



TRANSIT PLANNING & OPERATIONS COMMITTEE

Thursday, April 24, 2006

MINUTES

1. CALL TO ORDER

The Regular Meeting of the Transit Planning and Operations (TP&O) Committee was called to order at 4:04 p.m. by Chairperson Sandoval in Conference Room B-104, Valley Transportation Authority, 3331 North First Street, San Jose, California.

ROLL CALL

Members Present

Dean Chu, Vice Chairperson
Greg Perry
Dolores Sandoval, Chairperson

Members Absent

David Cortese

Alternates Present

None

Alternates Absent

Norman Kline
Jamie Matthews
Ken Yeager

*Alternates do not serve unless participating as a Member.

A quorum was not present and a Committee of the Whole was declared.

2. PUBLIC PRESENTATIONS

Martin Bishop, N.E.E.D. Project, commended Jim Unites, Operations Planning Program Manager, for his efforts on reviewing alternatives to establish a new VTA telephone number for disabled persons to call when needing assistance.

Chairperson Sandoval, on behalf of the TP&O Committee, congratulated Mr. Unites on a job well done.

Vice Chairperson Chu took his seat at 4:06 p.m. and a quorum was declared.

Michael T. Burns, General Manager, introduced the new Chief Administrative Officer, Bill Lopez.

Mr. Bishop requested that the following Agenda Item be heard later during the Meeting: Item #6. Discuss the Evaluation of Prototype Securement Device Design Submitted by Mr. Martin Bishop.

Matthew O. Tucker, Chief Operating Officer, introduced the new Deputy Director of Operations for Planning, Training, and Accessible Services, Dan Smith.

3. ORDERS OF THE DAY

Chairperson Sandoval noted the request of Mr. Bishop to hear the following Agenda Item later during the Meeting: Item #6. Discuss the Evaluation of Prototype Securement Device Design Submitted by Mr. Martin Bishop.

On order of Chairperson Sandoval, there being no objection, the Committee accepted the Orders of the Day.

CONSENT AGENDA:

Chairperson Sandoval removed the following item from the Consent Agenda and placed on the Regular Agenda Item #5., Review the Monthly Legislative Report for March 2006.

M/S/C (Perry/Chu) to approve the Consent Agenda, as amended.

4. Minutes of March 23, 2006

M/S/C (Perry/Chu) to approve the Minutes of March 23, 2006.

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

Review the Monthly Legislative Report for March 2006.

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

REGULAR

5. Monthly Legislative Report for March 2006

Kurt M. Evans, Government Affairs Manager, reported that the federal portion of the Legislative Report focuses on President George Bush's Fiscal Year (FY) 2007 budget plan, which he submitted to Congress in February 2006. Congress has been working on a budget resolution, which will serve as the framework for the eventual adoption of 13 annual appropriations bills. He referred to transportation and noted that there were two issues in the Transportation Appropriations bills. He indicated that the first issue is with Amtrak, noting that the President proposed \$900 million for Amtrak in FY 07, which is significantly less than the \$1.3 billion that was enacted by Congress in 2005. The second issue is with the Small Starts Program, which was created by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). It is a program for lower cost rail projects and for transit capital projects that are \$250 million or less. The authorizing legislation sets spending for Small Starts at \$200 million, however, the President's budget recommends only \$100 million.

Mr. Evans referred to the State level and provided a status report on Governor Arnold Schwarzenegger's infrastructure bond package. He noted that there was a major push to try to put something on the June 2006 ballot, but that did not happen. The Governor and legislative leaders are expected to make another major push to try to put something on the November 2006 ballot. He referred to Assembly Bill (AB) 134 (Nunez), which emerged as the legislative vehicle for infrastructure bonds. Mr. Evans indicated that AB 134 was a \$47 billion bond measure with approximately \$19 billion going towards transportation, noting that the Legislature did not approve the bill. Mr. Evans reported that when the Governor and the Legislature continues negotiations over an infrastructure bond package for potential placement on the November 2006 ballot, it is possible that the size of the bond package will decrease to approximately \$30-35 billion range. The Governor and the Legislature will probably be weeding out the controversial pieces, such as water storage facilities, urban parks, and natural resources and will be honing in on the least controversial pieces, such as levees, flood control, transportation, and education.

Vice Chairperson Chu queried if there has been any discussion about the problems with the Highway Trust Fund at the federal level. Mr. Evans reported that informational hearings have been held by both the Senate and House Authorizing Committees. He indicated that Congress enacted an authorizing bill that in essence bankrupts the Highway Trust Fund on the highway side, noting that by FY 2008, there will be no money in the Highway Trust Fund for highway projects.

On order of Chairperson Sandoval, there being no objection, the Monthly Legislative Report for March 2006 was reviewed.

The Agenda was taken out of order.

OTHER ITEMS

7. Greenhouse Gas Emissions

Chairperson Sandoval noted that VTA Board Member Breene Kerr requested that staff look into different ways that VTA could reduce greenhouse gas emissions by working with the Sustainable Silicon Valley.

Michael Hursh, Deputy Director of Operations Maintenance, reiterated that in a recent meeting with Board Member Kerr, VTA staff was made aware of Sustainable Silicon Valley and their efforts to reduce greenhouse gas emissions in Silicon Valley. Sustainable Silicon Valley is a coalition working together towards this important goal. The coalition members include the Cities of San Jose and Palo Alto, Santa Clara County, Cisco Systems, as well as others. Mr. Hursh noted that VTA intends to join Sustainable Silicon Valley as a pledging partner in the near future. As a pledging partner, VTA will voluntarily agree to establish standards to measure and reduce its greenhouse gas emissions. For sometime now, VTA has been a leader in harmful emissions reduction efforts. Mr. Hursh indicated that VTA has already replaced older buses with new lower emission buses, switched to ultra low sulfur diesel fuel, and added emission reduction devices to existing buses.

Mr. Hursh reported that VTA has made significant strides in reducing emissions, including Oxides of Nitrogen (NOx), Particulate Matter (PM), and Hydrocarbon (HC) emissions. VTA will continue this effort with the focus on Carbon Dioxide (CO₂) emission reductions. VTA's program will focus on light rail vehicle and facility energy reduction as well as the fuel consumption of the bus fleet. VTA will use energy per passenger to measure bus and light rail fleet emission reductions. As ridership increases, VTA's contribution to a cleaner environment will also increase.

Mr. Hursh referred to VTA's emission history and noted that VTA has already made great strides when it purchased the new light rail vehicles. The light rail vehicles are equipped with regenerative braking and AC motors. The introduction of the Kinkisharyo light rail vehicles reduced energy consumption and accompanying CO₂ gas emissions. Mr. Hursh directed attention to the charts on Page 2 of the Board Memorandum and indicated that the charts showed reduced light rail energy consumption and CO₂ gas emissions as measured against light rail ridership. He directed attention to the charts contained on Page 3 of the Board Memorandum and indicated that the charts showed that bus fleet CO₂ gas emissions were down, noting that CO₂ gas emissions per rider were up.

Mr. Hursh reported that with respect to facility energy usage, VTA has already replaced some less efficient roofs with cool roof technology. VTA will continue to look at such things as facility lighting and computer usage. VTA's next step is to determine potential

energy savings, establish target reduction levels, and submit its partner pledge to Sustainable Silicon Valley. Mr. Hursh noted that staff will monitor VTA's energy usage and will provide periodic reports to the TP&O Committee and Sustainable Silicon Valley Coalition.

Upon query of Chairperson Sandoval, Mr. Hursh noted that VTA anticipates providing the report on its energy usage twice a year. He noted that it is VTA's intent to be an active participating member of Sustainable Silicon Valley and VTA would report on their schedule.

While reviewing the Board Memorandum regarding the information on metric tons per rider for bus and light rail, Member Perry requested further information on the metric tons per rider for cars. Mr. Burns indicated that VTA would be able to obtain this information from the consortium including a comparison to all types of modes of transportation.

Chairperson Sandoval requested a data comparison of VTA's reduction of emissions to other organizations that are members of Sustainable Silicon Valley.

Member Perry requested that the next report contain information on VTA's PM 10, PM 2.5, volatile organics, NOx, and Sulphur Dioxide (SO₂).

On order of Chairperson Sandoval, there being no objection, the Committee received a report on Greenhouse Gas Emissions and Sustainable Silicon Valley Initiative.

8. Workers Compensation Program Initiatives

Nanci G. Eksterowicz, Risk Manager, reported that in FY 2003, VTA had 827 new Workers Compensation claims, over 44,000 lost time days due to industrial injuries, and claims payments were \$10.7 million. At that time, VTA had about 2,500 employees. During the three-year period up through the end of Fiscal Year 2005, VTA had some dramatic improvements. VTA had 426 Workers Compensation claims, which was a 48 percent reduction from FY 03. VTA's lost workdays dropped to 21,341, which was a 52 percent reduction, and the annual claim payments dropped 17 percent from FY 03 to \$8.8 million. The number of employees also dropped 14 percent to 2,157. Ms. Eksterowicz noted that all of the decreases in Workers Compensation exceeded the percentage of reduction in the number of employees. VTA's first two quarters of FY 06 shows a continuation of the downward trend.

Ms. Eksterowicz reported that VTA implemented several initiatives to improve employee safety and reduce Workers Compensation costs. She provided an overview of the following programs implemented by VTA, highlighting: 1) Transitional Work Program (TWP), which was implemented in January 2005, and 2) Medical Provider Network, which was implemented in July 2005. Ms. Eksterowicz noted that the Medical Provider Network Program came out of the Workers' Compensation Reform Act.

Ms. Eksterowicz referred to loss prevention and noted that VTA would be repeating its bus operator back injury prevention training program. She referred to VTA's Safety Programs and indicated that VTA has Joint Safety Committees with both the Amalgamated Transit Union (ATU) and Service Employees International Union (SEIU), Local 715, noting that VTA management and union representatives meet on a monthly basis to identify and resolve safety issues. VTA also has a strong safety training program and has tailgates (safety training sessions) on a frequent basis throughout the organization.

Ms. Eksterowicz noted that Risk Management staff meets monthly with Operations Managers to review the claims for the prior month and to look for ways to improve safety. Operations now has strong procedures in place for staying in frequent contact with injured workers.

Vice Chairperson Chu requested a comparison between the sum of Lost Time Days and TWP days worked, and the total of the lost time days in the prior year when there was no TWP. Ms. Eksterowicz noted that she would provide a report back.

Member Perry requested information about the severity and distribution of the claims decreases over the last three years. Ms. Eksterowicz noted that she would provide a report back.

Chairperson Sandoval asked that staff thank ATU for agreeing to the Transitional Work Program.

Mr. Bishop requested information about Bus Operator claims associated with wheelchair services for passengers.

On order of Chairperson Sandoval, there being no objection, the Committee received a report on Workers Compensation Program Initiatives.

9. Sheriff's Transit Patrol and Contract Security Staffing

Chairperson Sandoval reported that the TP&O Committee discussed the Santa Clara County Sheriff's Department Contract at a recent meeting. VTA's five-year agreement with the Sheriff's Department expired March 31, 2006, and an amendment to the existing contract was executed to extend the agreement for an additional three months, through June 30, 2006.

Chairperson Sandoval reported that staff has brought forward different staffing scenarios involving Sheriff Transit Patrol and contract security for the TP&O Committee's review and consideration.

Cathy Hendrix, Sr. Management Analyst, reported that the item was considered by TP&O at its February 15, 2006 Meeting. At the time, the recommendation was to extend the existing contract five years with an option for three additional years for a total of \$36.8 million. She indicated that the amount assumed an increase of about four percent for labor, noting that VTA received word that labor costs could climb as high as nine percent. Ms. Hendrix directed attention to the revised Attachment A - Summary of Staffing Scenarios and noted that the figures listed assumes a 6.5 percent increase in labor costs only.

Ms. Hendrix reported that VTA's current security program is provided by the Santa Clara County Sheriff's Department Transit Patrol Division. VTA also has contract security provided by Securitas Security Services, Inc. The combination of the two is a very effective tool for VTA to combat vandalism and different types of crime on the system. The Sheriff's Department has provided law enforcement services to VTA since 1990, and the existing agreement with the Sheriff's Department runs through June 30, 2006.

Ms. Hendrix directed attention to the following six different staffing scenarios contained in the revised Attachment A and provided an overview, highlighting: 1) Scenario I – Current Model (No Change to Sheriff Transit Patrol or Contract Security), 2) Scenario II (Reduce Sheriff Transit Patrol – No Change to Contract Security), 3) Scenario III (Reduce Unarmed Security and Reallocate Savings to Sheriff Transit Patrol), 4) Scenario IV (Reduce Sheriff Transit Patrol – Reduce Unarmed Security), 5) Scenario V (No Change to Sheriff Transit Patrol – Reduce Unarmed Security and Expand Armed Security), and 6) Scenario VI (Reduce Sheriff Transit Patrol – Reduce Unarmed Security and Increase Armed Security). She referred to Scenario IV and noted the addition of 252 Monthly On-Call Support Hours for the Sheriff's Transit Patrol.

Ms. Hendrix reported that on April 13, 2006, working in partnership with ATU, VTA's Chief of Security, Raymond Frank, presented the six staffing scenarios to the ATU President and Co-Chairs of the Joint Safety Committee, Ms. Eksterowicz and Noah Banks. Ms. Eksterowicz' concerns related to the deputies not focusing enough on transit-related security, the feasibility of having an in-house police department and reducing security on light rail station platforms. Ms. Hendrix noted that some of the Union's concerns will be addressed in VTA's Organizational and Financial Assessment (Management Performance Audit). One of the elements of the study includes security and VTA's current security program will be reviewed. Ms. Hendrix reported that the fiscal impacts of Scenarios I through VI over five years range from a savings of \$4.9 million as identified in Scenario IV to a savings of \$7,000 as identified in Scenario V.

Member Perry left the meeting at 4:46 p.m., the quorum was lost,
and a Committee of the Whole was declared.

Upon query of Vice Chairperson Chu, Ms. Hendrix provided a brief definition of unarmed security. She provided a report on the following two different types of VTA security officers: 1) a rover and 2) stationary security.

Captain Luther Pugh, Transit Patrol Division, reported that traditionally, law enforcement staffing is driven by population and crime rates. Population can be determined with some accuracy. Crime rates, however, are driven by many things, including convenience. If law enforcement staffing is low, response times are longer.

Captain Pugh indicated that the current model VTA operates under is a very effective model, noting that he has heard the model referred to as the platinum model. The platinum model actually occurred in the early days of the Sheriff's Department contract when there were 31 Deputies and additional staffing. The Sheriff's Department contract currently provides 15 Deputies and 4 additional staff members to VTA. Captain Pugh noted that the current staffing level is very efficient especially with the partnership with Securitas. The staffing of Securitas is very cost effective; it is a very responsive and professional private security organization.

Captain Pugh indicated that the public's concerns with regards to security staffing has to do with the reporting of crime. The reporting of crime is driven by many variables. In Santa Clara County, particularly in Northern California, the crime rates, according to the Federal Bureau Investigation (FBI) Uniform Crime Statistics, are relatively low. Accurate reporting of crime rate statistics are available for 2004, and the preliminary data for 2005 is available, but there are significant problems with the data and the FBI is still working on the 2005 data. The Sheriff's Department can measure, with some degree of accuracy, the crime reports generated by its Deputies and Securitas Officers. Although previous years cannot be used as a good trend model, primarily due to the different staffing levels, there is now a significant increase in time Deputies are spending dealing with low-level crimes. There are quality of life type crimes that generally deal with substance abuse. During 2005, the Sheriff's Department took 21 persons into custody and transported them for mental health evaluations. Captain Pugh indicated that 21 is a staggering number, especially if they are occurring in a small pocket of the system (generally downtown San Jose). He noted that he is sure that Legal Counsel or Risk Management would indicate that persons with substance abuse and mental health issues cannot be ignored, even though they are low-level crimes according to the Uniform Crime Statistics.

Captain Pugh referred to assaults on passengers and VTA employees and noted that VTA is fortunate that violent crimes are very low. He indicated that VTA's system is safe and efficient. The communication between VTA's Operations Control Center (OCC), County of Santa Clara Communications, and other police and public safety dispatchers throughout the County is very efficient, which allows for a response from other agencies to assist the Sheriff's Department in securing the safety of passengers and VTA employees.

Mr. Tucker reported that we live in a relatively safe area, which leads to a relatively safe transit system. He indicated that the discussion regarding security staffing is a balanced discussion, because VTA is trying to balance the budget along with balancing the expectations that customers have to support transit ridership. Mr. Tucker noted that

options have been provided from a staff perspective that have certain benefits and trade offs. VTA is in a tough predicament, because VTA will not be able to contain the increases in cost of security in the future.

Mr. Burns referred to the Management Performance Audit and noted that one of the areas that the consultant would be focusing on would be VTA security.

Chairperson Sandoval recommended that VTA extend the current Sheriff's contract through the end of 2006, allowing an opportunity to review the recommendations received from the Management Performance Audit.

Chairperson Sandoval requested that VTA inform its customers about the change in security staffing once staffing has been determined.

Mr. Tucker reported that staff would be bringing the Sheriff's Department contract back to TP&O in May 2006 as an action item. Mr. Burns noted that he could provide the Board of Directors with a status report during the General Manager's Report regarding the security staffing issue.

Mr. Bishop asked how does security handle disabled passengers who are disturbing other passengers on transit. Captain Pugh noted if it is a criminal situation, it is dealt with appropriately.

On order of Chairperson Sandoval, there being no objection, the Committee of the Whole discussed the Sheriff's Transit Patrol and Contract Security Staffing.

10. Quarterly Marketing Report and Presentation

Bernice Alaniz, Marketing and Public Affairs Deputy Director, directed attention to the recent VTA marketing campaigns that were on display at the meeting, "Simple and Free" Promotion, "Meet The Riders" Contest, "Youth Summer Blast Pass" Promotion. Also, on display was a sample of one of VTA's partnerships with the Downtown Association in conducting a Farmers Market.

Ms. Alaniz indicated that in the beginning of 2005, she reviewed and evaluated VTA's current marketing strategies. Based on VTA's Budget, an annual Marketing and Public Affairs Plan was developed in order to promote VTA bus and light rail services. One of VTA's major marketing goals was to influence the public's perception and utilization of

new and existing bus and light rail services through strategic marketing campaigns. Ms. Alaniz noted the following three strategies developed to support the marketing goal:
1) Target specific audiences to begin or increase utilization of VTA bus and light rail,
2) Promote new bus and light rail service, and 3) Corridor promotions.

Ms. Alaniz reported that since the implementation of the Marketing and Public Affairs Plan in July of 2005, VTA has completed various marketing campaigns. She directed attention to the document entitled "2006 VTA Marketing" and provided an overview on the following most recent marketing campaigns: 1) Simple and Free Campaign, 2) Meet The Riders Campaign, and 3) Youth Summer Blast Pass. The Simple and Free Campaign was held January-March 2006. The purpose of the campaign was to provide a free trial program to seniors, ages 65 plus, and individuals with disabilities to introduce, educate, and familiarize them with VTA's services. The service was free on weekends and during off-peak hours on weekdays.

Ms. Alaniz reported that the Meet The Riders Campaign will be held April-August 2006, and the main goals of the campaign are as follows: 1) to increase VTA's weekday non-peak and weekend ridership among adults, youth, families, and visitors, 2) promote VTA as the transportation choice to attractions, events and destinations in Santa Clara County, and 3) to increase VTA's image and create a positive awareness. The first Meet The Riders Contest was held on April 1, 2006, in coordination with the opening of Great America.

Ms. Alaniz reported that Youth Summer Blast Pass promotion will be held June-August 2006. The three-month pass will cost \$75 and the youth will also receive a coupon booklet that includes free offers and discounts at malls, etc. In addition to VTA's traditional advertising efforts, VTA will also be working closely with schools.

Chairperson Sandoval referred to the Simple and Free Campaign and noted that the 237,000 complimentary boardings for the promotional period were phenomenal. She queried if there was a way to capture information as to whether those riders would become continual users of transit. Ms. Alaniz noted that VTA is in the process of conducting follow-up promotions and looking at the financial impacts to determine how it can retain those riders.

Mr. Bishop referred to VTA's brochure entitled "Secure Your Mobility Device" and indicated that the brochure was very well written. However, he noted that the brochure did not state that securement of mobility devices was required.

On order of Chairperson Sandoval, there being no objection, the Committee of the Whole received a Quarterly Marketing Report and Presentation.

REGULAR (continued)

6. Evaluation of Prototype Securement Device Design Submitted by Mr. Martin Bishop

Chairperson Sandoval noted that at the March 23, 2006 TP&O Meeting, she had asked Mr. Tucker to meet with Mr. Bishop to further discuss Mr. Bishop's design proposal for a bus mobility device restraint system for wheelchairs and provide a report back at the April 24, 2006 TP&O Meeting. Chairperson Sandoval referred to the VTA Staff Report and Feasibility Review regarding the feasibility of implementing Mr. Bishop's proposed design contained in the April 24th TP&O Agenda Packet. She indicated that staff believes that the new Q'Straint system that has already been installed on all VTA buses is the best approach to pursue at this particular time and that Mr. Bishop's design proposal is not feasible for VTA's system.

Mr. Tucker reported that the selection of the Q'Straint system for VTA buses was a process where VTA worked with the Committee for Transit Accessibility (CTA) to establish a Task Force to develop recommendations to implement a Bus Mobility Device Securement Policy. VTA has received support from the CTA Task Force on its selection and installation of a mobility device securement system for all its buses. In September 2005, the Board of Directors approved a contract in the amount of \$600,000 to purchase and install the Q'Straint mobility device securement system on all VTA buses. Mr. Tucker noted that the Q'Straint system has been installed on all VTA buses since January 2006, and VTA has not received any reports of operator and/or customer injuries. He reported that the bus operators feel that the Q'Straint system is a much improved system over systems used in the past.

Mr. Tucker referred to Mr. Bishop's design proposal for a bus mobility device restraint system for wheelchairs and indicated that James Wilhelm, Associate Mechanical Engineer, conducted an engineering analysis of Mr. Bishop's design proposal. Mr. Wilhelm put in a significant amount of staff time to analyze Mr. Bishop's proposal. Mr. Tucker indicated that VTA has consistently said that they appreciate Mr. Bishop's efforts in trying to develop a design for a bus mobility device restraint system, but noted that there were fundamental flaws with Mr. Bishop's design as it relates to public transportation implementation. He indicated that Mr. Bishop's proposed device does not meet American With Disabilities Act (ADA) requirements and that there is nothing more that VTA staff can do to develop Mr. Bishop's device to make it ADA compliant and to work on VTA buses.

Mr. Bishop referred to the letter from Santa Clara County Supervisor Jim Beall addressed to Mr. Burns recommending that VTA conduct a comprehensive review of all restraint options. He expressed concern regarding workers compensation claims, injuries to

operators, and damages to wheelchairs due to the installment of mobility device securement restraints on VTA buses. Mr. Bishop indicated that his device might not be a proven technology yet, but that it is on the shelves for roller coaster companies and other device makers.

Chairperson Sandoval noted that when asking Mr. Tucker to review Mr. Bishop's design proposal, it was to take Mr. Bishop's idea of a device restraint system and to work with VTA's engineering staff to see if it was a feasible solution. VTA engineering staff has found that Mr. Bishop's proposed device is not a feasible solution. She noted that CTA has extensively explored various mobility device securement systems and has found that the Q'Straint system is the best system for VTA. Chairperson Sandoval indicated that Mr. Bishop's design proposal is not within VTA's engineering capabilities to design in-house. She noted that Mr. Bishop has been advised to take his design proposal to some kind of a university-based research group who could take the design and possibly develop the design into a system that could work.

Chairperson Sandoval noted that the Committee will go forward with the already approved Board of Directors decision to purchase and install the Q'Straint system, noting that the system has already been installed on all VTA buses.

On order of Chairperson Sandoval, there being no objection, the Committee of the Whole discussed the Evaluation of Prototype Securement Device Design Submitted by Mr. Martin Bishop.

OTHER ITEMS

11. Monthly Ridership and Fare Revenue Performance

Joonie Tolosa, Sr. Management Analyst, directed attention to the document entitled "VTA Transit Operations, March 2006 Ridership and Fare Revenue Performance," and provided a report on VTA's ridership, highlighting: 1) system wide ridership is up 7.2 percent, 2) bus ridership is up 1.9 percent, 3) Light rail ridership is up 31 percent and the average weekday ridership has been the highest since March 2005. He noted that for the first time VTA utilized its Automatic Passenger Counters (APCs) to count light rail ridership for the month of March 2006.

Mr. Tolosa referred to Fare Revenues and Average Fare per Boarding for the month of March 2006 and provided a report, highlighting: 1) fare revenues were down 6.8 percent compared to last year, 2) average fare per boarding was down 13.1 percent. However, fiscal year-to-date, VTA is up 8.4 percent on fare revenues and average fare per boarding fiscal year-to-date is up 3.7 percent.

Mr. Tucker referred to the increase in ridership and decrease in revenues and indicated that preliminarily VTA has seen a shift in behavior from its customers in terms of taking much more advantage of the discounted fare media. He indicated that staff is looking towards getting the updated On Board Survey that VTA is conducting as part of its Comprehensive Operations Analysis to be able to get into the details of the increase in ridership and decrease in revenues.

On order of Chairperson Sandoval, there being no objection, the Committee of the Whole reviewed the Monthly Ridership and Fare Revenue Performance.

12. Report regarding the April 12, 2006 Committee for Transit Accessibility (CTA) Meeting

Mr. Unites noted that CTA heard a report on the following items at their April 12, 2006 Meeting: 1) reviewed VTA's Emergency Planning and 2) received a briefing on the Request For Proposals (RFP) process for VTA's Organizational and Financial Assessment. He noted that CTA requested that they continue to be a part of the process.

On order of Chairperson Sandoval, there being no objection, the Committee of the Whole received a report regarding the April 12, 2006 CTA Meeting.

13. Items of Concern and Referral to Administration

There were no Items of Concern and Referral to Administration.

14. Committee Work Plan

Mr. Tucker noted that the revised Committee Work Plan reflected the addition of the following items: 1) Community Bus Program and 2) Transit Operations Performance Report. He noted that VTA will be discussing the strategies and implementation of the Community Bus Program at the May 2006 TP&O Committee, and the Transit Operations Performance Report would also be agendized at the May 2006 TP&O Committee Meeting.

Vice Chairperson Chu noted that he would not be able to attend the Wednesday, May 17, 2006 TP&O Meeting.

On order of Chairperson Sandoval, there being no objection, the Committee of the Whole reviewed and accepted the revised Committee Work Plan.

15. Committee Staff Report

- **Community Bus Update**

Mr. Tucker noted that the Community Bus Update would be deferred to the May 17, 2006 TP&O Committee Meeting.

16. Chairperson's Report

There was no Chairperson's Report.

17. Determine the Consent Agenda for the May 4, 2006 Board Meeting

CONSENT: None

REGULAR: None

18. Announcements

There were no Announcements.

19. ADJOURNMENT

On order of Chairperson Sandoval, there being no objection, the meeting was adjourned at 5:45 p.m.

Respectfully submitted,

Tracene Y. Crenshaw, Board Assistant
VTA Board of Directors