



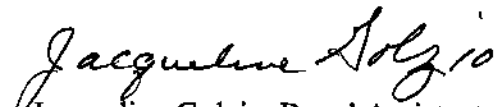
POLICY ADVISORY COMMITTEE

Thursday, July 13, 2006

NOTICE OF CANCELLATION

NOTICE IS HEREBY GIVEN that the Santa Clara Valley Transportation Authority Policy Advisory Committee meeting scheduled for Thursday, July 13, 2006, at 4:00 p.m. has been cancelled.

The next meeting of the Santa Clara Valley Transportation Authority Policy Advisory Committee is scheduled for Thursday, August 10, 2006, at 4:00 p.m. in Room B-104, Valley Transportation Authority (VTA), 3331 North First Street, San Jose, California.


Jacqueline Golzio, Board Assistant
VTA Board of Directors

POLICY ADVISORY COMMITTEE

Thursday, June 8, 2006

SUMMARY MINUTES

1. **CALLED TO ORDER at 4:06 p.m.**

ROLL CALL: **Members Present:** Brodsky, Caserta, Glickman, Kishimoto, Macias, Moylan, Pinheiro

Members Absent: Casas, Gomez, Hernandez, Kline, LeZotte, McHugh, Sellers, Wang

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

2. **ORDERS OF THE DAY**

There were no Orders of the Day.

3. **PUBLIC PRESENTATIONS**

There were no Public Presentations.

4. **Committee Staff Report:** **The Committee of the Whole heard an announcement** that the Project Advisory Committee meeting would be held Thursday, June 8, 2006 at 5:30 p.m. in the City of Mountain View, City Council Chambers, 500 Castro Street, Mountain View, California.

Staff distributed a memorandum dated Thursday, June 8, 2006 regarding questions posed by Member Macias Regarding Simple and Free Program and the Mobility Device Securement Policy.

5. **Chairperson's Report:** **The Committee of the Whole heard an announcement** from Chairperson Glickman that the next scheduled meeting for the Caltrain Subcommittee is Monday, June 19, 2006 at the River Oaks Campus. **The Committee of the Whole** commented that Member Macias has indicated an interest to join the Subcommittee and was so appointed.

6. **City Grouping Report**

There was no City Grouping Report.

**BUSINESS REFERRED TO COMMITTEE BY THE BOARD OF DIRECTORS/
GENERAL MANAGER**

7. **The Committee of the Whole accepted** the Minutes of May 11, 2006 with the amendment that the minutes reflect the countywide consideration of Palo Alto Safe Routes to School Program.

REGULAR

The Agenda was taken out of Order.

10. **The Committee of the Whole received** the City Transportation Presentation (Sunnyvale) highlighting: 1) Demographics; 2) Commute Patterns; 3) Rail Transit; 4) Caltrain Usage; 5) Bicycle Network; 6) Transportation Issues; 7) Joint Projects, and Transportation Needs.

The demographics for the City of Sunnyvale includes: The City of Sunnyvale is 22.9 square miles with a nighttime population of 113,086 residents and commute patterns indicate that approximately 67,646 commuters travel to Sunnyvale for employment daily.

The City of Sunnyvale transportation issues include; 1) North/South capacity is insufficient; 2) Deficient intersections needing grade separations; 3) Commuters are not riding Caltrain to Sunnyvale; 4) Lawrence Grade Separation; 5) Mary Avenue Extension; 6) Highway 237 and Mathilda (The Monster); 7) The Hole in the fence (pedestrian shortcut to the Caltrain Station); and 8) The Promise.

Joint projects include: 1) Mary Avenue Pedestrian/Bicycle Bridge (Cupertino); 2) Countywide Expressway improvements (County); 3) 237/85/Mathilda Corridors (VTA); 4) Fixing the hole in the fence (Caltrain, VTA); and 5) Calabazas Creek Trail (Santa Clara).

The Power Point presentation provided that the transportation needs for the City of Sunnyvale include: 1) Highway 237/Mathilda and Lawrence improvements; 2) Sunnyvale/Cupertino Transit Corridor in need of regional support for the 1993 agreement; and 3) Caltrain grade separations and pedestrian access.

8. **The Committee of the Whole received** the Zero Emission Bus Demonstration Program Status Report.

Staff distributed a Power Point Presentation of the ZEB-Hydrogen Fuel-Cell Bus 2006 Progress Report.

The Committee of the Whole received a presentation of the ZEB-Hydrogen Fuel-Cell Bus 2006 Progress Report highlighting: Goals and Objectives, the Demonstration Program, the Program Milestones, Training Elements, Community Education and Outreach, Fuel-Cell Bus Performance, Challenges, Fueling Station Performance,

maintenance Bays, Cost/Reliability Comparison, the Project Budget, Expenditures, and Next Steps.

The goals of the ZEB demonstration program include: 1) Determine the status of fuel cell technology in transit applications; 2) Identify Issues and challenges; and 3) Provide educational data and community outreach to the public on fuel cell and hydrogen technology.

Staff clarified the Zero Emission Bus Program is a joint venture with VTA and SamTrans and three Fuel Cell Buses are currently in revenue service. Since the commencement of revenue service in February 2005 a total of 30,000 miles has been logged for the Fuel Cell Buses. **Staff commented** the Buses are manufactured in the United States/Canada. **Staff noted** the Fuel cells are a short-life item with 2 Fuel Cells per bus and a replacement cost of \$496,000. **Staff clarified** the Fuel Cells must be replaced every 30,000 miles and there is a total of 100 Fuel Cell Buses in California with all agencies demonstrating similar performance statistics.

9. **The Committee of the Whole received** the FY2006 Third Quarter Transit Performance Report (July 1, 2005-March 31, 2006).

Staff noted the FY 2006 Third Quarter Transit Performance Report provides key performance data regarding VTA operations. The quarterly report is produced four times a year and at the end of the fiscal year; the 2006 Fiscal Year to date third quarter performance includes: 1) Bus ridership has increased by 2 percent and light rail ridership has increased by 16.5 percent; 2) Transit operating expense has increased by 6.3 percent to \$181.6 million but remains \$1.8 million lower than fiscal year to date budget; 3) Fare revenue has increased by \$25.5 million and is 8 percent higher than the same period in FY 2005; 3) Key Performance Indicators reflect that Bus Operators unscheduled absenteeism has improved by 10.6 percent through the third quarter of FY2006, bus maintenance personnel's unscheduled absenteeism improved by 23.2 percent, light rail operators' unscheduled absenteeism improved by 9.7 percent, and light rail maintenance personnel's unscheduled absenteeism improved by 2.6 percent; 4) Combined bus and light rail miles between chargeable accidents exceeded the established goals for FY 2006; 5) Light rail on-time performance declined by 3.1 percent due to the single-track operation between Convention Center and the Virginia Street Light Rail Stations because of the Highway 87 HOV lanes project; and 6) Paratransit ridership totals through the third quarter of FY 2006 were 722,623, an increase of 6.3 percent in comparison to the same period in FY 2005.

OTHER

- 11. The Committee of the Whole deferred the Committee Work Plan.**

Member Moylan **suggested** that the Committee consider not meeting in the months of July or August due to the closure of various city agencies.

Members Caserta and Macias **noted** that their agencies are on hiatus the month of August.

- 12. Announcements**

There were no Announcements.

- 13. Adjourned at 5:13 p.m.**