



TRANSIT PLANNING & OPERATIONS COMMITTEE

Thursday, April 15, 2004

MINUTES

1. CALL TO ORDER

The Regular Meeting of the Transit Planning and Operations (TP&O) Committee was called to order at 4:35 p.m. by Chairperson Cortese in Room 204, San Jose City Hall, 801 North First Street, San Jose, California.

ROLL CALL

Members Present

David Cortese, Chairperson
Ron Gonzales
Joe Pirzynski, Vice Chairperson

Members Absent

Pete McHugh

Alternates Present

None

Alternates Absent

Blanca Alvarado
Dolores Sandoval
Ken Yeager

*Alternates do not serve unless participating as a Member.

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. Transit Performance Measures

Mike Aro, Service and Operations Planning Deputy Director, distributed an updated version of Attachment A entitled Monthly Performance Report, March 2004.

Mr. Aro reported that staff provides a Performance Report on a quarterly basis to give management, VTA Board Members, and stakeholders an informative summary of VTA's financial and operating performance. He reported that the Ad-Hoc Financial Stability Committee recommended that staff provide the Board of Directors with periodic reports that measure progress towards meeting productivity and efficiency goals. He reported that staff previously forwarded an expanded list of performance measures to the Transit Planning and Operations (TP&O) Committee and the Committee suggested that staff reduce the number of measures down to a few key items for the Board to monitor.

Mr. Aro directed attention to the proposed monthly performance report, noting that staff has simplified the list of key performance measures to focus on the following three categories: 1) Ridership, 2) Farebox Recovery Factors, and 3) Service Quality. He noted key performance measures within each category.

Mr. Aro reported that staff is suggesting providing the report to the Board on a quarterly basis, as a briefer, more concise report that gives the Board and the Committee an overall on the key performance measures.

Member Gonzales directed attention to the Monthly Performance Report, March 2004, Fiscal Year-to-Date Performance, Farebox Recovery Factors, Farebox Recovery Ratio, and asked what accounted for the 18.0 percent increase. Matthew O. Tucker, Chief Operating Officer, noted that VTA removed a lot of poorly performing service out of the system and indicated that VTA tightened its belt significantly as a part of the three-legged stool. He indicated the results the Board is seeing are benefits of efforts VTA has made since the Ad-Hoc Financial Stability Committee. Member Gonzales noted that the changes were due to fare increases and queried if they were changes that were done in January. Mr. Cipolla noted it was what VTA has been doing over the past year and that they are now starting to show up, there has been a lag period. Member Gonzales noted that this is the kind of things he thinks is important to emphasize, because those are tough decisions for the Board to make and the Board needs to understand what was promised, in terms of farebox recovery, is in fact happening.

Member Gonzales queried whether staff could take what has happened and compare that with VTA's traditional month-to-month and project out at the end of a year of higher fares and less efficient routing of what that number might be. Mr. Cipolla noted that is what VTA is doing right now when revisiting. VTA is preparing the next change to the budget that will come to the Board of Directors in June 2004, which will have the farebox recovery ratio based upon an increase in fares that VTA will have as part of their plan for January and for the continued service efficiency. Some is sustainable and some is not, because VTA is deferring a lot of operating maintenance type of projects, so you are not getting that impact on the overall program. He noted that VTA is able to project and is looking at the longer term. VTA is developing an expenditure plan that the Board will

address this fall. VTA will spend most of the summer playing out various scenarios on various expenditure plans and incorporating the major capital projects within the next 30 years and will bring the various scenarios back to the Board in the September/October timeframe.

Vice Chairperson Pirzynski requested that staff prepare data for a year-to-year comparison that would reflect why the performance numbers fluctuate and their affect on performance.

On order of Chairperson Cortese, there being no objection, the Committee discussed the Transit Performance Measures.

CONSENT AGENDA

Member Gonzales requested that the following items be removed from the Consent Agenda and placed on the Regular Agenda: Item #6. Authorize the General Manager to execute a contract with George Bianchi Construction, the lowest responsible bidder, for the removal of Mobility Impaired Lifts, in the amount of \$415,857 and exercise the contract option in the amount of \$265,576, for a total contract amount of \$681,433 and Item #7. Authorize the General Manager to amend the contract with Jones & Stokes Associates, Inc., for the preparation of the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Downtown East Valley Capitol Expressway Corridor Project, increasing the approved contract value by \$300,000 for a new contract value not to exceed \$998,938; and extend the term of the contract through May 30, 2009.

5. Minutes of March 18, 2004

M/S/C (Gonzales/Pirzynski) to approve the Minutes of March 18, 2004.

6. (Removed from the Consent Agenda and placed on the Regular Agenda.)

Authorize the General Manager to execute a contract with George Bianchi Construction, the lowest responsible bidder, for the removal of Mobility Impaired Lifts, in the amount of \$415,857 and exercise the contract option in the amount of \$265,576, for a total contract amount of \$681,433.

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

7. (Removed from the Consent Agenda and placed on the Regular Agenda.)

Authorize the General Manager to amend the contract with Jones & Stokes Associates, Inc., for the preparation of the Environmental Impact Statement/Environmental Impact

Report (EIS/EIR) for the Downtown East Valley Capitol Expressway Corridor Project, increasing the approved contract value by \$300,000 for a new contract value not to exceed \$998,938; and extend the term of the contract through May 30, 2009.

8. Paratransit Service Area: South County

M/S/C (Gonzales/Pirzynski) to receive and file the Paratransit Service Area: South County Update.

9. Community Oriented Design Enhancements (CODE) Program Update – March 2004 – April 2004

M/S/C (Gonzales/Pirzynski) to receive and file the Community Oriented Design Enhancements (CODE) Program Update – March 2004 – April 2004.

10. Report on the Capitol Light Rail Project for the Month of March 2004

M/S/C (Gonzales/Pirzynski) to receive and file the Report on the Capitol Light Rail Project for the Month of March 2004.

11. Report on the Tasman East Light Rail Project for the Month of March 2004

M/S/C (Gonzales/Pirzynski) to receive and file the Report on the Tasman East Light Rail Project for the Month of March 2004.

12. Report on the Vasona light Rail Project for the Month of March 2004

M/S/C (Gonzales/Pirzynski) to receive and file the Report on the Vasona Light Rail Project for the Month of March 2004.

13. Joint Powers Board Monthly Status Report

M/S/C (Gonzales/Pirzynski) to receive and file the Joint Powers Board Monthly Status Report.

14. Committee for Transit Accessibility Report

M/S/C (Gonzales/Pirzynski) to receive and file the Committee for Transit Accessibility Report.

15. Monthly Legislative Reports

M/S/C (Gonzales/Pirzynski) to receive and file the Monthly Legislative Reports.

REGULAR AGENDA

6. **Guadalupe Corridor Station Platform Retrofit Project – Mobility Impaired Lift Removal Contract Award**

Member Gonzales queried if there was an operational reason as to why the Mobility Impaired Lifts could not remain in place in order to save \$680,000. Jack J. Collins, Chief Construction Officer, reported that the Mobility Impaired Lifts are taking up space on the platforms and not being used at the Guadalupe Line Stations from Tasman Station to the Children's Discovery Museum Station and the Tasman Line Stations from Old Ironsides Station to I-880/Alder Station. Mr. Collins referred to the bid spread and noted that VTA received a good price and it would not be cheaper to remove the lifts in the future. He noted that removal of the lifts is being done primarily because the budget for the raising of the platform down to Ayer Street Station went so well and was so far under budget (\$2,000,000), that VTA is actually using some of the budgeted savings to fund the removal of the Mobility Impaired Lifts.

M/S/C (Gonzales/Pirzynski) to approve submitting a recommendation to the Board of Directors to authorize the General Manager to execute a contract with George Bianchi Construction, the lowest responsible bidder, for the removal of Mobility Impaired Lifts, in the amount of \$415,857 and exercise the contract option in the amount of \$265,576, for a total contract amount of \$681,433.

7. **Amendment to the Contract with Jones & Stokes Associates for Preparation of the Downtown East Valley Capitol Expressway Corridor Environmental Impact Statement/Report**

Member Gonzales queried whether the Environmental Impact Report (EIR) was within budget or if the budget increased. Tom Fitzwater, Environmental Planning Manager, noted that the budget is contractually within the overall budget for conceptual engineering and environmental work. Member Gonzales asked what attributed to the additional cost. Mr. Fitzwater noted the additional cost is attributed to delays in conceptual engineering.

M/S/C (Gonzales/Pirzynski) to approve submitting a recommendation to the Board of Directors to authorize the General Manager to amend the contract with Jones & Stokes Associates, Inc., for the preparation of the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Downtown East Valley Capitol Expressway Corridor Project, increasing the approved contract value by \$300,000 for a new contract value not to exceed \$998,938; and extend the term of the contract through May 30, 2009.

16. **Silicon Valley Rapid Transit Project-Station Preliminary Engineering**

Mr. Collins reported that the contract for station design services for the Silicon Valley Rapid Transit (SVRT) Project is the fourth preliminary engineering contract and the remaining two preliminary engineering contracts would be forwarded to the Board of Directors in June 2004. The station design services contract is to develop a design-build solicitation document for the seven stations included in the Silicon Valley BART extension. The documents will consist of about a 30-35 percent design development. When VTA receives the approval to proceed into final design, the documents will be used to select two to three design-build teams to finish the design and construct the stations.

Mr. Collins referred to the two underground stations in San Jose and noted that VTA is looking at dividing the stations into two design-build packages and the three remaining aerial stations at Santa Clara, Alum Rock, Berryessa and Montague being another package.

Mr. Collins reported that the project team consists of 17 sub-consultants, noting that many of the sub-consultants are local Santa Clara County firms. The initial preliminary engineering contract is a Cost Plus Fixed Fee contract in the amount of \$16,900,000. The Disadvantaged Business Enterprise (DBE) goal is 21 percent and Earth Tech, Inc. has committed to achieving 26 percent participation on the contract.

Member Gonzales referred to the stations being broken up in a design-build type of arrangement and asked who is going to oversee that the stations are designed the same. Mr. Collins noted that the firm, once VTA gets through the selection process, would be retained by Earth Tech, Inc., would be retained by VTA to review all of the design submittals. Even though they are design-build contracts, there are required submittals in the contract document where VTA has to review as an Agency responsible for building to make sure they are consistent with VTA's intent.

M/S/C (Gonzales/Pirzynski) to approve submitting a recommendation to the Board of Directors to authorize the General Manager to execute a contract with Earth Tech, Inc., for station design services for the Silicon Valley Rapid Transit (SVRT) Project in an amount not to exceed \$16,900,000 for the Preliminary Engineering phase. The initial contract term will be for 24 months with future amendments to be presented to the Board for finalizing design-build contract documents and possibly future design support services once approval to enter into final design for the SVRT Project is determined. This contract is currently 1.5 percent (\$250,000) federally funded.

OTHER ITEMS

17. Proposed Fare Modification

Gerald A. Rosenquist, Acting Chief Financial Officer, reported that the proposed transit and Americans with Disabilities Act (ADA) fare modifications for implementation January 1, 2005, was presented to all three VTA Standing Committees this month. The item will be forwarded to all three Standing Committees in May 2004 as part of the budget modification and forwarded for approval at the June 3, 2004 Board of Directors Meeting.

Mr. Rosenquist reported that six community meetings were held and a total of 99 persons were in attendance. The primary attendees were basically elderly and disabled persons who were concerned about the senior/disabled fees.

Mr. Rosenquist reported that the item was also presented to the VTA Advisory Committees. He noted that the Committee for Transit Accessibility (CTA) Committee passed a motion not wanting a monthly senior/disabled fee greater than \$22.50. The Policy Advisory Committee (PAC) asked that fare increases be revisited when sales tax increases.

Mr. Rosenquist directed attention to Attachment C – Current versus Proposed Fare Structure and provided an overview. He noted that the fee proposal is put forth based on the policy that was passed in December 2003 with the relationship between the adult fare and the senior fares going towards the eventual 20 percent farebox recovery ratio.

Mr. Rosenquist reported that based on the input received from the community, VTA took a second look at the senior fares. He noted that VTA had proposed a \$27.50 monthly pass, but has reduced the monthly pass to \$26. He noted that the Board of Directors had indicated that the senior fares should be between 40-45 percent of the adult fare. The \$26 fare would put it at a 42 percent level.

Vice Chairperson Pirzynski commented that VTA needs to stop talking about percentages and talk in dollars.

Chairperson Cortese noted having served on the Ad-Hoc Financial Stability Committee and having gained a better understanding of sort of a fragile nature of the formulas for farebox recovery that if we start moving things around in one particular area significantly, it would throw everything off. He noted if we want a farebox recovery, we need to try to stick to a policy for a while and see how it works out.

On order of Chairperson Cortese, there being no objection, the Committee reviewed and commented on the proposed transit and Americans with Disabilities Act (ADA) fare modifications for implementation January 1, 2005.

18. **Update on Zero Emission Bus (ZEB) Program and Related Fleet Emission Reduction Initiatives**

Vice Chairperson Pirzynski noted a concern of some politicians that VTA is backing off on Zero Emission Buses.

Mr. Cipolla noted when the California Air Resources Board (CARB) came out with a new rule about three or four ago, VTA had a very engaged discussion amongst the Board on which path to follow. CARB gave the option of two paths to follow and both paths led to the year 2010, whether you wanted Consolidated Natural Gas (CNG) or low-emission diesel. Both paths led to Zero Emission Buses (ZEBs). The Board of Directors chose the path of low-emission diesel, which was by far the most cost efficient path to take. The CARB requirement was that at any given time when purchasing buses, 15 percent of the purchase had to be ZEBs. He noted that VTA's program conforms to CARB regulations.

Mr. Cipolla referred to the ZEB Demonstration Project and noted that VTA invited CARB to sit at the table in the development of the Request for Proposals (RFP) and all of the negotiations with Ballard (manufacture of the ZEB engine). Mr. Cipolla also noted Gillig's participation in the ZEB Demonstration Project. He noted that VTA formed a partnership with Ballard, Gillig, CARB, and the California Fuel Cell Partnership. VTA is now the poster child for CARB on taking this thing to the next level. It is taking a lot of time and VTA is putting its best foot forward.

Member Gonzales noted when the issue was first discussed far too much time was spent talking about the technology rather than the product. We got so wrapped up in one technology versus the other technology, that the whole point of what product is going to help us reach the ultimate objective of cleaning up the air was lost. He noted that the report talks about some of the accomplishments. He referred to the report and indicated that the reason we cannot move forward now is because the technology is not where it is supposed to be and there are reasons for that. It is new technology, it will take awhile, but in the meantime, we have implemented the low emission diesel program, which has reduced 459 tons of emissions in a three-year period. VTA has to stay on point and be very clear about the commitment on this progress.

M/S/C (Gonzales/Pirzynski) to receive and file the Update on Zero Emission Bus (ZEB) Program and Related Fleet Emission Reduction Initiatives.

19. Committee Work Plan

Denise Daly, Chief of Staff, noted the following additional items added to the Transit Planning & Operations Committee (TP&O) Work Plan for the month of May 2004: 1) Operating & Capital Budget Amendment, an Information Item and 2) Vasona Light

Rail Project Amendment to San Jose Diridon Station to Winchester Station Construction Contract, an Action Item.

On order of Chairperson Cortese, there being no objection, the Committee Work Plan was reviewed and accepted.

20. Committee Staff Report

Ms. Daly noted that the May 20, 2004 TP&O Meeting will begin at 5:15 p.m.

On order of Chairperson Cortese, there being no objection, the Committee Staff Report was received.

21. Chairperson's Report

There was no Chairperson's Report.

22. Determine the Consent Agenda for the May 6, 2004 Board Meeting

CONSENT: Item #6. Authorize the General Manager to execute a contract with George Bianchi Construction, the lowest responsible bidder, for the removal of Mobility Impaired Lifts, in the amount of \$415,857 and exercise the contract option in the amount of \$265,576, for a total contract amount of \$681,433 and **Item #7.** Authorize the General Manager to amend the contract with Jones & Stokes Associates, Inc., for the preparation of the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Downtown East Valley Capitol Expressway Corridor Project, increasing the approved contract value by \$300,000 for a new contract value not to exceed \$998,938; and extend the term of the contract through May 30, 2009.

REGULAR: Item #16. Authorize the General Manager to execute a contract with Earth Tech, Inc., for station design services for the Silicon Valley Rapid Transit (SVRT) Project in an amount not to exceed \$16,900,000 for the Preliminary Engineering phase. The initial contract term will be for 24 months with future amendments to be presented to the Board for finalizing design-build contract documents and possibly future design support services once approval to enter into final design for the SVRT Project is determined. This contract is currently 1.5 percent (\$250,000) federally funded.

23. Announcements

There were no Announcements.

24. ADJOURNMENT

On order of Chairperson Cortese, there being no objection, the meeting was adjourned at 5:26 p.m.

Respectfully submitted,

Tracene Y. Crenshaw, Board Assistant
VTA Board of Directors