

## Technical Advisory Committee

Thursday, September 11, 2008

### MINUTES

#### CALL TO ORDER

The Regular Meeting of the Technical Advisory Committee (TAC) was called to order at 1:35 p.m. by Chairperson Tripousis in Conference Room B-104, Valley Transportation Authority (VTA), 3331 North First Street, San Jose, California.

#### 1. ROLL CALL

Attendee Name	Representing	Status	Arrived
Greg Armendariz	City of Milpitas	Present	1:42 pm
Rajeev Batra	City of Santa Clara	Present	1:45 pm
Dan Collen	County of Santa Clara	Present	
Don Dey	City of Gilroy	Present	
Glenn Goepfert	City of Cupertino	Present	
Joan Jenkins	City of Mountain View	Present	
Robert Kass	City of Campbell	Present	1:38 pm
Gayle Likens	City of Palo Alto	Present	
Jim Rowe	City of Morgan Hill	Present	1:44 pm
Ben Tripousis, Chairperson	City of San Jose	Present	
Jim Gustafson	City of Los Altos	Absent	
Richard Chen	Town of Los Altos Hills	Absent	
Todd Capurso	Town of Los Gatos	Absent	
Kevin Rohani	Town of Los Gatos	Absent	
Ed Slintak	City of Monte Sereno	Absent	

<b>Attendee Name</b>	<b>Representing</b>	<b>Status</b>	<b>Arrived</b>
John Cherbone	City of Saratoga	Absent	
Jack Witthaus, Vice Chairperson	City of Sunnyvale	Absent	
Dennis Ng	City of Sunnyvale	Absent	
Kevin Connolly	VTA	Absent	
Lee Taubeneck	Dept. of Transportation	Absent	
Sylvia Fung	Dept. of Transportation	Absent	

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

**2. PUBLIC PRESENTATIONS:**

There were no Public Presentations.

**3. ORDERS OF THE DAY**

**On order of Chairperson Tripousis**, there being no objection, the following Agenda items were deferred to the October 9, 2008, meeting: **Agenda Item #7.**, Approve the Minutes of August 14, 2008; and **Agenda Item #15.**, Review existing CMP Work Program required activities: System Definition, Level of Service, Multi-Modal Performance Measures.

**4. Committee Staff Report**

John Ristow, Chief Congestion Management Agency (CMA) Officer and Staff Liaison, 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 Kass took his seat at 1:38 p.m.

**5. Chairperson's Report**

Chairperson Tripousis attended the Silicon Valley Leadership Group's Projection 2009 event, where panels of elected officials and business leaders from around the region spoke on moving forward with green initiatives.

Chairperson Tripousis stated the importance of transportation initiatives being in synch with climate-change initiatives and of VTA continuing to look at other methods to fund the transportation program.

Member Armendariz took his seat at 1:42 p.m.

**6. Reports from TAC Working Groups**

- **Capital Improvement Program (CIP) Working Group**

There was no report from the Capital Improvement Program (CIP) Working Group.

- **Systems Operations & Management (SOM) Working Group**

There was no report from the Systems Operations & Management (SOM) Working Group.

Member Rowe took his seat at 1:44 p.m. and a quorum was declared.

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

**CONSENT AGENDA**

**7. (Deferred to the October 9, 2008, TAC Meeting)**

Approve the Minutes of August 14, 2008.

Member Batra took his seat at 1:45 p.m.

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

M/S/C (Dey/Likens) to receive the Proactive CMP Reviewed and Approved Project Quarterly Status Report.

**REGULAR AGENDA**

**9. VTA Discretionary Funding Programs - Composition of Project Scoring Committees**

Marcella Renzi, Transportation Planning Manager, reported on the TAC-requested revisions that staff made to the Scoring Committee selection process. Ms. Renzi described the revised proposal as a call for volunteers from TAC, without any geographic or jurisdictional requirements for any particular agency to participate. She noted that the maximum committee size would be limited to 10 member agencies, with a limit of one-per-member-agency, on a first-come, first-serve basis. The minimum committee size would contain at least three non-VTA members.

Member Dey referenced "Minimum Scoring Committee Size" on page 3 of the Board Memorandum and requested that "No per-agency limits would apply in this case." Be removed and replaced with "Participation would be limited to one-per-member-agency on a first-come, first serve basis." Ms. Renzi stated that staff would agree to that change.

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

In response to a query from Member Kass, Ms. Reni confirmed that representatives on the Scoring Committee do not have to be the actual TAC members, but can be their designee's.

**M/S/C (Batra/Goepfert)** to review and recommend the staff recommended process for selecting project review and scoring committees for VTA Congestion Management Program Discretionary Funding programs that specifies committee membership and participation. Further, the committee requested to remove “No per-agency limits would apply in this case.” From the “Minimum Scoring Committee Size” and replace it with “Participation would be limited to one-per-member-agency on a first-come, first serve basis.”

Member Batra left his seat at 1:52 p.m.

#### **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 TAC for volunteers to form a TAC subcommittee to participate in the development of the Advisory Committee Enhancement Initiative. The Subcommittee will review TAC’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 TAC on the status of the initiative. A full report from the joint task force will be provided to the VTA Board.

Chairperson Tripousis noted that having recently revised their vision and mission statements, the existing TAC Subcommittee will address this enhancement initiative.

Chairperson Tripousis queried regarding the timing for the process. Ms. Loft noted a 1-2 month Subcommittee period, followed by a 2-3 month Task Force information-processing period that will not begin until all subcommittees have completed their work.

Member Batra took his seat at 1:55 pm.

Member Kass queried regarding the Task Force’s report to the Board. Ms. Loft noted that the information and ideas generated from the subcommittees and the task force would be included in the report to the Board.

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

**11. Amendment to the Technical 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 TAC into consistency with the other four advisory committees.

**M/S/C (Dey/Batra)** to approve amending the Technical Advisory Committee bylaws, as indicated in Attachment A, to modify the schedule for election of the chairperson and vice chairperson. This proposed change would move the election from January as currently scheduled to the preceding December.

**12. Noise Reduction Screening Program List of Eligible Locations**

Christina Jaworski, Senior Environmental Planner, reported: 1) 80 locations were reviewed by VTA staff based on the project eligibility criteria approved by the Board of Directors in November of 2003; 2) The CIP Committee reviewed the initial screening process in July and 3) 30 locations were recommended for elimination from the next stage in the screening process based upon: A) if the location was developed after roadway was constructed - based on the date that the last Type 1 roadway project was constructed; B) if there is a planned roadway project in the area in the next 25 years, because there are project areas currently being studied for noise impact; and C) if there are existing sound walls.

Member Jenkins questioned the noise reduction methods being evaluated. Ms. Jaworski stated that VTA has asked the consultant to recommend the most effective and the most cost-effective methods for noise reduction.

**On order of Chairperson Tripousis**, there being no objection, the committee reviewed the Noise Reduction Screening Program List of Eligible Locations.

**13. Litter Control Pilot Program**

Tom Fitzwater, Transportation Planning Manager, reported that VTA conducted a litter control and landscaping study. Two recommendations came out of that study: 1) adopt the minimum visual standard of “slightly littered” on our freeways; and 2) do a pilot study to see what resources are needed to meet this “slightly littered” condition.

Mr. Fitzwater reported that: 1) Caltrans and VTA implemented a 6-month pilot program from October to March; 2) The section of highway selected for the pilot study was approximately 10 miles of U.S. 101 between I-880 and Blossom Hill Road; 3) Caltrans performed litter control, removed the (Caltrans-referenced) homeless debris, swept the highway shoulder and collected all the hours and resources dependent on that; 4) Based on the pilot study Caltrans estimated that approximately \$450 thousand is needed to maintain that section of the freeway in a slightly-littered condition, if they use the probationers and Adopt-A-Highway program participants; 5) Based on Caltrans numbers, it would cost approximately \$11 million to keep Santa Clara County’s 248 miles of freeways clean to a slightly-littered condition; and 6) If the probationers are not available and Caltrans staff is used the amount increases to almost \$19 million.

Mr. Fitzwater noted the next steps are: 1) Litter Control Pilot Program findings will be included in the VTP 2035 under the landscape restoration and litter/graffiti removal program category; 2) Present the findings to the Silicon Valley Anti-Litter Campaign in early November; and 3) Present to the Board.

Members Jenkins and Kass expressed concern regarding the \$450 thousand annual-cost estimate for maintaining that segment of the freeway in a slightly-littered condition. Mr. Fitzwater noted that the report reflects a bigger job than Caltrans is currently doing.

Mr. Fitzwater recommended that a determination be made on how the cleanliness of this portion of freeway compares with other portions within the County.

Member Kass referenced the cleanliness of the Caltrans Districts of San Diego and Orange Counties. He questioned the cost to maintain that level of cleanliness. Member Kass noted Caltrans' proposal of \$18 million to maintain the Santa Clara County Freeway System for a one-year period and recommended exploring other methods including: 1) privatizing; 2) using contractors; 3) a self-help program; or 4) some other model.

Member Batra questioned what it took to achieve the baseline. Mr. Fitzwater stated that Caltrans quadrupled its efforts beginning in September 2007 to establish a baseline. He noted from that point forward Caltrans tried to maintain a slightly-littered level.

Member Likens noted a significant cost reduction during the final three months of the study, when Caltrans used a contractor to maintain the freeway in a slightly-littered condition.

Member Kass inquired if during the period of establishing the baseline any segment of the pilot area had an Adopt-A-Highway program established. He then requested staff to contact Caltrans to determine what the Adopt-A-Highway status is for the section of highway used in the pilot study.

Mr. Fitzwater noted that this item will be on the September 11, 2008, Policy Advisory Committee (PAC) Agenda. He then noted that the item will go to the Congestion Management Program and Planning Committee (CMPP) the following week before being finalized for the Board.

Chairperson Tripousis volunteered to attend the PAC meeting to bring forth TAC's recommendations. He summarized the TAC's discussion by stating that: 1) 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; 2) TAC will work with staff on action items as follow-up recommendations; 3) TAC will identify the next steps in terms of working with Caltrans and seeking out other resource allocations.

Chairperson Tripousis then noted the TAC would determine: 1) if the Caltrans 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.

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

**14. High Occupancy Toll (HOT) Lanes - Status Report on Program Concept**

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.”

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 Tripousis**, there being no objection, the committee received the High Occupancy Toll (HOT) Lanes - Preliminary Recommendation.

**15. (Deferred to October 9, 2008, TAC Meeting)**

Review existing CMP Work Program required activities: System Definition, Level of Service, Multi-Modal Performance Measures.

**16. MTC Activities and Initiatives**

There were no MTC Activities and Initiatives reported.

**OTHER**

**17. Technical Advisory Committee (TAC) Subcommittee**

Member Dey reported on the two items that were discussed:

1) Bicycle expenditure plan

TAC put a hold on the scoring guidelines due to questions regarding screening projects and standards that have been applied. A meeting with VTA resolved those questions. The item will come back to TAC next month for further discussion and action.

2) Federal reauthorization and earmarking funds

A different approach is being planned to move projects for earmarking that will benefit everyone. Kurt Evans was asked to lead that effort and will bring it before TAC next month.

**On order of Chairperson Tripousis**, there being no objection, the Committee received the TAC Subcommittee Update.

**18. Committee Work Plan**

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

**19. Announcements**

Member Batra reported that AB152, previously funded for VTA transit-related maintenance, has been expanded to include street, sidewalk, and pedestrian-related items. AB152 is currently under “enrolled status” on the Governor’s desk. Member Batra stated that he would like Kurt Evans, Government Affairs Manager, to provide details on how this will benefit the cities.

Member Jenkins reported that the City of Mountain View is recruiting for a full-time Senior Administrative Analyst.

**20. ADJOURNMENT**

**On order of Chairperson Tripousis**, there being no objection, the meeting was adjourned at 3:32 p.m., in memory of those who lost their lives on September 11.

Respectfully submitted,

Susan Garcia, Board Assistant  
VTA Board of Directors