BOARD OF DIRECTORS WORKSHOP MEETING
Friday, September 21, 2012
MINUTES

1. CALL TO ORDER AND ROLL CALL

The Regular Meeting of the Santa Clara Valley Transportation Authority’s (VTA) Board of Directors Workshop Meeting was called to order by Chairperson Yeager at 9:09 a.m. in the Board of Supervisors’ Chambers, County Government Center, 70 West Hedding Street, San José, California.

1.1. ROLL CALL

<table>
<thead>
<tr>
<th>Attendee Name</th>
<th>Title</th>
<th>Status</th>
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<tbody>
<tr>
<td>Margaret Abe-Koga</td>
<td>Board Member</td>
<td>Present</td>
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<tr>
<td>Xavier Campos</td>
<td>Board Member</td>
<td>Present</td>
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<tr>
<td>Larry Carr</td>
<td>Alternate Board Member</td>
<td>Absent</td>
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<tr>
<td>David Cortese</td>
<td>Ex-Officio Board Member</td>
<td>Absent</td>
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<td>Rose Herrera</td>
<td>Board Member</td>
<td>Present</td>
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<td>Ash Kalra</td>
<td>Board Member</td>
<td>Absent</td>
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<td>Liz Kniss</td>
<td>Board Member</td>
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<tr>
<td>Sam Liccardo</td>
<td>Board Member</td>
<td>Present</td>
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<tr>
<td>Evan Low</td>
<td>Alternate Board Member</td>
<td>Absent</td>
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<tr>
<td>Jamie Matthews</td>
<td>Board Member</td>
<td>Present</td>
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<tr>
<td>Pete McHugh</td>
<td>Board Member</td>
<td>Present</td>
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<tr>
<td>Joe Pirzynski</td>
<td>Vice Chairperson</td>
<td>Present</td>
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<td>Gail A. Price</td>
<td>Alternate Board Member</td>
<td>Present</td>
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<tr>
<td>Nancy Pyle</td>
<td>Board Member</td>
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<td>George Shirakawa</td>
<td>Alternate Board Member</td>
<td>Absent</td>
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<td>David Whittum</td>
<td>Alternate Board Member</td>
<td>Absent</td>
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<tr>
<td>Perry Woodward</td>
<td>Board Member</td>
<td>Present</td>
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<tr>
<td>Ken Yeager</td>
<td>Chairperson</td>
<td>Present</td>
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* Alternates do not serve unless participating as a Member.

A quorum was present.

2. CLOSED SESSION

2.1. Recess to Closed Session at 9:09 a.m.

Conference with Labor Negotiators

[Government Code Section 54957.6]

Board Member Woodward arrived at the meeting and entered Closed Session at 9:16 a.m.

Board Member McHugh arrived at the meeting and entered Closed Session at 9:17 a.m.
Board Member Herrera arrived at the meeting and entered Closed Session at 9:22 a.m.

VTA Designated Representatives
Joe Smith, Chief Financial Officer
Bill Lopez, Chief Administrative Officer
Robert L. Escobar, Manager, Employee Relations
Ali Hudda, Deputy Director of Accounting

Employee Organization
Amalgamated Transit Union, Local 265

2.2. Reconvene to Open Session at 9:32 a.m.

2.3. Closed Session Report

Conference with Labor Negotiators
[Government Code Section 54957.6]

VTA Designated Representatives
Joe Smith, Chief Financial Officer
Bill Lopez, Chief Administrative Officer
Robert L. Escobar, Manager, Employee Relations
Ali Hudda, Deputy Director of Accounting

Employee Organization
Amalgamated Transit Union, Local 265

Chairperson Yeager reported there was no reportable action taken during Closed Session.

3. PUBLIC COMMENT

David Truslow, Interested Citizen, noted concern regarding the Transportation Fund for Clean Air (TFCA) Grant Funding for the City of San Jose bicycle projects. He stressed the importance for the City of San Jose to adhere to grant rules and regulations in order to secure funding for projects.

Chris Lepe, Silicon Valley TransForm, spoke on behalf of the Silicon Valley Bus Rapid Coalition, noting the organization’s enthusiastic endorsement for the BRT Program along El Camino Real. He commented on the many benefits the BRT will provide to the community and the El Camino Real Corridor.

Ross Signorino, Interested Citizen, stressed the importance for bicyclist’s to wear light colored clothing so they can be seen by motorists, noting that safety is the ultimate goal.

4. WORKSHOP ITEMS

4.1. Bus Rapid Transit (BRT) Program Background

Michael T. Burns, General Manager, commented on the Bus Rapid Transit (BRT) Program Strategic Plan and Activities, noting the issues raised at the Cities and
Policy Advisory Board (PAB) meetings regarding the program direction of the El Camino Real and Santa Clara - Alum Rock Corridors.

Mr. Burns stated the workshop provides a good opportunity to review the BRT status and strategic plan, reassess options, receive comments and input from the public and Board of Directors to obtain direction on how to continue.

Mr. Burns stated that staff would provide an overview of the presentation, noting that Agenda Items #4.1 through #4.3 would be heard together.

John Ristow, Chief CMA Officer, stated that the BRT Program is a significant investment with the potential to remake the corridors within the cities.


Mr. Connolly commented on the BRT Program where several corridors were evaluated as potential BRT projects, noting that Santa Clara-Alum Rock, El Camino Real, and Stevens Creek corridors were ready for near term implementation. The Monterey Highway, King Road, and Sunnyvale-Cupertino were evaluated as long term corridor projects.

He commented on the features, ridership, planned operating service, anticipated expenditures and projected funding sources for the Santa Clara-Alum Rock, El Camino Real, and Stevens Creek BRT Corridors.

Mr. Connolly stated the Santa Clara-Alum Rock BRT project will have an addendum to the environmental document due to some project design changes and challenges related to downtown San Jose and the City Hall station location.

He discussed in detail the El Camino Real BRT Project. Noting the El Camino Real corridor is a frontier for future development for many cities, with significant projected growth rate in employment, population, and traffic. Mr. Connolly briefly discussed the challenges associated with pursuing federal funding for the project and coordination with the six cities’ within the corridor.

The Moving Ahead for Progress in the 21st Century (Map-21) MAP 21 Small Starts allowed VTA to reevaluate the project, and be more competitive for federal funding by utilizing a majority mixed flow approach.

Mr. Connolly commented on the El Camino Real Rapid Transit (ECRRT) Policy Advisory Board (PAB) project goals and the Grand Boulevard Initiative Guiding
Principles. He stated most of the cities are on board with the policy prospective of the Grand Boulevard Initiative Guiding Principles and realize that the BRT Project is a way to realize the vision.

Mr. Connolly reviewed the Optimal Project Recommendation presented to the ECRRT PAB Committee in January 2012; however, the ECRRT PAB Committee did not endorse the recommendation nor did they want to vote on the project prior to their city review.

Mr. Connolly commented on the cities’ actions regarding the Optimal Project Recommendation, noting that Santa Clara and San Jose unanimously supported VTA’s staff recommendation. Sunnyvale voted against dedicated lanes nor did they support any recommendation; Mountain View voted on a straw vote twice in favor of mixed flow; Palo Alto and Los Altos expressed mixed views and didn’t endorse the recommendation.

Mr. Connolly reviewed the alternatives to the Optimal Project including: 1) Revised BRT Project; 2) Santa Clara and San Jose only option; 3) All Mixed Flow Project; and 4) No project option. He briefly discussed the details, ridership projections, project and operating costs, and potential federal funding source for each of the alternatives. He highlighted the benefits of the Revised BRT Project and the next steps.

Mr. Burns highlighted the next steps: 1) Santa Clara-Alum Rock Project will be advancing to completion; 2) forwarding a procurement contract award for the BRT vehicles for consideration to the Board of Directors; 3) pursuing Small Starts Program for federal funding; 4) moving forward with staff’s recommendation for the Revised BRT Project; and 5) continue to evaluate dedicated lanes as part of the environmental document.

Mr. Burns stressed the importance for the Board of Directors to provide staff with the direction on how to proceed as well as reaffirm the BRT Project.

Chairperson Yeager expressed support for the dedicated lanes project and noted the opportunity to achieve significant benefits to the El Camino Real corridor.

Upon query from Board Member Liccardo, Mr. Ristow responded that it is important that the Metropolitan Transportation Commission (MTC) be supportive of regional and Small Start projects. He stated that the El Camino Real corridor project is not on the project priority list but noted the importance to achieve support from the MTC in order to position the project for federal funding.

Board Member Liccardo expressed concern over the possibility of losing the El Camino Real corridor project and noted the importance of checking in with MTC to evaluate how well the revised project would compete for federal funding. He noted his concern to move forward without federal funding for the revised project.

Board Member Abe-Koga stressed the importance of the following: 1) being clear and explain the BRT project benefits to the community; 2) being flexible when determining the placement of the dedicated lanes; and 3) including the dedicated lane option in the Environmental Impact Report (EIR)
Mr. Burns stated it would be best to continue to investigate and evaluate the benefits of the dedicated lane option by including it into the EIR document, which would assist in explaining the benefits of dedicated lanes in certain locations.

Alternate Board Member Price expressed her support for the Revised Project, noting that it has great merit, maintains design, and offers opportunities and potential benefits in the future.

Vice Chairperson Pirzynski stated that the consensus appears to be not to sign off on the Optimal Project at this time. Vice Chairperson Pirzynski stated that the city councils north of Santa Clara have not had the opportunity to fully vet the project. Vice Chairperson Pirzynski noted the importance and opportunity to review and evaluate both the Revised and Optimal Projects parallel in the EIR document, noting that it may increase the timeframe and cost more, but noted it will take longer and cost far more if there are significant revisions to the project in the future.

Vice Chairperson Pirzynski stressed the importance to allow the other city councils the opportunity to provide their input and comments, noting this might make it possible to get closer to a project decision.

Board Member Matthews stated that the City of Santa Clara is ready to move forward with the corridor project. He stressed the importance of allowing additional time and analysis for both the Optimal and Revised Projects within the EIR document. He commented on the potential benefits and value of the corridor project, noting that the El Camino Real corridor project is a vital and important corridor to improve.

Board Member Matthews recommended that the Board of Directors move forward with staff’s recommendation and include the options in the environmental process.

Board Member McHugh expressed appreciation for the excellent presentation and supported the reaffirmation of the BRT Program next steps.

**Public Comment**

Brian Darrow, Working Partnerships USA, expressed support for the implementation of BRT along the El Camino Real Corridor, noting that it is an excellent opportunity to provide transit service in an area where it can potentially generate employment and ridership growth. Mr. Darrow stressed the importance to review and implement the dedicated lanes BRT project option in the City of Sunnyvale.

Manolo Gonzalez-Estay, TransForm, expressed support for the BRT optimal option project, noting the importance to review options to implement dedicated lanes. Mr. Gonzalez-Estay stated that TransForm looks forward to working together with VTA to ensure the BRT project is successful.

Lupe Medrano, Silicon Valley Council of the Blind, noted the importance to continue to receive public comments from the community to ensure the success of
the transit system. Ms. Medrano expressed appreciation and support for the
diligent work and effort to develop the El Camino Real BRT project.

Julie Lovins, Interested Citizen, stated that the El Camino Real BRT project is at a
cross roads and not optimizing a public transit system on El Camino Real would
make it difficult to reach the Grand Boulevard initiative objectives to create a
multi-model transportation corridor. Ms. Lovins noted the benefits of
implementing the El Camino Real BRT project.

Barbara Fukumoto, Interested Citizen, expressed appreciation to VTA for
pursuing top quality transportation service along the most heavily utilized corridor
in the County, noting the El Camino Real corridor merits significant investment.
Ms. Fukumoto expressed support for VTA’s staff recommendation regarding the
BRT revised project, but urged the Board to keep the door open to the BRT
optimal project by reviewing the dedicated lanes option in the EIR.

Margaret Okuzumi, Sierra Club, stressed the importance and noting the
responsibility of VTA and VTA’s Board of Directors to ensure that transportation
is working to the best of its ability to serve the community. Ms. Okuzumi
stressed the importance of the El Camino Real BRT project and urged VTA’s
Board of Directors to not preclude the dedicated lane option in the future.

Board Member Herrera expressed appreciation to all the community groups for
providing their comments. Board Member Herrera noted her support for the BRT
optimal project, noting the importance to continue to work to keep the regional
focus and ensure that we work to design not the perfect project but an optimal
project.

Board Member Liccardo recommended acceptance of the staff recommendation
with the following suggestions: 1) include the optimal alignment and revised
project in the EIR; 2) direct staff to work with MTC to understand how the
revised project would fair in their public analysis, cost benefit, optimization, and
how it will compete with other new starts projects; 3) direct staff to return to the
Board during the federal process and assess at that time if the Board would
consider incorporating the dedicated lanes approach.

Board Members Liccardo and McHugh stressed the importance to review both the
optimal and revised options in the EIR.

The consensus of VTA’s Board of Directors was to proceed with Board Member
Liccardo’s recommendation.

**On order of Chairperson Yeager** and there being no objection, the Board of
Directors received the report on the Bus Rapid Transit (BRT) Program
Background.

### 4.2. Bus Rapid Transit (BRT) Strategic Plan Implementation Options

**On order of Chairperson Yeager** and there being no objection, the Board of
Directors received the report on the Bus Rapid Transit (BRT) Strategic Plan
Implementation Options.
4.3. **Consider an Investment Strategy for the El Camino Real Bus Rapid Transit (BRT) Project.**  

On order of Chairperson Yeager and there being no objection, the Board of Directors considered an Investment Strategy for the El Camino Real Bus Rapid Transit (BRT) Project.

5. **OTHER ITEMS**

5.1. **ANNOUNCEMENTS**

There were no Announcements.

6. **ADJOURNMENT**

On order of Chairperson Yeager and there being no objection, the workshop meeting was adjourned at 11:32 a.m.

Respectfully submitted,

Michelle M. Garza, Board Assistant  
VTA Office of the Board Secretary