



POLICY ADVISORY COMMITTEE

Thursday, February 8, 2007

MINUTES

1. CALL TO ORDER

The Regular Meeting of the Policy Advisory Committee (PAC) was called to order at 4:03 p.m. by Chairperson Glickman in Conference Room B-104, Valley Transportation Authority (VTA), 3331 North First Street, San Jose, California.

ROLL CALL

Members Present

Margaret Abe-Koga
David Casas
Dominic Caserta
Steve Glickman, Chairperson
Kathleen King
Yoriko Kishimoto
Evan Low
Pete McHugh
Orrin Mahoney, Alternate
Christopher Moylan
Al Pinheiro
Steve Tate
Curtis Wright

Representative Cities

Mountain View
Los Altos
Santa Clara
Los Gatos
Saratoga
Palo Alto
Campbell
Santa Clara County Board of Supervisors
Cupertino
Sunnyvale
Gilroy
Morgan Hill
Monte Sereno

Members Absent

Armando Gomez

Representative Cities

Milpitas

A quorum was present.

2. Orders of the Day

There were no Orders of the Day.

3. Public Presentations

There were no Public Presentations.

4. **Committee Staff Report**

There was no Committee Staff Report.

General Managers Quarterly Report

Michael T. Burns, General Manager, welcomed the new PAC members.

Mr. Burns reported that at the February 1, 2007 Board of Directors meeting Norman Kline, Chairperson of the PAC Caltrain Capital Study Subcommittee, provided a presentation representing the work accomplished by the Subcommittee.

Mr. Burns commented that at the January 26, 2007 Board Workshop the Board reviewed the VTA Joint Development Program. Mr. Burns stated that the Board continues to support the program and requested that staff incorporate criteria for green buildings and local preference. He noted that VTA staff will provide recommendations to the advisory committees in early spring.

Mr. Burns provided an update on the BART Extension project and noted the following: 1) The California Transportation Commission (CTC) approved \$364 million to fund preliminary Engineering and 65 percent design work; 2) The Draft Supplemental Environmental Impact Report was released and VTA will hold public meetings in San Jose, Santa Clara and Milpitas. . Final approval by the Board is expected in June 2002.

Mr. Burns reported that the Downtown San Jose platform station retrofit project is almost complete. Five of seven stations are complete and completion of the Santa Clara is expected in May 2007. He also reported that new canopies have been installed at the San Antonio and Saint James Light Rail Stations.

Mr. Burns provided a brief update on the following items: 1) Highway 17 northbound auxiliary lane between Camden and Hamilton Avenues is due for final paving and striping; 2) Highway 152/156 Interchange Project is out to bid. 3) The Organizational and Financial Audit is nearly complete and the Board will discuss will submit the recommendations at its March 23,2007 Board Workshop; 4) Fiscal Year 2007 Budget projections indicate a balanced budget that includes a potential surplus. Mr. Burns commented that there are no indications of fare increases or service reductions; 5) The Board will review the Comprehensive Operations Analysis at its February 16, 2007 Board Workshop; 6) Progress of Community Bus Implementation in Gilroy and Morgan Hill; and 7) Based upon recommendations of the RIDE Task Force, staff will evaluate senior, disabled and youth fares to determine if reducing the fares will increase ridership.

Member Kishimoto noted that this is the year for “climate change” and noted that transportation contributes to half of all air emissions. She commented that Bay Area communities look forward to partnering with VTA to address emission issues and to promote walkable communities, community shuttles and other transit issues.

Member Casas thanked Mr. Burns for his report and noted he is very interested in the current fare evaluation process and supports fare reduction strategies.

Member Pinheiro thanked VTA staff for their hard work and diligence to implement Community Bus in the South County

Member Kishimoto inquired about Translink implementation at VTA. Mr. Burns replied that VTA is scheduled to implement Translink in 2008.

5. Chairperson's Report

There was no Chairperson's Report.

6. City Grouping Report.

Member Kishimoto commented that Bob Doty, Caltrain Rail Operations Manager, gave a presentation entitled, "Beyond the Baby Bullet" to the North County Cities Grouping.

Member Pinheiro commented that the Milpitas Morgan Hill Gilroy (MGM) Cities Grouping met and VTA provided information regarding the Community Bus Implementation for South County.

**BUSINESS REFERRED TO COMMITTEE BY THE BOARD OF DIRECTORS/
GENERAL MANAGER**

CONSENT

7. Minutes of November 9, 2006

M/S/C (Kishimoto/King) to approve the Minutes of November 9, 2006.

8. Summary Minutes of December 14, 2006

M/S/C (Kishimoto/King) to approve the Summary Minutes of December 14, 2006.

9. Summary Minutes of January 11, 2007

M/S/C (Kishimoto/King) to approve the Summary Minutes of January 11, 2007.

10. Proactive CMP Reviewed and Approved Projects Quarterly Status report October through December 2006

M/S/C (Kishimoto/King) to review the Proactive CMP Reviewed and Approved Projects Quarterly Status report October through December 2006.

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

REGULAR

Chairperson Glickman welcomed new PAC members Margaret Abe-Koga representing the City of Mountain View, Evan Low representing the City of Campbell, and Steve Tate representing Morgan Hill.

11. Election Process for Advisory Committee Chairperson and Vice Chairperson

Chairperson Glickman indicated that the Nominating Committee recommended the following slate of candidates for 2007: Christopher Moylan for Chairperson and Kris Wang for Vice Chairperson.

Chairperson Glickman opened the nominations from the floor for the positions of Chairperson and Vice Chairperson.

M/S/C (Caserta/Kishimoto) to close the nominations and elect Christopher Moylan as Policy Advisory Committee Chairperson for calendar year 2007 to complete the election process.

Member Caserta thanked Chairperson Glickman for his diligence, hard work, and for the innovative concept to provide each PAC member the opportunity to address the Committee with their individual cities' transportation needs, priorities, goals and concerns, and to then allow PAC the opportunity to discuss those issues.

Chairperson Glickman relinquished his seat as Chairperson to newly elected Chairperson Moylan.

M/S/C (Glickman/Caserta) to close the nominations and elect Kris Wang as Policy Advisory Committee Vice Chairperson for calendar year 2007 to complete the election process.

Chairperson Moylan commented that he wishes to continue the precedent established by Member Glickman and invited the Committee members to submit their City Transportation Presentations.

Chairperson Moylan expressed concern regarding the Bylaws for the Policy Advisory Committee, Article V, Quorum; Vote; Committee of the Whole.

12. Review and Screening of Candidate Locations for Noise Mitigation

Marcella Rensi, Manager, Programming and Grants, provided an overview of the screening and review process of candidate locations for noise mitigation. Ms. Rensi commented that this program would initiate the commencement of a new program to screen and designate locations for sound barriers on freeways and expressways and to authorize the General Manager to enter into consultant contracts for \$500,000 for technical expertise to implement the program.

Ms. Rensi commented that VTA, Caltrans and member agencies often receive multiple-noise complaint calls from residents. Per VTA policy these calls are referred back to the cities and the County. VTA staff has determined that many of the complaints do not receive adequate review and consideration. Ms. Rensi commented the proposal includes: 1) VTA issuance of a 90-day call for projects, “Request for Candidate Locations” to the county, cities and Caltrans for potential locations; 2) VTA staff and consultants would review and screen the prospective locations for sound barriers; 3) VTA consultants would conduct a “Preliminary Technical Study” to determine the merit of complaints based on criteria, general analysis of current traffic volume, distance and roadway topography, noise-sensitive receptor characteristics, and projected noise barrier benefits; 4) Consultants would prepare “Field Measurements and Detail Analysis” report indicating noise measurements and also perform a quantitative evaluation of noise reduction, cost-effectiveness, and construction feasibility; 5) Consultants would prepare a report providing a technical basis for evaluation by member agencies if they choose to move forward with the project by preparing a Noise Barrier Scope Summary Report (NBSSR) and subsequently submit that document to VTA for consideration of programming.

Member King inquired if the candidate location program applies solely to areas where there are no existing sound barriers and if so recommended that all candidate locations be considered.

Member Glickman inquired if the monitoring evaluation and spot checks of candidate locations would take place at various times of the day and night and asked what standards would be employed to gauge the sound levels. Ms. Rensi referred to the Board adopted VTP 2020 Plan Implementation: Policies, Project Selection and Programming Criteria for the Valley Transportation Plan 2020 Sound Barrier Program that indicates a criterion level of 67dBA (decibels). The program criterion signifies that a noise barrier would reduce the exterior noise level by at least 5dBA.

Member Glickman commented cities should receive a report indicating the standards for the criterion and determination regarding the submitted candidate location.

Member Kishimoto expressed concern that alternate noise mitigation solutions such as rubberized asphalt has not been considered as a component of the Noise Mitigation Study.

Member Wright expressed concern with the amount of funds requested to implement the program. John Ristow, Deputy Director Programming and Planning, commented that currently each city must evaluate their sites for potential noise mitigation solutions. The proposed program would alleviate the cost to the cities and member agencies and enable VTA to provide a countywide review and screening process for candidate locations for sound walls.

Member McHugh commented that the County is unable to contribute to Noise Mitigation Programs at this time and supports VTA’s proposed efforts.

Member King inquired if the proposed program is a pro-active effort by VTA and indicated noise mitigation is very important to the residents of Saratoga. Ms. Rensi replied in the affirmative.

Member Low expressed concern regarding the amount of funds needed to implement the Program.

Scott Haywood, Policy and Community Relations Manager and Staff Liaison, commented that staff would provide Program updates to the PAC.

Member Pinheiro inquired if funds are available for the Noise Mitigation Program. Ms. Rensi responded that the STIP is a potential source of funds.

Member Pinheiro recommended that VTA consider alternative uses of these funds.

Member Wright expressed his opposition to the Noise Mitigation Program.

Member Glickman expressed concern and recommended a lower level of funding.

Member McHugh suggested staff incorporate the recommendations and concerns of the Committee, defer the item at this time and recommended the item return to the PAC in April 2007 with the recommended modifications.

On Order of Chairperson Moylan, there being no objection the Committee deferred to the April 12, 2007 PAC meeting Agenda Item # 12., Review and recommend that the VTA Board of Directors authorize a countywide review and screening of candidate locations for noise mitigation projects on freeways and expressways, and authorize the General Manager to enter into consultant contracts for up to \$500,000 for technical work necessary to implement the program.

The Committee recommends that staff address the Committee's concerns and issues, and correct the problems identified by the Committee regarding the amount of funds necessary for the Noise Mitigation Program, identification of the amount of funds necessary for candidate locations for noise barriers, including alternative utilization consideration for those funds, and to include noise prevention alternatives.

13. Comprehensive Operations Analysis Status Report

Kevin Connolly, Transportation Planning Manager, provided a PowerPoint presentation and brief report on the Comprehensive Operations Analysis Status Report highlighting: 1) Work Program; 2) Countdown Schedule; 3) Market Analysis; 4) On-Board Survey Key Findings that include rider profiles, rider demographics, travel characteristics, understanding traveler attitudes, and the attitude-based survey results.

Mr. Connolly commented that the seven key transportation factors that were identified in the survey include: 1) Price Sensitivity; 2) Transit Tolerance; 3) Time Sensitivity; 4) Travel Flexibility; 5) Stress Sensitivity; 6) Social Sensitivity; and 7) Pro-Environment.

Mr. Connolly identified the following strategies for future transit service planning in the Comprehensive Operations Analysis (COA) Status Report: 1) Understanding traveler attitudes; 2) Identifying six Santa Clara County customer segments; 3) Identifying relative size of each segment; 3) Classifying demographic data from each segment; and 4) Identifying the Transit Competitive Factor (TCF) by combining transit planning factors with market segment research to identify areas of the County that are amenable to transit service.

Mr. Connolly commented that the COA Status Report represents the result of an 18-month cumulative effort incorporating several independent studies. The COA schedule revision targets an August 2007 decision schedule, allowing additional time for public outreach, stakeholder involvement, and to focus on South County Community Bus Implementation.

Member Glickman recommended that staff consider anticipated ridership numbers in areas where no service currently exists.

Member Kishimoto recommended incorporation of GPS technology in the COA. Mr. Connolly commented that VTA will implement real time information separately from the COA.

Member King inquired if VTA highlights the environmental benefits of riding public transit.

Member Casas commented that raising transit fares would greatly impact residents who depend on public transportation.

Chairperson Moylan noted the Market Analysis Summary indicates a large percentage of residents have low transit tolerance and place a high priority on time sensitivity. Mr. Moylan commented that his interpretation of the data indicates residents have a low tolerance for slow transit and public transit must be faster than driving.

On Order of Chairperson Moylan, there being no objection the Committee reviewed the Comprehensive Operations Analysis Status Report.

14. Proposition 1 B – Corridor Mobility Improvement Account

Mr. Haywood reported that the Corridor Mobility Improvement Account (CMIA) is a program that was included in Proposition 1B- the \$19.9 Billion Infrastructure Bond Measure. This component of the Measure is delegated for projects to improve state highway systems or major access routes. Mr. Haywood commented that \$4.5 billion is slated for CMIA projects statewide and \$1.8 billion for Northern California.

Mr. Haywood commented that project eligibility criteria include: 1) Projects reduce travel time or delays; 2) Improve connectivity; 3) Improve access to jobs, housing, markets and commerce; and 4) Projects commence construction no later than December 31, 2012.

Mr. Haywood commented that the California Transportation Commission (CTC) would determine which Santa Clara County projects would receive funding. The CTC will review two lists, one from the Metropolitan Transportation Commission and one from Caltrans. Santa Clara County projects that are submitted for CMIA funds include: 1) US 101 Auxiliary Lanes in North County-San Mateo/Santa Clara County Line to SR 85 in Mountain View-\$92,258,000; 2) US 101 Widening in South County-Monterey Road to SR 25-\$108,000,000; 3) I-880 Improvements-SR 237 to US 101- \$127,700,000; 4) I-880/280 Improvements, I-880/Stevens Creek Boulevard & I-280/Winchester Boulevard-\$50,000,000, and 5) US 101 Improvements-I-280 to Yerba Buena Road-\$30,000,000.

Mr. Haywood noted that Santa Clara County projects total approximately \$400 million which represents approximately 8 percent of the statewide share of CMIA funding. The schedule calls for a draft list of projects released by CTC staff on February 16, 2007, Public Workshop on February 20, and the final CTC adoption on February 28, 2007.

VTA staff recommends supporting the list as one package rather than individual projects and that the list represents a fair compilation of County projects. Letters of support can be sent to the CTC Chair: The Honorable Marian Bergeson, 1120 N Street, MS-52, Sacramento, California 95814.

Member Glickman commented that he supports the program but he would like to see the I-880/237/101 project construct mixed flow lanes rather than HOV lanes.

Member King commented that Santa Clara County should receive an even higher percentage of revenue from the CMIA.

On Order of Chairperson Moylan, there being no objection the Committee received a report regarding Proposition 1B – Corridor Mobility Improvement Account.

OTHER

15. Committee Work Plan.

Member King inquired about receiving the agenda packet on a compact disc.

Member Glickman volunteered to provide a City Transportation presentation for the month of March from the Town of Los Gatos.

Member Caserta volunteered to provide a City Transportation presentation for the month of April from the City of Santa Clara.

Chairperson Moylan recommended that the Workplan include a review of the PAC Bylaws.

On Order of Chairperson Moylan, there being no objection, the Committee reviewed the Committee Work Plan.

16. Announcements

There were no Announcements.

17. ADJOURNMENT

On order of Chairperson Moylan, there being no objection, the meeting was adjourned at 5:35 p.m.

Respectfully submitted,

Jacqueline F. Golzio, Board Assistant
VTA Board of Directors