

## **Transit Planning & Operations Committee**

Thursday, October, 16, 2008  
4:30 PM

VTA Conference Room B-104  
3331 North First Street  
San Jose, CA

### **AGENDA**

#### **CALL TO ORDER**

**1. ROLL CALL**

**2. PUBLIC PRESENTATIONS:**

This portion of the agenda is reserved for persons desiring to address the Committee on any matter not on the agenda. Speakers are **limited to 2 minutes**. The law does not permit Committee action or extended discussion on any item not on the agenda except under special circumstances. If Committee action is requested, the matter can be placed on a subsequent agenda. All statements that require a response will be referred to staff for reply in writing.

**3. ORDERS OF THE DAY**

#### **CONSENT AGENDA**

**4. Approve the Minutes of September 18, 2008**

#### **REGULAR AGENDA**

**5. Receive a report regarding the Committee for Transit Accessibility Meeting. (Verbal Report) (Morrow)**

**6. ACTION ITEM - Adopt a resolution authorizing the General Manager to execute the Project Baseline Agreement, and any amendments thereto, and any other necessary agreements and documents with the California Department of Transportation and/or the California Transportation Commission relating to the VTA's role as funding participant and implementing agency for the HRCSA-funded Warren Avenue grade separation project.**

**7. ACTION ITEM - Authorize the General Manager to execute a Project Implementation**

---

Agreement with the City of Fremont for the implementation of the Warren Avenue Grade Separation Project.

8. **ACTION ITEM** - Adopt a resolution authorizing the General Manager to execute the Project Baseline Agreement, and any amendments thereto, and any other necessary agreements and documents with the California Department of Transportation and/or the California Transportation Commission relating to the VTA's role as funding agency and implementing agency for the HRCSA-funded Kato Road grade separation project.
9. **ACTION ITEM** - Authorize the General Manager to execute a Project Implementation Agreement with the City of Fremont for the implementation of the Kato Road Grade Separation Project.
10. **ACTION ITEM** - Authorize the General Manager to execute a contract amendment with the HNTB Corporation in an amount not to exceed \$4.16 million, for a new contract amount of \$65.66 million and extend the contract term to December 2009, for design and engineering services necessary to complete 100% design development for the Kato Road Grade Separation Project
11. **ACTION ITEM** - Authorize the General Manager to execute a contract with the lowest responsible bidder for the construction of the Berryessa Creek Crossing, Abel Street Seismic Retrofit, and UPRR Railroad Relocation (C210).

Note: Due to the timing of the bid opening on September 12, 2008, the bid review is not yet completed. Following bid review a revised memorandum will be provided to the Board.

12. **ACTION ITEM** - Authorize the General Manager to execute a contract amendment with URS Corporation in an amount not to exceed \$3,850,000 for a new total contract amount of \$5,450,000 and extend the contract term to February 2011, for Construction Management Services on the Freight Rail Relocation Project.
13. **ACTION ITEM** - Approve changes to the Altamont Commuter Express fares including a 3.2% overall increase and a 3% increase to re-establish Stockton as an independent station in the fare structure.
14. **INFORMATION ITEM** - Receive information on the Light Rail System Analysis.

## **OTHER ITEMS**

15. **Receive a report on the September 2008 Monthly Ridership and Fare Revenue Performance. (Verbal Report)**
16. **Items of Concern and Referral to Administration**

17. **Review Committee Work Plan.**
18. **Committee Staff Report. (D. Smith)**
19. **Chairperson's Report. (Sandoval)**
20. **Determine Consent Agenda for the November 6, 2008 Board Meeting.**
21. **Announcements**
22. **ADJOURN**

**NOTE COMMITTEE MEMBERS:** In order to establish a quorum for this meeting, members are asked to call the Board Secretary's Office at (408) 321-5680 or E-mail: board.secretary@vta.org before 5:00 p.m. on the day prior to the meeting. Thank you for your cooperation.

In compliance with the Americans with Disabilities Act (ADA), those requiring accommodations or accessible media for this meeting should notify the Board Secretary's Office 48 hours prior to the meeting at (408) 321-5680 or e-mail: board.secretary@vta.org, TDD (408) 321-2330. VTA's Homepage is located on the Web at: <http://www.vta.org/>.

All reports for items on the open meeting agenda are available for review in the Board Secretary's Office, 3331 North First Street, San Jose, California, (408) 321-5680, the Monday, Tuesday, and Wednesday prior to the meeting. This information is available on VTA's website at <http://www.vta.org/> and also at the meeting.

**NOTE: THE BOARD OF DIRECTORS MAY ACCEPT, REJECT OR MODIFY  
ANY ACTION RECOMMENDED ON THIS AGENDA.**



Date: October 7, 2008  
 Current Meeting: October 16, 2008  
 Board Meeting: November 6, 2008

## **BOARD MEMORANDUM**

**TO:** Santa Clara Valley Transportation Authority  
 Transit Planning & Operations Committee

**THROUGH:** General Manager, Michael T. Burns

**FROM:** Chief CMA Officer, John Ristow

**SUBJECT:** Resolution Authorizing the General Manager to Execute the Highway-Railroad Crossing Safety Account Project Baseline Agreement for the Warren Avenue Grade Separation Project

---

**Policy-Related Action:** No

**Government Code Section 84308 Applies:** No

## **ACTION ITEM**

### **RECOMMENDATION:**

Adopt a resolution authorizing the General Manager to execute the Project Baseline Agreement, and any amendments thereto, and any other necessary agreements and documents with the California Department of Transportation and/or the California Transportation Commission relating to the VTA's role as funding participant and implementing agency for the HRCSA-funded Warren Avenue grade separation project.

### **BACKGROUND:**

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 was approved by voters in California in November 2006 as Proposition 1B. It includes \$250M for the Highway-Railroad Crossing Safety Account (HRCSA) Program to fund high-priority grade separation and railroad crossing safety improvements in two parts: Part 1 provides \$150 million for grade separation projects on the priority list established by the California Public Utilities Commission (CPUC) through the Streets and Highways Code Section 190 program and Part 2 provides \$100 million for railroad crossing improvements including grade separation projects that are not on the priority list.

The California Transportation Commission (Commission) has been designated as the agency responsible for programming HRCSA funds. Through Commission action taken in August 2008, the Warren Avenue grade separation has been programmed for \$9.6 million of HRCSA Part 1 funds.

The Commission is authorized to adopt Guidelines for the program which they did in April 2008. The Guidelines include the requirement for a Project Baseline Agreement to be executed by the applicant (referred to as Sponsor Agency in the agreement), all funding agencies, and the implementing agency - for each project for which HRCSA funds are programmed. The Project Baseline Agreement will set forth the project scope, benefits, delivery schedule, and the project budget and funding plan. VTA is the implementing agency for this project and is providing some funding for it along with City of Fremont funds and the HRCSA funds. The City of Fremont is applicant/Sponsor Agency.

**DISCUSSION:**

VTA, Fremont and the Alameda County Transportation Authority (ACTA) are funding participants on the Warren Avenue grade separation project. VTA has agreed to participate financially because VTA owns the railroad corridor, and there is a value to clearing the right of way and moving traffic from the corridor as would occur with a grade separation. In addition, VTA has agreed to implement the Warren Avenue grade separation through a Project Implementation Agreement with the City of Fremont. The Project Implementation Agreement outlining funding, administration, project management and other roles and responsibilities will be taken to the VTA Board for action as a separate agenda item.

**ALTERNATIVES:**

The VTA Board may choose not to execute the Project Baseline Agreement; however, this would result in forfeiting the \$9.6 million in HRCSA funds programmed for the Warren Avenue separation project as both the Sponsor Agency, City of Fremont, and the implementing agency and funding contributor, VTA, are required to execute the Project Baseline Agreement.

**FISCAL IMPACT:**

There is no direct impact resulting from the recommended action; however, a separate agenda item on the VTA Board's November agenda recommends that the Board enter into a Project Implementation Agreement outlining funding, administration, project management and other roles and responsibilities. Approval of that separate agenda item commits VTA funding to the Warren Avenue Grade Separation Project and will be reflected in the fund plan of the Project Baseline Agreement which is the subject of this agenda item.

Prepared by: Liz French

**RESOLUTION NO. 1416****RESOLUTION OF THE BOARD OF DIRECTORS  
OF THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA)  
AUTHORIZING THE GENERAL MANAGER  
TO EXECUTE THE HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT  
(HRCSA)  
PROJECT BASELINE AGREEMENT  
FOR THE WARREN AVENUE GRADE SEPARATION PROJECT**

**WHEREAS**, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (the Bond Act) was approved by California voters as Proposition 1B on November 7, 2006, and includes \$250 million for the Highway-Railroad Crossing Safety Account (HRCSA) Program to fund the completion of high-priority grade separation and railroad crossing safety improvements, and

**WHEREAS**, the California Transportation Commission (Commission) adopted a list of projects as the Adopted Highway-Railroad Crossing Safety Account (HRCSA) Program on August 28, 2008, and

**WHEREAS**, the Warren Avenue Grade Separation Project is included on the aforementioned adopted list of projects adopted August 28, 2008 and is programmed for \$9.6M of HRCSA funds, and

**WHEREAS**, VTA is the implementing agency for the Warren Avenue Grade Separation Project and the City of Fremont is the applicant (Sponsor Agency) for the HRCSA funds, and

**WHEREAS**, VTA, through separate action commits to participating in funding the Warren Avenue Grade Separation Project, and

**WHEREAS**, in accordance with the HRCSA Program Guidelines as adopted by the Commission; VTA will execute a Project Baseline Agreement setting forth the project scope, benefits, delivery schedule, and project budget and funding plan;

**NOW, THEREFORE, BE IT RESOLVED** that VTA, the implementing agency, agrees to comply with all conditions and requirements set forth in the baseline and applicable statutes, regulations and guidelines for the Proposition 1B Highway-Railroad Crossing Safety Account Bond-funded projects.

**NOW, THEREFORE, BE IT FURTHER RESOLVED**, that the General Manager is hereby authorized on behalf of VTA to execute the Project Baseline Agreement, and any amendments thereto, and any other necessary agreements and documents with the California Department of Transportation and/or the California Transportation Commission relating to the VTA's role as implementing agency and funding participant for the HRCSA-funded Warren Avenue grade separation project.

**PASSED AND ADOPTED** by the Santa Clara Valley Transportation Authority Board of Directors on November 6, 2008 by the following vote:

AYES:

NOES:

ABSENT:

---

Liz Kniss, Chairperson  
Board of Directors

ATTEST:

---

Yolanda Cruz, Assistant Board Secretary

APPROVED AS TO FORM:

---

Kevin D. Allmand, Acting General Counsel



Date: October 7, 2008  
 Current Meeting: October 16, 2008  
 Board Meeting: November 6, 2008

## BOARD MEMORANDUM

**TO:** Santa Clara Valley Transportation Authority  
 Transit Planning & Operations Committee

**THROUGH:** General Manager, Michael T. Burns

**FROM:** Acting Chief Engineering & Construction Officer, Mark S. Robinson

**SUBJECT:** Project Implementation Agreement with City of Fremont for the  
 Implementation of the Warren Avenue Grade Separation

**Policy-Related Action:** No

**Government Code Section 84308 Applies:** No

## ACTION ITEM

### **RECOMMENDATION:**

Authorize the General Manager to execute a Project Implementation Agreement with the City of Fremont for the implementation of the Warren Avenue Grade Separation Project.

### **BACKGROUND:**

In December 2002, VTA purchased right-of-way from the Union Pacific Railroad (UPRR), for use as a transportation corridor extending approximately 15 miles from Fremont to San Jose. VTA has defined certain activities, identified as Freight Rail Relocation (FRR) activities, which would fulfill VTA obligations under the Purchase and Sale Agreement with UPRR and eliminate ongoing freight operations on VTA property. On June 5, 2008, the VTA Board of Directors authorized the design and construction of FRR activities that were ready to advance to those stages. The FRR activities exclude project-level actions for the Silicon Valley Rapid Transit (SVRT) Project but are compatible with the eventual use of the property as a transportation corridor.

VTA entered into cooperative agreements on February 2, 2006 with Alameda County Transportation Authority (ACTA) for the preliminary engineering activities, and on January 4, 2007 with ACTA and the City of Fremont for final design activities of the combined improvements at Mission Boulevard, Warren Avenue, and other FRR activities. These three projects are collectively known as the Mission/Warren/Truck Rail Program (MWT). VTA has now completed 65% design on the combined MWT Program improvements and will complete bid-ready construction documents in October 2009. The FRR alignment was environmentally cleared by VTA in a Mitigated Negative Declaration, and the FRR Project was defined and the

estimated cost was presented to the VTA Board on June 5, 2008.

The recommended Warren Avenue Grade Separation Project Implementation Agreement would outline roles, responsibilities, and funding.

### **DISCUSSION:**

In August 2008, the California Transportation Commission (CTC) programmed \$9.6 million of Highway Railroad Safety Crossing Account (HRSCA) funds for the Warren Avenue Grade Separation Project. The Warren Avenue Grade Separation Project is part of a larger project called the Mission Warren Truck Rail (MWT) Program. One of the stipulations of receiving the HRSCA funds is that the applicant agency (Fremont) and the implementing agency (VTA) enter into a "Project Baseline Agreement" within 90 days of the August 2008 action programming the funds. (By separate Board memorandum, the VTA Board is being requested to authorize the General Manager to execute the "Project Baseline Agreement.") The Project Baseline Agreement will enable Fremont to obtain HRSCA funds, which were included in the Proposition 1B transportation bond measure passed by State voters in 2006.

The recommended Project Implementation Agreement is a necessary pre-requisite to executing the Project Baseline Agreement, which is required to receive HRSCA funds. The State has asked to see the Project Implementation Agreement so that they are assured that all aspects of project implementation are covered and that the project will be completed.

The current configuration of Warren Avenue is at-grade, crosses VTA's property and will be in conflict with the future use of VTA's property. When completed, both UPRR's freight operations and VTA's future transportation corridor will be grade separated from Warren Avenue. This will greatly enhance the utility of VTA's property for the intended use as a transportation corridor. Work associated with the Warren Avenue Grade Separation Project includes depressing Warren Avenue and constructing a UPRR bridge across Warren Avenue. VTA will implement the project by advertising, awarding, and administering construction activities, and will take the lead role in coordinating with UPRR and various private utility companies.

The estimated cost of the MWT Program is \$159.6 million, with the Warren Avenue grade separation estimated at \$53.0 million. VTA's estimated maximum contribution toward the program is \$57.3 million. VTA will agree to pay for cost overruns related to VTA project items.

Using current estimates, the City of Fremont will contribute \$22 million for its share of the Warren Avenue Grade Separation Project. VTA will contribute, as its share, \$15.4 million. In addition, the parties will seek a 10% cost allocation from UPRR in the amount of \$5.3 million and will make up any shortfall in that allocation, and any other project funding shortfall, from funds to be committed to the overall MWT Program.

As will be outlined in the Project Implementation Agreement, the City of Fremont will agree to provide funding for cost overruns related to City of Fremont project items. It is anticipated that the Fremont City Council will act on the Project Implementation Agreement at a meeting in mid-November 2008.

**ALTERNATIVES:**

The Board may decide to forego cooperation with Fremont and do nothing at this time and not outline roles and responsibilities and funding. This would jeopardize availability of the HRCSA funds, defeat the proposed full funding plan for the MWT Program, and jeopardize the current designs and implementation plans for the MWT improvements.

**FISCAL IMPACT:**

The budget for the MWT Program and associated Warren Avenue grade separation was presented before the Board in June 2008. The present action, to execute a Project Implementation Agreement for the Warren Avenue grade separation, will commit VTA to moving ahead with the planned implementation of the entire MWT Program. Measure A funds have been appropriated in FY09 to support MWT Program activities. Future Measure A fund commitments to complete the Program will be requested as part of the regular biennial VTA budget for FY10 and FY11 planned for Board action in June 2009.

Prepared by: John Donahue



Date: October 7, 2008  
 Current Meeting: October 16, 2008  
 Board Meeting: November 6, 2008

## BOARD MEMORANDUM

**TO:** Santa Clara Valley Transportation Authority  
 Transit Planning & Operations Committee

**THROUGH:** General Manager, Michael T. Burns

**FROM:** Chief CMA Officer, John Ristow

**SUBJECT:** Resolution Authorizing the General Manager to Execute the Highway-Railroad Crossing Safety Account Project Baseline Agreement for the Kato Road Grade Separation Project

**Policy-Related Action:** No

**Government Code Section 84308 Applies:** No

## ACTION ITEM

### RECOMMENDATION:

Adopt a resolution authorizing the General Manager to execute the Project Baseline Agreement, and any amendments thereto, and any other necessary agreements and documents with the California Department of Transportation and/or the California Transportation Commission relating to the VTA's role as funding agency and implementing agency for the HRCSA-funded Kato Road grade separation project.

### BACKGROUND:

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 was approved by voters in California in November 2006 as Proposition 1B. It includes \$250M for the Highway-Railroad Crossing Safety Account (HRCSA) Program to fund high-priority grade separation and railroad crossing safety improvements in two parts: Part 1 provides \$150 million for grade separation projects on the priority list established by the California Public Utilities Commission (CPUC) through the Streets and Highways Code Section 190 program and Part 2 provides \$100 million for railroad crossing improvements including grade separation projects that are not on the priority list.

The California Transportation Commission (Commission) has been designated as the agency responsible for programming HRCSA funds. Through Commission action taken in August 2008, the Kato Road grade separation has been programmed for \$10.0 million of HRCSA Part 2 funds.

The Commission is authorized to adopt Guidelines for the program, which they did in April

2008. The Guidelines include the requirement for a Project Baseline Agreement to be executed by the applicant (referred to as Sponsor Agency in the agreement), all funding agencies, and the implementing agency - for each project for which HRCSA funds are programmed. The Project Baseline Agreement will set forth the project scope, benefits, delivery schedule, and the project budget and funding plan. VTA is the implementing agency for this project and is providing funding for it along with the HRCSA funds. The City of Fremont is applicant/Sponsor Agency.

### **DISCUSSION:**

In June 2008, the City of Fremont applied for HRCSA funds for the Kato Road grade separation project located in Fremont. VTA and Fremont are funding participants on the Kato Road grade separation project, and VTA has agreed to participate financially because VTA owns the railroad corridor, and there is a value to clearing the right of way and moving traffic from the corridor as would occur with a grade separation. VTA has agreed to implement the Kato Road grade separation through a Project Implementation Agreement with the City of Fremont. The Project Implementation Agreement outlining funding, administration, project management and other roles and responsibilities will be taken to the VTA Board for action as a separate agenda item. The Project Implementation Agreement outlines funding, administration, project management and other roles and responsibilities; and it will be taken to the VTA Board for action as a separate agenda item.

### **ALTERNATIVES:**

The VTA Board may choose not to execute the Project Baseline Agreement; however, this would result in forfeiting the \$10 million in HRCSA funds programmed for the Kato Road grade separation project as both the Sponsor Agency, City of Fremont, and the implementing agency and funding contributor, VTA, are required to execute the Project Baseline Agreement.

### **FISCAL IMPACT:**

There is no direct impact resulting from the recommended action; however, a separate agenda item on the VTA Board's November agenda recommends that the Board authorize the construction of the Kato Road grade separation project and commit Measure A funds to it. Approval of that separate agenda item commits VTA funding to the Kato Road grade separation project and will be reflected in the fund plan of the Project Baseline Agreement which is the subject of this agenda item.

Prepared by: Liz French

**RESOLUTION NO. 1584****RESOLUTION OF THE BOARD OF DIRECTORS  
OF THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA)  
AUTHORIZING THE GENERAL MANAGER  
TO EXECUTE THE HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT  
(HRCSA)  
PROJECT BASELINE AGREEMENT  
FOR THE KATO ROAD GRADE SEPARATION PROJECT**

**WHEREAS**, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (the Bond Act) was approved by California voters as Proposition 1B on November 7, 2006, and includes \$250 million for the Highway-Railroad Crossing Safety Account (HRCSA) Program to fund the completion of high-priority grade separation and railroad crossing safety improvements, and

**WHEREAS**, the California Transportation Commission (Commission) adopted a list of projects as the Adopted Highway-Railroad Crossing Safety Account (HRCSA) Program on August 28, 2008, and

**WHEREAS**, the Kato Road Grade Separation Project is included on the aforementioned adopted list of projects adopted August 28, 2008 and is programmed for \$10M of HRCSA funds, and

**WHEREAS**, VTA is the implementing agency for the Kato Road Grade Separation Project and the City of Fremont is the applicant (Sponsor Agency) for the HRCSA funds, and

**WHEREAS**, VTA, through a separate action commits to funding the Kato Road Grade Separation Project, and

**WHEREAS**, the VTA agrees to secure funds for any additional costs of the project, and if any of the funding sources being applied for and then are denied, to add funding from other sources to replace the denied funding. Changes to the funding commitments outlined in the Project Baseline Agreement require an amendment, and

**WHEREAS**, in accordance with the HRCSA Program Guidelines as adopted by the Commission; VTA will execute a project baseline agreement setting forth the project scope, benefits, delivery schedule, and project budget and funding plan;

**NOW, THEREFORE, BE IT RESOLVED** that VTA, the implementing agency, agrees to comply with all conditions and requirements set forth in the baseline and applicable statutes, regulations and guidelines for the Proposition 1B Highway-Railroad Crossing Safety Account Bond-funded projects.

**NOW, THEREFORE, BE IT FURTHER RESOLVED**, that the General Manager is hereby authorized on behalf of VTA to execute the Project Baseline Agreement, and any amendments thereto, and any other necessary agreements and documents with the California Department of Transportation and/or the California Transportation Commission relating to the VTA's role as

implementing agency and funding agency for the HRCSA-funded Kato Road grade separation project.

**PASSED AND ADOPTED** by the Santa Clara Valley Transportation Authority Board of Directors on November 6, 2008 by the following vote:

AYES:

NOES:

ABSENT:

---

Liz Kniss, Chairperson  
Board of Directors

ATTEST:

---

Yolanda Cruz, Assistant Board Secretary

APPROVED AS TO FORM:

---

Kevin D. Allmand, Acting General Counsel



Date: October 7, 2008  
 Current Meeting: October 16, 2008  
 Board Meeting: November 6, 2008

## BOARD MEMORANDUM

**TO:** Santa Clara Valley Transportation Authority  
 Transit Planning & Operations Committee

**THROUGH:** General Manager, Michael T. Burns

**FROM:** Acting Chief Engineering & Construction Officer, Mark S. Robinson

**SUBJECT:** Project Implementation Agreement with City of Fremont for the  
 Implementation of the Kato Road Grade Separation

---

**Policy-Related Action:** No

**Government Code Section 84308 Applies:** No

## ACTION ITEM

### RECOMMENDATION:

Authorize the General Manager to execute a Project Implementation Agreement with the City of Fremont for the implementation of the Kato Road Grade Separation Project.

### BACKGROUND:

In December 2002, VTA purchased right-of-way from the Union Pacific Railroad (UPRR), for use as a transportation corridor extending approximately 15 miles from Fremont to San Jose. VTA has defined certain activities, identified as the Freight Rail Relocation (FRR) activities, which would fulfill VTA obligations under the Purchase and Sale Agreement with UPRR and eliminate ongoing freight operations on VTA property. On June 5, 2008, the VTA Board of Directors authorized the design and construction of FRR activities that were ready to advance to those stages. The FRR activities exclude project-level actions for the Silicon Valley Rapid Transit (SVRT) Project but are compatible with the eventual use of the property as a transportation corridor.

In September 2008, the City of Fremont initiated the environmental clearance process for its planned Kato Road Grade Separation Project. VTA's property crosses Kato Road. The California Transportation Commission (CTC) announced on August 28, 2008 that a \$10.0 million grant has been approved for the City of Fremont for construction of the Kato Road Grade Separation Project. The funding is part of the Highway-Railroad Safety Crossing Account (HRSCA) included in the Proposition 1B transportation bonds passed by State voters in 2006, also known as the I-Bond funds. VTA's use of its property as a transportation corridor would

require the grade separation of Kato Road, and the current availability of funding would reduce VTA funding requirements for these subsequent transit improvements in the future when I-Bond funds might be unavailable. To take advantage of this funding opportunity, the grade separation of Kato Road can be coordinated with the ongoing FRR activities and implemented under a cooperative agreement with the City of Fremont.

### **DISCUSSION:**

The current configuration of Kato Road is at-grade, crosses VTA's property, and will be in conflict with the future use of VTA's property. The proposed Kato Road Grade Separation Project, when completed, will grade separate both the UPRR's freight operations and VTA's future transportation corridor from Kato Road. The Kato Road Grade Separation Project will enhance the utility of VTA's property as a transportation corridor.

The City of Fremont applied for State I-Bonds for its Kato Road Grade Separation Project. The I-Bonds amount to \$10.0 million, which need to be committed for construction by 2010. These funds can only be used for construction activities. The City of Fremont has proposed that VTA complete the design and construction of this grade separation. The City would contribute the State I-Bond funds to the Kato Road Grade Separation Project, and VTA would fund the balance required for design and construction.

One of the stipulations of receiving the I-Bond funds is that the applicant agency (Fremont) and the implementing agency (VTA) enter into a "Project Baseline Agreement" within 90 days of the August 2008 action programming the funds. (By separate Board memorandum, the VTA Board is being requested to authorize the General Manager to execute the "Project Baseline Agreement".) The Project Baseline Agreement will enable Fremont to obtain State Highway-Railroad Safety Crossing Account (HRSCA) funds, which were included in the Proposition I-B transportation bond measure passed by State voters in 2006.

The recommended Project Implementation Agreement is a necessary pre-requisite to executing the Project Baseline Agreement, which is required to receive HRSCA funds. The State has asked to see the Project Implementation Agreement so that they are assured that all aspects of project implementation are covered and that the project will be completed.

The Kato Road Grade Separation Project is estimated to cost \$40.2 million. This cost includes design, construction, utility relocation and right-of-way acquisition. The funding plan for the project is as follows:

- HRSCA Part 2 funds, \$10.0 million
- Santa Clara County Measure A funds, \$30.2 million by VTA

The benefits from this project include:

- Reduction of the likelihood of collisions between trains and motor vehicles, bicycles and pedestrians.
- Trains will no longer block emergency vehicles responding to incidents on I-880 or elsewhere on the west side of the tracks.

- Higher vehicle throughput and reduced delay since trains will no longer block Kato Road.
- Lower vehicle emissions by eliminating long stops and idling as trains pass.

**ALTERNATIVES:**

The Board could decide not to approve the execution of the Project Implementation Agreement for the design and construction of the Kato Road Grade Separation, which would likely result in forfeiting \$10.0 million in HRSCA funds. This would allow the funding to be redistributed by the State for other purposes. If this decision were to be made, VTA would need to grade separate Kato Road in connection with subsequent anticipated uses of the property as a transportation corridor without this allocated \$10.0 million in HRSCA funds.

**FISCAL IMPACT:**

No additional SVRT 2008-2009 budget authorization is required to take this action. Future 2000 Measure A fund commitments will be requested as part of the regular biennial VTA budget for FY'10 and FY'11 planned for Board action in June 2009.

Prepared by: John Donahue



Date: October 7, 2008  
 Current Meeting: October 16, 2008  
 Board Meeting: November 6, 2008

## BOARD MEMORANDUM

**TO:** Santa Clara Valley Transportation Authority  
 Transit Planning & Operations Committee

**THROUGH:** General Manager, Michael T. Burns

**FROM:** Acting Chief Engineering & Construction Officer, Mark S. Robinson

**SUBJECT:** Kato Road Grade Separation Project - Amendment to Design and Engineering Services Contract

**Policy-Related Action:** No

**Government Code Section 84308 Applies:** Yes

## ACTION ITEM

### **RECOMMENDATION:**

Authorize the General Manager to execute a contract amendment with the HNTB Corporation in an amount not to exceed \$4.16 million, for a new contract amount of \$65.66 million and extend the contract term to December 2009, for design and engineering services necessary to complete 100% design development for the Kato Road Grade Separation Project

### **BACKGROUND:**

In December 2002, VTA purchased right-of-way from the Union Pacific Railroad (UPRR), for use as a transportation corridor extending approximately 15 miles from Fremont to San Jose. VTA has defined certain activities, identified as the Freight Rail Relocation (FRR) activities, which would fulfill VTA obligations under the Purchase and Sale Agreement with UPRR, and eliminate ongoing freight operations on VTA property. On June 5, 2008, the VTA Board of Directors authorized the design and construction of FRR activities that were ready to advance to those stages. The FRR activities exclude project-level actions for the Silicon Valley Rapid Transit (SVRT) Project but are compatible with the eventual use of the property as a transportation corridor

In September 2008, the City of Fremont initiated the environmental clearance process for its planned Kato Road Grade Separation Project. VTA's property crosses Kato Road. The California Transportation Commission (CTC) announced on August 28, 2008 that a \$10.0 million grant has been approved for the City of Fremont for construction of the Kato Road Grade Separation Project. The funding is part of the Highway-Railroad Safety Crossing Account (HRSCA) included in the Proposition 1B transportation bonds passed by State voters in 2006,

also known as the I-Bond funds. VTA's use of its property as a transportation corridor would require the grade separation of Kato Road, and the current availability of funding would reduce VTA funding requirements for these subsequent transit improvements in the future when these funds might be unavailable. To take advantage of this funding opportunity, the grade separation of Kato Road can be coordinated with the ongoing FRR activities and implemented under a cooperative agreement with the City of Fremont.

VTA initiated Preliminary Engineering activities for the SVRT Project in the spring of 2004 by selecting a number of engineering consultants through competitive procurements and awarding contracts to the selected consultants. In April 2004, the Board awarded a contract to HNTB in the amount of \$20.0 million to provide engineering services for the surface guideway portions of the project north of US 101, including services related to what is now identified as the FRR activities. In February 2006, the Board authorized an amendment to this contract in the amount of \$3.9 million to provide additional preliminary engineering services associated with transportation improvements being implemented by the Alameda County Transportation Authority (ACTA) located along the proposed Project alignment near Warm Springs Boulevard in Fremont. This amendment increased the total authorized for this contract to \$23.9 million for Preliminary Engineering, of which \$2.6 million was funded by ACTA. Preliminary Engineering was completed in December 2006.

In December 2006, the Board authorized an amendment to HNTB's contract in an amount not to exceed \$36.6 million for design and engineering services to complete 65% design development. The new total contract amount was \$60.5 million. This additional design development enabled VTA staff to support the state and federal environmental clearance processes, resolve outstanding third-party coordination issues, and contributed to greater design development in order to fulfill FTA's May 2006 guidelines for New Starts candidate projects. HNTB is scheduled to complete its primary 65% design engineering work product by December 2008.

### **DISCUSSION:**

The current configuration of Kato Road is at-grade, crosses VTA's property, and will be in conflict with the future use of VTA's property. The proposed Kato Road Grade Separation Project, when completed, will grade separate both the UPRR's freight operations and VTA's future transportation corridor from Kato Road. The Kato Road Grade Separation Project will enhance the utility of VTA's property as a transportation corridor.

The City of Fremont applied for State I-Bonds for its Kato Road Grade Separation Project. The I-Bonds amount to \$10.0 million, which need to be committed for construction by 2010. These funds can only be used for construction activities. The City of Fremont has proposed that VTA complete the design and construction of this grade separation. The City would contribute the State I-Bond funds to the Kato Road Grade Separation Project, and VTA would fund the balance required for design and construction.

The proposed amendment to the HNTB contract will increase the contract by \$4.16 million and extend the contract term through December 2009. With approval of this contract amendment, the total agreement amount will be increased to \$65.66 million.

<b>HNTB</b> Contract April 2004 agreement:	\$ 20.0 million
Contract February 2006 amendment:	\$ 3.9 million
Contract December 2006 amendment:	\$ 36.6 million
Contract June 2008 amendment	\$ 1.0 million
<b>Proposed amendment:</b>	<b>\$ 4.16 million</b>
Proposed Amended Total:	\$ 65.66 million

This amendment will allow the design work to begin so VTA can advertise the Kato Grade Separation Project in late 2009 and award the contract by May 2010. This will satisfy the conditions of the I-Bond funds that the City of Fremont has secured.

The HNTB team consists of 10 subconsultants, with a majority of firms having a strong local presence in the Bay Area. Their information is included in Table A.

This will continue to be a Time and Materials (T&M) contract. The contract amendment amount of \$4.16 million is for approximately 24,900 hours of design services over an extended term of one additional year.

#### **ALTERNATIVES:**

The Board could decide not to approve the execution of this contract amendment, which would likely result in forfeiting \$10.0 million in I-Bond funds for construction. This would allow the funding to be redistributed by the State for other purposes. If this decision were to be made, VTA would need to complete the design of the Kato Road grade separation in connection with subsequent anticipated uses of the property as a transportation corridor.

#### **FISCAL IMPACT:**

No additional SVRT 2008-2009 budget authorization is required to complete this task. Previously authorized but uncommitted budget will be transferred from other Freight Rail Relocation and Silicon Valley BART Extension tasks to support the FRR Kato Road Grade Separation Project.

The transfer of the Kato Road Grade Separation Project from SVRT funded projects to FRR funded projects will result in the substitution of \$3.6 million in State TCRP funding with 2000 Measure A funding in the same amount as FRR tasks are funded through 2000 Measure A tax receipts and bonds and SVRT design tasks are funded by State TCRP money.

Future 2000 Measure A fund commitments for the balance of \$0.56 million will be requested as part of the regular biennial VTA budget for FY'10 and FY'11 planned for final Board action in June 2009.

#### **SMALL BUSINESS ENTERPRISE (SBE) PARTICIPATION:**

Based on identifiable subcontracting opportunities, an SBE goal of 21% has been established for this contract. HNTB achieved 20.4% SBE participation during the 65% design development phase and is committed to exceeding the SBE participation goal for the contract as amended by this recommended action.

**TABLE A**

<b>Contractor Firm</b>	<b>Contractor Role</b>	<b>Name</b>	<b>Location</b>
<b>HNTB Corporation</b>	<b>Prime Consultant</b>	<b>Steve Whitaker</b>	1330 Broadway Suite 1630 Oakland, CA 94612 510-208-4599
Biggs Cardosa Associates	Sub Consultant	Stephen Biggs	1871 The Alameda Suite 200 San Jose, CA 95126-1752 408-296-5515
BKF Engineers	Sub Consultant	Dave Richwood	1650 Technology Drive Suite 650 San Jose, CA 95110 408-467-9100x16
Earth Tech	Sub Consultant	David Minister	2101 Webster Street Suite 1000 Oakland, CA 94612-3060 510-419-6000
HDR	Sub Consultant	Greg Chiodo	2121 N. California Blvd., Suite 475 Walnut Creek, CA 94596 925-974-2500
Parikh Consultants (SBE)	Sub Consultant	Gary Parikh	356 S. Milpitas Boulevard Milpitas, CA 95035 408-945-1011
RTI (SBE)	Sub Consultants	Michelle Horan	9191 Folsom Boulevard, Suite 4 Sacramento, CA 95826 916-362-9984
Transmetrics Inc. (SBE)	Sub Consultant	Mario Baratta	2155 S. Bascom Avenue, #214 Campbell, CA 95008-3279 408-371-6800
Wreco (SBE)	Sub Consultant	Han Bin Liang	1243 Alpine Road, #108 Walnut Creek, CA 94596 925-941-0017
Exaro (SBE)	Sub Consultant	Jose Dominguez	310 Shaw Road Suite E S. San Francisco, CA 94080 650-583-3365
QEI (SBE)	Sub Consultant	Chuck Ralston	417 Harrison Street Oakland, CA 94612

Prepared by: John Donahue



Date: October 7, 2008  
 Current Meeting: October 16, 2008  
 Board Meeting: November 6, 2008

## BOARD MEMORANDUM

**TO:** Santa Clara Valley Transportation Authority  
 Transit Planning & Operations Committee

**THROUGH:** General Manager, Michael T. Burns

**FROM:** Acting Chief Engineering & Construction Officer, Mark S. Robinson

**SUBJECT:** Freight Rail Relocation Project - Contract Award for Construction of Berryessa Creek Crossing, Abel Street Seismic Retrofit, and UPRR Railroad Relocation

Policy-Related Action: No

Government Code Section 84308 Applies: No

## ACTION ITEM

### RECOMMENDATION:

Authorize the General Manager to execute a contract with the lowest responsible bidder for the construction of the Berryessa Creek Crossing, Abel Street Seismic Retrofit, and UPRR Railroad Relocation (C210).

Note: Due to the timing of the bid opening on September 12, 2008, the bid review is not yet completed. Following bid review a revised memorandum will be provided to the Board.

### BACKGROUND:

In December 2002, VTA purchased a freight rail corridor from Union Pacific Railroad (UPRR) extending from Fremont to San Jose, a distance of approximately 15 miles. The land was purchased for future transportation-related improvements. Under the terms of the VTA and UPRR Purchase and Sale Agreement, VTA is obligated to relocate existing freight railroad facilities from the VTA corridor onto adjacent UPRR property. Relocation of the existing freight railroad facilities is identified as the Freight Rail Relocation (FRR) Project.

The Berryessa Creek Crossing, Abel Street Seismic Retrofit, and UPRR Railroad Relocation Contract (C210) is the first of several VTA construction contracts for the overall FRR Project. The scope of Contract C210 extends from approximately Scott Creek Road to Montague Expressway and includes the following work activities:

- Earthwork including embankment and subballast within UPRR right-of-way in preparation for the UPRR's installation of track;
- Replacement of the railroad crossing at Berryessa Creek with a box culvert;

- Seismic retrofit of the Abel Street Overhead, including constructing a skirt wall at one bent to accommodate the widening of Berryessa Creek;
- Construction of pier protection walls at Abel Street Overhead and Calaveras Boulevard Overhead;
- Replacement of the railroad crossing at Scott Creek with a box culvert;
- Construction of an approximately 1,140 foot long retaining wall north of Wrigley Creek culvert;
- Grading and drainage improvements;
- Creek diversions as necessary for the construction;
- Support and protection of existing utilities.

The work will be conducted within an operating rail yard and adjacent to active tracks. Contractor will be subject to restrictions to ensure safety and the continuing yard and freight operations.

Following Contract C210 construction, UPRR forces will perform the track and signal work. Once UPRR work is completed, VTA’s property from Kato Road in Fremont to Curtis Avenue in Milpitas is available for VTA’s use.

Construction under this contract will begin in December 2008 with completion scheduled for January 2011.

The next major FRR Project construction contract will be the Mission Boulevard/Warren Avenue UPRR Railroad Relocation (C101), to be advertised in late 2009.

**DISCUSSION:**

Contract C210 was issued for bid on July 10, 2008 to begin the contractor pre-qualification and bidding phase. Bids were submitted on September 12, 2008, with the following results:

<u>Company Name</u>	<u>Bid Amount</u>
FCI Constructors	\$16,323,016
RGW Construction, Inc.	\$17,076,494
Viking Construction Co.	\$17,401,576
Gordon Ball	\$17,764,890
California Engineering	\$17,971,622
Robert A. Bothman	\$18,376,768
Shimmick Construction	\$19,084,843
Granite Construction Company	\$22,461,818
Engineer’s Estimate	\$23,800,000

VTA staff is currently performing a bid analysis. The analysis will be completed in time to report the results at the Committee meeting. The significant number of bidders and extremely aggressive pricing is a result of the very competitive bidding environment that continues to exist in this region’s construction market.

**ALTERNATIVES:**

The Board could elect to reject all bids and readvertise the contract. This alternative is not recommended as the resulting delay would have the first phase of construction in Berryessa Creek miss the 2009 summer window, delaying the project by 12 months.

**FISCAL IMPACT:**

Sufficient funds are available in the FRR Project budget to perform this work. The budget for this work was included in the FRR Project FY 2009 Budget Amendment (Board Action June 5, 2008). The June 5, 2008 Board action increased the FY2009 2000 Measure A Capital Budget for the FRR Project by \$72 million, to be funded by:

## Budget

Previous Budget (for UPRR Right-of-Way and FRR Design)	\$ 89.1 million
FY08/09 Budget	\$ 45.0 million
2000 Measure A	\$ 38.4 million
Alameda County Transportation Authority	\$ 7.9 million
City of Fremont	\$ 10.1 million
Santa Clara Valley Water District	\$ 15.6 million
Subtotal June 2008 Board FRR Budget Action	\$117.0 million
Total Board Approved FRR Budget	\$206.1 million

## Commitments

Committed Through June 30, 2008	\$ 78.5 million
C210 Board Memorandum (pending)	\$ 23.8 million
P0290 CM Board Memorandum (pending)	\$ 3.9 million
Total Incurred and Pending Commitments	\$106.2 million
Uncommitted Budget Remaining	\$ 99.9 million

For Contract C210, the Santa Clara Valley Water District funds of \$15.6 million noted above have been established under a Cooperative Funding Agreement between VTA and Santa Clara Valley Water District. Including the commitment of \$23.8 million for Contract C210, and the

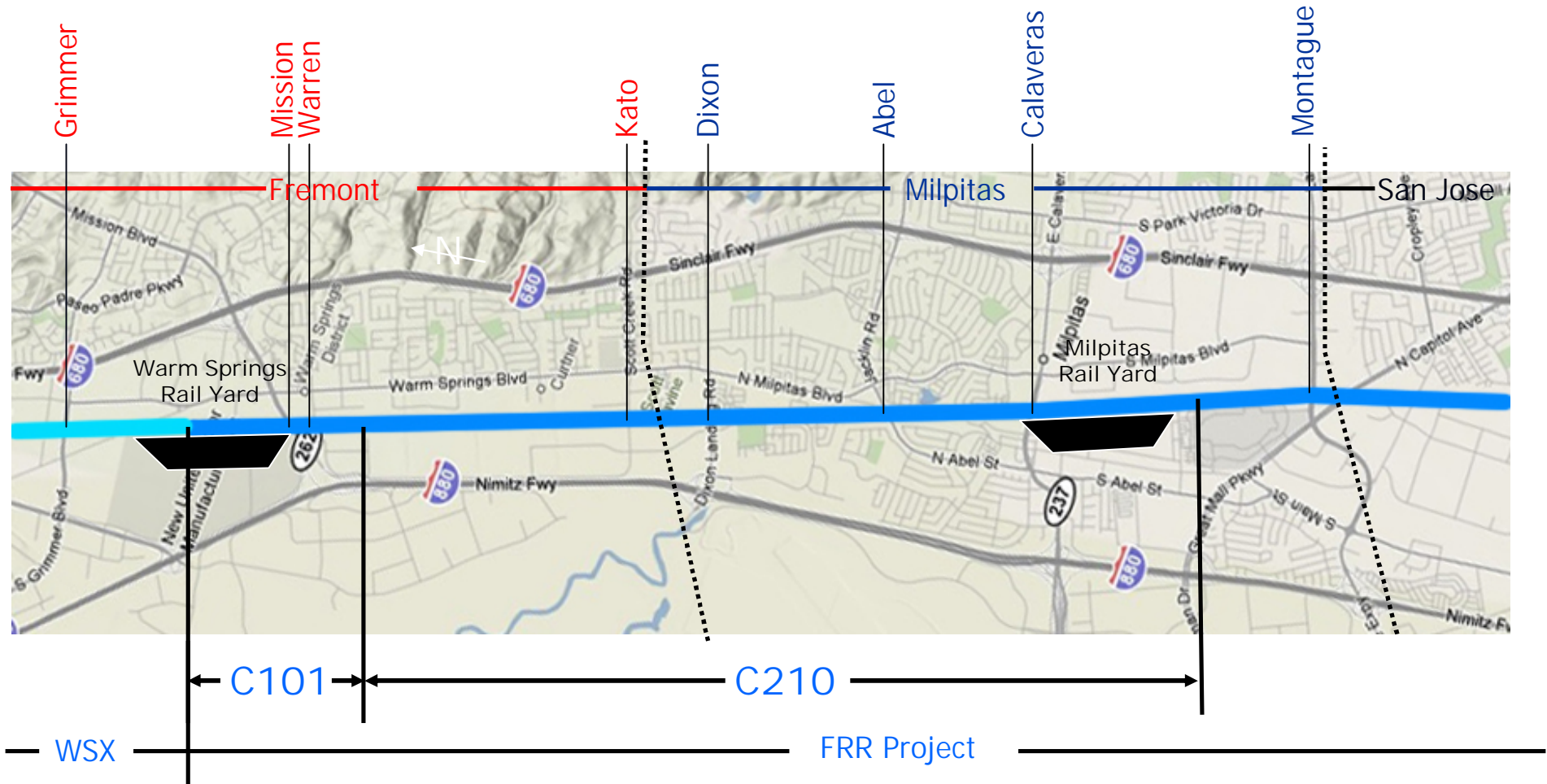
other identified pending commitment, \$99.9 million in uncommitted budget remains in the FRR Project.

**SMALL BUSINESS ENTERPRISE (SBE) PARTICIPATION:**

Based on identifiable subcontracting opportunities, a Small Business Enterprise (SBE) goal of 14% has been established for this contract. SBE documentation from the contractors are currently under review.

Prepared by: John Donahue

# C-101 & C-210 Project Limits





Date: October 7, 2008  
 Current Meeting: October 16, 2008  
 Board Meeting: November 6, 2008

## **BOARD MEMORANDUM**

**TO:** Santa Clara Valley Transportation Authority  
 Transit Planning & Operations Committee

**THROUGH:** General Manager, Michael T. Burns

**FROM:** Acting Chief Engineering & Construction Officer, Mark S. Robinson

**SUBJECT:** Freight Rail Relocation Project - Amendment to Construction Management Services Contract

---

**Policy-Related Action:** No

**Government Code Section 84308 Applies:** Yes

## **ACTION ITEM**

### **RECOMMENDATION:**

Authorize the General Manager to execute a contract amendment with URS Corporation in an amount not to exceed \$3,850,000 for a new total contract amount of \$5,450,000 and extend the contract term to February 2011, for Construction Management Services on the Freight Rail Relocation Project.

### **BACKGROUND:**

In December 2002, VTA purchased a freight rail corridor from Union Pacific Railroad (UPRR) extending from Fremont to San Jose, a distance of approximately 15 miles. The land was purchased for future transportation-related improvements. Under the terms of the VTA and UPRR Purchase and Sale Agreement, VTA is obligated to relocate existing freight railroad facilities from the VTA corridor onto adjacent UPRR property. Relocation of the existing freight railroad facilities is identified as the Freight Rail Relocation (FRR) Project.

### **DISCUSSION:**

In March 2008, the Board awarded a contract to URS Corporation in the amount of \$1,500,000 to provide Construction Management Services for the FRR Project. Under the original contract amount, URS Corporation performed Construction Management Services for the utility relocation efforts required in advance of major civil construction contracts and the relocation of existing freight railroad facilities. URS Corporation has been instrumental in managing the relocation work of utility contractors for petroleum pipelines and fiber optic lines.

In order to maintain continuity of this team and the ongoing coordination with the affected parties, it is recommended that VTA's existing contract with URS Corporation be amended in an amount not to exceed \$3,850,000 to provide Construction Management Services for the next phase of major civil construction for the FRR Project - the Berryessa Creek Crossing, Abel Street Seismic Retrofit, and UPRR Railroad Relocation (Contract C210). The recommended amendment will increase the total value of the existing URS Corporation contract to \$5,450,000.

Contract C210 is the first of several VTA construction contracts for the overall FRR Project. Subsequent FRR Project construction contracts will require additional Construction Management Services from URS Corporation and future amendments to their contract. Additional amendments to increase the value of the contract will continue to be brought to the Board for approval.

Under this amended contract, URS Corporation will assist VTA with the successful completion of the FRR Project's Contract C210 by providing services including construction supervision, inspection, field document control, quality assurance program implementation coordination, third-party liaison and coordination, existing utility protection, permit coordination, and oversight of hazardous materials handling, removal and disposal.

The URS Corporation team consists of four subconsultants, Ghirardelli Associates, S&C Engineers, MBI Media and Geospatial Corporation, with the first three firms having a strong local presence in the Bay Area. Their information is included in Table A.

This will continue to be a Time and Materials (T&M) contract. The contract amendment amount of \$3,850,000 is for approximately 17,900 hours of management services over an extended term of one additional year in support of the FRR Project. The contract contains remaining options for two one-year extensions.

#### **ALTERNATIVES:**

There are no practical alternatives to the recommended action. Securing the services of another firm could not be done in a timely manner to support the construction schedule. Also, VTA has optimized the use of its employees in managing design consultants, providing scheduling and project controls support, contract administration, public outreach, information technology support and clerical support. Additional construction management consultant support services are required for the FRR Project.

#### **FISCAL IMPACT:**

This extension of work was budgeted in the FRR Project Budget Authorizations (Board Action January 4, 2007, June 7, 2007 and June 5, 2008) funded by 2000 Measure A and the Santa Clara Valley Water District. Financial participation by the Santa Clara Valley Water District has been established under a Cooperative Funding Agreement.

## Budget

Previous Budget (for UPRR Right-of-Way and FRR Design)	\$ 89.1 million
FY08/09 Budget	\$ 45.0 million
2000 Measure A	\$ 38.4 million
Alameda County Transportation Authority	\$ 7.9 million
City of Fremont	\$ 10.1 million
Santa Clara Valley Water District	\$ 15.6 million
Subtotal June 2008 Board FRR Budget Action	\$117.0 million
Total Board Approved FRR Budget	\$206.1 million

## Commitments

Committed Through June 30, 2008	\$ 78.5 million
C210 Board Memorandum (pending)	\$ 23.8 million
P0290 CM Board Memorandum (pending)	\$ 3.9 million
Total Incurred and Pending Commitments	\$106.2 million
Remaining Uncommitted Budget	\$ 99.9 million

**SMALL BUSINESS ENTERPRISE (SBE) PARTICIPATION:**

Based on identifiable subcontracting opportunities, a SBE goal of 15% has been established for this contract. URS Corporation is currently achieving 35% SBE participation and has committed to exceed the 15% SBE participation goal on this contract.

**TABLE A**

<b>Contractor Firm</b>	<b>Contractor Role</b>	<b>Name</b>	<b>Location</b>
URS Corporation	Prime Consultant	Nicholas Smyth	100 California Street, Suite 500 San Francisco, CA 94111-4510 415-777-0188
Ghirardelli Assoc., Inc.	Sub-Consultant	Randall Bruner	2375 Zanker Road, Suite 235

(SBE)			San Jose, CA 95131 408-435-5504
S&C Engineers, Inc. (SBE)	Sub-Consultant	Michael Chan	111 Broadway, Suite 300 Oakland, CA 94607 510-623-1009
MBI Media (SBE)	Sub-Consultant	Mary McCormick	2055 Gateway Place, Suite 400 San Jose, CA 95110 408-451- 3914
Geospatial Corporation	Sub-Consultant	Mark Smith	229 Howes Run Road Sarver, PA 16055 724-353-3400

Prepared by: John Donahue



Date: October 7, 2008  
 Current Meeting: October 16, 2008  
 Board Meeting: November 6, 2008

## BOARD MEMORANDUM

**TO:** Santa Clara Valley Transportation Authority  
 Transit Planning & Operations Committee

**THROUGH:** General Manager, Michael T. Burns

**FROM:** Chief Operating Officer, Donald A. Smith Jr.

**SUBJECT:** ACE Fare Changes

**Policy-Related Action:** Yes

**Government Code Section 84308 Applies:** No

## ACTION ITEM

### **RECOMMENDATION:**

Approve changes to the Altamont Commuter Express fares including a 3.2% overall increase and a 3% increase to re-establish Stockton as an independent station in the fare structure.

### **BACKGROUND:**

VTA has been a partner in the Altamont Commuter Express (ACE) since its inception in October 1998. Since June 2003 a Cooperative Services Agreement among the San Joaquin Regional Rail Commission (SJRRRC), the Alameda County Congestion Management Agency (ACCMA) and VTA has governed the ACE service. The Cooperative Agreement sets out the service, governance and operating and capital funding responsibilities for each of the parties. The SJRRRC is designated as the owner, operator and policymaking body for the ACE service. Currently ACE operates four weekday round trips between Stockton and the San Jose Diridon Station and carries about 3,500-3,800 daily passengers. Fares are charged on a station-to-station basis.

Section 6.2.3 of the Cooperative Agreement requires that SJRRRC receive approval of certain changes to the ACE service from ACCMA and VTA before the changes are made. These changes include funding, reduction or addition of station stops, schedule changes outside the peak period and fares.

### **DISCUSSION:**

In April 2006, the SJRRRC Board approved a restructuring of the ACE Fare Program, which included the following changes.

- § Transition to a point-to-point fare structure versus the previous zone system.

- § Re-establish Stockton as an independent station in the fare program and incrementally incorporate an 18% fare increase over 4 years. The first year increase would amount to 9% effective July 1, 2006 with 3% increases for the following three subsequent years. These future increases would be subject to board review.
- § Adopt a 7.5% fare increase and automatic annual adjustments corresponding to the change in the Consumer Price Index (CPI) effective July 1<sup>st</sup> of each year. Review ACE Service performance and other external conditions annually to determine whether the SJRRC should adopt the fare adjustment based on these other factors.

For Fiscal Year 2008, the SJRRC Board froze ticket prices based upon on-time performance issues the prior year. At their July 2008 meeting the SJRRC Board directed staff to pursue the annual fare increase based on the implementation of system improvement projects that will improve the reliability and run times during the year.

The proposed fare increase is equal to the CPI change of 3.2% (April 2007 to April 2008, San Francisco All Items). Additionally, continuing the reinstatement of the Stockton fare with a 3% increment above the CPI adjustment consistent with the adopted fare program is proposed. Stockton station fares had previously been set lower than other stations due to lower service and performance levels at the station. All increases will be rounded to the nearest \$0.25 cent increment.

The ACCMA Board approved the proposed fares on September 25, 2008. The SJRRC Board is scheduled to approve the proposal on October 3, 2008. The new fares would become effective on January 2, 2009. Attached are charts showing the current and proposed fares.

**ALTERNATIVES:**

The Board can choose to not approve changes to the ACE fare program. Fare increases, per the cooperative agreement, require approval of ACCMA and VTA.

**FISCAL IMPACT:**

There is no fiscal impact to VTA.

Prepared by: Jim Unites, Deputy Director, Service Planning

## ALTAMONT COMMUTER EXPRESS - Existing Fares

ORIGIN STATION	DESTINATION STATION	LATHROP	TRACY	VASCO	LIVERMORE	PLEASANTON	FREMONT	G. AMERICA	SANTA CLARA	SAN JOSE
	Stockton	ONE WAY	3.50	4.50	7.75	7.75	7.75	8.75	11.00	11.00
ROUND TRIP		4.50	8.75	12.00	12.00	12.00	15.75	19.75	19.75	19.75
20 RIDE		38.25	67.75	96.00	96.00	96.00	124.50	153.75	153.75	153.75
MONTHLY		71.00	123.25	176.75	176.75	176.75	229.00	282.50	282.50	282.50
Lathrop	ONE WAY		4.25	7.50	7.50	7.50	8.50	10.75	10.75	10.75
	ROUND TRIP		8.50	11.75	11.75	11.75	15.00	19.25	19.25	19.25
	20 RIDE		66.50	94.50	94.50	94.50	122.50	151.50	151.50	151.50
	MONTHLY		121.00	174.00	174.00	174.00	225.75	278.50	278.50	278.50
Tracy	ONE WAY			4.25	4.25	4.25	7.50	8.50	8.50	8.50
	ROUND TRIP			8.50	8.50	8.50	11.75	15.00	15.00	15.00
	20 RIDE			66.50	66.50	66.50	94.50	122.50	122.50	122.50
	MONTHLY			121.00	121.00	121.00	174.00	225.75	225.75	225.75
Vasco	ONE WAY				3.25	3.25	4.25	7.50	7.50	7.50
	ROUND TRIP				4.25	4.25	8.50	11.75	11.75	11.75
	20 RIDE				37.50	37.50	66.50	94.50	94.50	94.50
	MONTHLY				70.00	70.00	121.00	174.00	174.00	174.00
Livermore	ONE WAY					3.25	4.25	7.50	7.50	7.50
	ROUND TRIP					4.25	8.50	11.75	11.75	11.75
	20 RIDE					37.50	66.50	94.50	94.50	94.50
	MONTHLY					70.00	121.00	174.00	174.00	174.00
Pleasanton	ONE WAY						4.25	7.50	7.50	7.50
	ROUND TRIP						8.50	11.75	11.75	11.75
	20 RIDE						66.50	94.50	94.50	94.50
	MONTHLY						121.00	174.00	174.00	174.00
Fremont	ONE WAY							4.25	4.25	4.25
	ROUND TRIP							8.50	8.50	8.50
	20 RIDE							66.50	66.50	66.50
	MONTHLY							121.00	121.00	121.00
Great America	ONE WAY								3.25	3.25
	ROUND TRIP								4.25	4.25
	20 RIDE								37.50	37.50
	MONTHLY								70.00	70.00
Santa Clara	ONE WAY									3.25
	ROUND TRIP									4.25
	20 TRIP									37.50
	MONTHLY									70.00

DISCOUNT FARES (Seniors, Persons with Disabilities, Children age 12 & under) ARE 50% OF ABOVE

## ALTAMONT COMMUTER EXPRESS - Proposed Fares

EFFECTIVE JANUARY 2, 2009

ORIGIN STATION		DESTINATION STATION	LATHROP	TRACY	VASCO	LIVERMORE	PLEASANTON	FREMONT	G. AMERICA	SANTA CLARA	SAN JOSE
Stockton	ONE WAY		3.75	4.75	8.25	8.25	8.25	9.25	11.75	11.75	11.75
	ROUND TRIP		4.75	9.25	12.75	12.75	12.75	16.75	21.00	21.00	21.00
	20 RIDE		40.50	72.00	102.00	102.00	102.00	132.25	163.25	163.25	163.25
	MONTHLY		75.50	131.00	187.75	187.75	187.75	243.25	300.00	300.00	300.00
Lathrop	ONE WAY			4.50	7.75	7.75	7.75	8.75	11.00	11.00	11.00
	ROUND TRIP			8.75	12.25	12.25	12.25	15.50	20.00	20.00	20.00
	20 RIDE			68.50	97.50	97.50	97.50	126.50	156.25	156.25	156.25
	MONTHLY			125.00	179.50	179.50	179.50	233.00	287.50	287.50	287.50
Tracy	ONE WAY				4.50	4.50	4.50	7.75	8.75	8.75	8.75
	ROUND TRIP				8.75	8.75	8.75	12.25	15.50	15.50	15.50
	20 RIDE				68.50	68.50	68.50	97.50	126.50	126.50	126.50
	MONTHLY				125.00	125.00	125.00	179.50	233.00	233.00	233.00
Vasco	ONE WAY					3.50	3.50	4.50	7.75	7.75	7.75
	ROUND TRIP					4.50	4.50	8.75	12.25	12.25	12.25
	20 RIDE					38.75	38.75	68.50	97.50	97.50	97.50
	MONTHLY					72.25	72.25	125.00	179.50	179.50	179.50
Livermore	ONE WAY						3.50	4.50	7.75	7.75	7.75
	ROUND TRIP						4.50	8.75	12.25	12.25	12.25
	20 RIDE						38.75	68.50	97.50	97.50	97.50
	MONTHLY						72.25	125.00	179.50	179.50	179.50
Pleasanton	ONE WAY							4.50	7.75	7.75	7.75
	ROUND TRIP							8.75	12.25	12.25	12.25
	20 RIDE							68.50	97.50	97.50	97.50
	MONTHLY							125.00	179.50	179.50	179.50
Fremont	ONE WAY								4.50	4.50	4.50
	ROUND TRIP								8.75	8.75	8.75
	20 RIDE								68.50	68.50	68.50
	MONTHLY								125.00	125.00	125.00
Great America	ONE WAY									3.50	3.50
	ROUND TRIP									4.50	4.50
	20 RIDE									38.75	38.75
	MONTHLY									72.25	72.25
Santa Clara	ONE WAY										3.50
	ROUND TRIP										4.50
	20 TRIP										38.75
	MONTHLY										72.25

DISCOUNT FARES (Seniors, Persons with Disabilities, Children age 12 & under) ARE 50% OF ABOVE



Date: October 1, 2008  
 Current Meeting: October 16, 2008  
 Board Meeting: N/A

## BOARD MEMORANDUM

**TO:** Santa Clara Valley Transportation Authority  
 Transit Planning & Operations Committee

**THROUGH:** General Manager, Michael T. Burns

**FROM:** Chief CMA Officer, John Ristow

**SUBJECT:** Light Rail Systems Analysis - Kick-Off

---

### FOR INFORMATION ONLY

#### **BACKGROUND:**

At its August 7, 2008 meeting, the VTA Board approved the award of a contract award to URS Corporation for consulting services to complete a Light Rail System Analysis. The Light Rail System Analysis will provide a comprehensive evaluation of the infrastructure and operational flexibility of the existing light rail system and an evaluation of operational impacts and user benefits of the planned extensions and other capital improvements. The study began in September and is expected to be completed in approximately 12 months.

#### **DISCUSSION:**

The Light Rail System Analysis will consist of three inter-relating components: market analysis, operations analysis and capital needs. A project team made up of VTA staff and consultants has initiated several tasks to analyze boarding activities, park and ride lot utilization, rail-to-rail transfer activities, and existing ridership patterns.

At key project milestones staff will provide updates to the Transit Planning and Operations Committee and the Technical Advisory Committee and solicit feedback. The table below shows the key milestones and a tentative schedule for the periodic updates to the Board and committees.

Project Kick-Off	October 2008
The Challenges: Market Potential, Operational Constraints and Capital Constraints	January 2009
Operational and Capital Improvements	May 2009
Recommendations for Investment Priorities	October 2009

At the October meetings, staff will present the project approach, scope and schedule.

Prepared By: Ying Smith, Senior Transportation Planner