



**POLICY ADVISORY COMMITTEE**

Thursday, September 11, 2008

**MINUTES**

**1. CALL TO ORDER**

The Regular Meeting of the Valley Transportation Authority (VTA) Policy Advisory Committee (PAC) was called to order at 4:05 p.m. by Chairperson Christopher Moylan in Conference Room B-104, Valley Transportation Authority (VTA), 3331 North First Street, San Jose, California.

**ROLL CALL**

<b><u>Members Present</u></b>	<b><u>Representative Cities</u></b>	<b><u>Arrived</u></b>
Margaret Abe-Koga	Mountain View	
Sid Espinosa	Palo Alto	4:18 p.m.
Steve Glickman	Los Gatos	
Joe Kornder	Santa Clara	
Evan Low	Campbell	
Pete McHugh	Santa Clara County Board of Supervisors	
Christopher Moylan, Chairperson	Sunnyvale	
Pierluigi Oliverio	San Jose	4:19 p.m.
Chuck Page	Saratoga	
Gilbert Wong (Alternate)	Cupertino	4:18 p.m.
Wright, Curtis	Monte Sereno	4:10 p.m.
<b><u>Members Absent</u></b>	<b><u>Representative Cities</u></b>	
Lou Becker	Los Altos	
Armando Gomez	Milpitas	
Marby Lee	Morgan Hill	
Perry Woodward	Gilroy	
Vacant	Los Altos Hills	

**A quorum was not present and the Committee of the Whole was declared.**

**2. ORDERS OF THE DAY**

Chairperson Moylan announced the Governance Committee Proposal is Agenda Item 13X and will be discussed between Items 9 and 10.

**On order of Chairperson Moylan**, there being no objection, the Committee of the Whole accepted the Orders of the Day.

### **3. PUBLIC PRESENTATIONS**

There were no Public Presentations.

### **4. Committee Staff Report**

Jim Lawson, Senior Policy Advisor and Staff Liaison, reported the following:

1) At the September 4, 2008, Board of Directors meeting, the Board received a progress report on the Mary Avenue Bicycle Pedestrian Bridge; 2) Labor negotiations between VTA and the Amalgamated Transit Union (ATU) are on-going; 3) The Board approved the Scope of Work for the VTA Auditor General Request for Proposal (RFP); 4) The Governance Structure was referred to the Administration & Finance Committee (A&F). Staff was directed to return with the description of four potential scenarios and the methodology needed to arrive at any one of the four scenarios: A) PAC alternative; B) Recommendation from Governance Subcommittee; C) Do nothing scenario; and D) A directly elected Board; 5) The average weekly bus ridership increased by almost 16 percent in July. Rail ridership decreased by .2 percent due to station closures. The overall system increased by 11.4 percent with 153,050 average weekday riders. 6) The Caltrain Board held a public hearing regarding fare increases and is considering a 25% increase on the base in addition to a 25% increase on the base and the zones; 7) The Caltrain Board received a presentation regarding electrification; 8) VTA redeemed bonds in September for \$26.5 million. It is estimated that reissuing the bonds will save VTA \$5.4 million over the life of the bonds; 9) President Bush declared today, September 11, Patriot's Day and VTA observed a minute of silence at 5:36 a.m. in honor of those who lost their lives seven-years ago. All buses and light rail vehicles stopped, or pulled to the side of the road, and read a memorial statement; 10) On August 27 VTA dedicated the 152/156 Flyover at the southern part of the County and this \$34 million project opened six-weeks ahead of schedule; and 11) Mr. Lawson praised the efforts of Captain Luther Pugh, the former Chief of Protective Services, and welcomed Captain Pugh's replacement Captain Robert Schiller of the Santa Clara County Sheriff's Department.

Member Wright took his seat at 4:10 p.m. and a quorum was declared.

Member McHugh queried whether the Highway 152/156 Flyover would solve congestion issues. Mr. Lawson stated that the project is not finished, but a measurable improvement is expected once lane improvement work is completed.

### **5. Chairperson's Report**

Chairperson Moylan reported that the PAC Chair, Vice Chair, and staff met prior to this meeting to review Agenda Item 10.

### **6. City Grouping Report**

There was no City Grouping Report.

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

## CONSENT AGENDA

7. **Minutes of August 14, 2008**

M/S/C (Glickman/McHugh) to approve the Minutes of August 14, 2008.

8. **Proactive CMP Reviewed and Approved Project Quarterly Status Report**

M/S/C (Glickman/McHugh) on a vote of 7 Ayes to 0 Noes to 1 Abstention to receive the report entitled: Proactive CMP Reviewed and Approved Project Quarterly Status Report. Member Page abstained.

## REGULAR AGENDA

9. **Highway 9 Corridor Transportation Needs, Issues & Priorities**

A Power Point Presentation was provided highlighting results of a successful, cooperative effort involving three adjacent cities working together as a cost-effective means of completing the \$1.8 million project. PAC Members Steve Glickman of the Town of Los Gatos, Curtis Wright of the City of Monte Sereno, and Chuck Page of the City of Saratoga defined the Highway 9 Safety Improvement Project as an effort to improve bicycle and pedestrian safety along a 2.4 mile stretch of a highway corridor that links the three cities.

Members Espinosa and Wong took their seats at 4:18 p.m.

Member Oliverio took his seat at 4:19 p.m.

Funding for the project was derived from: 1) The Federal Government's Congestion Mitigation and Air Quality (CMAQ) Grant; 2) Proposition 116 The Rail Transportation Bond Act of 1990; 3) VTA; and 4) the Town of Los Gatos and the Cities of Saratoga and Monte Sereno.

The completed projects include modifications to signal-light intersections; installation of a pedestrian-activated-light-crossing; road widening; concrete improvements; road re-striping; signage added and/or replaced; curb and gutter modifications; enhancements and/or widening of existing bike lanes; and a newly created bike lane. The improvements will allow bicyclists and pedestrians a safe roadway to traverse.

A consultant will work with the three municipalities in their ongoing efforts to determine the next steps.

Member Glickman referred to the Highway 9 Project as a successful model for future joint-venture projects involving transportation. Chairperson Moylan referenced the Stevens Creek Trail as a multi-jurisdictional project that is bordered by the Cities of Mountain View, Los Altos, Sunnyvale and Cupertino, where a similar success could be achieved.

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

Member Kornder queried regarding the project timeline. Member Glickman stated the project took three years from commitment to completion.

Member Espinosa queried regarding any lessons learned to share with others planning a similar venture. Member Page noted that they had a scope of a project, a timeframe for available financing, an architect's plan for what could be accomplished if broken down into manageable pieces, and the determination of local agencies and citizens.

Member Kornder queried regarding plans for ongoing maintenance costs. Member Glickman stated funds were set aside from the beginning for that purpose. Member Wright noted that the area is a Caltrans-maintained State Highway.

**On order of Chairperson Moylan**, there being no objection, the committee received the presentation on Highway 9 Corridor Transportation Needs, Issues & Priorities.

**The Agenda was taken out of order.**

**13X. VTA Governance**

Chairperson Moylan summarized the history of the VTA Governance issue, detailed the Governance Subcommittee's proposal, and queried whether PAC wished to make a recommendation. Chairperson Moylan noted the Governance issue was fully discussed during the July PAC meeting and therefore no information was included within this meeting's Agenda. He stated that if necessary, more detail would be provided for anyone not present at the July meeting.

Member Wright questioned whether the South County Proposal was still under consideration. Chairperson Moylan stated that it was. Member Wright reiterated that the Monte Sereno City Council is on record as opposing the South County Proposal. Chairperson Moylan noted that the PAC is also on record as opposing the South County Proposal.

Mr. Lawson stated that the four Governance Subcommittee recommendations A&F will be addressing at their meeting next week are: 1) PAC Alternative; 2) Recommendation from the Governance Subcommittee with reference to the city groups; 3) Do nothing; and 4) A directly elected Board.

Mr. Lawson noted that whatever approach is taken will be a complex approach. He reminded the PAC members that they, and through them their councils, will have several more opportunities to weigh-in on this topic.

Member Glickman noted that he supported PAC's original recommendation of a directly elected Board. He stated that he would support and make a motion on the Governance Subcommittee's proposal as an interim solution.

Member Espinosa seconded the motion.

Mr. Lawson stated that: 1) the voting by the PAC would be rank order, first, second, third choice; and 2) that the voting would be weighted by the population of the cities.

**M/S/C (Glickman/Espinosa)** on a vote of 8 Ayes to 3 Noes to 0 Abstentions to make a recommendation to the Administration & Finance Committee on the Governance Subcommittee's proposal as an interim solution to elect the five seats on the Board that are allocated to the 14 cities and those who would be represented by the five seats on PAC would vote for those five members and that voting by the PAC would be in rank order and the voting would be weighted by the population of the cities. Members Kornder, Low, and Wong opposed.

**10. Advisory Committee Enhancement**

Jennie Loft, Public Information Officer, noted the purpose of the advisory committees, as indicated in the by-laws, is to provide input and advice to the VTA Board on issues referred to the committee by either the Board or the General Manager. Ms. Loft indicated that the recent State Audit reinforced the recommendation from the Hay Group assessment regarding the need to incorporate the advisory committees' input in the development of policy solutions.

Ms. Loft noted that the overall plan is to improve the operation and effectiveness of the advisory committees. She asked the PAC for volunteers to form a PAC subcommittee to participate in the development of the Advisory Committee Enhancement Initiative. The Subcommittee will review PAC's goals and responsibilities to ensure that they are in line with VTA's new vision and mission statements. Members from this subcommittee will then join a task force comprised of members from the five advisory committees to review for any committee overlap, to view the role of the advisory committees as a whole, and report back to PAC on the status of the initiative. A full report from the joint task force will be provided to the VTA Board.

Member Kornder queried regarding consolidating or combining the advisory committees to avoid repetition. Ms. Loft stated that she encourages the subcommittee members to put the ideas generated from their discussions into their report.

Member Glickman expressed his appreciation that VTA's General Manager had allocated staff to ensure the task force stays on track.

Chairperson Moylan, Vice Chairperson Abe-Koga and Member Page volunteered to serve as members of the PAC Advisory Committee Enhancement Initiative Subcommittee.

**On order of Chairperson Moylan**, there being no objection, the committee reviewed the Advisory Committee Enhancement Strategy.

**11. Amendments to the Policy Advisory Committee Bylaws**

Stephen Flynn, Senior Management Analyst, stated that by moving the election date from January to December, with the implementation in January, staff could provide orientation and training for incoming chairs prior to their first committee meeting. A December election would put PAC into consistency with the other four advisory committees. Mr. Lawson noted it is also consistent with the Board.

Member Glickman noted that some PAC members are appointed by their respective mayors or city councils. He stated that many of those appointments are not made until late December or early January.

Member Page stated that in Saratoga the reorganization occurs in early December, with the mayor having one to two weeks to determine appointments.

Member Wong commented that in Cupertino the appointments are for a one-year period and the city council makes those appointments in January.

**M/S/C - (Kornder/McHugh)** to recommend not to amend the PAC bylaws at this time, because of the unique nature of the appointment process.

Mr. Flynn noted that the second part of this item is an attendance provision in the PAC Bylaws which is inapplicable for anyone who has alternates provided.

**M/S/C - (McHugh/Abe-Koga)** to delete the existing attendance provision that is inapplicable for PAC due to members having alternate members.

## **12. Pilot Litter Control Program**

Amin Surani, Principal Transportation Planner, reported that two recommendations came out of the VTA conducted litter control and landscaping study: 1) Adopt the minimum visual standard of “slightly littered” on our freeways; and 2) Conduct a pilot study to see what resources are needed to meet this “slightly littered” condition.

Caltrans and VTA implemented a six-month Pilot Litter Control Program from October 2007 to March 2008 on the segment of U.S. 101 between I-880 and Blossom Hill Road: 1) Caltrans performed litter control; 2) Based on the pilot study Caltrans estimated that approximately \$450,000 is needed to maintain that segment of the freeway in a slightly-littered condition if Probationers and Adopt-A-Highway Volunteers are used in the cleanup; and 3) Based on Caltrans’ numbers, the annual cost would be approximately \$11 million to keep Santa Clara County’s 250 miles of freeways clean to a slightly-littered condition.

Mr. Surani stated that if Caltrans employees are used for the cleanup, the amount increases to \$18 million and based on this study the preliminary recommendation is: 1) Work with Caltrans to ensure that resources are increased; and 2) Make the Adopt-A-Highway program more effective.

Mr. Surani noted that the Technical Advisory Committee (TAC) had discussed this item during their meeting earlier this afternoon and would like to provide those recommendations to PAC. Mr. Surani introduced TAC Chairperson Ben Tripousis.

Mr. Tripousis reported that: 1) TAC called for an initial comprehensive study of Caltrans efforts with regard to litter and landscaping and identified significant problems; 2) TAC recommends the Congestion Management Program and Planning Committee (CMPP) remove this item from the CMPP September 18, 2008, agenda and return the item to staff for further study; 3) TAC will work with staff on action items as follow-up

recommendations; and 4) TAC will identify next steps in terms of working with Caltrans and seeking out other resource allocations.

Mr. Tripousis then stated that TAC will determine: 1) if the service delivery model is an adequate model; 2) a more effective way to clean up litter and maintain landscape; 3) if alternative agencies, including non-profit, would be more cost effective; 4) how to encourage broader, more effective adopt-a-highway participation; and 5) how to expand education and enforcement.

Mr. Tripousis then noted that the Pilot Litter Control Program will come back through all of the committees for review and comment.

Member Glickman expressed concern regarding the \$11 Million for cleaning 250 miles of highway. Mr. Surani stated the amount is also very high in staff's estimation.

**On order of Chairperson Moylan**, there being no objection, the committee received a report on the Pilot Litter Control Program.

Member Low left the meeting at 5:30 p.m.

Member Wong left the meeting at 5:32 p.m.

Member Espinosa left his seat at 5:33 p.m.

### **13. High Occupancy Toll (HOT) Lanes - Preliminary Recommendation**

Murali Ramanujam, Senior Transportation Engineer, provided a Power Point presentation entitled: "SR 85 and US 101 High Occupancy Toll (HOT) Lanes" highlighting: 1) Background; 2) Stakeholder Coordination; 3) Public Outreach Coordination; 4) VTA Board Schedule; 5) Regional Update; 6) What is an Express Lane?; 7) Why Express Lanes?; 8) Who can use Express Lanes?; 9) How do Express Lanes Work?; 10) Do Express Lanes Work?; 11) How Are Toll Revenues Used?; 13) Example of Express Lane in Minneapolis; 14) Proposed SR 85 Express Lanes and 14) What are Public Opinions?; 14) What About Enforcement?; 17) Challenges – Technical and Policy; 18) Southbound I-680 Express Lane; 19) SR 85 Express Lanes and US 101 Express Lanes; 20) Two Lane HOV (Southern California); 21) Silicon Valley Express Lanes Network; 22) Southbound I-680 Express Lane; 23) SR 85 Express Lanes (Phase I); 24) U.S. 101 Express Lanes – Phase II; 25) SR 237 Express Connectors; 26) Funding Option for Express Lanes Program; 27) Future Board Recommendations – December 2008; and 27) What is the Schedule?

Mr. Ramanujam distributed: 1) A Fact Sheet entitled "Express Lanes – State Route 85 and U.S. 101 Express Lanes Project"; and 2) A Frequently Asked Questions (FAQs) sheet entitled "Frequently Asked Questions about VTA's Express Lanes Project."

Member Espinosa took his seat at 5:36 p.m.

Member McHugh left the meeting at 5:39 p.m.

Mr. Ramanujam highlighted the following benefits of VTA's Express Lanes:

- Increase efficiency of existing roadways by allowing solo drivers to pay a fee to access express lanes;
- Through the use of dynamic pricing, VTA can manage the amount of traffic in the express lanes and maintain free flowing speeds even when lanes are congested;
- By managing congestion, we are able to conserve fuel, reduce air pollution, and improve the environment; and
- Tolls collected will be used to operate the express lanes and for other transportation improvements in the corridors including transit.

**On order of Chairperson Moylan**, there being no objection, the Committee received the High Occupancy Toll (HOT) Lanes - Preliminary Recommendation.

**14. Committee Work Plan**

**On order of Chairperson Moylan**, there being no objection, the Committee reviewed the PAC Work Plan.

**15. Announcements**

There were no Announcements.

**16. ADJOURNMENT**

**On order of Chairperson Moylan**, there being no objection, the meeting was adjourned at 5:50 p.m.

Respectfully submitted,

Susan Garcia, Board Assistant  
VTA Board of Directors