



## **TRANSIT PLANNING & OPERATIONS COMMITTEE**

Thursday, May 22, 2006

### **MINUTES**

#### **1. CALL TO ORDER**

The Regular Meeting of the Transit Planning and Operations (TP&O) Committee was called to order at 4:05 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 present.**

#### **2. PUBLIC PRESENTATIONS**

There were no Public Presentations.

#### **3. ORDERS OF THE DAY**

Chairperson Sandoval noted that staff requested that Agenda Item #13. Review the Draft 1996 Measure B Program Revenue and Expenditure Plan for FY 2007 and #14. Receive a

progress report on Joint Development at Capitol Light Rail Station and West San Carlos Sites, be heard prior to Item #7. Review the Zero Emission Bus (ZEB) Demonstration Program Status Report.

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

## **CONSENT AGENDA:**

### **4. Minutes of April 24, 2006**

M/S/C (Perry/Chu) to approve the Minutes of April 24, 2006.

## **REGULAR**

### **5. Dumbarton Bridge Express Fare Adjustments and Service Changes**

Jim Unites, Operations Planning Program Manager, reported that the Dumbarton Bridge Express (DB Express) service was created in 1990 through a Cooperative Agreement between VTA, the Alameda Contra Costa Transit District (AC Transit), San Mateo County Transit District (SamTrans), the San Francisco Bay Area Rapid Transit District (BART), and the City of Union City. AC Transit currently operates and manages the daily service. The DB Express operates between the Union City BART Station and the Stanford Industrial Park in Palo Alto on weekdays from 5:00 a.m. to 9:00 p.m.

Mr. Unites reported that ridership this fiscal year has increased 10 percent compared to last year, averaging about 812 passengers per day. VTA's Express Eco Pass is accepted on the DB Express.

Mr. Unites noted that the last time the Consortium implemented a fare increase for the DB Express was in December 2002. The proposed fare modifications would align the DB Express fare structure with AC Transit's current fare structure, which was implemented in September 2005. The proposed modifications would provide the following benefits: 1) Allow AC Transit bus operators to provide better customer service to DB Express passengers; and 2) Help with the implementation of TransLink for the DB Express service.

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

Mr. Unites reported that two public hearings were held on March 29, 2006, pertaining to the proposed fare modifications. One public hearing was held in Union City and the other was held at the Veteran's Administration Hospital in Palo Alto. A variety of comments about the DB Express service were made, including five comments opposing a fare increase.

Mr. Unites directed attention to Attachment A – Dumbarton Express Proposed Fare Modifications, and provided an overview of the proposed fare modifications. He noted the addition of a new Senior/Disabled Regional Transit Connection (RTC) monthly sticker in the amount of \$20.

Mr. Unites noted that per the Cooperative Agreement, the governing boards for each member agency must approve fare increases or major service changes prior to implementation.

Mr. Unites directed attention to the DB Express Routing map on display and provided a report on the proposed DB Express service changes to become effective on August 28, 2006, highlighting DB and DB1 routings.

Aaron Morrow, CTA Chairperson, asked if a disabled person does not have a RTC card, would other types of cards be honored on the DB Express, such as an Outreach card? Mr. Unites noted that the DB Express has its own fare policy, so one would pay the senior/disabled fare. He noted that at present the RTC monthly sticker is not available.

Barbara Rhodes, CTA First Vice Chairperson, queried if a Medicare card would be accepted. Mr. Unites indicated "yes".

Chairperson Sandoval asked that Mr. Morrow provide a report back to CTA regarding the types of cards that can be used on the DB Express in order for persons to be able to receive the senior/disabled fare.

Member Perry requested that staff provide information on the ridership difference between DB and DB1 routings. Chairperson Sandoval requested that the information be provided to the full Board at its June 1, 2006 Board of Directors meeting.

Upon query of Vice Chairperson Chu, Mr. Unites indicated that the other member agencies have not approved the proposed fare modifications and approval is anticipated in late May 2006 or early June 2006.

Vice Chairperson Chu requested that the item be forwarded to the Board of Directors without a recommendation.

Chairperson Sandoval requested that staff forward items needing multiple agency approval to the TP&O Committee for review sufficiently in advance, so that the Committee could consider it at more than one meeting. Matthew O. Tucker, Chief Operating Officer, noted that staff would work with the member agencies to build a schedule, so that items could be brought to the TP&O Committee earlier.

**On order of Chairperson Sandoval**, there being no objection, the Committee submitted without a recommendation to the Board of Directors to approve fare adjustments for the Dumbarton Bridge Express Service (DB Express), effective August 28, 2006, and receive information on minor service changes.

**6. Santa Clara County Sheriff's Department Contract with VTA**

Mr. Tucker reported that at the April 24, 2006 TP&O Committee meeting, the Members recommended that VTA extend the current Santa Clara County Sheriff's Department contract an additional six months, through the end of 2006. Staff is proposing that the current contract be extended for one year, July 1, 2006 through June 30, 2007. He noted that VTA could terminate the contract with the County of Santa Clara with 90 days written notice.

Member Perry referred to the Board Memorandum, Page 3 of 3, Table I – FY 07 Estimated Cost of Transit Patrol Division, the “6.5 percent salaries and benefits increases annually assumption”, and queried if discussions have been held with the County of Santa Clara with regards to controlling costs. Mr. Tucker indicated “yes” and noted that the cost is driven by labor cost increases, tiers of service cost increases, and benefit cost increases.

**M/S/C (Chu/Perry)** to approve submitting a recommendation to the Board of Directors to authorize the General Manager to amend the current agreement with the County of Santa Clara for law enforcement services provided by the Santa Clara County Sheriff's Department for one additional year (from July 1, 2006 through June 30, 2007) by \$3,237,975 resulting in a total estimated contract value of \$27.24 million.

**OTHER ITEMS**

**The Agenda was taken out of order.**

**13. Draft 1996 Measure B Program Revenue and Expenditure Plan for FY 2007**

Jack J. Collins, Chief Construction Officer, reported that the draft 1996 Measure B Program Revenue and Expenditure Plan is an annual report. He noted that the Draft 1996

Measure B Program Revenue and Expenditure Plan for FY 2007 would be discussed and a number of budgetary actions would be taken at the June 2, 2006 Joint Meeting with the County of Santa Clara Board of Supervisors and VTA Board of Directors scheduled at 9:00 a.m. in the County Board of Supervisors Chambers.

Mr. Collins reported that the projects in the 1996 Measure B Program are near completion and noted that the River Oaks Bicycle/Pedestrian Bridge Project Opening Ceremony was held on May 17, 2006 and the Route 85/U.S. 101 North Interchange Project Opening Ceremony would be held on May 24, 2006.

Mr. Collins directed attention to the Draft 1996 Measure B Program Fiscal Year 2007 Revenue and Expenditure Plan booklet, Page 13, and provided a report on Table 10, which compared revenues and expenditures from the December 2005 Semi-Annual Report with this year's FY 2007 Revenue and Expenditure Plan. Since the December 2005 Semi-Annual Report, the County of Santa Clara has seen a \$7.7 million increase in sales tax receipts and a \$1.7 increase in interest earnings. Mr. Collins referred to the expenditure side and noted that the Highway Program had a savings of \$1.9 million, and the Rail Program had a savings of about \$1.5 million. Overall, the 1996 Measure B Program Ending Balance has increased by \$10.7 million, and the current Program Ending Balance is \$16 million.

Mr. Collins directed attention to Page 21, Table 13 – Measure B Deferred Projects, and provided a status report on the following remaining deferred projects: 1) Caltrain – San Martin Station, 2) Caltrain – California Avenue Pedestrian Underpass, and 3) Caltrain – Palo Alto Pedestrian Underpass.

Vice Chairperson Chu referred to the Caltrain - California Avenue Pedestrian Underpass and queried about the start of project construction. Mr. Collins noted that Caltrain has already finished their design on the outside boarding platform project and that VTA is near completion on the design of the pedestrian underpass project. VTA will combine the pedestrian underpass project with the Caltrain outside boarding platform project into a single contract package. It is anticipated that the contract will be advertised during the August/September 2006 timeframe with a contract award in November 2006 to begin construction. Overall project completion is anticipated for 2008.

Member Perry indicated that there were plans for a parking structure when the Mountain View Station was originally constructed. He queried if the parking structure project was originally a 1996 Measure B Project. Mr. Collins noted that the parking structure project was not specifically identified as a 1996 Measure B Project, but is being looked at as part of 2000 Measure A. He indicated that 2000 Measure A contemplates Caltrain improvements and the study being conducted by VTA is to identify all the improvements needed to be made as part of the Caltrain program in 2000 Measure A and to try to establish priorities.

Member Perry queried about other funding sources available to fund the parking structure in Mountain View. Kurt Evans, Government Affairs Manager, noted that federal transit formula dollars and the transit capital piece of the infrastructure bond would be some of the potential funding sources.

**On order of Chairperson Sandoval**, there being no objection, the Committee reviewed the Draft 1996 Measure B Program Revenue and Expenditure Plan for FY 2007.

**14. Progress Report on Joint Development at Capitol Light Rail Station and West San Carlos Sites**

David Miller, Commercial Development Manager, directed attention to the Board Memorandum, Page 1 of 3, first sentence contained in the first paragraph, and noted that the “December 9, 2005” date should be reflected as December 9, 2004. He indicated that the Board of Directors approved the Joint Development Program, Joint Development Policy and Developer Selection Process on December 9, 2004.

Mr. Miller reported that a list of qualified developers was approved by the Board of Directors on September 29, 2005. Proposals were then received from developers for joint development of the Capitol Light Rail Station and West San Carlos sites. The following developers submitted proposals for the Capitol Light Rail Park & Ride site: 1) Bridge Housing Corp. and Blake Hunt Ventures; and 2) Avalon Bay Corporation and ROEM Corporation. The following developers submitted proposals for the West San Carlos site: 1) Republic Properties and Green Valley Corporation; 2) Bridge Housing Corporation and Blake Hunt Ventures; and 3) Avalon Bay Corporation and ROEM Corporation.

Mr. Miller reported that he and the consultants from Economic and Planning Systems (EPS) met with all of the developers who submitted proposals to clarify the economic terms of the proposals and to set a minimum threshold for the land value and revenue anticipated from both sites based upon the appraisals received by VTA for each property. As a result of the meetings, the proposal submittal deadline was extended to April 10, 2006, in order for all of the proposers to improve the economic proposals to meet VTA’s requirements. The evaluation panel, consisting of VTA and City of San Jose staff, and EPS reviewed the final proposals and scored the projects on May 10, 2006.

Mr. Miller noted that the Board of Directors approved a matrix of criteria, and in that matrix there are three criteria that basically are a threshold that must be met of 25 points. He referred to the West San Carlos site and noted that three development proposals met the criteria. The top ranking proposal was from Republic Properties and Green Valley Corporation and the number two ranking proposal was from Avalon Bay Corporation and ROEM Corporation. Mr. Miller noted that the highest scoring developer is called the Selected Developer and Alternate Selected Developers are chosen based on ranking order.

Mr. Miller referred to the Capitol Light Rail Station site and noted that none of the development proposals met the threshold.

Mr. Miller noted that VTA staff would provide a formal recommendation to designate a Selected Developer and Alternate Selected Developer for the West San Carlos site at the July 20, 2006, Board of Directors Committee of the Whole Meeting and that recommendation would be forwarded to full Board of Directors at its August 3, 2006 Meeting for approval.

Member Perry referred to the Capitol site and queried if the station has a bike lane that goes along Highway 85. He noted the importance of keeping the right-of-way clear for bikes.

**On order of Chairperson Sandoval**, there being no objection, the Committee received a progress report on Joint Development at Capitol Light Rail Station and West San Carlos Sites.

7. **Zero Emission Bus (ZEB) Demonstration Program Status Report**

Michael Hursh, Deputy Director of Bus and Rail Maintenance, directed attention to the presentation entitled “Zero Emission Bus (ZEB)-Hydrogen Fuel-Cell Bus - 2006 Progress Report,” and provided an overview, highlighting: 1) Goals and objectives; 2) VTA ZEB Demonstration Program; 3) Program Milestones; 4) Training Completed; 5) Community Education & Outreach; 6) Fuel-Cell Bus Performance; 7) Challenges; 8) Fueling Station Performance; 9) Maintenance Bays; 10) Cost/Reliability Comparison; 11) Project Budget; 12) Expenditures; and 13) Next Steps. Mr. Hursh noted that VTA is working with the California Air Resources Board (CARB) and Bay Area partners to define the next steps.

Mr. Hursh introduced Art Douwes, the Project Manager responsible for the success of the ZEB Demonstration Program.

Member Perry expressed concern that VTA is emitting more carbon trying to reduce carbon emissions. He recommended the Board of Directors recommend to CARB to defer the expansion of ZEBs as far into the future as possible. Mr. Tucker noted that VTA will continue to work with CARB and will continue to give them feedback.

Chairperson Sandoval indicated that she applauds VTA’s efforts and thinks that VTA can be a leader in this area of new technology. She noted that the American Public Transportation Association (APTA) Conference to be held in San Jose in October 2006 is looking towards having some kind of program around the ZEB.

**On order of Chairperson Sandoval**, there being no objection, the Committee reviewed the Zero Emission Bus (ZEB) Demonstration Program Status Report.

**8. Special Service for July 4<sup>th</sup> and San Jose Grand Prix**

Bill Capps, Service Planning Manager, provided a report on VTA's plans to support the following two major events in downtown San Jose during the month of July 2006: 1) July 4<sup>th</sup> America Festival; and 2) 2006 San Jose Grand Prix.

Mr. Capps reported that the July 4<sup>th</sup> America Festival is held in downtown San Jose at the Discovery Meadows adjacent to the Children's Discovery Museum and noted that a fireworks display is held in the evening. VTA provides a significant amount of light rail and bus service to accommodate the ridership that is generated due to the event. Mr. Capps directed attention to the map on display and provided an overview of VTA's 4<sup>th</sup> of July bus and rail service plan developed to safely transport people to and from the event. He also noted that this year VTA will be implementing a new 8-Hour Excursion Fare on light rail to accommodate persons wishing to use light rail to attend the events.

Mr. Capps reported that the 2006 San Jose Grand Prix is scheduled to be held the weekend of July 28, 29, and 30 in downtown San Jose. He indicated that the track layout would be similar to the 2005 San Jose Grand Prix and noted the minor modification. Mr. Capps directed attention to the maps on display and provided an overview of VTA's light rail operating plans for Friday, July 28 and Saturday/Sunday, July 29 and 30.

Mr. Tucker noted that the 8-Hour Excursion Fare is a seven month pilot program.

Aaron Morrow, CTA Chairperson, referred to the 2005 San Jose Grand Prix and expressed concern regarding the influx of people getting on and off the light rail trains and the effects it had on persons with disabilities. He referred to the 2006 Grand Prix event and queried if VTA would have proper signage, extra personnel on hand, and if Outreach services would be provided to assist persons with disabilities. He noted that he wants persons with disabilities to be able to get on and off the light rail trains in a safe and timely manner. Mr. Morrow requested that staff provide a verbal report to CTA regarding the issue.

Chairperson Sandoval noted the importance of informing the public about the access to the system and about the fare charge for the 4<sup>th</sup> of July.

Barbara Rhodes, CTA First Vice Chairperson, expressed concerned about VTA changing the light rail platforms in downtown San Jose from high-floor to low-floor platforms. She asked how VTA will inform the public about the change and if there would be a bus bridge put into place. Mr. Capps noted that the main station that people have used coming from the north side to the Grand Prix is the Paseo de San Antonio Light Rail Station and construction on the station is being advanced, and the goal is to get the station

re-opened before the Grand Prix. Ms. Rhodes expressed concern regarding the public being informed of the proposed changes. Chairperson Sandoval noted that would be part of the informative marketing plan that VTA will need to conduct to alert the transit riders prior to the events.

Mr. Tucker noted the importance of making sure that the public knows how to access the system.

Ms. Rhodes referred to VTA's (408) 321-2300 line and noted that VTA should place a notice on the line informing the public of the events scheduled in downtown San Jose.

Michael T. Burns, General Manager, noted that staff would provide information on VTA's communication plans for both of the events in June 2006.

Chairperson Sandoval requested that staff present VTA's communication plans for the events to CTA and to the cities and county.

**On order of Chairperson Sandoval**, there being no objection, the Committee received a report on the Special Service for July 4<sup>th</sup> and San Jose Grand Prix.

## **9. Monthly Ridership and Fare Revenue Performance**

Joonie Tolosa, Sr. Management Analyst, directed attention to the document entitled, "VTA Transit Operations, April 2006 Ridership and Fare Revenue Performance," and provided a report on VTA's ridership, highlighting: 1) System wide ridership is up 0.9 percent and fiscal-year-to-date ridership is up 4.2 percent; 2) Light rail ridership is up 28.4 percent; and 3) Bus ridership is down 5.3 percent compared to last year. The two-week school break in April 2006 had an impact on bus ridership.

Mr. Tolosa referred to Fare Revenues and Average Fare Per Boarding for the month of April 2006, and provided a report, highlighting: 1) Fare revenues were up 2.1 percent compared to last year; and 2) Average fare per boarding was up 1.2 percent.

Member Perry expressed concern regarding the significant decrease in bus ridership. Mr. Tucker referred to the significant amount of rain during the first three weeks of April 2006 and noted it was a contributing factor to the decline in bus ridership.

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

**10. FY 2006 Third Quarter Transit Operations Performance Report (July 1, 2005 – March 31, 2006)**

Mr. Tolosa directed attention to the document entitled, “VTA Transit Operations Performance Report, 2006 Third Quarter Report (July 1, 2005 – March 31, 2006),” and provided a report on Ridership Performance Results, highlighting: 1) System ridership is up 4.6 percent; 2) Average weekday bus ridership was up 2.7 percent; and 3) Average weekday light rail ridership was up 15.8 percent.

Mr. Tolosa directed attention to Operating Expense and Revenue Results and reported that the operating cost per total hour was \$163.26, which was below the fiscal-year-to-date adopted goal of \$173.36, and 3.6 percent above fiscal year 2005. The following factors contributed to the increase: 1) wages increased 2.5 percent; 2) benefits increased 7.2 percent; and 3) supplies and services increased 25.0 percent.

Mr. Tolosa directed attention to Key Performance Results and provided a report, highlighting: 1) system miles between chargeable accidents exceeded the goal by 1.5 percent; 2) daily service reliability performance of 99.37 percent service provided exceeded the established goal of 99.30 percent; 3) absenteeism for Operators improved 10.7 percent and maintenance staff improved 20.2 percent; and 4) bus and light rail on-time performance was down compared to last year.

Mr. Tolosa directed attention to Paratransit and provided a report, highlighting: 1) net cost per passenger was \$25.50, 5.6 percent better than the goal and a 0.3 percent improvement from the fiscal year 2005 cost of \$25.57; and 2) paratransit met the established goal of 2.30 passengers per revenue hour.

Member Perry referred to the benefits increase of 7.2 percent and queried if there was a contractual change in benefits provided. Carol Lawson, Business Analysis and Debt Administration Manager, noted that most of the benefits increase was due to increases in medical insurance premiums.

**On order of Chairperson Sandoval**, there being no objection, the Committee reviewed the FY 2006 Third Quarter Transit Operations Performance Report (July 1, 2005 - March 31, 2006).

**11. Monthly Legislative Report for April 2006**

Mr. Evans reported that Governor Schwarzenegger signed the infrastructure bond package into law during a series of ceremonies held throughout the State of California. The voters will see four bond measures in November 2006: \$20 billion for transportation; \$10.5 billion for education; \$4 billion for flood control and levees; and \$3 billion for

housing. The transportation bond measure will be Proposition 1B. An additional bond

measure, which did not go through the Legislature, but was qualified through the initiative process, \$6 billion for parks and natural resource projects, will also appear on the November 2006 ballot. Mr. Evans indicated that one other proposition that is of importance to transportation would appear on the ballot, Proposition 1A, which is the Proposition 42 fix.

Mr. Evans indicated that since the infrastructure bond package is now signed into law, the Legislature is shifting its attention to the budget process and is trying to put together a budget by the June 15, 2006 Constitutional deadline. Approximately a week ago, the Governor presented his "May 2006 Revision" to the budget to the Legislature. Revenues are about \$7 to \$8 billion more than what was projected in January 2006, and the Governor is proposing to use the monies to try to pay down some of the out-year obligations of the State Budget. Mr. Evans indicated that there are three big issues related to transportation that will have to be watched as the Legislature puts the finishing touches on the budget. First, the Governor is proposing to use about \$4 billion spread over ten years of transit money to cover a portion of the transportation infrastructure bonds. The infrastructure bonds allocates \$3.6 billion to operators for transit capital projects by formula, \$400 million for intercity rail improvements and \$1 billion for public transit security capital improvements. Although the proposal provides \$5 billion for transportation, the Governor is proposing to use \$4.1 billion from the transportation package to pay the bonds. Second, the General Fund actually owes transportation \$2.3 billion from prior year loans, and a portion of that is supposed to be paid back to transportation in FY 2008 and FY 2009. In January 2006, the Governor proposed and continues to propose in his May 2006 revision to pay \$920 million of the \$2.3 billion a year early. Finally, there is an additional \$1 billion in prior year transportation loans that is proposed to be paid back with tribal gaming revenues.

Member Perry queried about the projects that VTA anticipates will be funded through the bond proceeds. Mr. Evans noted that \$20 billion would be divided among 14 separate programs in transportation. There are some programs where the money will be allocated by formula and not necessarily to VTA. Close to \$90 million will be allocated through the State Transportation Improvement Program (STIP) process to VTA as part of the County of Santa Clara share. The transit capital piece, about \$145 million, is another formula allocation where it would be allocated to transit operators according to the State Transit Assistance (STA) Program.

Vice Chairperson Chu left the meeting at 5:55 p.m., the quorum was lost, and a Committee of the Whole was declared.

Ms. Rhodes requested that CTA review and comment on VTA's position paper regarding Federal Transit Administration (FTA) proposed changes to the Americans With Disabilities Act (ADA).

**On order of Chairperson Sandoval**, there being no objection, the Committee of the Whole reviewed the Monthly Legislative Report for April 2006.

**12. Report regarding the May 10, 2006 Committee for Transit Accessibility (CTA) Meeting**

Mr. Morrow provided a report regarding the May 10, 2006 Committee for Transit Accessibility (CTA) meeting, highlighting: 1) CTA Chairperson Morrow and First Vice Chairperson Rhodes met with Mr. Burns and provided him with a memorandum and a detailed chronology of what has transpired at CTA in the past, and also discussed the possible development of a CTA Work Plan; 2) Mr. Burns informed CTA of his commitment that there were no plans to bring paratransit in-house; 3) Mr. Burns provided a report on the RFP process for the Organizational and Financial Performance Audit and extended an invitation to all Advisory Committee Chairpersons to participate in the selection panel; 4) Mr. Burns provided a status report on the 2000 Measure A Expenditure Plan, ridership numbers, and VTA's two-year budget; 5) CTA Chairperson Morrow informed Committee that they can now take action on any item on the agenda; 6) CTA received the results of the Fiscal Year 2006-07 Section 5310 Funding Cycle Local Review Committee recommended project scores; and 7) CTA received a chronology of events leading to the Small-Capacity Vehicle Agreement with the Amalgamated Transit Union (ATU). CTA passed a motion that the Board of Directors require VTA to bring all service changes, program changes, or improvements to CTA before going to the Board of Directors.

Mr. Morrow reported that VTA Board of Directors Chairperson Chavez' Policy Aide, Adam Byrnes, provided an update regarding the mandatory bus mobility device securement policy that will become effective on January 1, 2007. He noted that the policy direction by the Board of Directors is very defined, streamlined, and focused. While he agrees with his CTA counterparts, that training and accessibility issues are a big factor in fixed-route transportation, the main focus of the Securement Task Force is mainly training for the drivers. He indicated that this policy direction was strictly to deal with securement and driver training, not other issues like access or what the RIDE Task Force is focusing on.

Mr. Morrow reported that CTA also received an overview on VTA Operator Training.

Ms. Rhodes expressed concern about VTA Operators not announcing the bus stops and recommended that VTA have persons with disabilities work with the Operators.

Ms. Rhodes referred to the re-designing of VTA's Website and noted that she is on the Website Task Force and has not heard anything about the Website to date. She expressed concern about the Website being accessible.

Member Perry referred to the discussion held at CTA regarding the Bus Mobility Securement Device Policy and queried about the minority opinion of CTA on the issue. Mr. Morrow indicated that a minority of CTA did not want the policy, because they thought that securement of the mobility devices would prolong the waiting time of the other passengers.

**On order of Chairperson Sandoval**, there being no objection, the Committee of the Whole received a report regarding the May 10, 2006 CTA meeting.

**15. Items of Concern and Referral to Administration**

There were no Items of Concern and Referral to Administration.

**16. Committee Work Plan**

Chairperson Sandoval noted that the TP&O Minutes of April 24, 2006, reflected that the Community Bus Program Update would be agendized for the May 2006 TP&O Committee meeting. She queried if the item would be agendized in June 2006. Mr. Tucker referred to the Committee Work Plan, item entitled "Community Bus Procurement," and noted that the item has been agendized as an action item at the Board of Directors Committee of the Whole meeting scheduled for Thursday, July 20, 2006.

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

**17. Committee Staff Report**

There was no Committee Staff Report.

**18. Chairperson's Report**

There was no Chairperson's Report.

**19. Determine the Consent Agenda for the June 1, 2006 Board Meeting**

**CONSENT:** None

**REGULAR: Item #5.** Approve fare adjustments for the Dumbarton Bridge Express Service, effective August 28, 2006 and receive information on minor service changes and **Item #6.** Authorize the General Manager to amend the current agreement with the County of Santa Clara for law enforcement services provided by the Santa Clara County Sheriff's Department for one additional year (from July 1, 2006 through June 30, 2007) by \$3,237,975 resulting in a total estimated contract value of \$27.24 million.

**20. Announcements**

There were no Announcements.

**21. ADJOURNMENT**

**On order of Chairperson Sandoval,** there being no objection, the meeting was adjourned at 6:10 p.m.

Respectfully submitted,

Tracene Y. Crenshaw, Board Assistant  
VTA Board of Directors