

## Congestion Management Program & Planning Committee

Thursday, September 17, 2009

### MINUTES

#### CALL TO ORDER

##### 1. Roll Call

The Regular Meeting of the Congestion Management Program & Planning Committee (CMPP) was called to order at 10:10 a.m. by Chairperson Liccardo in Conference Room B-104, Valley Transportation Authority, River Oaks Campus, 3331 North First Street, San Jose, California.

Attendee Name	Title	Status
Rose Herrera	Member	Present
Sam Liccardo	Chairperson	Present
Yoriko Kishimoto	Vice Chairperson	Present
Nancy Pyle	Member	Present
Nora Campos	Alternate Member	N/A
Chris Moylan	Alternate Member	N/A

##### 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 August 20, 2009

M/S/C (Herrera/Pyle) to approve the Minutes of August 20, 2009.

#### REGULAR AGENDA

##### 5. SR 85 & US 101 Express Lanes - Design Contract Amendment

Murali Ramanujam, Senior Transportation Engineer reviewed the Silicon Valley Express Lanes Program and the express lanes project timelines. He explained the work tasks included in the contract amendment.

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

Vice Chairperson Kishimoto inquired regarding the timeline for updating the Board and the public on project design features. Vice Chairperson Kishimoto emphasized the need for public outreach early in the project process. Mr. Ramanujam answered staff will provide updates regarding express lanes projects in the coming months.

John Ristow, Chief CMA Officer and Staff Liaison, noted staff is seeking board action for the environmental phase of the project, which will have its own public outreach. He concurred there is a need for public outreach since express lanes will impact how the freeway system operates. He added there are many express lanes efforts within the region and there will be operational policy decisions the VTA Board and the region would have to participate in. Mr. Ristow noted the possibility of a Workshop focused on express lanes next year.

Member Herrera commented the current economic conditions have resulted in lower costs, especially for construction contracts. She queried if the contract amount in the memorandum is the lowest possible price VTA could negotiate with URS. Mr. Ramanujam responded the contract has a lower fixed fee of 6.8 percent. He added VTA leveraged this consultant's experience on other projects.

Michael T. Burns, General Manager, affirmed VTA does not allow rate increases for contract amendments at this time due to the current financial crisis. He further reported VTA uses a phased approach for contracts to ensure efficiency.

Upon inquiry of Member Pyle, Mr. Ristow explained once the express lanes are constructed and operational, transponders will be used to collect the fees.

**M/S/C (Kishimoto/Herrera)** to approve submitting a recommendation to the Board of Directors to authorize the General Manager to amend the contract with URS for the Project Approval/Environmental Documentation phase, Plans, Specifications and Estimates phase and Electronic Toll Systems design services for the SR 85 Express Lanes project by increasing the current cost-plus-fixed-fee contract value by \$4,700,000 for a revised contract value not to exceed \$6,700,000 and extend the term of the contract to June 30, 2012. Vice Chairperson Kishimoto emphasized the need for VTA to provide special attention to public outreach early in the process.

## **6. 2000 Measure A Fund Exchange Procedures**

Marcella Rensi, Transportation Planning Manager, reviewed the Measure A Fund Exchange procedures, the purpose and advantages of the exchange, questions raised by the Citizens Watchdog Committee (CWC), and staff responses regarding timeline and guarantees for Measure A repayment. Ms. Rensi reported there were no projects delayed as a result of the fund exchange grant programming schedules.

Vice Chairperson Kishimoto expressed appreciation for staff report, noting it is a good practice to remain transparent to the public about the Measure A.

Mr. Burns commented project funding is a structural problem. There is a great need to develop a new approach on how to create new revenues that will fund transportation projects. The Committee expressed interest in discussing creative ways on how to fund transportation projects.

The Committee expressed concern about the at-risk transportation funds that could be used for non-transportation projects. Upon inquiry of the Committee, Mr. Ristow responded a constitutional protection was placed in 2006 to ensure that the State of California will repay the State Transportation Improvement Program (STIP) funds.

**On order of Chairperson Liccardo** and there being no objection, the Committee reviewed the 2000 Measure A Fund Exchange Procedures.

**7. January 2010 Service Changes**

Tom Fitzwater, Environmental Planning Manager, reviewed the Environmental Review Process, public comments received, and the Initial Study/Negative Declaration. Mr. Fitzwater stated there is no significant change in vehicle miles travelled or air quality. He added the ridership is will only be reduced by approximately 2.4 percent when the service reduction is implemented.

Jim Unites, Operations Deputy Director, reviewed the Transit Service Reduction public outreach efforts, public comments, impacts, and affected routes. He also reviewed the adjustments made by staff to certain routes after obtaining public input. Mr. Unites reported the proposed service reduction is estimated to save VTA about \$6.4 million, representing approximately two percent of VTA's operating costs.

Mr. Burns explained service reductions are needed due to serious financial challenges VTA is facing today. Actual sales tax revenues are well below budget estimates; third and fourth quarter sales tax revenues are down 21 and 27 percent respectively. If this trend continues, there will be a negative reserve balance by the end of FY 2011. Mr. Burns stressed the need to develop strategies to address the budget shortfall.

Member Herrera noted residents in certain areas may be agreeable to paying more to keep transit services. She encouraged staff to explore this option.

Vice Chairperson Kishimoto suggested VTA to facilitate a countywide discussion to obtain public and stakeholders ideas on how to creatively resolve the budget shortfall. She advocated for the following: 1) marketing of EcoPass to schools, public agencies, and corporations; 2) encourage Cities to leverage land-use planning to create more transit-oriented developments; 3) encourage cities to use existing bus and light rail services; and 4) public-private partnerships. She suggested VTA to show the costs of providing transit to give the public a better understanding of the true costs of transit. Member Pyle added cost per trip and ridership per trip should also be presented to the public.

Chairperson Liccardo expressed concern about cutting transit service to large employers. He suggested partnering with large employers to subsidize transit services.

Member Herrera expressed appreciation to staff for re-evaluating the proposal to Bus Route #39 and revising it to retain a 30-minute frequency during peak hours. She commented this revision should be communicated to the residents the route serves. Member Herrera declared her office's willingness to work with VTA staff regarding transit service issues in the future.

Upon inquiry of Chairperson Liccardo, Mr. Unites explained using one light rail car saves electricity and reduces maintenance costs. Chairperson Liccardo thanked staff for maintaining late night service for Bus Route #22. He referred to Bus Route #52 and inquired why the service was not reduced when it is performing below standard. Mr. Unites explained Bus Route #52 serves Foothill College and Downtown Mountain View. VTA wants to ensure a connection to the College is retained. Moreover, this route had a significant change during the Comprehensive Operations Analysis (COA) and is still adjusting.

The Committee thanked VTA staff for their diligent work and public outreach efforts. The Committee commended VTA staff for their responsiveness to public comments and expressed appreciation to staff for revising the plan based on the public comments received.

**M/S/C (Kishimoto/Herrera)** to approve submitting a recommendation to the Board of Directors to: 1) Certify that the Initial Study for the January 2010 Transit Service Reduction Plan (Project): a. Meets the requirements of the California Environmental Quality Act (CEQA); b. Represents the independent judgment of VTA as the Lead Agency; and c. Was presented to the VTA Board for review and consideration; 2) Adopt a Negative Declaration based on the consideration of the Initial Study, comments received and responses to those comments; and 3) Approve the Transit Service Reduction Plan, which will take effect on January 11, 2010.

## **OTHER**

### **8. Items of Concern and Referral to Administration**

Vice Chairperson Kishimoto requested staff present a process and a framework for developing alternatives for new service models. The new model should: 1) include costs and revenues; 2) respond to current economic conditions and SB 345 (Transportation planning: travel demand models); 3) include public-private partnerships (i.e. EcoPass); and 4) include Silicon Valley innovation. Vice Chairperson Kishimoto noted floating the true costs of transit is key concept but should also include true costs of car ownership. She also noted VTA should partner with business and environmental groups to sponsor community workshops.

Member Herrera referred to Vice Chairperson Kishimoto's comments and noted the community should be involved in this discussion to make them cognizant of the nexus between transportation and development. Member Herrera noted the need for a market-driven transit system that people could fit in their daily lives. She reiterated the need to think about revenues and how it can fund the transit system.

### **9. Committee Work Plan**

Mr. Ristow reported future items of discussion include ramp metering, Intelligent Transportation Systems, and Express Lanes Project.

**On order of Chairperson Liccardo** and there being no objection, the Committee reviewed the work plan.

**10. Committee Staff Report**

Steven Fisher, Senior Transportation Planner, provided an update regarding High Speed Rail (HSR). Mr. Fisher reported Metropolitan Transportation Commission (MTC) and its regional partners (partners from VTA or Santa Clara County, San Francisco and San Mateo Counties) have come up with the following HSR projects that could compete for the American Recovery and Reinvestment Act (ARRA) funds: Diridon Multi-modal Station, train control, Caltrain Electrification, and selected grade crossings. The HSR Authority will consider inclusion of these projects into the grant application on September 23, 2009.

Mr. Fisher added VTA is participating in two technical working groups for the Diridon North and South segment of HSR. VTA is also working with the City of San Jose regarding the San Jose Diridon Planning effort. Mr. Fisher advised the HSR Policy Group of Peninsula Cities will meet on October 15, 2009.

Vice Chairperson Kishimoto thanked staff for their HSR related work. She noted the need for a more systematic way of including in the discussion all the cities in which the HSR corridor will go through. Chairperson Liccardo noted funding challenges for HSR and noted the need for cities to cooperate to show regional support and to move the HSR project forward.

Amin Surani, Principal Transportation Planner, provided a brief update on the progress of projects with ARRA funds. For the first tier, \$26 million ARRA funds were received and all 19 projects were obligated. The second tier received \$5 million and all projects are progressing to meet the December 2009 obligation deadline. In addition \$6 million was awarded for smart highway and \$2 million was awarded for the Campbell Transportation Enhancement (TE) project.

**11. Chairperson's Report**

There was no Chairperson's Report.

**12. Consent Agenda for October 1, 2009 Board of Directors Meeting**

**CONSENT:**

Agenda Item #5. Authorize the General Manager to amend the contract with URS for the Project Approval/Environmental Documentation phase, Plans, Specifications and Estimates phase and Electronic Toll Systems design services for the SR 85 Express Lanes project by increasing the current cost-plus-fixed-fee contract value by \$4,700,000 for a revised contract value not to exceed \$6,700,000 and extend the term of the contract to June 30, 2012.

## **REGULAR**

Agenda Item #7. Recommend that the VTA Board of Directors:

1. Certify that the Initial Study for the January 2010 Transit Service Reduction Plan (Project):
  - a. Meets the requirements of the California Environmental Quality Act (CEQA);
  - b. Represents the independent judgment of VTA as the Lead Agency; and
  - c. Was presented to the VTA Board for review and consideration
2. Adopt a Negative Declaration based on the consideration of the Initial Study, comments received and responses to those comments.
3. Approve the Transit Service Reduction Plan, which will take effect on January 11, 2010.

## **13. ANNOUNCEMENTS**

There were no announcements.

## **14. ADJOURNMENT**

**On order of Chairperson Liccardo** and there being no objection, the meeting was adjourned at 11:46 a.m.

Respectfully submitted,

Elaine F. Baltao, Board Assistant  
Office of the Board Secretary