

Technical Advisory Committee

Thursday, October 9, 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
Rajeev Batra	City of Santa Clara	Present	
John Cherbone	City of Saratoga	Present	
Kevin Connolly	VTA	Present	
Don Dey	City of Gilroy	Present	
Glenn Goepfert	City of Cupertino	Present	
Robert Kass	City of Campbell	Present	
Gayle Likens	City of Palo Alto	Present	
Michael Murdter	County of Santa Clara	Present	
Jaime Rodriguez	City of Milpitas	Present	
Lee Taubeneck	Dept. of Transportation	Present	
Ben Tripousis	City of San Jose	Present	
Jack Witthaus	City of Sunnyvale	Present	
Jim Gustafson	City of Los Altos	Absent	
Richard Chen	Town of Los Altos Hills	Absent	
Todd Capurso	Town of Los Gatos	Absent	

Attendee Name	Representing	Status	Arrived
Kevin Rohani	Town of Los Gatos	Absent	
Ed Slintak	City of Monte Sereno	Absent	
Kathleen Molloy-Previsich	City of Morgan Hill	Absent	
Jim Rowe	City of Morgan Hill	Absent	
Joan Jenkins	City of Mountain View	Absent	
Cathy Lazarus	City of Mountain View	Absent	

A quorum was present.

2. PUBLIC PRESENTATIONS:

There were no Public Presentations.

3. ORDERS OF THE DAY

There were no Orders of the Day.

4. Committee Staff Report

Chris Augenstein, Deputy Director, Planning, provided a handout to the TAC entitled “Association of Bay Area Governments (ABAG) Projections 2009 Development and Land Use Dataset Confirmation for Countywide Transportation Model.” Mr. Augenstein gave a brief report stating: 1) ABAG is currently in the process of developing updated Projections 2009 forecasts of population and jobs for the region; 2) In the past there has been considerable review and correction of ABAG datasets to make the forecasts consistent with current development policies and plans for the local jurisdictions; 3) This top down review results in regional forecasts of population and job growth that are not consistent with the local jurisdiction expectations of where growth will occur based on locally adopted planning policies; 4) VTA’s intent is to reorder this series of review to ensure that ABAG and Metropolitan Transportation Commission (MTC) are using the best local planning information available when preparing the new Projections 2009 forecasts; 5) VTA will provide the reviewed datasets to ABAG prior to the adoption of the Projections 2009 datasets to improve consistency between the planning agencies assumptions; and 6) VTA is asking Member Agencies to review and, if necessary, revise the initial VTA allocations by Traffic Analysis Zones (TAZs) for their jurisdiction.

Mr. Augenstein noted that when questioned, ABAG was not able to provide an explanation of the reasons or the methodology for transferring a large quantity of jobs out of Santa Clara County and into San Francisco and Marin Counties.

John Ristow, Chief Congestion Management Agency (CMA) Officer and Staff Liaison, reported on the upcoming November 4, 2008, ballot. He noted VTA's interest in three Measures: 1) Measure B - seeking authorization for a 1/8th of one percent, 30-year sales tax for use by the Bay Area Rapid Transit (BART) to operate, maintain and improve the 16.1 mile BART extension to Santa Clara County, to be collected only if sufficient state and federal funds are secured to match local construction dollars.; 2) Measure C - a measure for an advisory vote on a proposed comprehensive transit program; and 3) Measure D - a measure to amend the current ordinance relating to submission of a proposed comprehensive transit program to the voters.

Mr. Ristow reported that all nine CMAs are presently working with MTC to determine the next steps of the Regional Transportation Plan (RTP). He noted one decision will globally determine funding distribution for the major categories of maintenance, capacity expansion, and efficiency.

Mr. Ristow also reported that a proposal for the near-term years, emphasizing "Fix it First," would put early-resources back into local streets and roads, transit capital, freeway performance initiative, and the Transportation for Livable Communities (TLC) program. Mr. Ristow stated that the proposals would be brought back through the committees for revalidation.

Member Batra queried regarding Measure C. Mr. Augenstein defined Measure C as an advisory measure related to the 1976 Tax Measure that created the transit district. He stated that a "yes" vote would be an affirmation that VTA should continue doing what it is doing.

Vice Chairperson Witthaus reported that some believe Measure C to be a referendum on the plan and the contents of the plan itself. He noted considerable debate and confusion during a recent discussion by Sunnyvale's City Council members. He stated that the Council eventually opted not to take a position. Mr. Ristow requested Jenny Loft, Public Information Officer, to take note that additional clarification is required.

5. Chairperson's Report

There was no Chairperson's Report.

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.

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

CONSENT AGENDA

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

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

8. **(Deferred to November 13, 2008, TAC Meeting)**

Approve the Minutes of September 11, 2008.

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

M/S/C (Rodriguez/Witthaus) to receive a report on the Highway 9 Corridor Transportation Needs, Issues and Priorities from the town of Los Gatos and the cities of Saratoga and Monte Sereno.

10. **FY 2008 Preliminary Annual Transit Operations Performance Report (July 1, 2007 – June 30, 2008)**

M/S/C (Rodriguez/Witthaus) to receive the FY 2008 Preliminary Annual Transit Operations Performance Report. (July 1, 2007 - June 30, 2008).

REGULAR AGENDA

11. **Light Rail Systems Analysis - Kick-Off**

Kevin Connolly, Transportation Planning Manager, gave a brief overview of the Light Rail Systems Analysis, reporting that it will consist of three inter-relating components: 1) Market Analysis; 2) Operations Analysis; and 3) Capital Needs.

Mr. Connolly reported that the project kick-off occurred in early October. He then reported that a project team, made up of VTA staff and consultants, has initiated several tasks to analyze boarding activities, park and ride lot utilization, rail-to-rail transfer activities, and existing ridership patterns.

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

Mr. Connolly stated that the key milestones moving forward are: 1) The Challenges: Market Potential, Operational Constraints and Capital Constraints - January 2009; 2) Operation and Capital Improvements - May 2009; and 3) Recommendations for Investment Priorities - October 2009.

Mr. Connolly noted that at key project milestones, staff will solicit feedback from, and provide updates to, the Transit Planning and Operations Committee (TP&O) and the Technical Advisory Committee (TAC).

On order of Chairperson Tripousis, there being no objection, the committee received information on the Light Rail System Analysis.

12. Election Process for 2009 Chairperson and Vice Chairperson

Stephen Flynn, Senior Management Analyst, described the election process for chairperson and vice chairperson as being comprised of three distinct steps: 1) Appointing the Nominating Subcommittee; 2) Report from the Nominating Subcommittee; and 3) Election of Chairperson and Vice Chairperson. TAC's recently-amended bylaws specify that the chairperson and vice chairperson elections are held the last meeting of the calendar year (usually December).

Member Dey and Member Batra volunteered to serve as members of the TAC Nominating Subcommittee.

M/S/C (Witthaus/Rodriguez) to appoint a nominating subcommittee to identify Committee members interested in serving as the chairperson or vice chairperson for 2009.

13. Advisory Committee Enhancement Process Update

Jenny Loft, Public Information Officer, reported that: 1) The Advisory Committee Enhancement Process was launched at the September 2008 advisory committee meetings; 2) Each advisory committee established an Advisory Committee Enhancement Subcommittee.; and 3) Each subcommittee planned to meet prior to the October 2008 advisory committee meetings.

Stephen Flynn, Senior Management Analyst, noted that to keep each committee fully informed of the status of the Advisory Committee Enhancement process, pending each committee's review and approval, a placeholder item entitled "Advisory Committee Enhancement Subcommittee Report" will be added to each committee's monthly work plan and agenda through early 2009.

On order of Chairperson Tripousis, there being no objection, the committee received a brief update on the status and progress of the Advisory Committee Enhancement process.

14. Adopt Bicycle Expenditure Plan (BEP) Evaluation Criteria

Chris Augenstein, Deputy Director, Planning, reported that upon reaching an agreement, the TAC Subcommittee incorporated all of the TAC's suggestions into the revised BEP. He then announced that the Bicycle and Pedestrian Advisory Committee (BPAC) approved the item at their October 8, 2008, meeting.

M/S/C (Dey/Goepfert) to adopt the revised Bicycle Expenditure Plan (BEP) Evaluation Criteria.

15. CMP Work Program-Review Existing Work Program Required Activities: System Definition, Level of Service, Multi-Modal Performance Measures

John Ristow, Chief CMA Officer and Staff Liaison, announced that the CMA is undertaking a review of its statutory core and Board-adopted responsibilities. He noted that in advance of next year's work program, staff is looking for feedback from TAC members on ways to improve the Congestion Management Program (CMP).

Mr. Ristow reported that this would be a TAC agenda item over the next several months. He stated that staff will build the new program and make modifications to the CMP documentation based upon feedback.

Mr. Ristow then introduced Chris Augenstein, Deputy Director, Planning.

A Power Point Presentation was distributed highlighting a review of the required CMP elements: 1) System definition and traffic level of service; 2) Multimodal performance measures; 3) Countywide transportation model; 4) Land use impact analysis; 5) TDM and trip reduction; and 6) Capital Improvement Program (7-year).

Mr. Augenstein reported that "Deficiency Plans," inadvertently left off of the presentation, should be included in this list of required CMP elements.

Mr. Augenstein stated that: 1) urbanized areas with populations over 50,000 are required to have a CMP; 2) the statute is required to be updated every two years; and 3) the last update was in 2007.

Mr. Augenstein reported that CMP networks include: 1) Roadway/Intersections; 2) Transit; and 3) Bike.

Mr. Augenstein noted that additional CMP elements offered up for consideration include: 1) a pedestrian network; and 2) monitoring certain segments of pedestrian systems around the County.

Mr. Augenstein reported that SOMs is presently working on the TIA guidelines, deficiency plan guidelines, and the model conformity guidelines. He stated that SOMs will be bringing those through the committees in a few months.

On order of Chairperson Tripousis, there being no objection, the committee reviewed existing CMP Work Program required activities: System Definition, Level of Service, Multi-Modal Performance Measures.

16. Subject: Federal Trans. Bill Reauthorization - Draft Criteria for Project Selection

John Ristow, Chief CMA Officer and Staff Liaison, reported that The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) will expire at the end of fiscal year 2009. He noted that Congress and the Administration will soon begin working on the Federal Transportation Bill Reauthorization.

Mr. Ristow stated that with previous reauthorizations, the Cities, VTA and the County submitted individual, often similar earmark requests to the legislators. He noted that Kurt Evans, Government Affairs Manager, will be leading this coordination effort proposed by congressional staff members.

Mr. Ristow stated that the proposed schedule is: 1) October 2008 - TAC reviews draft criteria for project selection; 2) November 2008 - TAC approves final criteria and call for projects; 3) December 2008 - TAC scores projects and complete initial project list; 4) January 2009 - TAC finalizes project list; 5) February 2009 - VTA Board approves project list; and 6) March 2009 - VTA/local agencies submit earmark request to members of Congress.

Marcella Rensi, Transportation Planning Manager, stated that in the last reauthorization many projects received a small amount of money. Ms. Rensi noted that if all 15 cities, VTA and the County approach the congressional delegation with a coordinated request for a limited number of high-impact, high-profile regional projects, collectively they might succeed. Ms. Rensi proposed looking at the VTP 2035 evaluation criteria previously adopted by the VTA Board. She then requested feedback from the TAC.

Member Likens suggested that an earmark be put into the context of how it relates to the individual cities. She noted that by limiting the earmarks to highway or county expressway projects, it is quite limiting for local agencies.

Chairperson Tripousis noted that this conversation had initiated in the TAC Subcommittee several months ago when Kurt Evans, Government Affairs Manager, asked if the item could be considered as a discussion item for the TAC Agenda. Chairperson Tripousis reported that the TAC Subcommittee felt it was worthy of a discussion.

Chairperson Tripousis stated that the city of San Jose effectively coordinates with VTA on earmark projects, but he foresees significant challenges in trying to formalize the

process. He noted that a formal arrangement would not preclude a city from pursuing an earmark on its own, should a project that they are committed to not be included on the collective earmark list, thereby defeating the purpose.

Chairperson Tripousis and Member Likens both suggested that a coordination effort between the cities, VTA and the County would be more feasible than the formal arrangement proposed by staff.

Chairperson Tripousis noted that giving the Board oversight approval on proposed earmarks might not be acceptable to the cities.

Mr. Ristow stated that the intent of this staff proposal was for the larger, regional-in-scope projects. He noted that large appropriation projects would gain significantly greater attention from Congress with multi-agency backing through this proposed coordinated effort.

Member Dey stated his support of VTA taking leadership for the larger, regionally-significant projects. He noted that the current method of fund division among the smaller projects effects the completion of larger projects. Member Dey emphasized the importance of project delivery, noting that success breeds success.

Vice Chairperson Witthaus suggested that a coordination effort among the cities, VTA and the County would eliminate heretofore unknown projects from derailing the regional-planning process and eliminate multiple-agency submittals.

Member Likens queried the need for Board endorsement. Mr. Ristow noted his belief that agency coordination does not need Board approval.

Member Kass queried VTA's internal guidelines for submitting projects for earmarks, suggesting that a framework and internal guidelines be established. He noted that VTA's earmarks will carry significant weight beyond that of an individual agency.

On order of Chairperson Tripousis, there being no objection, the committee reviewed and discussed the adoption of eligibility and scoring criteria (Attachment A) used to evaluate and select federal earmark projects for the Federal Transportation Bill Reauthorization for FY2010-2015..

17. BART Extension Economic Effects Evaluation - Summary of Results

Kevin Kurimoto, Transportation Planner, introduced Paula Dowell, Vice President of Economics, Freight and Finance, for Wilbur Smith Associates. Miss Dowell presented a report detailing the Economics Effects Analysis of the BART Extension including estimations of the potential transportation efficiency gains and the long-term economic impacts resulting from: 1) travel efficiency gains accruing to highway users and potential SVRT BART users; 2) construction, operations, and maintenance expenditures of the

SVRT BART Extension; 3) new land developments at future SVRT BART stations; and 4) an expanded labor market attributable to improved worker mobility and accessibility.

Member Witthaus left the meeting at 2:49 p.m.

Ms. Dowell stated that the region analyzed in this study was comprised of Santa Clara, Alameda, Contra Costa, San Francisco, and San Mateo counties.

Ms. Dowell reported that short-term and long-term economic impacts of the proposed SVRT BART Extension were estimated utilizing an economic impact modeling software, developed by Regional Economic Models Inc. (REMI)

Alternate Ex-Officio Connolly left the meeting at 3:02 p.m.

Ex-Officio Troutebeck left the meeting at 3:04 p.m.

Ms. Dowell stated that Key findings from the evaluations were summarized with the analysis results including low and high monetary estimates of the overall economic impacts that the SVRT BART Extension is expected to have on Santa Clara County and the study region from 2008 to 2030.

On order of Chairperson Tripousis, there being no objection, the committee received information on the Bart Extension Economic Effects Evaluation.

18. High Occupancy Toll (HOT) Lanes - Public Outreach

On order of Chairperson Tripousis, there being no objection, the High Occupancy Toll (HOT) Lanes - Public Outreach update was deferred to the November 13, 2008, TAC meeting.

OTHER

19. Receive an update on MTC Activities and Initiatives. (Verbal Report) (Committee)

Chairperson Tripousis reported that all nine CMAs are presently working with MTC to determine the next steps of the Regional Transportation Plan (RTP).

On order of Chairperson Tripousis, there being no objection, the Committee received an update on MTC Activities and Initiatives.

20. TAC Subcommittee

Member Dey reported that the TAC Subcommittee discussed two items:

1) Pilot Litter Control Program

Member Dey reported that Chairperson Tripousis will contact Caltrans to discuss their report. He also reported that staff is looking into alternate-funding options.

2) Advisory Committee Enhancement Process

Member Dey reported that the Subcommittee reviewed: 1) the TAC mission statement; and 2) the duties and authority of the TAC.

The TAC Subcommittee will bring their comments back to the TAC in November.

On order of Chairperson Tripousis, there being no objection, the Committee received an update from the TAC Subcommittee.

21. Committee Work Plan

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

22. Announcements

Member Goepfert announced that he had replaced Ralph Qualls Jr. as the representative for Cupertino. He then introduced David Stillman, Senior Traffic Engineer, as the Alternate Member from Cupertino.

Member Batra announced that Dennis Ng, the former TAC Alternate Member from Sunnyvale, had accepted a position with the City of Santa Clara and would now be the TAC Alternate Member from Santa Clara.

23. ADJOURNMENT

On order of Chairperson Tripousis, there being no objection, the meeting was adjourned at 3:13 p.m.

Respectfully submitted,

Susan Garcia, Board Assistant
VTA Board of Directors