



DOWNTOWN EAST VALLEY POLICY ADVISORY BOARD

Thursday, April 5, 2007

MINUTES

1. The Regular Meeting of the Downtown East Valley Policy Advisory Board (PAB) was called to order at 3:07 p.m. by Chairperson Campos, Lower Level Conference Room, 70 West Hedding Street, San Jose, California.

ROLL CALL

Members Present

Nora Campos, Chairperson
Dave Cortese
Sam Liccardo, Vice Chairperson
Pete McHugh

Members Absent

Blanca Alvarado

A quorum was present.

2. **PUBLIC PRESENTATIONS**

There were no Public Presentations.

3. **Minutes of February 1, 2007**

M/S/C (Cortese/Liccardo) to approve the Minutes of February 1, 2007.

4. **Planning Activities for the Santa Clara/Alum Rock Corridor**

Kevin Connolly, Transportation Planning Manager and Staff Liaison, provided a PowerPoint presentation entitled, "Santa Clara/Alum Rock Avenue Transit Improvement Project, Community Forum, April 2007," that highlighted the following: 1) Project Boundaries; 2) Project Status and Schedule; 3) Project History and Background; 4) Original Project Alternatives; 5) New Alternatives; 6) Service Implementation; 7) New Concept; 8) Project Summary; 9) Ridership estimates for various options; 10) Project Update Focus; 11) Santa Clara/Alum Rock LRT Options to Diridon; 12) Stations and station layouts; 13) Santa Clara/Alum Rock On-Street Parking; 14) Community Forum logistics; and 15) Photo Simulations.

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

Member Cortese referenced ridership estimates and asked if staff has done an analysis on ridership estimates if the Capitol Expressway corridor included bus rapid transit (BRT) versus light rail. Mr. Connolly responded that staff has not done this analysis and estimates assume light rail along the corridor. He added that staff can present this information at the PAB meeting in June 2007.

Vice Chairperson Liccardo asked if the requirement that the Santa Clara/Alum Rock Light Rail line interline with the Vasona Light Rail line is eliminated, will the 15-minute headways along the Santa Clara/Alum Rock Light Rail line change. Mr. Connolly responded that the 15-minute headways are necessary because the line must interact with the rest of the light rail system.

Member Cortese asked if the photo simulations illustrate the differences between a light rail station and a BRT station. Mr. Connolly highlighted photo simulations that illustrate the differences and noted that the light rail station is seven inches above the sidewalk and requires the installation ramps.

Member Cortese inquired about ways in which to construct BRT stations that appear different than a regular bus stop. Mr. Connolly responded that the cost for both a light rail station and a BRT station would be the same. He added that one consideration is the development of pedestrian improvements along the entire corridor versus just at the proposed stations.

Vice Chairperson Liccardo noted that the ridership estimates provide an opportunity for the development of “mini retail” at the proposed stations.

On order of Chairperson Campos, there being no objection, the update on planning activities for the Santa Clara/Alum Rock Corridor was received.

5. Proposition 1B funding for Santa Clara/Alum Rock Bus Rapid Transit (BRT)

Carolyn Gonot, Chief Development Officer, provided a PowerPoint presentation entitled, “MTC Proposal for Proposition 1B: Regional Transit Funding,” that highlighted the following: 1) \$19.9 billion Transportation Bond Package; 2) \$3.6 billion statewide for the Transportation, Modernization, Improvement and Service Enhancement Account; 3) Revenue share equals \$123 million to VTA for transit capital investments; 4) Population share equals \$347 million for the Bay Area plus an additional \$72 million in uncommitted State Transit Assistance (STA) funds; 5) MTC’s policy principles for the population share; 6) \$33 million to VTA to expand commitment to lifeline programs; 7) \$45 million to VTA for Line 522/523 BRT project; 8) Condition that VTA provide a \$45 million match from Revenue-Based funds for the Line 522/523 BRT project; 9) Condition that VTA resolve Caltrain right of way issue; 10) \$8 million to VTA’s Zero Emission Bus purchases; and 11) Next steps.

Vice Chairperson Liccardo asked about the population share of Santa Clara County in the Bay Area. Ms. Gonot responded that Santa Clara County represents 25% of the Bay Area population. She added that if VTA received the full amount based on the population share, it would receive \$86 million of the \$347 million in Bay Area funds or \$101 million if the Bay Area and STA funds were combined.

Vice Chairperson Liccardo asked what will happen to the \$45 million in funding for the Line 522/523 BRT project should VTA choose to build light rail along the corridor. Ms. Gonot responded that VTA would probably lose the funds.

Member Cortese inquired about modifying the BRT route should demand in other areas support a modification. Mr. Connolly responded that the Comprehensive Operations Analysis (COA) will highlight the most viable BRT corridors.

On order of Chairperson Campos, there being no objection, the report on potential Proposition 1B funding for Santa Clara/Alum Rock Bus Rapid Transit (BRT) was received.

6. **Santa Clara/Alum Rock Forum**

Kevin Connolly, Transportation Planning Manager and Staff Liaison, stated that staff suggests a change in the format of the community forum from a debate to a project information session.

Member Cortese noted the rationale behind the original concept of a debate and asked how staff will maintain the spirit of the debate at the project information session.

Mr. Connolly responded that staff will identify dynamic speakers to highlight to the community the benefits of the project and the meaningful changes it will bring to the area.

Vice Chairperson Liccardo noted that community members will focus on the differences in ridership estimates between bus rapid transit and light rail. He added that the community should receive a clear explanation about how the ridership estimates were determined.

Member McHugh stated that the forum should include a discussion about what will happen in the stages between the development of bus rapid transit and light rail (i.e., disruption to community, impacts on parking, etc.).

Member McHugh left the meeting at 4:16 p.m.

Chairperson Campos commented that VTA should promote this project as an investment in the future of the area.

On order of Chairperson Campos, there being no objection, the status report on Santa Clara/Alum Rock Forum was received.

7. **High Occupancy Vehicle (HOV) lanes on Capitol Expressway**

Ken Ronsse, Design and Construction Manager, reported that the February 2007 PAB meeting included a request that staff evaluate the possibility of a reversible HOV lane along Capitol Expressway. He stated that the analysis concluded that because light rail is expected to run along the median of Capitol Expressway, a reversible lane is very difficult to accomplish. Mr. Ronsse stated that the next steps will include an analysis of the impacts of maintaining only one HOV lane on either the northbound or southbound side of the expressway.

Member Cortese noted that the community is most concerned with maintaining a northbound HOV lane. He added that the community has also expressed concern that they were not aware of the progress of the project. Mr. Ronsse responded that staff has also heard strong support from the community for a northbound HOV lane. He added that past community outreach efforts have not had much success. He stated that staff is in the process of finalizing and making more robust the outreach program.

Vice Chairperson Liccardo suggested that VTA involve neighborhood associations in its outreach efforts.

On order of Chairperson Campos, there being no objection, the status report on preserving High Occupancy Vehicle (HOV) lanes on Capitol Expressway was received.

8. Supplemental Environmental Impact Report (EIR) Status for Capitol Expressway Light Rail

Tom Fitzwater, Environmental Resources Planning Manager, provided a status report of the Supplemental EIR and noted that it was circulated from January 19, 2007 through March 5, 2007. He noted that fliers were sent to 5,000 properties within a 1/8-mile of the corridor and a Notice of Availability was sent to approximately 250 agencies and organizations. He noted that an open house was held on February 8, 2007, and calls were received from four public agencies.

Mr. Fitzwater stated that the Final Supplemental EIR would go before the Transit Planning and Operations Committee of the Board of Directors at its April 18, 2007 meeting and to the Board of Directors on May 3, 2007.

On order of Chairperson Campos, there being no objection, the update on Supplemental Environmental Impact Report (EIR) status for Capitol Expressway Light Rail was received.

9. ADJOURNMENT

On order of Chairperson Campos, there being no objection, the meeting adjourned at 4:26 p.m.

Respectfully submitted,

Daniel Murillo, Assistant Board Secretary

VTA Board of Directors