



TRANSIT PLANNING & OPERATIONS COMMITTEE

Thursday, August 18, 2005

MINUTES

1. CALL TO ORDER

The Regular Meeting of the Transit Planning and Operations (TP&O) Committee was called to order at 4:34 p.m. by Chairperson Cortese in Room 106-E, 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

Bob Livengood

Alternates Present

Dennis Kennedy

Alternates Absent

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. **Determine the Transit Planning & Operations Committee Meeting Location for the Remainder of 2005**

Sandra Weymouth, Board Secretary, noted that the August 18, 2005 Transit Planning & Operations (TP&O) Committee Meeting will be the last meeting held at the old San Jose City Hall, Room 106-E. She noted that Mayor Gonzales' staff is working diligently in trying to get a meeting location for VTA at the new San Jose City Hall that is consistent from month-to-month and available to the public. Ms. Weymouth noted that the VTA River Oaks site is also available. She noted that Committee Members will be notified as soon as the meeting location is determined.

CONSENT AGENDA

5. **Minutes of May 19, 2005**

M/S/C (Pirzynski/Gonzales) to approve the Minutes of May 19, 2005.

6. **Automatic Passenger Counters on Light Rail Vehicles**

M/S/C (Pirzynski/Gonzales) to approve submitting a recommendation to the Board of Directors to authorize the General Manager to enter into an agreement with INIT Innovations in Transportation, Inc. for the procurement and installation of Automatic Passenger Counters (APCs) on 20 VTA light rail vehicles, plus the associated hardware and software to support the system, for a total cost of \$568,898.

7. **Community Oriented Design Enhancements (CODE) Program Update: July through August 2005**

M/S/C (Pirzynski/Gonzales) to receive and file the Community Oriented Design Enhancements (CODE) Program Update: July through August 2005.

8. **Monthly Legislative Report for July 2005**

M/S/C (Pirzynski/Gonzales) to receive and file the Monthly Legislative Report for July 2005.

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

REGULAR AGENDA

9. Procurement of Bus Mobility Device Restraint Equipment

Matthew O. Tucker, Chief Operating Officer, reported that the item is part of the ongoing discussion regarding the securement of mobility devices on VTA buses. The item is to purchase and install 831 bus mobility device restraint kits for VTA's active bus fleet of 415 buses to ensure the safety of VTA customers. He noted that the Committee for Transit Accessibility (CTA) has discussed the item and the Bus Mobility Device Securement Policy Task Force has been working with staff. The Task Force took action to endorse not only the purchase of the equipment but also to move forward with a policy relative to requiring passengers to utilize the securement device when riding VTA buses. Mr. Tucker noted that staff would be coming back at a later date with the proposed policy for VTA Board of Directors adoption.

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 Nor-Cal Mobility, Inc., the lowest responsible and responsive bidder, for the purchase and installation of 831 bus mobility device restraint kits (two kits per bus, one curbside and one street side) for VTA's active bus fleet of 415 buses. The cost per bus of this purchase and installation contract is \$1,447 for a total cost of \$600,383.

10. On-Call Structural Engineering Consultant Services

Jack J. Collins, Chief Construction Officer, reported that VTA typically has a five-year list of firms that it utilizes. He noted that VTA is renewing the list and conducted another selection process, noting that 14 firms responded to VTA's Request for Proposals. Out of the 14 firms, VTA recommended seven firms, which are contained on Page 2 of 3 of the Board Memorandum.

Mr. Collins noted that VTA will enter into on-call contracts for various projects funded in the capital budget as the need arises. VTA will have the list of firms for approximately three years, with up to two years renewal of services.

M/S/C (Pirzynski/Gonzales) to approve submitting a recommendation to the Board of Directors to authorize the General Manager to execute task order contracts with up to seven engineering consultant firms for General Structural Engineering Services for facilities, rail, and highway projects to be utilized on an as-needed basis. Each contract shall be for a period of up to three years, with an option to extend the contract for an additional two-year term. The total amount for all seven contracts shall not exceed \$6,000,000.

OTHER ITEMS

Alternate Member Kennedy took his seat at 4:40 p.m.

11. Consultant Contract for VTP 2030 Transit Expansion Policy and New Corridors Study

Chris Augenstein, Transportation Planning Manager, reported that both the Capital Expansion Policy and the New Rail Corridors Study were identified in the Valley Transportation Plan 2030 (VTP 2030), which the Board of Directors adopted in February 2005. VTP 2030 identifies \$188 million in 2000 Measure A funds for the development of new rail transit corridors and includes a study to evaluate up to seven potential new rail transit corridors. VTA would like to look at other modes in the corridors as well.

Mr. Augenstein reported that the study would be conducted in two phases. Phase I would examine VTA's existing rail evaluation criteria. VTA wants to establish a policy framework that better links decision-making regarding bus and rail capital expansion with supporting land-use policies and commitments from Member Agencies, and with greater consideration for constructability and operational feasibility. VTA wants to develop a process that is responsive to its long-term financial goals. VTA wants to broaden the range of modes to be considered to include enhanced bus and Bus Rapid Transit (BRT) services. Mr. Augenstein referred to the \$188 million identified in VTP 2030 for the seven corridors and indicated that the money is projected not to become available for the corridors for many years. He noted that one of the reasons for wanting to conduct the study is to look at getting higher capacity transit services into the corridors earlier. Mr. Augenstein reported that Phase II will then go into a full on evaluation of the seven corridor studies.

Mr. Augenstein referred to the corridors that do not meet the criteria/stipulations of the policy and noted that the study will develop a toolkit that will have a list of actions the cities can take to elevate those corridors, so that the corridors can perform better based upon the guidelines of the policy.

Mr. Augenstein referred to Phase I, Policy Development, and noted that the Phase would be largely conducted by VTA staff. He noted that Phase II is where the consultants would be utilized the most and the consultants would be doing most of the technical work and engineering feasibility studies.

Member Gonzales expressed concern regarding the timing of the item. He noted that 2000 Measure A called for at least two more light rail extensions, but identified all the different potential corridors to be studied. Member Gonzales noted that the proposal that he put forward said "no more than two". He noted that even if VTA went with two, he could not remember where they were on the 30-year plan. Member Gonzales expressed a

concern of not knowing what percentage of the work is going to be coming up with

criteria to judge those corridors versus to judge what modes VTA should be serving those corridors. He expressed concern as to why VTA would want to proceed at this time with this when so much can change in the community.

Member Gonzales noted that there seems to be a lot of time and money spent in looking at different modes and corridors without some initial assessment that says what needs to be prioritized; not on what mode is most effective, but what area needs the greatest service. He noted that the next project on the line should be the project that serves the most riders in the most effective way. Member Gonzales expressed concern regarding putting the mode before the prioritization of the corridor. Mr. Augenstein noted that VTA is not putting the mode before the prioritization of the corridor. He noted that one of the reasons why VTA is discussing doing the study now is because the money (\$188 million) to do any light rail extension would probably not be available till much later, but there still may be a need in these corridors for high capacity transit service. Mr. Augenstein noted that the study would look at the corridors and once a corridor is identified as being a good candidate for high capacity transit service, then VTA would determine which mode to implement. The study would determine if VTA could implement some of these services sooner rather than later.

Member Gonzales noted that VTA does not have voter authority to take 2000 Measure A dollars into any of the specified corridors and use it for anything other than light rail.

Vice Chairperson Pirzynski referred to the following language in 2000 Measure A: "Provide capital funds for at least two new future light rail corridors to be determined by Major Investment Studies (MIS). Potential corridors include..." He noted that the new language in VTP 2030 is saying up to and no more than two light rail corridors.

Member Gonzales referred to the time to be spent on the modes and recommended that staff conduct a two-phase step and look at some preliminary analysis that says of the seven corridors, there are two that just stand out among them all. He noted priority would be based on ridership, issues with cities, and so forth.

Vice Chairperson Pirzynski questioned if the intent of this project is to look at the reality that we are coming to the end of our light rail modality in terms of new extensions, and if we are going to be looking at Bus Rapid Transit (BRT)/Enhanced Bus as the next phase, then we have to find a way to go from where we are now (light rail) to that point (BRT/enhanced bus). He noted that there is a good deal of interest with constituencies to get services on the street now, and this study might evaluate BRT/enhanced bus as a way to respond to these needs quickly and with less expense.

Upon query of Member Gonzales, Carolyn M. Gonot, Chief Development Officer, noted that the Committee would receive a status report on the study in January 2006.

M/S/C (Gonzales/Pirzynski) to review and recommend that the General Manager execute a contract with Ove Arup and Partners California, Ltd. for consulting services to

develop the Valley Transportation Plan 2030 Transit Expansion Policy and complete a study of potential New Transit Corridors. The contract shall be for a three-year period for a total contract value not to exceed \$1,100,000.

12. Developer Selection for Joint Development Program

David E. Miller, Commercial Development Manager, reported that on January 16, 2005, the Board of Directors approved the Joint Development Program and Policy, which also included a process and selection criteria for qualifying developers and ranking development proposals for VTA excess properties. Mr. Miller directed attention to the Board-adopted criteria contained in the Board Memorandum on Page 2 of 3. He noted that VTA advertised nationally and received proposals from six developers. One developer was deemed non-responsive and five developers submitted excellent proposals and went through an interview process.

Mr. Miller reported that the next step would be to put together the requirements for the actual proposals, noting that each of the five developers could propose on one or all four of the VTA joint development sites. As soon as the proposals have been evaluated through a formal request for proposal process, the proposals would be ranked and a recommendation would be forwarded to the Board of Directors. VTA would then enter into an exclusive negotiating agreement and once the requirements of the agreement are done, VTA will negotiate ground leases and development agreements with the developers selected to develop each site. Mr. Miller noted that staff would provide the Board of Directors with the exclusive negotiating agreement recommendation in October/November 2005.

Chairperson Cortese referred to a fee land sale versus a ground lease and requested a financial/risk analysis of the two when considering joint development proposals for the four sites in the Request for Proposals.

Alternate Member Kennedy requested a copy of the list of projects throughout Santa Clara County, specifically, the VTA jointly owned property at the Caltrain Station.

M/S/C (Gonzales/Pirzynski) to review and recommend the following list of qualified developers to proceed with joint development work on the West San Carlos Street property and the Capitol, Curtner and Tamien Light Rail Station properties: ROEM Corporation and Avalon Bay Communities, Inc. – Santa Clara, CA; Fairfield Residential LLC – San Francisco, CA; Bridge Housing Corporation, BRE Properties, Inc., Blake Hunt Ventures, & DR Horton – San Francisco, CA; Republic Properties Corporation & Green Valley Corporation (Barry Swenson Builders) – San Jose, CA; and Transit Development Partners LLC (Kenwood Investments, Wilson Meany Sullivan & Stockbridge Capital Group) – San Francisco, CA.

13. Committee for Transit Accessibility Report

On order of Chairperson Cortese, there being no objection, the Committee for Transit Accessibility Report was received and filed.

14. Committee Work Plan

Denise Daly, Chief of Staff, noted the following Committee Work Plan updates: 1) the Developer Selection for Joint Development Program was moved up to the August 18, 2005 Meeting, 2) the Vasona Light Rail Project Monthly Report and Cerone Bus Wash Building Improvements was moved to the October 20, 2005 TP&O Meeting, and 3) the Downtown Platform Retrofit Project was moved to the December 15, 2005 TP&O Meeting.

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

15. Committee Staff Report

There was no Committee Staff Report.

16. Chairperson's Report

There was no Chairperson's Report.

17. Determine the Consent Agenda for the September 1, 2005 Board Meeting

CONSENT: Item #6. Authorize the General Manager to enter into an agreement with INIT Innovations in Transportation, Inc. for the procurement and installation of Automatic Passenger Counters (APCs) on 20 VTA light rail vehicles, plus the associated hardware and software to support the system, for a total cost of \$568,898.

REGULAR: Item #9. Authorize the General Manager to execute a contract with Nor-Cal Mobility, Inc., the lowest responsible and responsive bidder, for the purchase and installation of 831 bus mobility device restraint kits (two kits per bus, one curbside and one street side) for VTA's active bus fleet of 415 buses. The cost per bus of this purchase and installation contract is \$1,447 for a total cost of \$600,383 and **Item #10.** Authorize the General Manager to execute task order contracts with up to seven engineering consultant firms for General Structural Engineering Services for facilities, rail, and highway projects to be utilized on an as-needed basis. Each contract shall be for a period of up to three years, with an option to extend the contract for an additional two-year term. The total amount for all seven contracts shall not exceed \$6,000,000.

18. Announcements

There were no Announcements.

19. **ADJOURNMENT**

On order of Chairperson Cortese, there being no objection, the meeting was adjourned at 5:04 p.m.

Respectfully submitted,

Tracene Y. Crenshaw, Board Assistant
VTA Board of Directors