



## **TRANSIT PLANNING & OPERATIONS COMMITTEE**

Wednesday, August 16, 2006

### **MINUTES**

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

The Regular Meeting of the Transit Planning and Operations (TP&O) Committee was called to order at 4:45 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  
David Cortese  
Dolores Sandoval, Chairperson

##### **Members Absent**

Greg Perry

##### **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**

There were no Public Presentations.

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

There were no Orders of the Day.

Member Cortese took his seat at 4:46 p.m., and a quorum was declared.

## **CONSENT AGENDA:**

### **4. Minutes of May 22, 2006**

M/S/C (Chu/Cortese) to approve the Minutes of May 22, 2006.

## **REGULAR**

### **5. Vasona Light Rail Project – Soldier Pile and Lagging Wall Contract**

Jack J. Collins, Chief Construction Officer, reported that in between the Hamilton and downtown Campbell Stations and the newly opened Vasona Corridor Light Rail line is an old warehouse located immediately adjacent to the railroad right-of-way. He noted that wind forces created by the light rail operating speeds caused the old warehouse to shake, so VTA put a speed restriction into place. VTA looked at two alternatives to mitigate the shaking of the warehouse. One alternative was to strengthen the wall inside the warehouse, but the cost of this alternative (\$1 million), and the disruption to the business during construction made this alternative difficult. Instead, VTA came up with another alternative, which is to construct a wall between the track way and the warehouse in the railroad right-of-way to shield the warehouse from the wind forces.

Mr. Collins reported that VTA went out to bid and only received one bidder, Bianchi – Amaker Construction, Inc. He indicated that Bianchi – Amaker has done work for VTA in the past, noting that they were the contractor on the Vasona Corridor. Their bid was close to the Engineer's Estimate and within budget.

Mr. Collins reported that VTA would have liked to have had more than one bidder, but in this particular type of contract, VTA put in a restriction indicating that the contractor could not work during business hours. The contractor will be working on the weekends (three weekends), and this is not attractive to a lot of contractors, because it is not productive-type work.

Chairperson Sandoval queried if there are other neighbors in the area who need to be notified of the construction. Mr. Collins indicated that a public outreach process would be conducted by VTA. He noted that one of the reasons why construction will be conducted on the weekends is because of the concerns of neighbors regarding nighttime

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

work. The construction will occur during the day on the weekends, and a bus bridge will be put into place between the downtown Campbell and Hamilton Stations.

**M/S/C (Cortese/Chu)** to approve submitting a recommendation to the Board of Directors to authorize the General Manager to execute a contract with Bianchi – Amaker Construction, Inc., the lowest responsible bidder, in the amount of \$397,176 for construction of the Vasona Light Rail Project Soldier Pile and Lagging Wall and Miscellaneous Civil Improvements Contract.

## **OTHER ITEMS**

### **6. Transit Sustainability Policy**

Chris Augenstein, Transportation Planning Manager, reported that VTA is developing a Transit Sustainability Policy (TSP) to improve system ridership and support and guide the implementation of new services. System sustainability is a critical component of the long-term health of VTA, and the ability to expand and maintain service into the future.

Mr. Augenstein reported that the Board of Directors and staff worked with a Business Review Team and an Ad Hoc Financial Stability Committee to develop a long-term financial stability strategy during the 2003 and 2004 timeframe. Subsequently, this strategy and its core elements were included in the Valley Transportation Plan 2030 (VTP 2030), which was adopted by the Board of Directors in 2005. VTP 2030 called for the development of a Transit Expansion Policy. He noted that the Transit Expansion Policy has since then been renamed as the “Transit Sustainability Policy”.

Mr. Augenstein reported that the overarching goal of the TSP is to produce transit service that is well used, cost and operationally efficient, supported by local jurisdictions, and meets market needs.

Mr. Augenstein reported that the TSP is comprised of two parts: 1) Service Design Guidelines that will outline optimal operating environments, thresholds for implementing service, a road map for incrementally implementing services and phasing services from one mode to another and 2) Guiding Policy Framework that will establish a process for using the Service Design Guidelines to evaluate projects and services, and work with cities and other entities to ensure that the necessary conditions are in place to match the level of transit service warranted or desired.

Mr. Augenstein reported that the TSP will guide the activities utilized in the development and implementation of new projects and services including the Comprehensive Operations Analysis (COA); Annual Service Plan; new corridor studies; bus/rail integration plans; and update of VTP 2030.

Mr. Augenstein reported that staff will have draft transit service design guidelines and draft policy elements in September 2006, and they will be presented to the committees and public in October 2006. The policy framework and Service Design Guidelines is anticipated for adoption by the Board of Directors in December 2006.

Upon query of Chairperson Sandoval, Mr. Augenstein noted that the TSP item has gone to all of the VTA committees.

Vice Chairperson Chu queried about the feedback received from other committees regarding the TSP. Mr. Augenstein noted that the feedback has been neutral to positive. Michael T. Burns, General Manager, noted that the description so far has been very general in terms of the process that VTA will go through. If VTA is going to institute a new transit service, there are certain requirements for levels of development, there are types of construction that are needed to support whatever the level of transit service VTA is providing.

Chairperson Sandoval commented that the TSP will help clarify what kind of services VTA can offer and what VTA needs to do to be able to offer those services.

**On order of Chairperson Sandoval**, there being no objection, the Transit Sustainability Policy was reviewed.

## **7. 2005-2006 VTA Passenger Survey**

Kevin Connolly, Transportation Planning Manager, reported that the last On-Board Survey was conducted in 2000. He noted that the 2005-2006 Survey represents the transit riders, which is three percent of the overall travel market in the Valley. The other 97 percent of the travel market is also going through a survey and market research and the results will be presented to the committees in the September/October 2006 timeframe.

Mr. Connolly directed attention to the PowerPoint presentation entitled “2005-2006 VTA Rider Survey Overview” and provided a report on the Survey Methodology, highlighting: 1) Survey was conducted during October 2005 and March 2006; 2) 13,718 surveys were received, resulting in an overall response rate of 29 percent; 3) survey achieved a system wide confidence level of 95 percent with a +/-0.8 percent margin of error; 4) survey contained 29 questions collecting information in three categories: rider demographics, travel characteristics, and service evaluation; and 5) On-Board Passenger Survey was offered in four different languages: English, Spanish, Chinese, and Vietnamese.

Mr. Connolly directed attention to the Rider Profile and noted the following key findings: 1) 34 years of age or under – 59 percent; 2) Hispanic/Latino – 37 percent; 3) Employed full-time – 38 percent; 4) Income less than \$25,000 – 56 percent; 5) No auto available for trip – 65 percent; 6) Rides four days/week or more – 75 percent; and 7) Walks to stop – 71 percent.

Mr. Connolly directed attention to the question, “Who are VTA passengers?” and provided a report on the Rider Demographics, highlighting: 1) Respondent’s Home Location; 2) Age Distribution of VTA Passengers; 3) Comparison of Age Distribution, VTA Passengers vs. Santa Clara County Residents; 4) Ethnic Background; 5) Household Income of VTA passengers; 6) Comparison of Income, VTA Passengers vs. Santa Clara County Residents; 7) Employment Status; and 8) Transit Dependency.

Mr. Connolly directed attention to the question, “How do VTA passengers travel?” and provided a report on the Travel Characteristics, highlighting: 1) Frequency Riding VTA Transit; 2) Length of Time Riding VTA; 3) Trip Purpose; 4) Access and Egress Modes; 5) Fare Category; 6) How did you pay your fare on this trip?; 7) Bus Compared to Light Rail; and 8) Line 22 Compared to Rapid 522.

Chairperson Sandoval referred to the low teen ridership on Rapid 522 and queried if VTA is looking at school sites and determining if teens are boarding the bus for school use and whether the Rapid 522 serves them or not. Mr. Connolly indicated “yes”.

Mr. Connolly directed attention to the question, “What do VTA passengers think of VTA service?” and provided a report on the Service Evaluation, highlighting: 1) Ratings of Service Characteristics; 2) Positive Ratings; 3) Fair and Poor Ratings; and 4) Service Improvements by Level of Importance.

Mr. Connolly noted that the results of the survey will be used in a various VTA programs and initiatives, including the Comprehensive Operations Analysis (COA), in an effort to evaluate VTA’s transit services and to develop strategies for improvement. Also, the results of the survey are incorporated into VTA’s Travel Demand Model and used in the development of marketing strategies and efforts.

Mr. Connolly reviewed the process and timeline for the completion of the COA. The proposed timeline for review of the work by TP&O and the Board of Directors is as follows: 1) Existing Conditions (August - September 2006); 2) Core Principles (October - December 2006); 3) Service Restructuring (January – March 2007); and 4) Service Implementation (March – April 2007). It is anticipated that the Board of Directors will consider the final draft of the Service and Operations Plan at their April 5, 2007 Board meeting.

Member Cortese asked at what point does VTA get to the policy implications of the data, such as the fact that 65 percent of VTA riders that do not have a vehicle. He queried about VTA’s overall objectives in serving this market and when the issue would be discussed. Mr. Connolly noted that TP&O will have the discussion during the October, November, and December 2006 timeframe. The question of how VTA is serving this market would be addressed in the Core Principles. Mr. Burns noted that it will be necessary to have a policy discussion that yields some policy direction from the Board of Directors in regards to moving forward with the COA and what the objectives are as VTA evaluates its services.

Chairperson Sandoval indicated that TP&O will have a significant role in developing recommendations for the Board of Directors in review of the COA. TP&O will review the data, filter through it, and provide recommendations to the Board of Directors. During the next few months, TP&O will help determine VTA's targeted market and make recommendations for strategic improvements to the transit operation system.

Upon query of Vice Chairperson Chu, Mr. Connolly noted that all of the information being presented to TP&O will also be presented to the Policy Advisory Committee (PAC) and Citizens Advisory Committee (CAC) as informational items.

Mr. Burns noted that over the course of three to four months, there may be a couple of Board of Directors Workshop Meetings specifically dedicated to the whole COA discussions, policy and principles.

Member Cortese referred to the Ad Hoc Financial Stability Committee and noted the participation of stakeholders who weighed in pretty heavily in the discussions and decision-making process. Mr. Burns referred to the broad-based coalition on VTA's RIDE Task Force and noted that the RIDE Task Force's last official meeting will be held on Wednesday, August 23, 2006. Chairperson Sandoval suggested the possibility of having the RIDE Task Force attend a TP&O meeting to provide input on the process.

Jim Lawson, Government Affairs Manager, indicated that another rich resource is CAC, which has many stakeholders. The Advisory Committees will provide valuable input on the process in a workshop setting.

**On order of Chairperson Sandoval**, there being no objection, the 2005-2006 VTA Passenger Survey was reviewed.

**8. Committee Referral: Transportation Development Act Funds**

**On order of Chairperson Sandoval**, there being no objection, the report on the Committee Referral: Transportation Development Act Funds was received.

**9. Community Bus Implementation Plan**

Mr. Burns reported that PAC raised the following issues pertaining to the Community Bus Implementation Plan at their August 10, 2006 meeting: 1) local involvement in the service design, 2) unique character of Community Bus; 3) charging fares; and 4) routing decisions. PAC asked that staff address the issues and provide a report back at their September 14, 2006 meeting. The Community Bus Implementation Plan item will also be re-agendized for the September 20, 2006 TP&O meeting.

Mr. Burns reported that the remaining 20 of the original 25 small-capacity buses were recently ordered and are expected to be delivered in April 2007. The buses will go into service in July 2007. He directed attention to Attachment A, Phase I of the Community

Bus Route Implementation Schedule of the 20 buses and provided an overview. He noted the prioritization of the South County, Morgan Hill and Gilroy lines. He noted that the areas are geographically constrained areas and have bus routes that are very poor performers. This is a good opportunity for VTA to work with local communities to determine if it is feasible to restructure routes and implement the Community Bus Program in those areas.

Mr. Burns indicated that the DASH service will be brought in-house pursuant to the Agreement between VTA and the Amalgamated Transit Union (ATU) and will be prioritized.

Mr. Burns clarified that there is no dedicated funding source for the Community Bus Program. VTA does not have resources for the program and has to get the resources from its existing resources.

Chairperson Sandoval indicated that PAC had a lengthy discussion regarding Community Bus when she and Vice Chairperson Chu served on the Committee. She indicated that PAC Member Yoriko Kishimoto named the program “VTA Lite”, because service is provided using smaller vehicles. Chairperson Sandoval indicated that the name “Community Bus” may be a misnomer, since it could imply that communities own the bus and route, and they can create the details of when and where it will serve clients. Chairperson Sandoval noted that staff might need to re-educate everyone on the definition of Community Bus and the name of the program may need to be changed.

Chairperson Sandoval noted that overall members of PAC, TAC, and the Board of Directors support the concept of Community Bus, because it will reduce costs and offer service improvements.

Mr. Burns referred to the Dooman property issue regarding Route 13 and noted that the route has been included in Phase I of the Community Bus Route Implementation Schedule.

Vice Chairperson Chu noted that he received feedback from the City of Sunnyvale PAC Member indicating that they thought Community Bus was going to be supplemental service to existing bus lines.

**On order of Chairperson Sandoval**, there being no objection, the Community Bus Implementation Plan was reviewed.

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

Joonie Tolosa, Sr. Management Analyst, reported that July is the month wherein VTA provides extra service for the July 4<sup>th</sup> and Grand Prix weekends. He noted that ridership

for the month of July 2006 increased compared to July 2005, due to Spare the Air Day and the implementation of the Vasona Light Rail line in October 2005.

Mr. Tolosa directed attention to the document entitled, "VTA Transit Operations, July 2006 Ridership and Fare Revenue Performance," and provided a report on VTA's ridership, highlighting: 1) System wide ridership is up 12.5 percent compared to last year; 2) Bus ridership is up 0.7 percent compared to last year; and 3) Light rail ridership is up 61 percent compared to last year. The Spare the Air days contributed about 125,000 riders on light rail and the Vasona Light Rail line added about 67,000-70,000 riders in July 2006 compared to last year.

Mr. Burns indicated that the service is free on Spare the Air Days, noting that VTA is reimbursed through the Spare the Air Program.

Mr. Tolosa referred to Fare Revenues and Average Fare Per Boarding for the month of July 2006, and provided a report, highlighting: 1) Fare revenues are up 13.6 percent compared to last year; and 2) Average fare per boarding is up 0.9 percent. He noted that the fare revenue from ticket vending machines (TVMs) is up 80 percent compared to last year.

Chairperson Sandoval queried about the ridership status of the light rail service that was extended to accommodate persons attending evening events in downtown San Jose. Mr. Tolosa noted that staff could provide the information. Mr. Burns referred to the implementation of the Vasona Light Rail line in October 2005, and noted that VTA had about 1,400 riders. He indicated that currently, there are about 2,200-2,300 riders and ridership continues to grow.

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

#### **11. Update on Ad Hoc Financial Stability Committee Consultant Recommendations**

Chairperson Sandoval reported that the Board of Directors created an Ad Hoc Financial Stability Committee in 2003. The Ad Hoc Financial Stability Committee provided the Board of Directors with a number of recommendations to improve VTA's financial stability and streamline business processes.

Nancy Coss-Fitzwater, Policy & Administration Manager, reported that the Board of Directors adopted the recommendations, and a number of the recommendations related to planning and operating transit services. She noted that the memorandum provided an update on what the Operations Division has done to implement the recommendations related to planning and operating transit services.

Ms. Coss-Fitzwater directed attention to the following Recommendations: “Implement staffing changes consistent with productivity improvements and service reductions” and “Examine reductions in administrative costs both as part of potential productivity improvements and as part of the service restructuring effort.” She reported that since 2003, the Operations Division has eliminated or reduced staff by 221 positions through both attrition and layoffs for an annualized savings of about \$20 million. During the same timeframe, transit services were expanded, which were the implementation of both the Tasman East and Vasona Light Rail lines.

Ms. Coss-Fitzwater directed attention to the following Recommendation: “Re-examine and revise inventory levels required for reduced fleet levels.” She reported that VTA was able to sell \$7 million worth of light rail vehicle parts that were no longer needed with the introduction of the low-floor light rail vehicles. VTA leased the old high-floor vehicles to both Salt Lake City and Sacramento, and also sold about \$120,000 worth of obsolete bus parts.

Ms. Coss-Fitzwater directed attention to the following Recommendation: “Address excess fleet issue by halting rehabilitation of 9200 Series buses, mothballing excess fleet and evaluating partial sale of excess fleet.” She reported that VTA did not stop rehabbing its 9200 Series buses. The buses are VTA’s oldest buses and VTA was already too far into the project at the time this recommendation was made. In addition, most of the buses are secured by off shore leases and cannot readily be disposed of until the lease has expired. With respect to the recommendation to mothball VTA’s excess fleet, VTA continues to maintain an inactive fleet and will do so until it retires its oldest buses over the next one to two years. In 2005, after the Hurricane in New Orleans, VTA offered to provide some of the buses to the city, but the buses were not suitable. With respect to VTA selling its excess vehicles, the Board of Directors authorized VTA to transfer eight 9200 Series buses to the Santa Barbara Metropolitan Transit District (SBMTD).

Ms. Coss-Fitzwater directed attention to the following Recommendation: “Examine work rules and resulting productive work hours per employee as part of both the current service restructuring and labor negotiations.” She reported that Operations has a program to define and measure work expectations in its Maintenance Department. An attendance program was implemented for ATU represented employees and unscheduled absenteeism has been reduced, particularly among bus operators, by 37 percent between Fiscal Year 2002 and Fiscal Year 2006. She also noted the creation of the Community Bus Operator classification, which is expected to reduce costs.

Ms. Coss-Fitzwater directed attention to the following Recommendation: “Implement service reductions (restructuring) totaling 30 percent by October 2003.” She reported that VTA did not have to implement a 30 percent service reduction. VTA was able to increase its revenues sufficiently and reduce its costs to avoid that type of service reduction. Instead, VTA implemented a three percent service reduction in January 2004.

Ms. Coss-Fitzwater directed attention to the following Recommendation: “Provide the Board an annual presentation on the nature and magnitude of VTA services and periodic reports on route productivity, comparisons to service standards and efforts to restore services previously reduced.” She reported that this is done by presenting the Service Management Plan every two years as part of the budget process, bringing transit service change proposals to the TP&O Committee throughout the year, and via the Transit Operations Performance Report presented after the close of each calendar quarter.

Ms. Coss-Fitzwater directed attention to the following Recommendation: “Review and revise service standards in light of financial condition. Address target and minimum acceptable measures of route productivity by route, service type and overall system.” She reported that the Board of Directors approved Service Management Plan includes these minimum acceptable standards and measures the productivity by route service type and system. In addition, the Transit Sustainability Policy and its service design guidelines, along with the COA addresses this recommendation.

Member Cortese, Ad Hoc Financial Stability Committee Member, complimented everyone for a job well done.

**On order of Chairperson Sandoval**, there being no objection, an update on the Ad Hoc Financial Stability Committee Consultant Recommendations was received.

## **12. Monthly Legislative History Matrix**

Kurt Evans, Government Affairs Manager, reported that the California Legislature reconvened on August 7, 2006. The Lawmakers have until August 31, 2006, to weigh through more than a thousand pieces of legislation. In the case of transportation, Governor Arnold Schwarzenegger and the Legislation came to an agreement on a \$20 billion transportation infrastructure bond package that will appear before the voters in November 2006 as Proposition 1B. An Agreement was also reached on a fix for Proposition 42 to provide more restrictions on the ability of the Legislature and the Governor to siphon off Proposition 42 revenues for non-transportation purposes. This fix is similar to what occurred for cities and counties two years, and it appears on the ballot as Proposition 1A. Mr. Evans reported that the Administration and Finance Committee will consider recommendations supporting Propositions 1A and 1B on August 17, 2006.

Mr. Evans reported that during the FY 2007 budget process, the Legislature and Governor provided \$3.2 billion for transportation. This came about as a result of fully funding Proposition 42, agreeing to repay \$1.4 billion in outstanding transportation loans early, and dedicating gasoline sales tax spill over revenues for transportation.

Mr. Evans provided a report on transportation issues that will get some debate. He noted that there are two bills dealing with design-build contracting, one for transit and one for State highways. In the case of transit, transit operators have had the ability to do the

design-build contracting since 2000 and that authority expires January 1, 2007. This bill would extend that authority for another two years. In the case of highway projects, no one has ever had the ability to do design-build contracting and various Legislators have tried to break through during the past five years with bills and none of them have made it through the process. There is a bill floating around this year that was supposed to have been part of the infrastructure bond package, to establish a demonstration program to look at design-build contracting for state highway projects. The bill is continuing to languish on the Assembly floor.

Mr. Evans reported that there are seven bills currently being considered by the Legislature regarding various aspects of railroad safety. Most of the bills surfaced in response to a well-publicized derailment of a metro and commuter rail train in Southern California. There are nine bills dealing with transportation air quality issues and the increased use of alternative fuels. There are three bills that would authorize local entities to impose vehicle registration surcharges for transportation and/or environmental purposes. There are five bills addressing air quality congestion and security issues at California's ports.

Mr. Evans reported that Congress is in recess for the entire month of August 2006. Congress will be in session in September 2006, after Labor Day, and will recess again in October 2006, so that members can campaign for re-election.

Mr. Evans reported that in the case of transportation, three issues are being watched. To date, there is not a FY 2007 Transportation Appropriations Bill. The House approved its version in July 2006, but the Senate has not. There is a FY 2007 Department of Homeland Security Appropriations Bill that is currently in Conference Committee and there is a transit component to the bill. The Transit Capital Grant Program for transit security issues is under the jurisdiction of the Department of Homeland Security. The House Bill provides \$200 million for transit security, the Senate Bill provides \$150 million and the issue has to be reconciled in Conference Committee.

Mr. Evans reported that the House is interested in transit security over and above what would be in the Homeland Security Appropriations Bill. There are two measures that have been approved by different policy committees in the House dealing with authorizing over a billion dollars over several fiscal years for transit security purposes.

Vice Chairperson Chu queried about the status of the Metropolitan Transportation Commission's (MTC's) Regional Rail Plan. Mr. Evans noted that he would provide a report back. Vice Chairperson Chu referred to the introduction of AB1407 (Lieber) – Bay Area Regional Measure 2 Clean-Up Legislation, noting that it looks like it has to deal with the Regional Rail Plan. Mr. Evans noted "yes" it does and that the bill would probably make it through the process. There are a number of provisions to try to clarify the process for the Regional Rail Plan, particularly as it relates to high-speed rail. There

are some provisions in the bill that talks about the relationship between MTC and a Steering Committee that is intended to provide direction for the Regional Rail Plan.

**On order of Chairperson Sandoval**, there being no objection, the Monthly Legislative History Matrix was reviewed.

**13. Report regarding the August 9, 2006 Committee for Transit Accessibility (CTA) Meeting**

There was no report regarding the August 9, 2006 Committee for Transit Accessibility Meeting.

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

There were no Items of Concern and Referral to Administration.

**15. Committee Work Plan**

Dan Smith, Chief Operations Officer, noted that there will be a number of Comprehensive Operations Analysis and construction items presented to TP&O over the next few months.

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

**16. Committee Staff Report**

Mr. Smith referred to the Los Gatos Community Bus service and noted that VTA operators began driving Bus Lines 48 and 49 in July 2006. At that time, VTA took the smaller capacity buses out of service to refurbish them and bring them up to VTA standards. VTA replaced the smaller buses with traditional 35-foot buses on a temporary basis. VTA is now nearing completion of that project, and the five smaller capacity buses will be back in service by September 1, 2006.

Mr. Smith noted that VTA's Rapid Bus Line 522 was introduced in July 2005. After a full year of operation, ridership in the corridor, Line 522 and Line 22 combined, is up 15.8 percent over the previous year.

Mr. Smith referred to the Route 87 construction and noted that the highway improvement will require VTA to shut down light rail service between Virginia and Convention Center Stations on the Guadalupe line for eight weekends during the 2006 fall months. VTA will operate a bus bridge for light rail passengers between Tamien and San Antonio Stations when the construction occurs. The first weekend shut down and bus bridge will occur on September 8-10, 2006, and the other shut down dates have not been determined.

Mr. Smith noted that the I-880/Coleman Avenue Interchange Project Ribbon Cutting Ceremony will be held on Monday, September 18, 2006, at 10:00 a.m.

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

**17. Chairperson's Report**

There was no Chairperson's Report.

**18. Determine the Consent Agenda for the August 31, 2006 Board Meeting**

**CONSENT: Item #5.** Authorize the General Manager to execute a contract with Bianchi – Amaker Construction, Inc., the lowest responsible bidder, in the amount of \$397,176 for construction of the Vasona Light Rail Project Soldier Pile and Lagging Wall and Miscellaneous Civil Improvements Contract.

**REGULAR:** None

**19. Announcements**

There were no Announcements.

**20. ADJOURNMENT**

**On order of Chairperson Sandoval**, there being no objection, the meeting was adjourned at 6:17 p.m. to the Regular Meetings of the Transit Planning & Operations Committee scheduled for the third Wednesday of the month at 3:30 p.m. in Conference Room B-104, Valley Transportation Authority, 3331 North First Street, San Jose, California.

Respectfully submitted,

Tracene Y. Crenshaw, Board Assistant  
VTA Board of Directors