

CONGESTION MANAGEMENT PROGRAM & PLANNING COMMITTEE

Thursday, September 18, 2003

MINUTES

1. CALL TO ORDER

The Regular Meeting of the Congestion Management Program & Planning Committee (CMPP) was called to order at 10:40 a.m. by Chairperson Chavez in Room 204, San Jose City Hall, 801 North First Street, San Jose, California.

ROLL CALL

Members Present

Blanca Alvarado
Patricia Dixon
Cindy Chavez, Chairperson
John McLemore
Thomas Springer, Vice-Chairperson

Members Absent

None

A quorum was present.

2. PUBLIC PRESENTATIONS

There were no Public Presentations.

3. ORDERS OF THE DAY

There were no Orders of the Day.

CONSENT AGENDA

4. Minutes of May 23, 2003

M/S/C (Alvarado/Dixon) to approve the Minutes of May 23, 2003.

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

REGULAR AGENDA

5. Annual Monitoring and Conformance Requirements Modification

Member Springer took his seat at 10:41 a.m.

Michael P. Evanhoe, Chief Development Officer and Staff Liaison, stated that Annual Monitoring and Conformance Requirements would be modified due to reduced Member Agency contributions. The modification would allow monitoring and conformance every other year rather than yearly.

M/S/C (Alvarado/Springer) to approve modification of the Annual Monitoring and Conformance Requirements for 2003 to allow foregoing of Congestion Management Program traffic level of service monitoring.

6. Adoption of VTA Pedestrian Technical Guidelines

Chester Fung, Transportation Planner, stated that the best way to promote a high quality walking environment is to put forth the best practices for planning and design.

Member McLemore took his seat at 10:43 a.m.

Mr. Fung noted that the specific impetus for Pedestrian Technical Guidelines were the creation of a document which focused specifically on pedestrian design as well as the impetus to communicate to member agencies the projects that VTA would like to start funding.

Mr. Fung stated that the document would have several uses including: 1) design of pedestrian facilities, 2) advocate for more pedestrian friendly infrastructure, and 3) create and modify policies that govern the creation of pedestrian infrastructure within the local jurisdictions.

Vice-Chairperson Springer queried whether the Pedestrian Technical Guidelines has been reviewed by Member Agencies' staff and the Technical Advisory Committee. Mr. Fung responded that the Technical Advisory Committee has reviewed the Pedestrian Technical Guidelines and included recommendations for change.

Chairperson Chavez suggested the incorporation of projects VTA is currently building as part of the funding on Page 1.08, Section B., VTA Fund Sources, in the Pedestrian Technical Guidelines.

Chairperson Chavez recommended the creation of a checklist of VTA projects to be used in a formal way for consistency.

Chairperson Chavez queried whether there is funding for the Arts that could be used as a part of Other Fund Sources, Page 1.08, Section C., Pedestrian Technical Guidelines.

Member McLemore suggested that the issue of count-down pedestrian signals used at intersections be included in paragraph form rather than bullet form in the Pedestrian Technical Guidelines.

The Committee suggested that the Pedestrian Technical Guidelines be made available to libraries, engineering and architectural associations, the Chamber of Commerce, on disc, CD-ROM, and VTA website. Mr. Evanhoe responded that the Pedestrian Technical Guidelines would be made available beyond Member Agencies.

Chairperson Chavez requested that the proposed outreach of the Pedestrian Technical Guidelines be presented to the Board of Directors.

M/S/C (McLemore/Alvarado) to adopt the VTA Pedestrian Technical Guidelines to be used to promote high-quality pedestrian design for projects around Santa Clara County as well as for VTA projects.

7. Valley Transportation Plan 2020 (VTP 2020) Sound Barrier Program

Marcella Rensi, Principal Planner, reported that the VTP 2020 Plan Implementation: Policies, Project Selection and Programming Criteria for the Valley Transportation Plan 2020 Sound Barrier Program was presented to the Citizens Advisory Committee, the Policy Advisory Committee and the Technical Advisory Committee. The Technical Advisory Committee requested additional information and the Policy Advisory Committee requested language changes.

Ms. Rensi discussed the criteria for the Sound Barrier Program. The Program is only for retrofit sound barriers, sometimes called "Type 2 Sound Barriers". These are stand-alone projects and they are not connected to roadway improvements. The projects would need to be sponsored by a city or by the County. The budget would need to be eligible for State Transportation Improvement Program (STIP) funding since that would be the funding source when it becomes available.

Ms. Rensi stated that the projects would have to meet basic noise criteria. The noise studies would have to show that by placement of a barrier would achieve at least a five-decibel reduction. The existing noise level would need to be at least 67 decibels. VTA is proposing that the grant cover at least the cost of a standard wall and landscaping on the freeway or expressway side with the irrigation needed to keep it alive. Ms. Rensi noted that a city or the County would need to have an agreement with Caltrans for any project built on a freeway or expressway for maintenance.

Vice-Chairperson Springer requested a map of identified soundwall project areas.

Chairperson Chavez requested a list of projects identified prior to 1992 as priorities.

Chairperson Chavez requested that the issue of safety be addressed in the criteria.

On order of Chairperson Chavez, there being no objection, the Committee deferred adopting policies, project selection and programming criteria for the Valley Transportation Plan 2020 (VTP 2020) Sound Barrier Program.

OTHER ITEMS

8. January 2004 Transit Service Reduction Plan

Frank T. Martin, Chief Operating Officer, stated that depending upon the outcome of the Measure A Validation Suit, staff would recommend either a 21 percent reduction in service or a 3 percent reduction in service.

Suzanne Gifford, General Counsel, stated that the hearing on the validation suit would be held on September 24, 2003. Ms. Gifford stated that she is confident that there would be a definitive answer prior to the Board of Directors' Meeting of October 2, 2003.

Chairperson Chavez requested a status report on process, cases that "don't easily fit into the box," and budget issues related to the impact of service cuts to the disabled community.

Peter M. Cipolla, General Manager, reported that there has been an increase in paratransit service and a decrease in cost. Mr. Cipolla stated that no one on paratransit is going unserved.

Mike Aro, Deputy Director, Service and Planning Operations, recapped the January 2004 Transit Service Reduction Plan.

On order of Chairperson Chavez, there being no objection, the Committee reviewed the January 2004 Transit Service Reduction Plan: 1) Receive staff responses to public comments made during the California Environmental Quality Act (CEQA) comment period for the January 2004 Transit Service Reduction Plan; 2) Adopt a finding that there is a fiscal emergency, as defined by Public Resources Code (P.R.C.) §21080.32(d)(2), caused by failure of VTA revenues to adequately fund VTA services, programs and facilities; 3) Invoke a Statutory Exemption under CEQA, P.R.C. §21080.32 and CEQA Guidelines Section 15285 (Transit Agency Responses to Revenue Shortfalls) for the purpose of implementing the January 2004 Transit Service Reduction Plan; and 4) Approve the service modifications included in the January 2004 Transit Service Reduction Plan, Alternatives A and B. Alternative A could potentially mean a combined reduction in bus and light rail services of approximately 21 percent.

Alternative B will result in a combined reduction in bus and light rail service of approximately 3 percent. In addition, authorize staff to implement either Alternative A or Alternative B of the Plan in January 2004. Implementation of Alternative B is preferred, but would be contingent upon securing the authority to bond against Measure A funds.

9. Fiscal Year 2003 Preliminary Annual Performance Report

Mr. Aro reported that bus ridership for the last fiscal year was down 12.8 percent, light rail ridership was down 22 percent and combined bus and light rail ridership was down 14 percent. Mr. Aro stated that paratransit ridership increased 1.7 percent compared to last fiscal year. During the same period, costs decreased 12.3 percent.

Mr. Aro reported that service quality has increased. Miles between mechanical rail/road calls improved by 27 percent and miles between accidents showed a 38 percent improvement.

Chairperson Chavez requested an explanation of the decrease in reports written compared to the same period last year due to a significant decrease in vandalism incidents. Mr. Cipolla stated that through the Sheriff's Department, VTA resources and cameras on-board vehicles, a core group of individuals were identified, arrested, and prosecuted who accounted for 25 percent of the vandalism on the system.

On order of Chairperson Chavez, there being no objection, the Fiscal Year 2003 Preliminary Annual Performance Report was received and filed.

Member Alvarado left the meeting at 11:50 a.m.

10. Legislative Reports

Kurt M. Evans, Government Affairs Manager, reported that the Legislature completed its work for the year on September 12, 2003.

Mr. Evans stated that the Legislature through SB1055 (Budget Committee) increased commercial truck weight fees by 20 percent.

Mr. Evans reported that the Legislature increased the number of Department of Motor Vehicle fees to fill a \$100 million gap in the California Highway Patrol budget.

Mr. Evans stated that rental car companies came to the Legislature stating that with the tripling of the vehicle license fee would cause significant costs and requested relief. The Legislature provided relief in the form of vehicle license transaction fees to recoup the costs from rental car customers.

The Legislature stated that it needed to deal with traffic congestion that rental cars cause at airports and tourist destinations. In addition to allowing the rental car companies to recoup their costs resulting from a vehicle license fee increase, the rental car companies would be required to impose an impact fee of 2.27 percent of each rental car transaction.

This would generate approximately \$60 million per year that would flow into the State Highway Account to afford transportation projects related to airports and tourist destinations and destinations frequented by rental cars. The Legislature stated that the \$60 million would count as a credit toward the obligation the general fund has in terms of paying back some of the prior year loans that were made to the general fund by various transportation accounts.

Mr. Evans reported that there would not be a multi-year Transportation Equity Act for the 21st Century (TEA-21) Reauthorization Bill stating that a five-month extension is in place which would allow the provisions of TEA-21 to stay in effect until the end of February 2004.

On order of Chairperson Chavez, there being no objection, the Legislative Reports were accepted, as submitted.

11. Proactive Congestion Management Program (CMP) Reviewed and Approved Projects Monthly Status Report

On order of Chairperson Chavez, there being no objection, the Proactive CMP Reviewed and Approved Projects Monthly Status Report was received and filed.

12. Committee Work Plan

On order of Chairperson Chavez, there being no objection, the Committee Work Plan was accepted, as submitted.

13. Committee Staff Report

There was no Committee Staff Report.

14. Chairperson's Report

There was no Chairperson's Report.

15. Consent Agenda for October 2, 2003 Board of Directors' Meeting

CONSENT: Agenda Item #5., Approve modification of the Annual Monitoring and Conformance Requirements for 2003 to allow foregoing of Congestion Management Program traffic level of service monitoring.

REGULAR: Agenda Item #6., Adopt the VTA Pedestrian Technical Guidelines to be used to promote high-quality pedestrian design for projects around Santa Clara County as well as for VTA projects.

16. Announcements

There were no announcements.

17. ADJOURNMENT

On order of Chairperson Chavez, there being no objection, the meeting was adjourned at 11:57 a.m.

Respectfully submitted,

Judith A. Tinlin, Board Assistant
VTA Board of Directors