

**County of Santa Clara**  
**Board of Supervisors**  
Supervisory District Five  
Supervisor Liz Kniss



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BOS-D5-051909-01

DATE: May 19, 2009

TO: Board of Supervisors

FROM: *Liz Kniss*

Liz Kniss  
Supervisor, District 5

SUBJECT: Report of Board delegate to the Santa Clara Valley Transportation Authority

**RECOMMENDED ACTION**

Accept report relating to the Santa Clara Valley Transportation Authority (VTA) meeting of May 7, 2009. (Kniss)

**REASONS FOR RECOMMENDATION**

The Directors of the Santa Clara Valley Transportation Authority met on May 7, 2009.

The Board adopted a Support Position for AB 798 (Nava), which creates the California Transportation Financing Authority to assist local and regional agencies in obtaining financing through the issuance of revenue bonds for the construction of improvements to the State's transportation infrastructure. This bill is an alternative financing mechanism for transportation projects. It allows the authority to permit local and regional agencies, as part of the financing plan for their projects, to finance transportation projects in the municipal bond market and allows agencies to impose tolls for the use of the facilities constructed.

The Board adopted a Support Position for AB 338 (Ma), which allows local officials to divert property tax increment revenues to pay for new bonds for infrastructure within transit village development districts. AB 338 expands the use of IFDs (Infrastructure Financing Districts) to include the implementation of a transit village plan and it expands the maximum size of a transit village development to include all land within a half mile of the main entrance of a public transit station. It is intended to remove a major roadblock to transit-oriented development by encouraging cities and counties to combine transit village planning with property tax increment financing without having to set up redevelopment project areas or prove the area is blighted.

The Board adopted a resolution to use a competitive negotiation process for the purchase of up to 107 low-floor diesel electric hybrid 40-foot buses. VTA has issued a RFP to purchase the new buses that will replace some of the older model high-floor buses purchased in 1997 and 1998. The buses scheduled for replacement have maintenance issues; most notable are recurrent lift failures. The exact quantity purchased will depend on the final amounts of federal and state funding VTA is able to obtain.

The Board endorsed the Regional High Occupancy Toll (HOT) Network legislative framework for AB 744 (Torrico) proposed by MTC. The bill guarantees 95% of net revenues be returned to the corridor where the toll is collected. BATA (Bay Area Toll Authority) will finance and assume the credit risk along with being responsible for toll collection, maintenance, and operation of toll collection equipment.

The Board adopted the 2009 VTA Bus Rapid Transit (BRT) Strategic Plan. The BRT Strategic Plan recommends that three corridors: (Santa Clara/Alum Rock, El Camino Real, and Stevens Creek/West San Carlos) proceed to the next step of development - Preliminary Engineering in the case of Santa Clara/Alum Rock and Conceptual Engineering and environmental clearance for El Camino Real and Stevens Creek/West San Carlos. The corridors identified for future consideration include Sunnyvale-Cupertino, Monterey Highway and King Road. Buses in these corridors will.

- Target a 30-minute improvement in travel time;
- Operate a 10-minute headway;
- Employ stylized hybrid electric buses to offer high-level amenities; and
- Create stations with Light Rail-like interface, including specially designed shelters, real-time information and “off-board” fare collection and ticket vending machines.

The Board discussed the FY 2010 and FY 2011 Recommended Biennial Budget. Budget assumptions include a fare increase, labor savings targets, paratransit service modifications and the use of operating reserves to fund the deficit.

The next meeting will be held on June 4, 2009, in San Jose.