



## TRANSIT PLANNING & OPERATIONS COMMITTEE

Wednesday, October 18, 2006

### MINUTES

#### 1. CALLED TO ORDER

The Regular Meeting of the Transit Planning and Operations (TP&O) Committee was called to order at 3:35 p.m. by Chairperson Dolly 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  
Greg Perry  
Dolores Sandoval, Chairperson

##### Members Absent

None

##### 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

Jerry Grace, Interested Citizen, announced that he will be moving to the City of Berkeley on November 1, 2006.

#### 3. ORDERS OF THE DAY

Member Perry requested that the following Agenda Items be removed from the Consent Agenda and placed on the Regular Agenda: **Item #9.** Receive a report on Bicycle Racks on Light Rail Vehicles and **Item #11.** Receive a report on Monthly Ridership and Fare Revenue Performance.

**M/S/C (Perry/Chu)** to accept the Orders of the Day.

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

## **CONSENT AGENDA**

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

**4. Minutes of September 20, 2006**

**M/S/C (Perry/Chu)** to approve the Minutes of September 20, 2006.

**5. Cerone Complex Phase I Improvements Project Construction Contract Increase**

**M/S/C (Perry/Chu)** to approve submitting a recommendation to the Board of Directors to authorize the General Manager to execute a construction contract change order or orders with Arntz Builders to close out the Cerone Phase I Contract within an increased contract amount that will not exceed \$13,747,000. This is an increase of \$985,000 over the current contract amount authorized by the Board.

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

**M/S/C (Perry/Chu)** to approve submitting a recommendation to the Board of Directors to authorize the General Manager to amend the agreement with Innovations in Transportation, Inc. (INIT) to increase the number of Automatic Passenger Counters (APCs) for VTA light rail vehicles by ten, at a cost of \$250,000.

**7. Procurement of Advanced Runcutting Software**

**M/S/C (Perry/Chu)** to approve submitting a recommendation to the Board of Directors to authorize the General Manager to enter into an agreement with Trapeze Software Group to upgrade to the advanced operator runcutting software (Blockbuster), in the amount of \$264,000.

**8. FY 2006 Transit Security Grant Program**

**M/S/C (Perry/Chu)** to approve submitting a recommendation to the Board of Directors to authorize the General Manager to increase the FY 2007 Capital Budget by \$1,302,750 to include the FY 2006 Transit Security Grant awarded to VTA for the purchase and installation of a high security fence at the Guadalupe Division, purchase and installation of CCTV video on demand to enhance existing CCTV video on demand at the Cerone and Chaboya Operating Divisions and purchase and installation of CCTV video on demand at the Alum Rock and Mountain View Light Rail Stations and the Santa Clara Transit Center. In addition, adopt a Resolution authorizing the submittal and execution of grant applications and agreements, certifications and assurances and other documents as necessary to obtain federal financial assistance provided by the U.S. Department of Homeland Security Office of State and Local Government Coordination and Preparedness Office of Domestic Preparedness (ODP). No local funds are required to match this grant. (Note: Item #8., was heard again on the Regular Agenda to provide additional opportunity for public comment on this item.)

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

Receive a report on Bicycle Racks on Light Rail Vehicles.

**10. Bus Stop Accessibility Improvement Program**

M/S/C (Perry/Chu) to receive a report on the Bus Stop Accessibility Improvement Project.

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

Receive a report on Monthly Ridership and Fare Revenue Performance.

**12. Monthly Legislative History Matrix**

M/S/C (Perry/Chu) to review the Monthly Legislative History Matrix.

**REGULAR**

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

**9. Bicycle Racks on Light Rail Vehicles**

Member Perry reviewed the concerns and suggestions outlined in the staff report regarding bicycle racks on light rail vehicles including the inability to reach the racks, bikes falling off of the racks, and capacity for number of bicycles. He requested that staff return to the TP&O Committee with an evaluation of the costs and impacts of: 1) Removing the seats across from the racks; and 2) Longer term options to reconfigure bicycle racks and/or seats elsewhere.

Chris Augenstein, Transportation Planning Manager, reported that the Bicycle and Pedestrian Advisory Committee (BPAC) reviewed this item and recommended that VTA Bicycle Program staff and BPAC work with VTA Operations staff to implement three actions to improve the securement of bicycles to the racks: 1) Put a rubber-type tube or coating on the hooks; 2) Install Velcro straps to secure bottom wheel; and 3) Provide educational materials.

Mr. Augenstein further reported that VTA staff will contact other light rail operators to determine if other options have been developed for low floor vehicles; evaluate the costs and impacts of removing the seats across from the racks, and staff was recommending that the longer term options to reconfigure bicycle racks and/or seats elsewhere will be tabled pending the outcome of the first items.

Chairperson Sandoval requested that staff return to the TP&O Committee in December 2006 with a status report on this item that would include a timeline for evaluating the costs and impacts of removing the seats across from the racks and the options to reconfigure bicycle racks and/or seats.

**M/S/C (Chu/Perry)** to receive a report on Bicycle Racks on Light Rail Vehicles.

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

Joonie Tolosa, Senior Management Analyst - Analysis & Reporting, reported that ridership increased 10.9 percent fiscal year to date. For the month of September 2006, ridership increased 9.6 percent. Bus ridership for the month of September is down .2 percent, which is the result of one less weekday in September 2006 as compared to September 2005. Fare Revenues are up 5 percent on a month-to-month comparison, and fiscal year to date revenues are up 4.7 percent. Ridership is outpacing the growth of revenues, thus average fare per boarding is down 5.5 percent fiscal year to date.

Member Cortese took his seat at 3:43 p.m.

Vice Chairperson Chu asked why light rail average weekday ridership increased 67.3 percent. Mr. Tolosa responded that the ridership may have increased due to a combination of factors including the opening of the Vasona line, increases in Caltrain riders on the Mountain View line, and introduction of a “horse shoe” service plan that provides an intersection of two lines crossing Tasman all the way to the Convention Center.

Michael T. Burns, General Manager, commented that the 2006 ridership data is probably more accurate than the 2005 data because the 2006 data was provided by automatic passenger counters while the 2005 data was based on estimates.

Vice Chairperson Chu requested that staff return to the TP&O Committee next month with a report back on the impact on ridership as a result of the beginning of the Sharks season. Mr. Burns reminded Committee members that VTA terminated the Sharks Shuttle so people are riding the regular service. Preliminary estimates indicate that ridership is down about half, but they are paying riders.

**M/S/C (Chu/Perry)** to receive a report on Monthly Ridership and Fare Revenue Performance.

#### **8. FY 2006 Transit Security Grant Program**

Chairperson Sandoval acknowledged that the TP&O Committee approved Item #8., Transit Security Grant Program earlier in the meeting under the Consent Agenda; however, Mr. Jerry Grace has requested permission to address the Committee on this item.

Mr. Grace asked how many cameras and security people are working at light rail stations. Captain Luther Pugh, Chief of Security, responded that there are a minimum of eight cameras at both the Alum Rock and Mountain View Stations, and there is one security officer at each station.

**M/S/C (Perry/Chu)** to approve submitting a recommendation to the Board of Directors to authorize the General Manager to increase the FY 2007 Capital Budget by \$1,302,750 to include the FY 2006 Transit Security Grant awarded to VTA for the purchase and installation of a high security fence at the Guadalupe Division, purchase and installation of CCTV video on demand to enhance existing CCTV video on demand at the Cerone and Chaboya Operating Divisions and purchase and installation of CCTV video on demand at the Alum Rock and Mountain View Light Rail Stations and the Santa Clara Transit Center. In addition, adopt a Resolution authorizing the submittal and execution of grant applications and agreements, certifications and assurances and other documents as necessary to obtain federal financial assistance provided by the U.S. Department of Homeland Security Office of State and Local Government Coordination and Preparedness Office of Domestic Preparedness (ODP). No local funds are required to match this grant.

**13. Report from October 11, 2006 Committee for Transit Accessibility (CTA)**

Barbara Rhodes, CTA First Vice Chairperson, stated that she is blind and she is unable to thoroughly understand the actions taken by the Committee this afternoon. She requested that TP&O Committee members and the audience be introduced to allow her the opportunity to better understand the setting. She expressed concern because she did not receive the written Committee reports prior to the meeting in an accessible format.

Chairperson Sandoval introduced herself and the members of the TP&O Committee and described the audience. Chairperson Sandoval requested that in the future, staff provide Ms. Rhodes materials in advance of the meeting in accessible format.

Ms. Rhodes reported that Aaron Morrow, Chairperson, CTA, attended the American Public Transportation Association (APTA) Conference on October 8-11, 2006 in San Jose. Mr. Morrow obtained information at the Conference that was helpful and informative.

Ms. Rhodes further reported that at the last CTA meeting, members were informed that all advisory committee members must receive two hours of ethics training before the end of the year. Ms. Rhodes expressed concern about the late notice of this requirement and the fact that the online training available on a website is not accessible to people with visual disabilities.

Ms. Rhodes reported that CTA received a presentation on the 2000 Measure A program. She expressed concern that VTA provided conflicting information on VTA's operating costs. She also was concerned that the Citizens Advisory Committee received an in-depth presentation on the Measure A program while the CTA Committee received a brief report. She requested that VTA staff provide CTA with comparable information that is provided to other advisory committees.

Chairperson Sandoval thanked Ms. Rhodes for her report and requested Dan Smith, Chief Operating Officer, to follow-up with Ms. Rhodes on the concerns related to how to obtain the ethics training before the end of the year.

Member Perry commented that the City of Mountain View and other local cities will be scheduling ethics training before the end of the year and Committee members are welcome to participate in these training sessions.

**M/S/C (Perry/Chu)** to receive a report regarding the October 11, 2006 Committee for Transit Accessibility (CTA) Meeting.

#### **14. RIDE Task Force Final Report**

Nancy Coss-Fitzwater, Policy & Administration Manager, reported that the RIDE Task Force has completed its work. Staff is requesting that the Committee receive the report and to direct staff to review and consider it as VTA develops and implements fare, service, marketing, promotional, and community outreach proposals and plans.

Ms. Coss-Fitzwater reported that the Task Force was initiated in June 2005 by a coalition of labor, environmental and community groups that approached the Board with a concern about the decline in ridership. The Board formed the Task Force in September 2005, and appointed Board Member Nora Campos and Alternate Board Member Jamie Matthews as Co-Chairs, added Advisory Committee chairs to the Task Force, added business stakeholders, and also set some limits that said that the recommendations of the Task Force should be compatible with VTA's adopted policies including the farebox recovery policy of 20-25%. It established a vision to create an open process that produces workable, reasonable, and cost effective strategies that increase VTA ridership for both the near and long term.

Ms. Coss-Fitzwater reported that the Task Force met nine times, information was exchanged, and 150 ideas were generated and documented. The recommendations fall into four broad categories: 1) Fare affordability and convenience; 2) Better information providers; 3) Better access to the system; and 4) Service improvements. In addition, the Task Force recommended that staff return with a status report each year.

Ms. Coss-Fitzwater reviewed the comments provided by advisory committees last week. The CTA met on October 11, 2006, and continued the item to its November meeting. The Citizen's Advisory Committee (CAC) met on October 11, 2006, and adopted the recommended action with the additional recommendation that the Board direct staff to consider the report's recommendation in the next budget process. It also recommended that staff work with others to look into some type of voucher system to meet the transportation needs of hospital patients and caregivers. The Bicycle and Pedestrian Advisory Committee (BPAC) met on October 11, 2006. BPAC members suggested that VTA work toward a regional zone based fare system that allows seamless transfers to connecting transit systems. The Policy Advisory Committee (PAC) met on October 12, 2006, and wholeheartedly endorsed the Task Force Report and adopted the recommended action.

Chairperson Sandoval requested information on the budgetary impacts of implementing the recommendations of the Task Force.

Mr. Burns indicated that staff would consider the RIDE Task Force recommendations as part of the budget process. He stated that at the time the budget is reviewed by the Board's Standing Committees, the Board will have the opportunity to consider the recommendations along with the costs and determine which recommendations can be implemented.

Chairperson Sandoval suggested that as the Board considers the budgetary implications of the recommendations, the Board should consider the benefits associated with each recommendation.

Mr. Grace expressed concern that some individuals may not know how to access information through Google Transit. Chairperson Sandoval clarified that transit information would also be available by telephone.

Ms. Rhodes stated that improving service should be the number one priority for funding in the budget.

**M/S/C (Perry/Chu)** to receive the Ridership Initiative to Develop Energy-efficiency (RIDE) Task Force's Final Report and direct staff to continue to review and consider the report's recommendations as it develops and implements fare, service, marketing, promotional, and community outreach proposals and plans.

## **15. Draft Transit Sustainability Policy (TSP) Evaluation & Recommendation Process**

Chris Augenstein, Transportation Planning Manager, reviewed the timeline for the Transit Sustainability Policy (TSP) and Comprehensive Service Analysis (COA). In September 2006, TP&O was presented with the TSP and COA. The Board adopted the TSP Core Principles at their October 5, 2006 meeting with some changes. This month the Board will review the TSP process and next month the Board will consider the service design guidelines. The TSP will be presented to the Board of Directors for adoption at their December 14, 2006 meeting. In early 2007, the COA initial recommendations will be presented. The Draft COA service and operations plan is scheduled to be reviewed in April 2007. The Phase 1 implementation of service changes will occur in July 2007.

Mr. Augenstein provided a detailed PowerPoint presentation on the COA/TSP Evaluation and Recommendation Process. Mr. Augenstein reported that under the TSP framework, consideration of all new services will undergo a comprehensive analysis and planning process. The TSP will provide VTA with a process and guidelines that can be applied uniformly in any location throughout the County for planning, designing, implementing, and operating transit services. The proposed four-step process involves several stages and activities for evaluating new services and the restructuring of existing VTA services and facilities as follows: 1) Project or Study Area Definition; 2) Ridership & Operations

analysis; and 3) Implementation of Recommendation; and 4) Service Implementation and Monitoring.

Mr. Augenstein reported that the result of this process may be to modify the potential service, phase service to match the predicted growth in potential ridership, develop collaborative ridership improvement plans to ensure that demand for transit service is paired with capital and operating investments, to defer implementation or to drop the proposal from further consideration.

**On order of Chairperson Sandoval**, there being no objection, the Committee received the Draft Transit Sustainability Policy Evaluation & Recommendation Process.

**17. Market Segmentation Analysis**

Kevin Connolly, Transportation Planning Manager, introduced the consultant, Mr. Andrew Tang, Cambridge Systematics, Inc., who presented a PowerPoint presentation on the Comprehensive Operations Analysis Market Segmentation Phase I.

Mr. Tang reported that the Market Segmentation Analysis will provide a sophisticated and detailed understanding of Santa Clara County residents' demand for public transit. Key steps in the study include collecting demographic and attitudinal data through a telephone survey, analyzing potential demand based on market segmentation / mode choice models, and developing an interactive Service Planning tool. Results from the analysis will be translated into service improvement plans and marketing strategies to directly support the COA.

Chairperson Sandoval left the meeting at 5:01 p.m. and  
relinquished her seat to Vice Chairperson Chu.

Mr. Tang summarized the attitude-based survey results that showed that the top five attitudinal statements towards transit are: 1) Transit can help the environment, 2) It is important to arrive at a specific time, 3) Transit takes too long, 4) Don't mind walking to a stop, and 5) Need for travel flexibility. The bottom five attitudinal statements towards transit are: 1) Prefer to travel in least expensive way, 2) Would ride LRT but not bus, 3) Prefer buses that only travel in my community, 4) Transit takes me where I need to go, and 5) Transportation reflects social status.

Mr. Tang presented survey results that indicated that there are seven key transportation factors that influence the transit market: 1) Price sensitivity, 2) Transit tolerance, 3) Time sensitivity, 4) Travel Flexibility, 5) Stress sensitivity, and 6) Pro-environment.

Mr. Tang grouped the data into six Santa Clara County customer segments: 1) “Transit Trippers,” 2) “Mellow Movers,” 3) “Links & Minks,” 4) “Boomers & Blazers,” 5) “Young & Restless,” and 6) “Movers & Shakers.” The survey results showed that:

- “Transit Trippers” are more likely to be: high transit users; in households with no vehicles available; lower income; retired, unemployed or employed part time; high school educated; and not us English as primary language.
- “Mello Movers” are more likely to be: in households with 0-1 vehicles if available; lower income; high school educated; in multi-child households; not use English as primary language.
- “Links & Minks” are more likely to be: high transit users; younger; lower-middle income; unemployed or employed part time; in childless households; male; and single.
- “Boomer & Blazers” are more likely to be: lower transit users; older; retired; in single person, childless households.
- “Young & Restless” are more likely to be: younger; students; and lower-middle income.
- “Movers and Shakers” are more likely to be: low transit users; higher income; employed full time; highly educated; and married.

The survey results showed that when measuring transit tolerance along with time sensitivity: “Transit Trippers” and “Mellow Movers” were most likely to use transit; “Links & Minks” and “Boomers & Blazers” are tougher but possible markets; and “Young & Restless” and “Movers & Shakers” were the toughest markets.

Mr. Tang indicated that the next step is to input the data into the on-going comprehensive operations analysis, combine the market research results with geographic information and the service analysis, identify the high transit potential origins and destinations, and design transit services that meet the market.

Members Cortese and Perry requested that staff provide the TP&O Committee with more detailed information that is available as a result of the survey including demographic data, segment attitudinal factors, and trip information.

**M/S/C (Cortese/Perry)** to review the Market Segmentation Analysis and request that staff bring back the report next month with additional details.

Member Cortese left the meeting at 5:37 p.m., the quorum was lost, and a Committee of the Whole was declared.

**16. Comprehensive Operations Analysis: Service Performance Analysis Element**

Mr. Connolly reported that one of the first tasks of the COA is a Service Performance Analysis of existing fixed route services. Mr. Connolly introduced COA consultant, Russell Chisholm, Transportation Management and Design, who prepared an evaluation of existing operations efficiency, ridership, passenger activity, on-time performance, and farebox revenue. The analysis was based on a review of VTA's existing policies and studies, such as the Service Management Plan and the Short Range Transit Plan (SRTP), as well as current ridership and operating statistics.

The consultant provided a PowerPoint Presentation on the Service Performance Analysis. The key findings of the Travel Demand Assessment indicated that:

- Much of Santa Clara County is characterized by low income and low to medium population densities.
- Demographic characteristics that support transit use (population density, population living in poverty, vehicle availability deficit) tend to exist in east San Jose and the Caltrain / El Camino Real Corridor.
- Higher job densities are located in Downtown San Jose and in the Golden Triangle area. There are pockets of high job densities in Milpitas, Palo Alto, north Santa Clara, Cupertino and Campbell.
- The scarcity of areas with employment densities exceeding 30 jobs per acre effectively results in there being no strong destinations throughout much of the VTA network.

Route Productivity Indicators found:

- The Alum Rock/Santa Teresa light rail line (901) has the highest weekday ridership and boardings per revenue hour.
- Route 22 is the flagship route, clearly outperforming all other bus routes.
- Routes 23, 25, 55, 66, and 70 have above average weekday performance for all key indicators.
- Routes 13, 17, 19 and 65 are consistently low performing.
- There are few high performing routes in each category.
- The Committee of the Whole reviewed the Comprehensive Operations Analysis: Service Performance Analysis Element.

Financial Performance Findings indicate:

- Currently, systemwide farebox recovery is 14% except for Route 10, which has a special funding partnership arrangement, only Route 22 reaches the farebox recovery goal of 20 to 25%.
- Light rail lines have below average farebox recovery ratios due to higher operating costs.
- Primary grid bus routes generally perform better than other categories.
- Feeder routes generally have a higher subsidy per boarding.
- All service days, weekday, Saturday and Sunday, have similar level of financial performance.

The summary of the key findings of service effectiveness include:

- Current service frequencies do not meet spontaneous transit use, except for East San Jose and a few key corridors primarily due during weekday peak.
- The existing network appears to be providing coverage rather than productivity, comprising of a few high performance corridors within a large low productivity service coverage area with all day service.
- A small number of routes contribute the majority of network boardings. The six highest performing routes (22, 25, 23, 70, 66, 68, and 522) contribute 50% of total bus ridership, with 39% of resources allocated.
- Currently the systemwide farebox recover ratio is 14%; Line 22 has the highest farebox recovery ratio at 22 %.

Mr. Connolly reported that the Analysis will be used as a benchmark for recommending service restructuring alternatives. Staff will incorporate strategies developed by the Market Segmentation Analysis to expand to new markets; look for opportunities to improve service efficiencies and re-invent resources in productive services; and develop a restructuring plan in accordance with Board adopted Core Principles.

Mr. Grace asked if the BART project would impact the recommended service changes that that will come as a result of the COA. Mr. Burns responded that there will be no impact since the service improvements resulting from the COA would begin in mid-year 2007, while the BART project is scheduled for 2016.

**On Order of Vice Chairperson Chu**, there being no objection, the Committee of the Whole reviewed the Comprehensive Operations Analysis: Service Performance Analysis Element.

## **OTHER ITEMS**

### **18. Items of Concern and Referral to Administration**

Member Perry requested more detailed information on population density and service productivity overlays. Mr. Burns indicated that staff would arrange for Member Perry to meet the consultants to review the information in more detail.

**19. Committee Work Plan**

Vice Chairperson Chu requested that Item. #17., Market Segmentation Analysis, be added to the TP&O Work Plan to ensure that the item returns to the Committee next month with further detail as requested by the Committee.

**20. Committee Staff Report**

Mr. Smith reported that the Annual APTA Conference was held in San Jose on October 8-11, 2006. The Conference was a success. VTA received many compliments from visiting transit agency officials. Mr. Smith expressed his thanks to TP&O Chairperson Dolly Sandoval for her hard work in helping to make the Conference a great success.

Mr. Smith stated that the 36 days of single tracking on the Guadalupe line due to the Highway 87 HOV construction activity is now complete. One more weekend shut and a bus bridge, which is scheduled for the last week of October, is needed to finish the construction work.

Mr. Smith indicated that construction was completed on the noise on and vibration barrier on the Vasona light rail line so the weekend bus bridges are no longer needed.

Mr. Smith reported that the Convention Center station is now closed and will be for the next three to four months to complete the platform retrofit project for the low floor vehicles. Signage and announcements are in place redirecting customers to nearby stations.

Mr. Smith noted that the Saint James light rail station is due to reopen next Monday, October 23, 2006.

**On Order of Vice Chairperson Chu**, there being no objection, the Committee of the Whole received the Committee Staff Report.

**21. Chairperson's Report**

Vice Chairperson Chu read a statement prepared by Chairperson Sandoval thanking Mr. Burns and all VTA staff involved in the planning of the APTA Conference. It was a job well done. Vice Chairperson Chu expressed his thanks to Chairperson Sandoval for

her hard work planning for the conference as she played a significant role in serving on the Host Committee.

**22. Determine the Consent Agenda for the November 2, 2006 Board Meeting**

**CONSENT: Item #5.** Authorize the General Manager to execute a construction contract change order or orders with Arntz Builders to close out the Cerone Phase I Contract within an increased contract amount that will not exceed \$13,747,000. This is an increase of \$985,000 over the current contract amount authorized by the Board; **Item #6.** Authorize the General Manager to amend the agreement with Innovations in Transportation, Inc. (INIT) to increase the number of Automatic Passenger Counters (APCs) for VTA light rail vehicles by ten, at a cost of \$250,000; **Item #7.** Authorize the General Manager to enter into an agreement with Trapeze Software Group to upgrade to the advanced operator runcutting software (Blockbuster), in the amount of \$264,000; and **Item #8.** Authorize the General Manager to increase the FY 2007 Capital Budget by \$1,302,750 to include the FY 2006 Transit Security Grant awarded to VTA for the purchase and installation of a high security fence at the Guadalupe Division, purchase and installation of CCTV video on demand to enhance existing CCTV video on demand at the Cerone and Chaboya Operating Divisions and purchase and installation of CCTV video on demand at the Alum Rock and Mountain View Light Rail Stations and the Santa Clara Transit Center. In addition, adopt a Resolution authorizing the submittal and execution of grant applications and agreements, certifications and assurances and other documents as necessary to obtain federal financial assistance provided by the U.S. Department of Homeland Security Office of State and Local Government Coordination and Preparedness Office of Domestic Preparedness (ODP). No local funds are required to match this grant.

**REGULAR: Item #14.** Receive the Ridership Initiative to Develop Energy-efficiency (RIDE) Task Force's Final Report and direct staff to continue to review and consider the report's recommendations as it develops and implements fare, service, marketing, promotional, and community outreach proposals and plans.

**23. Announcements**

There were no Announcements.

**24. Adjournment**

**On Order of Vice Chairperson Chu,** there being no objection, the Committee of the Whole adjourned at 6:29 p.m.

Respectfully submitted,

Maria Marinos, Board Secretary  
VTA Board of Directors