td>complete</td>
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<tr>
<td>Phone/Fax</td>
<td>408-952-4217</td>
<td>Construction</td>
<td>$48,089</td>
<td>2010</td>
<td>4/2012</td>
<td>8/2014</td>
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<tr>
<td>E-Mail</td>
<td><a href="mailto:Lam.Trinh@vta.org">Lam.Trinh@vta.org</a></td>
<td>Total</td>
<td>$65,013</td>
<td>E76 Date(Exp./Actual)</td>
<td>N.A.</td>
<td>Last Updated</td>
<td>11/6/2012</td>
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### US101 Auxiliary Lanes- SR85 to Embarcadero Road

<table>
<thead>
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<th>Project Description</th>
<th>Project Phase</th>
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<th>Programmed Year</th>
<th>Current Start</th>
<th>Current End</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCL070024</td>
<td>Santa Clara County: US 101 between Route 85 and Embarcadero Road; Construct auxiliary lanes.</td>
<td>Planning</td>
<td>$0</td>
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<tr>
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<td>PE/ENV</td>
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<td>2008</td>
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<td>2009</td>
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</tr>
<tr>
<td>Manager Name</td>
<td>Lam Trinh</td>
<td>Design</td>
<td>$8,942</td>
<td>2009</td>
<td>complete</td>
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<tr>
<td>Phone/Fax</td>
<td>408-952-4217</td>
<td>Construction</td>
<td>$56,871</td>
<td>2010</td>
<td>2/2012</td>
<td>9/2014</td>
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<td>E-Mail</td>
<td><a href="mailto:lam.trinh@vta.org">lam.trinh@vta.org</a></td>
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<td>E76 Date(Exp./Actual)</td>
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</table>

---

**VTA**

**Sponsor:** VTA

**Project Title:**

**I-880 Widening - SR237 to US101**

**Project Description:**
San Jose/Milpitas: On I-880 btw SR 237 & US 101; Operational and safety improvements including widening to accommodate HOV lanes in both directions.

**Project Phase:**
- Planning
- PE/ENV
- Right of Way

**Funds ($000):**
- Planning: $0
- PE/ENV: $3,147
- Right of Way: $5,288

**Programmed Year:**
- Start: 4/2012
- End: 8/2014

**Comments:**
Under construction. Civil construction is anticipated to be completed in late summer 2013 with project completion by Fall 2014.

**Manager Name:** Lam Trinh

**Phone/Fax:** 408-952-4217

**E-Mail:** Lam.Trinh@vta.org

---

**Project Title:**

**US101 Auxiliary Lanes- SR85 to Embarcadero Road**

**Project Description:**
Santa Clara County: US 101 between Route 85 and Embarcadero Road; Construct auxiliary lanes.

**Project Phase:**
- Planning
- PE/ENV
- Right of Way

**Funds ($000):**
- Planning: $0
- PE/ENV: $3,927
- Right of Way: $2,698

**Programmed Year:**
- Start: 2/2012
- End: 9/2014

**Comments:**
Under construction: civil construction is anticipated to be completed Fall 2013 with project completion by September 2014.
# Programmed Projects Quarterly Monitoring Report
## July-September 2012

### Route 152 new alignment

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Fund Source</th>
<th>Project No</th>
<th>Project Description</th>
<th>Project Phase</th>
<th>Funds ($000)</th>
<th>Schedule</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>VTA</td>
<td>Hip S5</td>
<td>SCL090016</td>
<td>Route 152 new alignment from Rte 101 to Rte 156. Realign highway and evaluate route management strategies, including potential roadway pricing. Also includes SR152 &quot;trade corridor&quot; study from 101 to I-5.</td>
<td>Planning</td>
<td>$5</td>
<td>08/07 8/07 8/09</td>
<td>VTA is requesting additional funding from CTC to continue project efforts, including PA/ED. Actual funding amounts unknown at this time.</td>
</tr>
<tr>
<td></td>
<td>Local S5</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>PE/ENV</td>
<td>$5</td>
<td>08/09 8/09 3/15</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>Right of Way</td>
<td>$0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manager Name</td>
<td>Darrell Vice</td>
<td>Design</td>
<td>$0</td>
<td></td>
<td></td>
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<tr>
<td>Phone/Fax</td>
<td>408-952-4214</td>
<td>Construction</td>
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<td></td>
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<tr>
<td>E-Mail</td>
<td><a href="mailto:darrell.vice@vta.org">darrell.vice@vta.org</a></td>
<td>Total</td>
<td>$10</td>
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### SR 85 Express Lanes

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<tr>
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<th>Fund Source</th>
<th>Project No</th>
<th>Project Description</th>
<th>Project Phase</th>
<th>Funds ($000)</th>
<th>Schedule</th>
<th>Comments</th>
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</thead>
<tbody>
<tr>
<td>VTA</td>
<td>ARRA ($3,300,000) Earmark ($1,500,000) Local ($6,000,000) RTP-LRP ($50,000,000)</td>
<td>SCL090030</td>
<td>Implement roadway pricing on SR 85 carpool lane.</td>
<td>Planning</td>
<td>$0</td>
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<td></td>
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<td></td>
<td>Right of Way</td>
<td>$2,000</td>
<td>10/2014</td>
<td></td>
</tr>
<tr>
<td>Manager Name</td>
<td>Darrell Vice</td>
<td>Design</td>
<td>$0</td>
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<td>Phone/Fax</td>
<td>408-952-4214</td>
<td>Construction</td>
<td>$54,000</td>
<td></td>
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<tr>
<td>E-Mail</td>
<td><a href="mailto:darrell.vice@vta.org">darrell.vice@vta.org</a></td>
<td>Total</td>
<td>$60,800</td>
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</table>

Last Updated 11/8/2012
## Santa Clara Caltrain Station Pedestrian Grade Separated Crossing

**Project Title:** Santa Clara Caltrain Station Pedestrian Grade Separated Crossing

**Project No:** SCL090031

**Project Description:** Provide a safe crossing for pedestrians to cross the UPRR tracks between the Caltrain Station on the west side to the commercial and industrial complexes on the east side of the tracks.

<table>
<thead>
<tr>
<th>Project Phase</th>
<th>Funds ($000)</th>
<th>Schedule</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning</td>
<td>$0</td>
<td></td>
<td></td>
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<tr>
<td>PE/ENV</td>
<td>$160</td>
<td>2009</td>
<td>complete</td>
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<tr>
<td>Right of Way</td>
<td>$0</td>
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</table>

**Fund Source:**
- CMAQ $1,468
- Local $866
- RTP-LRP $7,216

**Manager Name:** Ken Ronsse

**Phone/Fax:** (408) 952-4129

**E-Mail:** ken.ronsse@vta.org

**Funds ($000):**
- Total: $9,350

**Comments:** Final design underway.

**Funds Expire:** obligated [design phase]

**Last Updated:** 10/22/2012

**Last Invoice:** 9/13/2012

## Regional Planning Activities and PPM - Santa Clara

**Project Title:** Regional Planning Activities and Planning. Programming and Monitoring

**Project No:** SCL090035

**Project Description:** Santa Clara: Regional Planning Activities and Planning, Programming and Monitoring

<table>
<thead>
<tr>
<th>Project Phase</th>
<th>Funds ($000)</th>
<th>Schedule</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning</td>
<td>$7,478</td>
<td>10/11-14/15</td>
<td></td>
</tr>
<tr>
<td>PE/ENV</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Right of Way</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Fund Source:**
- STIP $3,478
- STP $4,000

**Manager Name:** Amin Surani

**Phone/Fax:** (408) 546-7989

**E-Mail:** amin.surani@vta.org

**Funds ($000):**
- Total: $7,478

**Comments:**
- E76 Date(Exp./Actual)
- Last Updated: 2/2/2010
- Last Invoice
Programmed Projects Quarterly Monitoring Report
July-September 2012

<table>
<thead>
<tr>
<th>Project No</th>
<th>Project Description</th>
<th>Project Phase</th>
<th>Funds ($000)</th>
<th>Schedule</th>
<th>Comments</th>
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<tbody>
<tr>
<td>SCL110002</td>
<td>Implement roadway pricing on US 101 carpool lanes</td>
<td></td>
<td></td>
<td></td>
<td>PSR-PDS for Project Initiation Documents (PID) Phase approved in August 2012. Project continues PA/ED Phase. Additional funding will be needed to complete funding plan for the PA/ED phase.</td>
</tr>
</tbody>
</table>

| Fund Source | Local $5,655                          |               |              |                       |                                                                          |
| Manager Name | Lam Trinh                           |               |              |                       |                                                                          |
| Phone/Fax   | 408-952-4217                        |               |              |                       |                                                                          |
| E-Mail      | lam.trinh@vta.org                   |               |              |                       |                                                                          |

| Fund Source | Planning $0                           |               |              |                       |                                                                          |
| Fund Source | Right of Way $0                       |               |              |                       |                                                                          |
| Fund Source | Total $5,655                          |               |              |                       |                                                                          |

| Programmed Year | Current |               |                       |                       |                                                                          |

<table>
<thead>
<tr>
<th>Start</th>
<th>End</th>
<th>Comments</th>
</tr>
</thead>
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<tr>
<td></td>
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Funds Expire

<table>
<thead>
<tr>
<th>Last Updated</th>
<th>11/6/2012</th>
</tr>
</thead>
</table>
# Programmed Projects Quarterly Monitoring Report

## Attachment C

### List of Acronyms

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>ABAG</td>
<td>Association of Bay Area Governments</td>
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<tr>
<td>ABC</td>
<td>Across Barrier Connections</td>
</tr>
<tr>
<td>AC</td>
<td>Asphalt Concrete</td>
</tr>
<tr>
<td>ACE</td>
<td>Altamont Commuter Express</td>
</tr>
<tr>
<td>ADA</td>
<td>Americans with Disabilities Act</td>
</tr>
<tr>
<td>ARRA</td>
<td>American Recovery and Reinvestment Act</td>
</tr>
<tr>
<td>BART</td>
<td>Bay Area Rapid Transit</td>
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<tr>
<td>BEP</td>
<td>Bicycle Expenditure Program</td>
</tr>
<tr>
<td>BRT</td>
<td>Bus Rapid Transit</td>
</tr>
<tr>
<td>BTG</td>
<td>VTA Bicycle Technical Guidelines</td>
</tr>
<tr>
<td>CDT</td>
<td>VTA Community Design &amp; Transportation</td>
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<td>CEQA</td>
<td>California Environmental Quality Act</td>
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<td>CIP</td>
<td>Capital Improvement Program</td>
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<td>CMAQ</td>
<td>Congestion Mitigation and Air Quality Improvement Program</td>
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<tr>
<td>CMAIA</td>
<td>Corridor Mobility Improvement Account</td>
</tr>
<tr>
<td>CMP</td>
<td>Congestion Management Program</td>
</tr>
<tr>
<td>CTC</td>
<td>California Transportation Commission</td>
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<td>CUP</td>
<td>Conditional Use Permit</td>
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<td>CWC</td>
<td>Citizen Watchdog Committee</td>
</tr>
<tr>
<td>DASH</td>
<td>San Jose Downtown Area Shuttle</td>
</tr>
<tr>
<td>DEIR</td>
<td>Draft Environmental Impact Report</td>
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<tr>
<td>DU/AC</td>
<td>Dwellings Units Per Acre</td>
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<tr>
<td>E76</td>
<td>Formally called “Authorization to Proceed”</td>
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<tr>
<td>EIR</td>
<td>Environmental Impact Report</td>
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<tr>
<td>EIS</td>
<td>Environmental Impact Statement</td>
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<tr>
<td>ER</td>
<td>Environmental Review</td>
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<tr>
<td>FAR</td>
<td>Floor Area Ratio</td>
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<tr>
<td>FEIR</td>
<td>Final Environmental Impact Report</td>
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<tr>
<td>GPA</td>
<td>General Plan Amendment</td>
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<tr>
<td>HBRR</td>
<td>Highway Bridge Replacement and Rehabilitation</td>
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<td>HOV</td>
<td>High-Occupancy Vehicle</td>
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<tr>
<td>HPP</td>
<td>High Priority Project</td>
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<tr>
<td>HSR</td>
<td>High-Speed Rail</td>
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<tr>
<td>IS</td>
<td>Initial Study</td>
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<tr>
<td>ITS</td>
<td>Intelligent Transportation System</td>
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<tr>
<td>LPR</td>
<td>Local Program Reserve</td>
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<tr>
<td>LRT</td>
<td>Light Rail Transit</td>
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<tr>
<td>LU/TD</td>
<td>Land Use/Transportation Diagram</td>
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<tr>
<td>MND</td>
<td>Mitigated Negative Declaration</td>
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<tr>
<td>MTC</td>
<td>Metropolitan Transportation Commission</td>
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<tr>
<td>ND</td>
<td>Negative Declaration</td>
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<td>NEPA</td>
<td>National Environmental Policy Act</td>
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<td>NOI</td>
<td>Notice of Intent</td>
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<tr>
<td>NOP</td>
<td>Notice of Preparation</td>
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<tr>
<td>NPDES</td>
<td>National Pollution Discharge Elimination System</td>
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<td>PCC</td>
<td>Portland Concrete Cement</td>
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<tr>
<td>PDR</td>
<td>Planned Development Rezoning</td>
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<tr>
<td>PE</td>
<td>Preliminary Engineering</td>
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<tr>
<td>PTG</td>
<td>VTA Pedestrian Technical Guidelines</td>
</tr>
<tr>
<td>PUC</td>
<td>Public Utilities Commission</td>
</tr>
<tr>
<td>PUD</td>
<td>Planned Urban Development</td>
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<tr>
<td>R&amp;D</td>
<td>Research &amp; Development</td>
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<tr>
<td>RFP</td>
<td>Request for Proposals</td>
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<tr>
<td>ROW</td>
<td>Right-Of-Way</td>
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<tr>
<td>RTP</td>
<td>Long Range Undefined Funds</td>
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<tr>
<td>SCVWD</td>
<td>Santa Clara Valley Water District</td>
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<td>SF</td>
<td>Square Foot</td>
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<td>SHOPP</td>
<td>State Highway Operation and Protection Program</td>
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<td>SPA</td>
<td>Specific Plan Amendment</td>
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<td>STIP</td>
<td>State Transportation Improvement Program</td>
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<td>STP</td>
<td>Surface Transportation Program</td>
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<td>SVRT</td>
<td>Silicon Valley Rapid Transit</td>
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<tr>
<td>SWPPP</td>
<td>Storm Water Pollution Prevention Program</td>
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<td>Transportation Demand Management</td>
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<tr>
<td>TIA</td>
<td>Transportation Impact Analysis</td>
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<td>Transit-Oriented Development</td>
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<td>UPRR</td>
<td>Union Pacific Railroad</td>
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<td>VPPP</td>
<td>Value Pricing Pilot Program</td>
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Board Memorandum

To: Santa Clara Valley Transportation Authority
   Board of Directors

Through: General Manager, Michael T. Burns

From: Chief Operating Officer, Michael A. Hursh

Subject: Transit Service Changes - January 2013

For Information Only

Background:

VTA implements service changes quarterly (January, April, July, and October). Major changes are typically planned for January and July, while minor changes are implemented in April and October. Proposed service changes that meet any of the criteria listed below are submitted to the VTA Board of Directors for review and approval. Changes requiring formal approval include:

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

Service change proposals not meeting the criteria for formal approvals described above are handled at staff level and are still subject to an appropriate level of public and community review and comment. All of the proposed service changes are considered “minor” by the adopted criteria and do not require VTA Board approval.

Discussion:

The following proposed changes will take place on Monday, January 7, 2013:

New Services

Los Gatos Community Bus 48: On weekdays, a new northbound trip will be added, leaving Los Gatos Civic Center at 2:10 p.m. to better serve students at Los Gatos High School.

Rapid 522 (Eastridge Transit Center - Palo Alto Transit Center): Saturday service will be
improved to start at 8 a.m. and operate until 7 p.m. The new Saturday service, before 9 a.m. and after 6 p.m., will operate every 20 minutes. On weekdays and Saturdays, major running time adjustments will be made.

**Express 120 (Fremont BART - Lockheed Martin/Shoreline):** A new northbound trip will be added due to high ridership, leaving Lockheed Martin at 4:35 p.m. This new trip will be operated with a standard (non-Express) bus. Minor running time changes will be made on the existing morning and afternoon trips.

**Express 121 (Gilroy Transit Center - Lockheed Martin/Moffett Park):** Due to increased ridership, two new morning and two new afternoon trips will be added. A new northbound trip will leave Gilroy Transit Center at 7:53 a.m. and arrive at Lockheed Martin at 9:16 a.m. This trip will operate with a standard (non-Express) vehicle. The second new northbound trip will leaveGilroy at 7:53 a.m. and arrive at Lockheed Martin at 9:16 a.m. In addition, a third new bus will depart the Morgan Hill Caltrain Station at 7:48 a.m. (ahead of the existing 7:50 a.m. bus) to relieve overcrowding. Two new southbound trips will be added leaving Lockheed Martin at 3:37 p.m. and 4:06 p.m. These new afternoon trips will be operated with a standard (non-Express) bus. Minor running time changes will be made on the existing morning and afternoon trips.

**Running Time Adjustments**

**Weekday**
- Community Bus 13 (Almaden)
- Line 53 (West Valley College - Sunnyvale Transit Center)
- Line 58 (West Valley College - Alviso)
- Line 61 (Good Samaritan Hospital - Berryessa via Bascom)
- Line 62 (Good Samaritan Hospital - Berryessa via Union)
- Limited Stop Line 323 (DeAnza College - Downtown San Jose)

**Weekday and Weekend Running Time Adjustments**
- Line 25 (DeAnza College - Alum Rock Transit Center)
- Line 26 (Sunnyvale/Lockheed Martin - Eastridge Transit Center)
- Line 54 (DeAnza College - Sunnyvale/Lockheed Martin)
- Line 55 (DeAnza College - Great America)
- Line 57 (West Valley College - Great America)
- Line 70 (Capitol Light Rail Station - Great Mall Transit Center)
- Line 81 (Vallco - San Jose State University)

**Express Route Adjustments**
Minor running time adjustments on morning and/or afternoon trips will be made on the following routes.
- Express 101 (Camden & Highway 85 - Palo Alto)
- Express 102 (South San Jose - Palo Alto)
- Express 103 (Eastridge Transit Center - Palo Alto): Also the last two westbound morning trips will leave earlier (at 6:31 a.m. and 7:07 a.m.) due to increased traffic.
- Express 122 (South San Jose - Lockheed Martin/Moffett Park)
- Express 140 (Fremont BART - Mission College)
- Express 168 (Gilroy Transit Center - San Jose Diridon Transit Center)
- Express 180 (Great Mall - Fremont BART)
- Express 181 (San Jose Diridon Transit Center - Fremont BART)
- Express 182 (Palo Alto - IBM Bailey)
- Express 183 (Aborn & White - Fremont BART) The afternoon trips will be shifted later to ensure on-time departures.

**Public Outreach & Marketing**

VTA performs specific outreach and marketing activities to ensure passengers are aware of the proposed changes including:
- Information on proposed service changes was included in the November 2012 issue of VTA Take-One. Specific details are published in the December 2012 issue of VTA Take-One (in accordance with Title VI, this includes translations into Spanish, Vietnamese, Mandarin, Korean and Tagalog)
- Interior Carcards onboard all VTA Buses (including the required Title VI translations)
- VTA website banner ad and landing page
- Onboard Notices for Bus Lines 103, 120, 121 and 183.
- VTA Facebook Page Posting
- Gov Delivery Messages to all VTA Customers who subscribe to our website messages

**Fiscal Impact:**

These transit service changes add 10,072 annual hours to VTA's bus service at an annualized gross expense of $1.2 Million. There is sufficient appropriation for the first six months of costs in the FY13 Adopted VTA Transit Fund Operating Budget. Appropriation for ongoing costs of the service change will be included in subsequent Biennial Operating Budgets.

Prepared By: Jim Unites
Memo No. 3903
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
    Board of Directors

THROUGH: General Manager, Michael T. Burns

FROM: Chief Operating Officer, Michael A. Hursh

SUBJECT: Community & Express Bus Procurement Budget Augmentation

Policy-Related Action: Yes
Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Amend the FY 2013 VTA Transit Fund Capital Budget to add $17,609,759 to facilitate Community Bus and Express Bus procurements.

BACKGROUND:

VTA operates a fleet of 428 coaches, including small-capacity Community, regular, Express, and articulated coaches. As vehicles reach the end of their useful lives, or as service needs change, new buses must be purchased. VTA’s fleet management plan provides for systematic replacement and expansion of its various coach types.

In 2005, VTA inaugurated Community Bus service in the Town of Los Gatos with a fleet of five 29-foot gasoline powered buses. Due to the success of the pilot program, VTA added Community Bus routes throughout the county, growing to a fleet of 45 small-sized buses. These buses are now at the end of their useful life and must be replaced.

In January, 2012, VTA launched a new level of Express Bus service. The launch of this new service included replacing regular coaches assigned to VTA’s traditional Express Bus routes with 20 new, distinct, and upscale coaches, providing amenities suitable for Express Service commuters. The second phase of the new Express Service calls for up to 20 additional upscale coaches to complete the process of implementing the new Express Service on all Express Bus Routes. When complete, upscale express coaches will be assigned to all Express Bus Routes.
DISCUSSION:

At its meetings on September 6, 2012 and October 4, 2012, the VTA Board of Directors adopted resolutions authorizing VTA to use competitive negotiation for up to 20 diesel/electric low-floor buses for VTA’s Express Bus Service and up to 40 small low-floor diesel/electric hybrid transit buses for VTA’s Community Bus Service.

VTA’s FY2012 and FY2013 approved transit capital improvement plan included funding for replacement Community Buses and for additional Express Buses. However, the level of funding for replacement Community Buses is currently insufficient to procure the recommended longer-life diesel/electric hybrids, which have a useful life of 12 years, as the funding was based on replacing the current gasoline powered buses with similar buses that have a 6-year useful life.

The additional amount required to replace the Community Bus fleet is $15,489,759. This additional appropriation would be funded 100% by local funding currently available in the VTA Transit Debt Reduction Fund. The total project appropriation by funding source after this augmentation would be as follows:

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount</th>
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<tr>
<td>State-Prop 1B</td>
<td>$9,125,000</td>
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<tr>
<td>VTA Transit</td>
<td>$16,516,000</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$25,641,000</strong></td>
</tr>
</tbody>
</table>

Likewise, the current level of funding for the additional Express Buses is not sufficient to purchase the buses and the spare parts inventory and training required to properly maintain them. When factoring in spare parts and training, the engineer’s estimate increased to $16,120,000, which is $2,120,000 (approximately 15%) over the current approved budget of $14,000,000. This additional appropriation would be funded 100% by local funding currently available in the VTA Transit Debt Reduction Fund. The total project appropriation by funding source after this augmentation would be as follows:

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount</th>
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</thead>
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<tr>
<td>State-Prop 1B</td>
<td>$14,000,000</td>
</tr>
<tr>
<td>VTA Transit</td>
<td>$2,120,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$16,120,000</strong></td>
</tr>
</tbody>
</table>

ALTERNATIVES:

The Board of Directors could direct VTA to identify other sources of funds for these procurements. However, it may take much longer than planned to order and receive these new coaches and the implementation of the expanded Express Service may be delayed.

FISCAL IMPACT:

This action will add $17,609,759 to the FY 2013 VTA Transit Fund Capital Budget for Community Bus and Express Bus procurements. This additional appropriation is funded 100% by local funding currently available in the VTA Transit Debt Reduction Fund.
STANDING COMMITTEE RECOMMENDATION:

The December 2012 Administration and Finance Committee was cancelled. Therefore, this item was submitted directly to the Board of Directors.

Prepared by: Steve Johnstone
Memo No. 3874
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
   Board of Directors

THROUGH: General Manager, Michael T. Burns

FROM: Chief CMA Officer, John Ristow

SUBJECT: One Bay Area Grant Pre-Screening Requirements

FOR INFORMATION ONLY

BACKGROUND:

On September 7, 2012 and November 1, 2012, the VTA Board of Directors approved the final program structure, guarantee distribution formulas, and scoring criteria for the One Bay Area Grant (OBAG) program in Santa Clara County. OBAG provides approximately $88 million in Federal funds for capital transportation projects in Santa Clara County.

OBAG Program Eligibility: Funds are available for projects that meet the eligibility requirements for any of the following transportation improvement categories: (1) local roadway rehabilitation, (2) bicycle and pedestrian improvements (3) Intelligent Transportation System projects, (4) streetscape, and (5) safe routes to school.

Fund Source Distribution: OBAG is funded primarily from these three sources: Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) and Transportation Alternatives (TA) (formerly Transportation Enhancement). Note that the fund sources have individual requirements associated with them.

- Santa Clara County OBAG STP funds are offered to the local agencies as City Road Rehabilitation Guarantee funds which may be used in non-Priority Development Areas (PDA).

- Santa Clara County OBAG CMAQ funds are offered to the local agencies for City Complete Streets Guarantee funds which may be used in non-PDAs, and Competitive Complete Streets projects which must be located in PDAs or have proximate access to a PDA.

- Santa Clara County OBAG TA funds are offered to the local agencies for Competitive Complete Streets projects which must be located in PDAs or have proximate access to a PDA.
DISCUSSION:

The purpose of this memorandum is to highlight pre-screening requirements that must be met for any jurisdiction to receive any OBAG funds.

On November 5, 2012, VTA staff released the first General Call-for-Projects for the FY2012-2016 OBAG Program with an application deadline of February 5, 2013. It is of greatest importance that jurisdictions comply with the pre-screening requirements in order to be eligible recipients of any OBAG funds. Attachment A shows the status of each jurisdiction with regards to these pre-screening requirements. All Cities and the County must comply with the following two eligibility requirements to be considered for funding, regardless of the OBAG transportation improvement category or fund source:

1. **General Plan Housing Element Compliance from HCD**
   To meet this pre-screening requirement, jurisdictions must have a General Plan Housing Element adopted and certified by the California Department of Housing and Community Development (HCD) for 2007-14 Regional Housing Need Allocation (RHNA) prior to January 31, 2013.

   If a jurisdiction is in discussions with HCD and unable to make the January 2013 deadline, it must request and be granted a one-year extension (to January 31, 2014) by the Joint MTC Planning/ABAG Administrative Committee. Jurisdictions requesting this extension will need to adopt a resolution committing resources to a housing element update including the approach and timely schedule for meeting the extended deadline.

   The VTA Board may at its’ discretion program OBAG funds for jurisdictions with approved extensions. This programming will be conditional on meeting the HCD requirement by January 31, 2014 and the funding will not be enrolled in the Region’s Federal Transportation Improvement Program (TIP) until it is met. If a jurisdiction fails to meet the extended compliance deadline, VTA will move the funding to another project that meets OBAG policies and regional delivery deadlines.

2. **Complete Streets Act of 2008**
   To meet this pre-screening requirement, jurisdictions may use one of two methods.

   1) An adopted Complete Streets policy resolution that meets the complete streets policy requirements no later than January 31, 2013. MTC will make these resolutions available to the public on the MTC website.


   The VTA Board may at its’ discretion program OBAG funds for jurisdictions who can demonstrate that they will either (a) adopt a resolution by June 30, 2013, or (b) update the Circulation Element of the General Plan to comply with the Complete Streets Act of 2008 by January 31, 2014. This programming will be conditional on meeting the requirement and the funding will not be enrolled in the Region’s Federal Transportation Improvement Program (TIP) until it is met. If a jurisdiction fails to meet either compliance deadline, VTA will move the
funding to another project that meets OBAG policies and regional delivery deadlines.

For every jurisdiction requesting OBAG funds, VTA must submit to MTC an authorized OBAG certification checklist to establish that OBAG policies have been met. VTA staff will review each jurisdiction’s Local Compliance Checklist. In addition, VTA must provide a Board of Director’s certified approval of all projects.

In order to assist the local member jurisdictions, VTA staff posted all required documents on the VTA call-for-projects web site <http://www.vta.org/callforprojects/> Further, VTA staff held an OBAG workshop on November 27, 2102 for interested member agency staff and interested parties. VTA staff has been and continues to be available for presentations on request.

Prepared By: Celeste Fiore
Memo No. 3875
### Attachment A

**OneBayArea Grant Pre-Screening Requirements**

#### Compliance Status

<table>
<thead>
<tr>
<th>Agency</th>
<th>HCD</th>
<th>2008 Complete Streets Act</th>
</tr>
</thead>
<tbody>
<tr>
<td>County</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Campbell</td>
<td>Yes</td>
<td>No; Resolution January 2013</td>
</tr>
<tr>
<td>Cupertino</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Gilroy</td>
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<td>Yes</td>
</tr>
<tr>
<td>Los Altos</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Los Altos Hills</td>
<td>Yes</td>
<td>TBD</td>
</tr>
<tr>
<td>Los Gatos</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Milpitas</td>
<td>Yes</td>
<td>No; Circulation Element January 2013</td>
</tr>
<tr>
<td>Monte Sereno</td>
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<td>TBD</td>
</tr>
<tr>
<td>Morgan Hill</td>
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</tr>
<tr>
<td>Saratoga</td>
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<td>Yes</td>
</tr>
<tr>
<td>Sunnyvale</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

*TBD= pending agency response*
NOTICE OF CANCELLATION

NOTICE IS HEREBY GIVEN that the Santa Clara Valley Transportation Authority Congestion Management Program and Planning Committee Meeting scheduled for Thursday, December 20, 2012 at 10:00 a.m. has been cancelled.

The next meeting of the Santa Clara Valley Transportation Authority Congestion Management Program and Planning Committee is scheduled for Thursday, January 24, 2013, at 10:00 a.m. at Conference Room B-104, Building B, 3331 North First Street, San Jose, California.

Tracene Y. Crenshaw, Board Assistant
VTA Office of the Board Secretary
ADMINISTRATION AND FINANCE COMMITTEE

Thursday, December 20, 2012

NOTICE OF CANCELLATION

NOTICE IS HEREBY GIVEN that the Santa Clara Valley Transportation Authority Administration and Finance Committee Meeting scheduled for Thursday, December 20, 2012 at 12:00 p.m. has been cancelled.

The next meeting of the Santa Clara Valley Transportation Authority Administration and Finance Committee is scheduled for Thursday, January 24, 2013 at 12:00 p.m. at VTA River Oaks Campus, 3331 North First Street, Conference Room B-104, San Jose, California.

Michelle M. Garza, Board Assistant
VTA Office of the Board Secretary
NOTICE OF CANCELLATION

NOTICE IS HEREBY GIVEN that the Santa Clara Valley Transportation Authority Transit Planning and Operations (TP&O) Committee Meeting scheduled for Thursday, December 20, 2012 at 4:00 p.m. has been cancelled.

The next meeting of the Santa Clara Valley Transportation Authority Transit Planning and Operations (TP&O) Committee is scheduled for Thursday, January 24, 2013 at 4:00 p.m. at VTA River Oaks Campus, 3331 North First Street, Conference Room B-104, San Jose, California.

Menominee McCarter, Board Assistant
VTA Office of the Board Secretary
Citizens Advisory Committee/Citizens Watchdog Committee (CAC/CWC) Meeting Minutes of December 12, 2012
Technical Advisory Committee
Meeting
Minutes of December 13, 2012

WILL BE FORWARDED UNDER SEPARATE COVER
POLICY ADVISORY COMMITTEE

Thursday, December 13, 2012

NOTICE OF CANCELLATION

NOTICE IS HEREBY GIVEN that the Santa Clara Valley Transportation Authority Policy Advisory Committee meeting scheduled for Thursday, December 13, 2012 at 4:00 p.m. has been cancelled.

The next regular meeting of the Santa Clara Valley Transportation Authority Policy Advisory Committee is scheduled for Thursday, January 17, 2013 at 4:00 p.m. held at VTA River Oaks Campus, Conference Room B-104, 3331 North First Street, San Jose, California.

Michelle M. Garza, Board Assistant
VTA Office of the Board Secretary
1. CALL TO ORDER/ROLL CALL

The Regular Meeting of the Downtown East Valley Policy Advisory Board (DTEV PAB) was called to order at 4:34 p.m. by Chairperson Herrera in the East Wing, Lower Level Conference Room, Santa Clara County Government Center, 70 West Hedding Street, San Jose, California.

<table>
<thead>
<tr>
<th>Attendee Name</th>
<th>Title</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Xavier Campos</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Dave Cortese</td>
<td>Member</td>
<td>Absent</td>
</tr>
<tr>
<td>Rose Herrera</td>
<td>Chairperson</td>
<td>Present</td>
</tr>
<tr>
<td>Sam Liccardo</td>
<td>Vice Chairperson</td>
<td>Present</td>
</tr>
<tr>
<td>George Shirakawa</td>
<td>Member</td>
<td>Absent</td>
</tr>
</tbody>
</table>

A quorum was present.

2. PUBLIC PRESENTATIONS

Scott Knies, representing the San Jose Downtown Association, expressed concern with the VTA proposed plan to add a sidetrack at the St. James Light Rail Station.

3. Meeting Minutes of September 17, 2012

M/S/C (Liccardo/Campos) to approve the Regular Meeting Minutes of September 17, 2012.


Ken Ronssse, Deputy Director of Construction and Engineering, provided an overview of the staff report. Mr. Ronssse noted in 2008 the VTA Board approved a Final Environmental Impact Report (EIR) for the Santa Clara-Alum Rock Bus Rapid Transit Project. Several project refinements have been recommended to enhance the project to minimize project impacts. Staff is preparing an EIR Addendum that analyzes the changes and identifies the impacts resulting from these refinements.

Key scope changes for the environmental document addendum include the following: 1) refined layout of the Santa Clara Street BRT Station layout previously approved by the DTEV; 2) bus lane transitions into and out of the Santa Clara BRT Station; and 3) new pedestrian crossings requested by the City of San Jose Department of Transportation at intersections on Alum Rock Avenue and Scharf Lane at Eastgate Lane.

NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.
Mr. Ronsse reported VTA staff and City of San Jose staff recommend BRT stations be located between 5th and 6th Streets in each direction. This location would provide best access to San Jose City Hall and San Jose State University.

Hans Larsen, Director of Transportation, City of San Jose, provided an update regarding subsequent internal coordination with City executive staff for the location of a City Hall BRT station. City staff recommends the east bound station should be placed at 7th Street or be deleted from the project. City staff plans to present this issue to the San Jose City Council in closed session.

Vice Chairperson Liccardo requested VTA staff continue to pursue the city hall station scenario but also evaluate the impacts of a “no new station scenario” for committee review.

M/S/C (Liccardo/ Campos) to approve the recommended changes resulting from the advancement of preliminary and final engineering for inclusion into an addendum to the Santa Clara-Alum Rock Bus Rapid Transit Project Environmental Impact Report.

5. Santa Clara-Alum Rock Rapid Transit Project Status Report

Mr. Ronsse provided a status update on the Santa Clara-Alum Rock Rapid Transit Project Status Report. He stated the project continues with property acquisition and final engineering and presented layout configuration options for the Santa Clara Station.

Highlights of the project include: 1) property acquisition; 2) final engineering continuation with the preparation of the construction documents. The engineering schedule includes the completion of a final review submittal in December 2012 with bid ready documents complete by May 2013.

The Committee stressed the importance of outreach and obtaining feedback from the community and stakeholders regarding the project.

On Order of Chairperson Herrera and there being no objection, the Committee reviewed the Santa Clara-Alum Rock Rapid Transit Project Status Report.

6. Capitol Expressway Light Rail Project Improvement Status Update

Mr. Ronsse, provided an overview of the Capitol Expressway Light Rail Project Improvement Status Update.

Mr. Ronsse highlighted: 1) pedestrian and bus improvements for the Eastridge Transit Center reconfiguration, and continuing coordination with the mall regarding the particulars of the ring road and parking restoration; 2) light rail extension with VTA staff in process of completing the Final Environmental Impact Statement (EIS) reflecting comments that were offered during the review of the EIR. VTA staff submitted the Administrative Final Draft to the Federal Transit Administration (FTA) on November 20, 2012 with plans to issue the Final EIS for public circulation by early 2013; 3) VTA staff has initiated coordination of the transit center construction with the Eastridge Mall management. VTA staff will provide outreach to the mall during construction. Public outreach will focus on transit riders and mall shoppers to ensure bus operations and mall access mitigations are communicated during construction.

On Order of Chairperson Herrera and there being no objection, the Committee reviewed the Capitol Expressway Light Rail Project Improvement Status Update.
8. ADJOURNMENT

On Order of Chairperson Herrera and there being no objection, the meeting was adjourned at 5:36 p.m.

Respectfully submitted,

Jacqueline F. Golzio, Board Assistant
VTA Office of the Board Secretary