

ADMINISTRATION & FINANCE COMMITTEE

Thursday, October 15, 2015

12:00 PM

VTA Conference Room B-104

3331 North First Street

San Jose, CA

**** REVISED 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-Approve the Consent Agenda*

CONSENT AGENDA

- 4.** Approve the Regular Meeting Minutes of September 17, 2015.
- 5.** ACTION ITEM -Authorize the General Manager to amend the construction contract with JJ Nguyen, Inc. from the existing Board authorized contract value of \$509,155 to \$689,155 for I-880/Coleman Interchange Landscaping in San Jose.
- 6.** ACTION ITEM -Review and accept the Fiscal Year 2015 Statement of Revenues and Expenses for the period ending June 30, 2015.

REGULAR AGENDA


7. ACTION ITEM -Authorize the General Manager to execute a contract with O.C. Jones & Sons, Inc., the lowest responsible and responsive bidder, in the amount of \$19,892,990.50 for the construction of Montague Expressway and South Milpitas Boulevard Improvements.
8. ACTION ITEM -Authorize the General Manager to execute a contract amendment with PGH Wong Engineering, Inc. (Wong) to provide additional construction management oversight services for the Silicon Valley Berryessa Extension Project in the amount of \$17,500,000 thereby increasing the total agreement value from \$27,000,000 to \$44,500,000.
9. ACTION ITEM - Authorize the General Manager to establish a process for mitigating impacts to small businesses due to the construction interruption of the Alum Rock/Santa Clara Bus Rapid Transit Project and to negotiate and execute agreements necessary for that purpose. Augment the FY 2016 Santa Clara Valley Transportation Authority's (VTA) Transit Fund Capital Budget by \$1.5 million.
10. INFORMATION ITEM -Receive the Monthly Investment Report for August 2015.
11. INFORMATION ITEM -Review the Legislative Update Matrix.

OTHER ITEMS

12. Items of Concern and Referral to Administration.
13. Review Committee Work Plan. (Srinath)
14. Committee Staff Report. (Srinath)
15. Chairperson's Report. (Kalra)
16. Determine Consent Agenda for the November 5, 2015 Board of Directors Meeting.
17. **ANNOUNCEMENTS**
18. **ADJOURN**

<p>The Consent Agenda items may be voted on in one motion at the beginning of the meeting under Orders of the Day. If you wish to discuss any of the Consent Agenda items, please request that the item be removed from the Consent Agenda under Orders of the Day, Agenda Item #3.</p>

<p>In accordance with the Americans with Disabilities Act (ADA) and Title VI of the Civil Rights Act of 1964, VTA will make reasonable arrangements to ensure meaningful access to its meetings for persons who have disabilities and for persons with limited English proficiency who need translation and interpretation services. Individuals requiring ADA accommodations should notify the Board Secretary's Office at least 48-hours prior to the meeting. Individuals requiring</p>
--

language assistance should notify the Board Secretary's Office at least 72-hours prior to the meeting. The Board Secretary may be contacted at ☎ (408) 321-5680 or ✉ board.secretary@vta.org or ☎ (408) 321-2330 (TTY only). VTA's home page is www.vta.org or visit us on  www.facebook.com/scvta. ☎ (408) 321-2300: 中文 / Español / 日本語 / 한국어 / tiếng Việt / Tagalog.

Disclosure of Campaign Contributions to Board Members (Government Code Section 84308) In accordance with Government Code Section 84308, no VTA Board Member shall accept, solicit, or direct a contribution of more than \$250 from any party, or his or her agent, or from any participant, or his or her agent, while a proceeding involving a license, permit, or other entitlement for use is pending before the agency. Any Board Member who has received a contribution within the preceding 12 months in an amount of more than \$250 from a party or from any agent or participant shall disclose that fact on the record of the proceeding and shall not make, participate in making, or in any way attempt to use his or her official position to influence the decision. A party to a proceeding before VTA shall disclose on the record of the proceeding any contribution in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any Board Member. No party, or his or her agent, shall make a contribution of more than \$250 to any Board Member during the proceeding and for three months following the date a final decision is rendered by the agency in the proceeding. The foregoing statements are limited in their entirety by the provisions of Section 84308 and parties are urged to consult with their own legal counsel regarding the requirements of the law.

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.**



ADMINISTRATION & FINANCE COMMITTEE

Thursday, September 17, 2015

MINUTES

CALL TO ORDER

The Regular Meeting of the Administration and Finance Committee (A&F) was called to order at 12:08 p.m. by Chairperson Kalra in Conference Room B-104, VTA River Oaks Campus, 3331 North First Street, San Jose, California.

1. ROLL

Attendee Name	Title	Status
Cindy Chavez	Board Member	Present
Jason Baker	Vice Chairperson	NA
Ash Kalra	Chairperson	Present
Perry Woodward	Board Member	Absent
Larry Carr	Alternate Board Member	Present
David Cortese	Alternate Board Member	NA
Raul Peralez	Alternate Board Member	NA
Howard Miller	Alternate Board Member	NA

* Alternates do not serve unless participating as a Member.

A quorum was present.

2. PUBLIC PRESENTATIONS

There were no Public Presentations

3. ORDERS OF THE DAY

Chairperson Kalra noted the following was an Addenda to the Agenda and requested the items be moved from the Regular Agenda and placed on the Consent Agenda: **Agenda Item 14.X.** Amend the C831 Property Restoration and Completion Contract for Santa Clara-Alum Rock BRT Project with Geroge Bianchi Construction; and **Agenda Item 14.XX** Contract Amendment with CH2MHill for Final Design Services and Design Support during construction for the Santa Clara-Alum Rock BRT Project.

Raj Srinath, Chief Financial Officer, reported the following revised Agenda items have minor revisions to the Fiscal Impact and have been placed on the table for review: **Agenda Item #7.** Rail Rehabilitation - Signal and Track Improvements Contract Amendment with Shimmick Construction Company for Additional Work to Install a Track Crossover near Lick Mill Station; **Agenda Item 14.X.** Amend the C831 Property Restoration and Completion Contract for Santa Clara-Alum Rock Bus Rapid Transit Project with George Bianchi Construction, Inc.; **Agenda Item 14.XX.** Contract Amendment with CH2MHill for Final Design Services and Design Support During Construction for the Santa Clara-Alum Rock Bus Rapid Transit Project.

Public Comment

Roland Lebrun, Interested Citizen, made the following comments: 1) expressed support for Agenda Item #7. Rail Rehabilitation - Signal and Track Improvements Contract Amendment; 2) noted the importance of having the scope of work up front; and 3) requested staff gather the overall costs to fund Levi's Stadium and make it available to the public.

M/S/C (Chavez/Carr) to accept the Orders of the Day and approve the Consent Agenda, as amended.

CONSENT AGENDA

Member Chavez referred to an off agenda report provided by staff from a previous meeting and requested confirmation that all El Paseo drivers part of the Altamont Commuter Express (ACE) Shuttle Service Contract will have an increase in pay from \$15.00 to \$18.00 in January 2016.

Mr. Lawson responded that he would confirm the salary increase and report back to Member Chavez.

4. Regular Meeting Minutes of April 16, 2015

M/S/C (Chavez/Carr) to approve the Regular Meeting Minutes of April 16, 2015.

5. Regular Meeting Minutes of August 20, 2015

M/S/C (Chavez/Carr) to approve the Regular Meeting Minutes of August 20, 2015.

6. Bicycle & Pedestrian Advisory Committee Appointment: Mountain View

M/S/C (Chavez/Carr) to approve submitting a recommendation to the Board of Directors to ratify the appointment of Greg Unangst to the Bicycle & Pedestrian Advisory Committee, representing the City of Mountain View, for the remainder of the two-year term ending June 30, 2016.

7. Rail Rehabilitation - Signal and Track Improvements Contract Amendment with Shimmick Construction Company for Additional Work to Install a Track Crossover near Lick Mill Station

M/S/C (Chavez/Carr) to approve submitting a recommendation to the Board of Directors to authorize the General Manager to amend Contract C13134F Rail Rehabilitation - Signal and Track Improvements contract with Shimmick Construction Company in an amount of \$850,000 for a total contract amount of \$6,951,358 for additional work to install a track crossover near Lick Mill Station

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

8. Renewal of Employee Health Benefit Contracts

M/S/C (Chavez/Carr) to approve submitting a recommendation to the Board of Directors to authorize the General Manager to renew benefit contracts with Kaiser, United Health Care Medicare Plans, and Valley Health Plan medical plans for Amalgamated Transit Union, Local 265 (ATU) and Transportation Authority Engineers and Architects Association, Local 21 (TAEA) represented employees and retirees for calendar year 2016. Renew Pacific Union Dental and Custom Benefit Administrators for all VTA employees for calendar year 2016.

9. Land Use and Transportation Briefing Series: Mountain View

M/S/C (Chavez/Carr) to receive the information about land use and transportation in the City of Mountain View

10. Legislative Update Matrix

M/S/C (Chavez/Carr) to review the Legislative Update Matrix

14.X Amend the C831 Property Restoration and Completion Contract for Santa Clara-Alum Rock Bus Rapid Transit Project with George Bianchi Construction, Inc.

M/S/C (Chavez/Carr) to approve submitting a recommendation to the Board of Directors to authorize the General Manager to amend the C831 Property Restoration and Completion Contract with George Bianchi Construction, Inc., by an amount of \$4,000,000 for a total contract amount of \$6,041,505 for additional completion work for the Santa Clara Alum Rock Bus Rapid Transit Project

14.XX Contract Amendment with CH2MHill for Final Design Services and Design Support During Construction for the Santa Clara-Alum Rock Bus Rapid Transit Project

M/S/C (Chavez/Carr) to approve submitting a recommendation to the Board of Directors to authorize the General Manager to execute a contract amendment with CH2M Hill Inc. for an additional \$1,200,000 for a new contract total amount of \$21,668,963 and extend the contract term to March 31, 2017 to perform additional final design services and provide design support during construction for the Santa Clara Alum Rock Bus Rapid Transit Project

REGULAR AGENDA

11. Mountain View Double Track Project - Peninsula Corridor Joint Powers Board Contract Agreement for Construction Support

Carolyn Gonot, Director of Engineering and Transportation Infrastructure Development, provided an overview of the staff report.

M/S/C (Chavez/Carr) to approve submitting a recommendation to the Board of Directors to authorize the General Manager to execute a contract amendment with Peninsula Corridor Joint Powers Board in the amount of \$1,600,000 for a new contract value of \$3,082,000 to provide Construction Support for the Mountain View Double Track Project.

The Agenda was taken out of order.

13. Clipper Fare Collection System Memorandum of Understanding (MOU)

Ali Hudda, Deputy Director of Accounting, provided an overview of the staff report.

Member Chavez made the following comments: 1) inquired about the formal recruitment process for the Executive Director, noting the importance of hiring someone with regional experience and perspective; and 2) inquired if any Board Members will be appointed to the Executive Board.

Mr. Hudda informed the Committee that Nuria I. Fernandez, General Manager, will be appointed to the Committee. He further reported the General Managers of the five key agencies in the region will provide input during the recruitment process.

Chairperson Kalra noted the importance of receiving input from all individuals and appreciates how Clipper allows for an easier experience when riding VTA.

M/S/C (Chavez/Carr) to approve submitting a recommendation to the Board of Directors to authorize the General Manager to execute the Amended and Restated Clipper® Memorandum of Understanding with the Metropolitan Transportation Commission and other transit operators, clarify their respective roles and responsibilities, define roles and responsibilities for a newly defined Contracting Agency, establish a Clipper® Executive Board, establish a Clipper® Executive Director, and revise the cost allocation formula to ensure the successful operation and maintenance of Clipper®.

12. Permanent Disposition Process and Declaration of Surplus Property

Jennifer Rocci, Senior Transportation Planner-Property Development & Management, provided an overview of the staff report.

Member Chavez made the following comments: 1) noted if the goal is ground lease there is no need to declare it as surplus; 2) commented that the public sector needs to do a better job at maintaining assets; 3) suggested looking at ground leases first then declare surplus if there is nothing of value to the agency; and 4) commented that this item should be a topic of discussion for the Board of Directors; and 5) recommended VTA staff rethink the overall approach for real estate assets.

Ms. Rocci noted that the goal is to maintain flexibility in anything VTA does.

Member Carr expressed concern regarding the Main & Hale Park and Ride in the City of Morgan Hill (City), noting the significance of the property to the City's Road Widening Project and the Flood Control Project surrounding the Main and Hale Intersection.

Mr. Srinath recommended deferring the item to allow the following: 1) further evaluation of real estate assets; and 2) opportunity for Morgan Hill City Council to have further discussions about the proposed plan regarding Main & Hale Park and Ride.

On order of Chairperson Kalra and there being no objection, the Committee deferred the Permanent Disposition Process and Declaration of Surplus Property.

14. Presentation on Santa Clara-Alum Rock Project Status

Ms. Gonot introduced Mohamed Basma, Transportation Engineering Manager, who provided an update on the Santa Clara-Alum Rock Project status. Mr. Basma distributed a presentation entitled “Santa Clara-Alum Rock Bus Rapid Transit (BRT) Project,” highlighting: 1) Project Overview; 2) Background; 3) Current Conditions; 4) Construction Plan to Complete Project; 5) Summary Schedule; and 6) Community Outreach.

Mr. Basma further noted the following: 1) Project Alignment and Station Locations; 2) the goals for Alum Rock Avenue, Santa Clara Street and Capitol Avenue/Expressway; 3) the two main phases of the project; and 4) a Community meeting to be held on September 24, 2015.

Upon Member Chavez’s inquiry, Ms. Gonot responded that VTA staff kept the original September 24, 2015, Community meeting since information regarding it had already been made available to the public. Ms. Gonot stated that VTA staff is planning to hold an additional meeting.

Member Chavez made the following comments: 1) requested that VTA publicize their request to hold the September 24, 2015 meeting; 2) inquired if her staff was contacted regarding the meeting date; 3) requested VTA staff provide the information and slides shown to the Committee in a website link, so she may include it in the County news letter; 4) requested the information be provided in multiple languages including Vietnamese and Spanish; 5) suggested VTA staff coordinate a weekly meeting with the community in the area to help ease the impact and promote customer care; 6) requested that in addition to Board Member Carrasco, VTA staff provide information to San Jose Mayor Sam Liccardo, Council Member Raul Peralez, and her office; and 7) inquired about the ownership of Alum Rock street.

Ms. Gonot made the following comments: 1) noted that VTA staff plan to send out information immediately to the public in multiple languages; 2) informed the Committee that VTA staff was coming up with different ideas to help limit the impact and construction in certain areas; and 3) VTA staff will provide the detailed information regarding ownership of Alum Rock street.

Member Kalra noted the importance of building relationships and communication with the communities. He further noted that vendors should have a plan going forward that would show the history of the area.

Public Comment

Mr. Lebrun requested more clarity in the agenda packet by including a written report about the item being presented. Mr. Lebrun also inquired about funds related to the budget.

On Order of Chairperson Kalra and there being no objection, the Committee received a presentation on Santa Clara-Alum Rock Project Status.

14.X (Removed from the Regular Agenda and placed on the Consent Agenda.)

Authorize the General Manager to amend the C831 Property Restoration and Completion Contract with George Bianchi Construction, Inc., by an amount of \$4,000,000 for a total contract amount of \$6,041,505 for additional completion work for the Santa Clara Alum Rock Bus Rapid Transit Project.

14.XX (Removed from the Regular Agenda and placed on the Consent Agenda.)

Authorize Authorize the General Manager to execute a contract amendment with CH2M Hill Inc. for an additional \$1,200,000 for a new contract total amount of \$21,668,963 and extend the contract term to March 31, 2017 to perform additional final design services and provide design support during construction for the Santa Clara Alum Rock Bus Rapid Transit Project.

15. Monthly Investment Report for July 2015

Sean Bill, Investment Program Manager, provided an overview of the staff report and distributed a presentation entitled, "Economic and Market Watch," highlighting: 1) Progress on Initiatives; 2) Real Gross Domestic Product (GDP) Growth; 3) Consumer Price Index; 4) Nonfarm Payrolls; 5) Civilian Unemployment Rate; 6) China Recap; 7) China Impact on US Economy; 8) Treasury Yields; 9) S&P 500/Sectors; 10) Financial vs. Commodities; 11) Commodities Index; and 12) Portfolio Reviews;

Member Chavez left the meeting at 1:07 p.m. and a Committee of Whole was declared.

On Order of Chairperson Kalra and there being no objection, the Committee of the Whole received the Monthly Investment Report for July 2015.

OTHER ITEMS

16. Items of Concern and Referral to Administration

There were no Items of Concern and Referral to Administration.

17. Committee Work Plan

On order of Chairperson Kalra and there being no objection, the Committee of the Whole reviewed the Committee Work Plan.

18. Committee Staff Report

There was no Committee Staff Report.

19. Chairperson's Report

There was no Chairperson's Report.

20. Determine Consent Agenda for the October 1, 2015, Board of Directors Meeting

CONSENT:

Agenda Item #6. Ratify the appointment of Greg Unangst to the Bicycle & Pedestrian Advisory Committee, representing the City of Mountain View, for the remainder of the two-year term ending June 30, 2016.

Agenda Item #7. Authorize the General Manager to amend Contract C13134F Rail Rehabilitation - Signal and Track Improvements contract with Shimmick Construction Company in an amount of \$850,000 for a total contract amount of \$6,951,358 for additional work to install a track crossover near Lick Mill Station.

Agenda Item #8. Authorize the General Manager to renew benefit contracts with Kaiser, United Health Care Medicare Plans, and Valley Health Plan medical plans for Amalgamated Transit Union, Local 265 (ATU) and Transportation Authority Engineers and Architects Association, Local 21 (TAEA) represented employees and retirees for calendar year 2016. Renew Pacific Union Dental and Custom Benefit Administrators for all VTA employees for calendar year 2016.

Agenda Item #10. Review the Legislative Update Matrix.

Agenda Item #11. Authorize the General Manager to execute a contract amendment with Peninsula Corridor Joint Powers Board in the amount of \$1,600,000 for a new contract value of \$3,082,000 to provide Construction Support for the Mountain View Double Track Project.

Agenda Item #13. Authorize the General Manager to execute the Amended and Restated Clipper® Memorandum of Understanding with the Metropolitan Transportation Commission and other transit operators, clarify their respective roles and responsibilities, define roles and responsibilities for a newly defined Contracting Agency, establish a Clipper® Executive Board, establish a Clipper® Executive Director, and revise the cost allocation formula to ensure the successful operation and maintenance of Clipper®.

Agenda Item #15. Receive the Monthly Investment Report for July 2015.

REGULAR:

Agenda Item #14. Receive a presentation on Santa Clara-Alum Rock Project Status.

21. Announcements

There were no Announcements.

22. ADJOURNMENT

On order of Chairperson Kalra and there being no objection, the Committee meeting was adjourned at 12:50 p.m.

Respectfully submitted,

Theadora Travers, Board Assistant
VTA Office of the Board Secretary



Date: October 6, 2015
 Current Meeting: October 15, 2015
 Board Meeting: November 5, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Administration & Finance Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Engr. & Trans. Infrastructure Dev., Carolyn M. Gonot

SUBJECT: I-880/Coleman Avenue Interchange Landscaping - Construction Contract
 Amendment

Policy-Related Action: No

Government Code Section 84308 Applies: Yes

ACTION ITEM

RECOMMENDATION:

Authorize the General Manager to amend the construction contract with JJ Nguyen, Inc. from the existing Board authorized contract value of \$509,155 to \$689,155 for I-880/Coleman Interchange Landscaping in San Jose.

BACKGROUND:

The Board authorized the General Manager to enter into a construction contract with JJ Nguyen, Inc. to landscape the I-880/Coleman Avenue Interchange on May 7, 2015 in the amount of \$509,155. Since that time, the contract value has been increased to \$549,226 through executed contract change orders.

The I-880/Coleman Avenue Interchange Landscaping is a VTP (Valley Transportation Plan) project that will enhance the interchange with replacement planting, landscape, and ground cover. The project also includes minor streetscape improvements along Coleman Avenue. This is a follow-on project to I-880/Coleman Avenue Interchange that was completed in 2007. The delay in time between the completion of the civil construction and landscaping was due to the delay in securing funding and obtaining approval from Caltrans for the downscaled landscaping design for the interchange.

Under a cooperative agreement with Caltrans, VTA is implementing the landscaping of the Interchange. The scope includes replacement of planting removed during interchange construction, landscaping, irrigation, and three years of maintenance after which City and

Caltrans will take over the maintenance. The project uses recycled water for irrigation. Exhibit A shows the location of the project.

DISCUSSION

Construction of the I-880/Coleman Avenue Interchange Landscaping contract began in June 2015. During construction, it was discovered that there were several differing site conditions underground, and Caltrans requests during construction that increased the scope of work for the contractor, resulting in added cost to the contract:

1. The contract plans called for installation of conduits under I-880, and the contractor while boring, encountered an unknown underground obstruction, possibly from old infrastructure underneath that was not shown on the plans and hence required the contractor to reroute the conduits resulting in added scope and costs.
2. Due to inaccurate as-built plans, the contractor had to trench deeper and wider with additional shoring to access the recycled water line for irrigation, resulting in additional costs.
3. Due to the drought, Caltrans has requested smart controllers and ground covers that were not originally in the contract resulting in additional costs to the project.

Construction started in June 2015, and is projected to be completed in November 2015, followed by three years of plant maintenance. The project will be using recycled water for irrigation.

A listing of Contractor team is shown in Exhibit B.

Contract Summary

Vendor Name: JJ Nguyen, Inc.,	Original Contract Amount:	\$509,155
Contract Number: C15012F	Prior Modifications:	\$40,071
Original Contract Term(s): October 19, 2018	Current Contract Amount:	\$549,226
Revised Contract Term: October 19, 2018	Amount Requested:	\$180,000
Solicitation Type: Bid	Total Amount Including Request:	\$689,155
Procurement Type: Competitive	% of Request to Current Amount:	32.8 %
DBE Goal: 1.4%	% Modifications including request to original contract:	35.3%
SBE Goal: 0%	Funding Source(s):	VTP Highway Capital Budget

ALTERNATIVES:

There are no practical alternatives to the recommended action.

FISCAL IMPACT:

This action will authorize an additional amount of \$180,000 for the I-880/Coleman Avenue Interchange Landscaping construction for a total value of \$689,155. Budget appropriation for this contract is available in the FY16 Adopted VTP Highway Improvement Program Fund Capital Budget.

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION:

Based on identifiable subcontracting opportunities, a Disadvantaged Business Enterprise (DBE) goal of 1.4% has been established by the Office of Small and Disadvantaged Businesses for this contract. Contractor exceeded the goal and has committed to 85% DBE participation on this contract.

Prepared by: Ven Prasad, Engineering Group Manager
Memo No. 5235

ATTACHMENTS:

- 5235_Exhibit A-I-880-Colman Landscaping Location (PDF)
- 5235 - Exhibit B_List of Contractors (PDF)

Exhibit A

I-880/Coleman Avenue Interchange

Landscaping

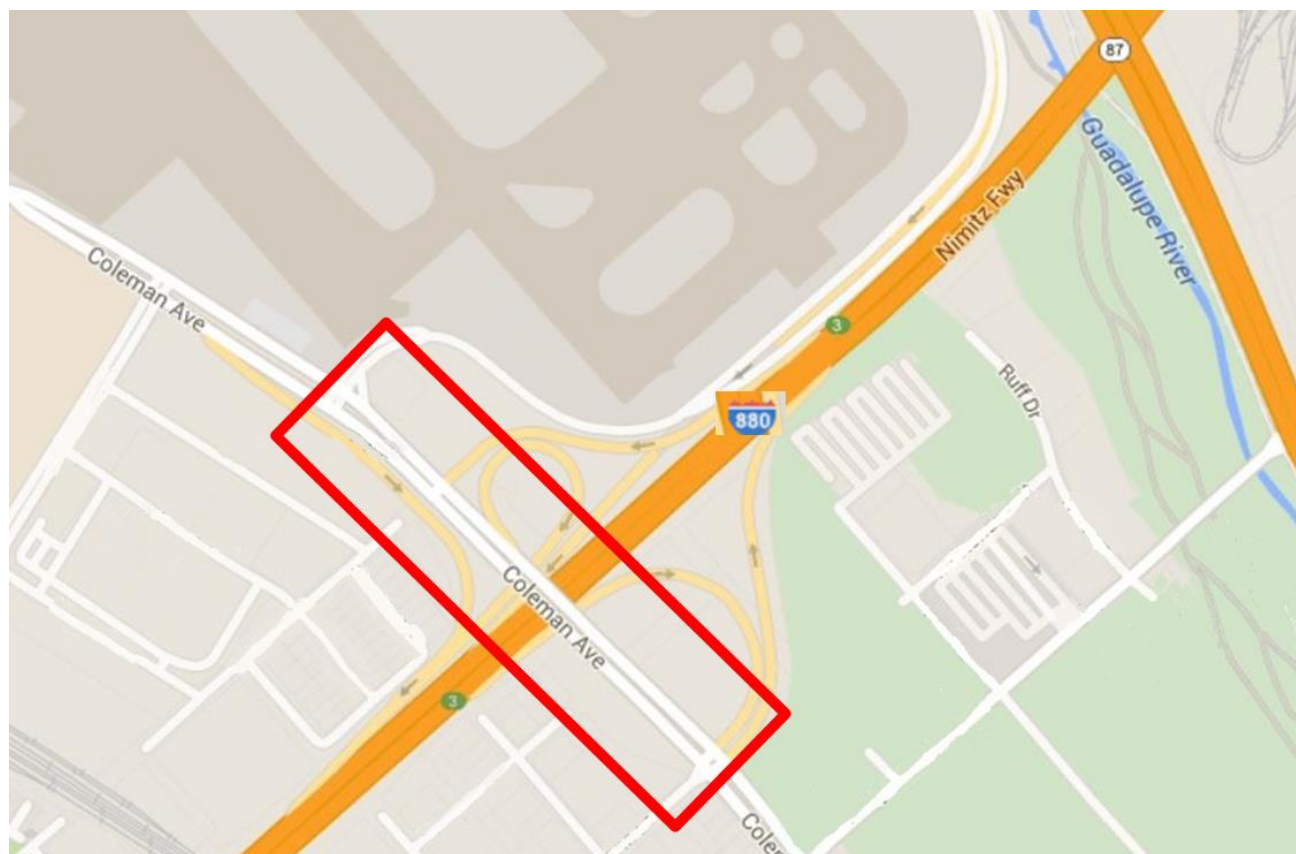


Exhibit B– List of Contractors

Contractor Firm	Contractor Role	Location
JJ Nguyen, Inc.,	Prime	San Jose, CA
Sub-Contractors:		
Mike Brown Electric	Electrical	Cotati, CA
Tully Consulting	SWPPP	Dixon, CA
John Deere Landscape	Irrigation material supplier	San Jose, CA
ReUser, Inc	Mulch Supplier	Cloverdale, CA
Valley Crest Tree Company	Tree Supplier	Sunol, CA



Date: September 23, 2015
 Current Meeting: October 15, 2015
 Board Meeting: November 5, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Administration & Finance Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Financial Officer, Raj Srinath

SUBJECT: Fiscal Year 2015 Statement of Revenues and Expenses for the Period Ending
 June 30, 2015

Policy-Related Action: No

Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Review and accept the Fiscal Year 2015 Statement of Revenues and Expenses for the period ending June 30, 2015.

DISCUSSION:

This memorandum provides a brief discussion of significant items and trends on the attached preliminary and unaudited Statement of Revenues and Expenses through June 30, 2015. The schedule has been designed to follow the same company-wide line item rollup as included in the adopted budget. The columns have been designed to provide easy comparison of actual to budget activities for the current fiscal year, along with columns reflecting the dollar and percentage variance from budget.

The following are highlights of the current Statement of Revenues and Expenses:

Revenues

Fiscal Year 2015 Total Revenues (line 13) were above budget estimates by \$25.8M, primarily due to favorable variances in Sales Tax based accounts, including 1976 Half-Cent Sales Tax (line 2), TDA (line 3), and Measure A Sales Tax Operating Assistance (line 4); Federal Operating Grants-Transfer for Capital (line 7); and Other Income (line 12). This positive variance was partially offset by an unfavorable variance in Federal Operating Grants (line 6), State Operating Grants (line 8), and Measure A Repayment Obligation (line 11).

Sales Tax based revenues, including 1976 Half-Cent Sales Tax (line 2), TDA (line 3), and Measure A Sales Tax Operating Assistance (line 4), accounted for a collective surplus of \$15.0M over budget estimates. FY 2015 sales tax based revenues reflect a 6.6% increase from FY 2014 versus a budgeted increase of 4.6%.

Federal Operating Grants (line 6) shows a \$14.4M negative variance due to a reduction in the amount of FTA Section 5307 - Urbanized Area Funds used for Preventive Maintenance. Alternatively, the funds were programmed directly to specific capital projects.

Federal Operating Grants-Transfer for Capital (line 7) shows a positive variance of \$25.3M due to a change in approach. For FY 2015, the portion of the FTA Section 5307 - Urbanized Area Funds not used for Preventive Maintenance (\$25.3M) was programmed directly to specific capital projects so the transfer was not necessary.

State Operating Grants (line 8) reflects an unfavorable variance of \$1.0M due to Low Income Grant anticipated in FY 2014 but received in FY 2013 and lower Light Rail Shuttle and Joint Workforce Investment grant receipts than anticipated.

Measure A Repayment Obligation (line 11) shows an unfavorable variance of \$1.4M due to lower reimbursement of debt service costs paid on behalf of 2000 Measure A than anticipated. This reduction in reimbursement is offset by a decrease in Debt Service expense (line 39).

Other Income (line 12) reflects a favorable variance of \$2.6M due primarily to the one-time receipt of proceeds from the sale of property.

Expenses

Overall, Fiscal year-to-date Total Expenses (line 43) were \$12.7M below budget driven primarily by favorable variances in Labor Costs (Line 14), Fuel (line 19), and Debt Service (line 39). This positive variance was partially offset by an unfavorable variance in Materials & Supplies (line 15) and Other Services (line 18).

Labor Costs (line 14) had a positive variance of \$5.7M due primarily to lower medical and pension costs offset somewhat by negotiated wage increases approved after the budget was adopted.

Materials & Supplies (line 15) reflects an unfavorable variance of \$3.5M due primarily to increased maintenance costs in support of special event service.

Other Services (line 18) shows an unfavorable variance of \$0.6M due to increased temporary and contract employees and higher than anticipated media promotions and signage related to activities at Avaya and Levi's Stadiums.

Fuel (line 19) reflects a favorable variance of \$5.3M due to lower per gallon costs than budgeted. Average diesel price per gallon paid for the fiscal year was \$2.63 versus a budgeted price of \$3.84.

Debt Service (line 39) has a positive variance of \$2.1M due to lower than anticipated interest rates on variable rate bonds and savings on liquidity fees.

SUMMARY:

For the fiscal year, revenues exceeded budgeted projections by \$25.8M while expenses were \$12.7M below budget estimates, for an overall positive variance of revenues over expenses (line 44) of \$38.6M. The overall positive Operating Balance for FY 2015 was \$41.9M. Given that the various sources of the positive Operating Balance may not be recurring, this balance is best suited to fund one-time expenditures such as capital projects or special initiatives.

FISCAL IMPACT:

There is no fiscal impact as a result of this action.

Prepared by: Carol Lawson, Fiscal Resources Manager
Memo No. 4774

ATTACHMENTS:

- FY15 Rev Exp Attachment (PDF)

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENSES
Fiscal Year 2015
through June 30, 2015
(Dollars in Thousands)
Preliminary Unaudited

Line	Category	FY 2015 Actual	FY 2015 Current Budget ¹	Variance	% Variance
1	Fares	39,108	39,905	(797)	-2.0%
2	1976 Half-Cent Sales Tax	199,221	190,845	8,376	4.4%
3	TDA	94,640	89,697	4,943	5.5%
4	Measure A Sales Tax-Oper Asst	36,850	35,171	1,678	4.8%
5	STA	13,950	13,600	350	2.6%
6	Federal Operating Grants	24,553	38,920	(14,368)	-36.9%
7	Less Transfer for Capital	0	(25,298)	25,298	-100.0%
8	State Operating Grants	1,654	2,635	(981)	-37.2%
9	Investment Earnings	1,496	1,412	84	6.0%
10	Advertising Income	2,000	1,912	88	4.6%
11	Measure A Repayment Obligation	9,688	11,108	(1,419)	-12.8%
12	Other Income	4,846	2,253	2,594	115.1%
13	Total Revenues	428,006	402,161	25,845	6.4%
14	Labor Costs	289,390	295,093	5,703	1.9%
15	Materials & Supplies	19,991	16,493	(3,498)	-21.2%
16	Security	9,377	9,632	255	2.6%
17	Professional & Special Services	4,581	5,403	822	15.2%
18	Other Services	7,964	7,393	(571)	-7.7%
19	Fuel	11,721	17,005	5,284	31.1%
20	Traction Power	3,941	3,539	(402)	-11.4%
21	Tires	1,914	1,880	(34)	-1.8%
22	Utilities	2,938	2,727	(211)	-7.7%
23	Insurance	5,238	5,637	399	7.1%
24	Data Processing	3,032	3,477	445	12.8%
25	Office Expense	425	330	(96)	-29.1%
26	Communications	1,435	1,312	(123)	-9.4%
27	Employee Related Expense	661	720	58	8.1%
28	Leases & Rents	839	759	(80)	-10.6%
29	Miscellaneous	974	688	(286)	-41.6%
30	Reimbursements	(36,704)	(35,348)	1,357	-3.8%
31	Subtotal Operating Expense	327,716	336,738	9,022	2.7%
32	Paratransit	17,620	17,800	180	1.0%
33	Caltrain	8,390	8,701	311	3.6%
34	Light Rail Shuttles	0	25	25	100.0%
35	Altamont Commuter Express	4,718	4,750	32	0.7%
36	Highway 17 Express	348	259	(89)	-34.2%
37	Monterey-San Jose Express Service	35	35	0	0.0%
38	Contribution to Other Agencies	8,929	8,740	(189)	-2.2%
39	Debt Service	18,376	20,478	2,102	10.3%
40	Subtotal Other Expense	58,414	60,788	2,373	3.9%
41	Operating & Other Expenses	386,130	397,525	11,395	2.9%
42	Contingency	0	1,321	1,321	N/A
43	Total Expenses	386,130	398,846	12,716	3.2%
44	Operating Balance	41,876	3,315	38,561	

Note: Totals and percentages may not be precise due to independent rounding.

¹ Reflects Adopted Budget approved by the Board on June 6, 2013

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
SOURCES AND USES OF FUNDS SUMMARY**

**Fiscal Year 2015
through June 30, 2015**

(Dollar in Thousands)

Preliminary Unaudited

<u>Line</u>	<u>Description</u>	<u>FY15 Adopted Budget¹</u>	<u>FY15 Current Budget</u>	<u>FY15 Actual</u>
<u>Operating Balance</u>				
1	Total Operating Revenues	402,161	402,161	428,006
2	Total Operating Expenses	(398,846)	(398,846)	(386,130)
3	Operating Balance	3,315	3,315	41,876
<u>Operating Reserves Replenishment to 15% level</u>				
4	15% Year-end Operating Reserves ²	62,937	62,937	62,937
5	Beginning Reserve Balance	(59,827)	(59,827)	(59,827)
6	15% Replenishment Amount	3,110	3,110	3,110
<u>Operating Balance Available for Capital</u>				
7	Operating Balance (Line 3)	3,315	3,315	41,876
8	15% Replenishment Amount (Line 6)	(3,110)	(3,110)	(3,110)
9	Sales Tax Based Revenue From/(To) Sales Tax Stabilization Fund	0	0	0
10	Operating Balance Available for Capital	205	205	38,766
<u>Capital Program</u>				
11	Total VTA Transit Capital Program	0	0	0
12	Funding from Grants & Other Sources	0	0	0
13	Local Grant Match from Debt Reduction Fund	0	0	0
14	Federal Operating Grants for Capital	(25,298)	(25,298)	0
15	Remaining Local Portion Needed for Capital	(25,298)	(25,298)	0
16	Operating Balance Available for Capital (line 9)	(205)	(205)	(38,766)
17	Local Funding From/(To) Debt Reduction Fund	(25,503)	(25,503)	(38,766)
18	Ending Operating Reserves	62,937	62,937	62,937
19	Operating Reserve % ³	15.0%	15.0%	15.0%

Note: Totals may not be precise due to independent rounding.

¹ Adopted Budget approved by the Board on June 6, 2013

² 15% of Budgeted Operating Expenses

³ Line 18 divided by Budgeted Operating Expenses



Date: October 8, 2015
 Current Meeting: October 15, 2015
 Board Meeting: November 5, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Administration & Finance Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Engr. & Trans. Infrastructure Dev., Carolyn M. Gonot

SUBJECT: Construction Contract Award Contract C640 (15014) Montague Expressway
 and South Milpitas Boulevard Improvements

Policy-Related Action: No

Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Authorize the General Manager to execute a contract with O.C. Jones & Sons, Inc., the lowest responsible and responsive bidder, in the amount of \$19,892,991 for the construction of Montague Expressway and South Milpitas Boulevard Improvements.

BACKGROUND:

VTA is implementing the Montague Expressway and South Milpitas Boulevard Improvements Project in cooperation with the County of Santa Clara, the Santa Clara Valley Water District, and the City of Milpitas. Construction of these improvements are being administered by VTA because they are tightly coordinated with the design and construction phasing of VTA's BART extension to Berryessa.

The C640 Contract is a construction contract that includes all the improvements for the Montague Expressway and South Milpitas Boulevard Improvements Project. The C640 Contract scope includes the widening and raising of approximately 2,000 feet of Montague Expressway between Piper Drive and Pecten Court; replacing the existing Berryessa Creek culvert with a new concrete bridge on Montague Expressway; widening and raising of approximately 350 feet of South Milpitas Boulevard north of Montague Expressway; and constructing approximately 1,130 feet of South Milpitas Boulevard extension from Montague Expressway to west of Gladding Court.

The work consists of demolition and clearing, bridge construction including pile foundations, earthwork, paving, drainage, stormwater treatment basins, landscaping, signing, pavement

delineation, traffic signals, street lights, electrical work and related appurtenances, sanitary sewer, potable and recycled water systems, and other related work.

DISCUSSION:

The C640 Contract was advertised on June 17, 2015. Contractor pre-qualification was required and there were twelve pre-qualified contractors for this project. Eight bids were submitted on August 12, 2015 with the following results:

Company Name	Bid Amount
O.C. Jones & Sons, Inc.	\$19,892,991
DeSilva Gates Construction	\$19,955,555
Graniterock Company	\$20,066,110
Granite Construction Company	\$20,358,358
Ghilotti Construction Company, Inc.	\$20,426,355
RGW Construction, Inc.	\$20,626,858
Teichert Construction	\$21,841,895
Brosamer and Wall, Inc.	\$22,972,305
Engineer's Estimate	\$20,867,129

The lowest bid was submitted by O.C. Jones & Sons, Inc. (OCJ) in the amount of \$19,892,991. The bids received by VTA were highly competitive, and OCJ's bid, 4.7% below the Engineer's Estimate, is fair and reasonable.

Based on identifiable subcontracting opportunities, a Small Business Enterprise (SBE) goal of 13.66% was established for this project. VTA's review of the bid documents determined that OCJ attained SBE participation of 10.32%, and based on the review of the Good Faith Efforts documentation, OCJ have met the requirements and demonstrated Good Faith Efforts towards attainment of the SBE goal. The Good Faith Efforts Committee met on August 18, 2015, and staff recommended award of this contract to the lowest bidder, OCJ. A list of named subcontractors for OCJ is included in Attachment B.

Notice of Recommended Award to O.C. Jones and Sons, Inc. was issued to the eight bidders on August 24, 2015. The second lowest bidder DeSilva Gates Construction submitted a protest on August 28, 2015 asserting that OCJ submitted a bid that was non-responsive and received a competitive advantage over the other bidders by not complying with the requirements of the Contract Documents. VTA staff reviewed the protest and concluded that OCJ complied with the requirements of the bid documents in the submission of their bid and did not receive a competitive advantage over the other bidders.

VTA staff has completed the bid review process and concludes that OCJ is the lowest responsible and responsive bidder. VTA staff recommends that the VTA Board of Directors award the contract to O.C. Jones & Sons, Inc.

Construction is anticipated to begin in December 2015 with completion by September 2017.

ALTERNATIVES:

The Board could choose to reject all bids and request staff to re-advertise. This action would delay the completion of the Montague Expressway and South Milpitas Boulevard Improvements project, which would negatively affect SVBX's delivery schedule.

FISCAL IMPACT:

This action will authorize \$19,892,991 for construction of Montague Expressway and South Milpitas Boulevard Improvements. Appropriation for this expenditure is included in the FY16 Adopted 2000 Measure A Transit Improvement Program Fund Capital Budget. This contract is funded by a combination of 2000 Measure A and other local fund sources including the Santa Clara Valley Water District, the County of Santa Clara, and the City of Milpitas.

SMALL BUSINESS ENTERPRISE (SBE) PARTICIPATION:

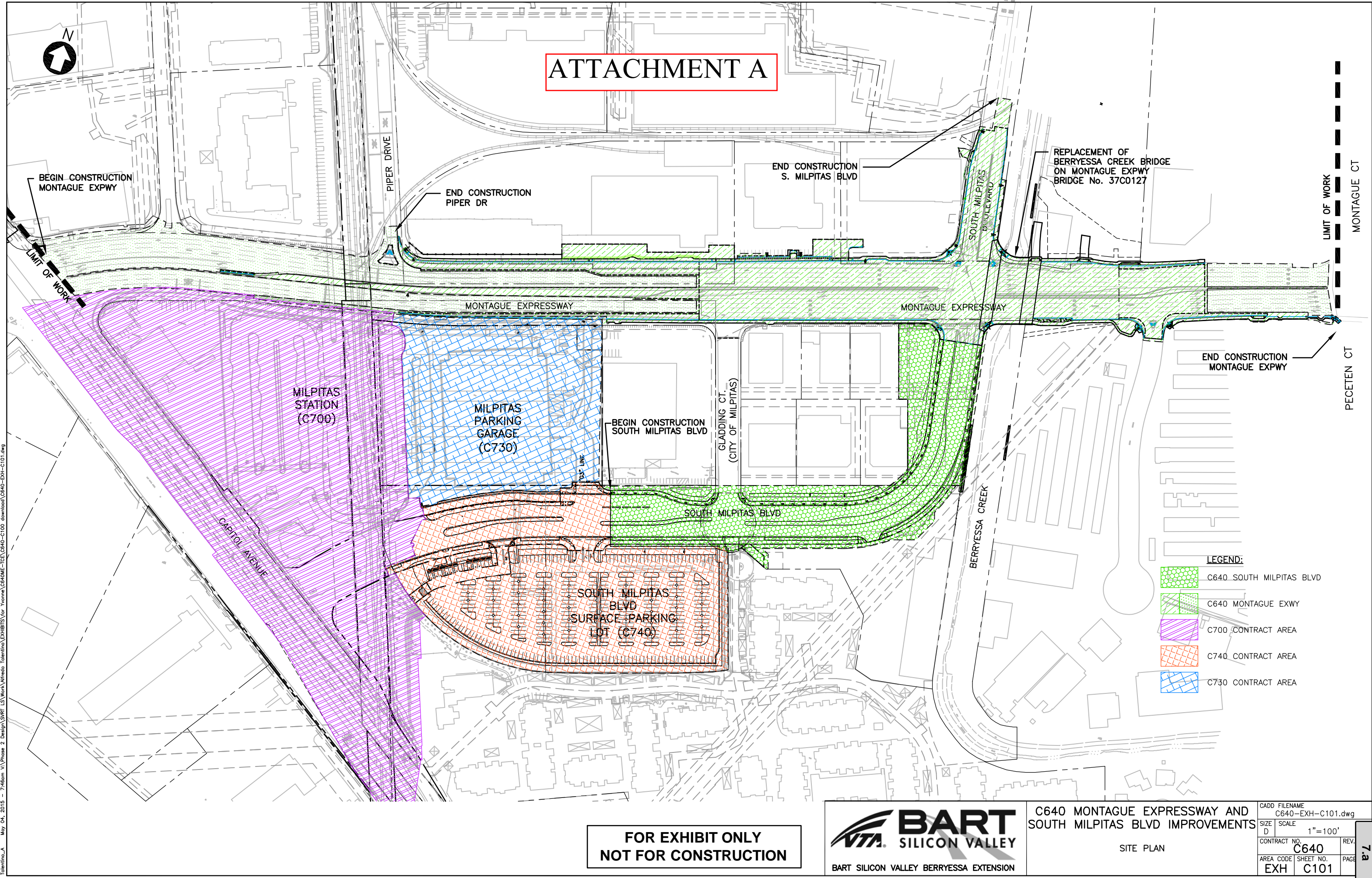
Based on identifiable subcontracting opportunities, a Small Business Enterprise goal of 13.66% was established for this contract. O.C. Jones & Sons, Inc. has committed to 10.32% SBE participation on this contract.

Prepared by: Dennis O. Ratcliffe
Memo No. 5231

ATTACHMENTS:

- 5231 - C640 Board Memo Att A (PDF)
- C640 Board Memo Attachment B_Subcontractors List (PDF)

Telnetto_A May 04, 2015 - 7:46am V:\Phase 2 Design\SVRT L5\Work\Wired Telnetto\EXHIBITS\for Yonno\C640ME-TDR\C640-C100 Download\C640-EXH-C101.dwg



BEGIN CONSTRUCTION
MONTAGUE EXPWY

LIMIT OF WORK

PIPER DRIVE

END CONSTRUCTION
PIPER DR

END CONSTRUCTION
S. MILPITAS BLVD

REPLACEMENT OF
BERRYESSA CREEK BRIDGE
ON MONTAGUE EXPWY
BRIDGE No. 37C0127

LIMIT OF WORK

MONTAGUE CT

MONTAGUE EXPRESSWAY

MONTAGUE EXPRESSWAY

END CONSTRUCTION
MONTAGUE EXPWY

PECETEN CT

MILPITAS
STATION
(C700)

MILPITAS
PARKING
GARAGE
(C730)

BEGIN CONSTRUCTION
SOUTH MILPITAS BLVD

GLADDING CT.
(CITY OF MILPITAS)

SOUTH MILPITAS
BLVD
SURFACE PARKING
LOT (C740)

SOUTH MILPITAS BLVD

BERRYESSA CREEK

LEGEND:

- C640 SOUTH MILPITAS BLVD
- C640 MONTAGUE EXPWY
- C700 CONTRACT AREA
- C740 CONTRACT AREA
- C730 CONTRACT AREA

CADD FILENAME		C640-EXH-C101.dwg	
SIZE	SCALE	1"=100'	
CONTRACT NO.	C640		REV.
AREA CODE	SHEET NO.	C101	PAGE
EXH	C101		

SITE PLAN

Attachment B - Subcontractor Listing for O. C. Jones and Sons, Inc.

<u>Contractor Firm</u>	<u>Contractor Role</u>	<u>Location</u>
O. C. Jones & Sons	Prime Contractor	Berkeley, CA
MCM Construction	Structural Concrete	Sacramento, CA
MF Maher	Minor Concrete	Vallejo, CA
DeKay Demolition & Clearing	Building Demolition and Railroad Tracks Removal	Oakland, CA
St. Francis Electric	Electrical	San Leandro, CA
Golden Bay Fence & Iron Works	Fencing and Gates	Stockton, CA
Lone Star Landscape	Landscaping and Irrigation	San Martin, CA
Gerco Contractors	Sign Structure	Auburn, CA
Sierra Nevada Construction	Micro-Surfacing	Sacramento, CA
Sierra Traffic Markings	Striping and Pavement Marker	Roseville, CA
Mountain Cascade	Underground Utilities	Livermore, CA



Date: October 7, 2015
 Current Meeting: October 15, 2015
 Board Meeting: November 5, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Administration & Finance Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Engr. & Trans. Infrastructure Dev., Carolyn M. Gonot

SUBJECT: Silicon Valley Berryessa Extension (SVBX) Project Construction Management Services Contract No. S12015F Amendment with PGH Wong Engineering, Inc.

Policy-Related Action: No

Government Code Section 84308 Applies: Yes

ACTION ITEM

RECOMMENDATION:

Authorize the General Manager to execute a contract amendment with PGH Wong Engineering, Inc. (Wong) to provide additional construction management oversight services for the Silicon Valley Berryessa Extension Project in the amount of \$17,500,000 thereby increasing the total agreement value from \$27,000,000 to \$44,500,000.

BACKGROUND:

The extension of Bay Area Rapid Transit (BART) services into Santa Clara County, known as VTA's BART Silicon Valley Extension, is being implemented under a comprehensive agreement between BART and VTA. VTA is implementing the extension in stages. The first stage is known as the Silicon Valley Berryessa Extension (SVBX) Project. The SVBX Project is a 10 mile extension of BART service from the Warm Springs Station in the City of Fremont (Alameda County) that proceeds on the former UPRR right-of-way and ends near Las Plumas Avenue in the City of San Jose. The SVBX project includes the Milpitas Station and the Berryessa Station.

On December 8, 2011, the VTA Board approved a contract with PGH Wong Engineering, Inc. (Wong) with a value of \$27,000,000 to provide construction management services on the SVBX Project through June 2018. The contract was subsequently executed on March 1, 2012.

Wong is assisting VTA with the management of the SVBX Project by measuring, quantifying, and documenting the progress of completed work, and assuring compliance with contract quality requirements. Specific services being provided by Wong include:

- Inspection, documentation and acceptance of the work
- Independent quality control testing
- Off-site inspection and testing
- Oversight of contractors safety program
- Utility agency coordination and contact administration
- Contract administration support
- Environmental and hazardous material monitoring
- Progress measurement and payment documentation

DISCUSSION:

Wong is providing construction management services for the C700 Line, Track, Systems, and Stations contract and the campus construction contracts, including C730, C740, and C742. The campus contracts include design-build parking structures and design-bid-build campus and roadway contracts for the Milpitas and Berryessa Station sites.

Following the VTA Board action on December 8, 2011, there have been several changes in the SVBX Project schedules and other implementation details which have required increases in the level of effort required for the services provided by Wong. These changes were not contemplated in the labor resource plan that formed the basis for the original contract value.

The SVBX Project is now approximately 70% complete. Most design and design related activities are either complete or nearing completion, and the project is deep in the stages of civil construction and will soon begin systems installation and testing. As the SVBX project progresses through these phases of work, the composition of the SVBX management team is continually being adjusted to meet the changing demands of the work. The design related support VTA has needed from many of the design firms that have been engaged in the project is coming to an end, and the SVBX Project team is rapidly transitioning into a purely construction management and administration organization. Wong is providing the construction management services and personnel that is facilitating this transition.

The SVBX Project involves more than a dozen construction contracts. Each of these construction contracts have interfacing elements, time constraints, and regulatory requirements. Changing conditions during construction require changes to contract schedules and contract interfaces. Such changes during SVBX construction have created changes in construction management staffing requirements that are the basis of the recommended amendment to the Wong contract. The relevant changes are indicated below.

C700 Construction Schedule Modifications

Original C700 schedule: Start March 2012, Complete April 2016

Current C700 schedule: Start March 2012, Complete February 2017

The current forecast completion of the C700 Line, Track, Station, and Systems contract is approximately 10 months later than originally planned. While Wong has been diligent in adjusting staffing levels to match the C700 contractor's level of effort, key management roles including Project Managers, Construction Managers, Safety Oversight Managers, Office Engineers, and

Support Specialists needed to be consistently staffed to support ongoing operations of the project.

Additionally, key construction activities have been prolonged by approximately six months compared to C700's baseline construction schedule to which Wong developed the original resource allocation plan. Utility relocation, heavy civil and structural construction, station fit up, and trackwork installation have been significantly extended due to prolonged design development, ongoing coordination activities with third parties, and changes in response to C700's construction methodology. The extended activity durations have impacted the anticipated duration of deployment for specialized Site Representatives and Field Engineers, who are assigned to supervise specific disciplines of construction from start to finish.

Increased Effort on Current Work Scope

Starting in November 2012, VTA requested Wong to provide the following additional professional services not included in the original resource plan for the Contract:

- (1) System Design/Build Oversight: VTA requested Wong to provide Systems Design/Build Oversight services to manage oversight of the Systems design, construction, and testing efforts; provide technical leads in areas of Systems Integration, Trackwork, Traction Power, Automatic Train Control, and Communications; provide Systems design oversight; and support VTA with BART Systems Interfaces. During the Testing and Start-Up phase of the project, Wong has been asked by VTA to provide VTA Testing and Start-Up Manager and VTA Test Director.
- (2) Additional Safety and Security Oversight: Starting during Fiscal Year 2013 / 2014, VTA requested Wong to furnish an additional Construction Safety and Security Oversight personnel. Original staffing plan of the Contract was based on one Project Safety and Security Manager and one C700 Field Safety Oversight Manager. VTA requested Wong to provide a third C700 Field Safety Oversight representative that would augment the team for approximately four years.
- (3) Additional Environmental Compliance Oversight, Security Documentation, and support for As-Built plan preparation: These services are required by the project, and due to project time extension can no longer be supported by prior contracts.
- (4) Additional Other Direct Costs: Starting during Fiscal Year 2015 / 2016, VTA requested Wong to furnish six leased vehicles for employees to use on the project for a 24-month period. The C700 Contract had provisions to provide pool vehicles for the project team to use; however, due to the delay in the start of construction and the re-scheduling of the campus contracts, additional vehicles are necessary for the additional staff on the SVBX project.

Campus Contracts Construction Schedule Modifications

In 2014, VTA revised the scope and schedule for the various construction contract packages for the campus contracts. The restructuring of the SVBX work scope resulted in two additional campus contracts not originally anticipated in the labor resource plan for the contract. These contracts address work on Montague Expressway (C640), and Campus Landscaping (C741). During this same time, the start of the three original campus contracts was deferred so additional design

elements could be included in the contracts. This including adding the parking revenue collection system and communication and security systems to the parking structures contract, thereby requiring additional personnel.

Construction activities for Campus Contracts C730, C740, and C742 were scheduled to commence and complete from January 2014 to December 2016. During this same period of time, the C700 Contract was scheduled to be under construction phase (original C700 construction schedule was slated to start March 2012 and complete by April 2016.) The Wong CM staffing plan that was the basis of the Contract budget accounted for utilizing the same Site Representatives for each of the two Station campuses and one additional Field Engineer for each campus to oversee the campus contracts.

To support the changes schedules for the C740, C730, and C742 campus contracts, VTA requested seven additional CM personnel to mobilize that were not accounted for in the original Contract. VTA requested Wong to provide three Resident Engineers, each assigned to oversee one of these campus contracts. Also, each campus contract required two Field Engineers, an additional Field Engineer for each contract. In addition, VTA authorized one additional Support Specialist to support the campus contracts.

For the new campus contracts C640 and C741, six additional CM personnel will be required to mobilize that were not anticipated in the original Wong work plan. VTA has requested Wong to provide one Resident Engineer and two Field Engineers for each of these two campus contracts.

In summary, VTA directed Wong to proceed with the increased effort to address these changing project requirements. As a result of these changes, the current VTA approved Contract amount of \$27,000,000 will be exhausted by January 2016. Board action is required to support an amendment to the Contract for continued construction management services through the completion of the SVBX Project.

It is estimated that continued services from Wong through the SVBX Project completion will involve approximately 120,000 hours and cost an additional \$17,500,000. The existing SVBX Project budget is not changed by the addition of these costs.

The estimated costs for the recommended contract amendment are summarized as follows:

C700 Construction Schedule Modifications	
CM Managers, Engineers, Specialists	2,500,000
CM Field Engineers and inspection Staff	1,800,000
Increased effort on current Work Scope	
Systems Design/Build Oversight	4,200,000
Safety and Security Oversight	1,000,000
Environmental Compliance Oversight	4,200,000
Other Direct Costs (equipment etc.)	200,000
Campus Contracts Construction Schedule Modifications	<u>3,600,000</u>
Total Changes	\$17,500,000

PGH Wong Engineering, Inc. Contract Summary

Vendor Name:	PGH Wong Engineering, Inc.	Original Contract Amount:	\$27,000,000
Contract Number:	S12015F	Prior Modifications:	None
Original Contract Term(s):	Start 4/1/12 End 12/31/18	Current Contract Amount:	\$27,000,000
Revised Contract Term:	No Change	Amount Requested:	\$17,500,000
Solicitation Type:	RFP	Total Amount Including Request:	\$44,500,000
Procurement Type:	Competitive	% of Request to Current Amount	64.8%
DBE Goal:	18%	% Modifications including request to original contract:	64.8%
SBE Goal:	N/A	Funding Source(s):	Measure A, Federal New Starts SCVWD County of Santa Clara City of Milpitas

The Wong team consists of five subconsultants: Cornerstone Transportation Consulting, Harris & Associates, Telamon, Ninyo & Moore, and Safework, Inc. Company details are included in Attachment A.

ALTERNATIVES:

The additional construction management services forecasted for Fiscal Year 2015/2016 through Fiscal Year 2017/2018 could be performed by other CM consultants. However, because of Wong's familiarity with the construction activities on the SVBX project, it is recommended to continue Wong's involvement to maintain continuity. Furthermore, Wong has been diligent in its

use of approved budget, as evidenced by its record of managing and maintaining services under the approved Work Assignment budgets every Fiscal Year since 2012. Mobilizing a new construction management firm could be potentially more costly than the recommended action and could negatively impact the SVBX schedule.

FISCAL IMPACT:

This action will authorize \$17,500,000 for construction management services. Appropriation for this expenditure is available in the FY16 Adopted 2000 Measure A Transit Improvement Program Fund Capital Budget. This contract is funded by a combination of Federal New Starts (FFGA) funds, 2000 Measure A proceeds, and other local fund sources including the Santa Clara Water District, the County of Santa Clara, and the City of Milpitas.

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION:

In connection with performance with the contract, a DBE goal of 18% has been established based on identifiable subcontracting opportunities. The Contractor has committed to maintain this participation for the construction management services identified under the proposed amendments.

Prepared by: Dennis O. Ratcliffe
Memo No. 5229

ATTACHMENTS:

- 5229 - Wong VTA Board Memo - Attachment A (PDF)

**Silicon Valley Rapid Transit – Contract for Construction Management Services with PGH
Wong Engineering, Inc.**

Attachment A

Contractor Firm	Contractor Role	Name	Location
PGH Wong Engineering, Inc.	Prime Consultant	Peter G.H. Wong	182 2 nd Street, Suite 500 San Francisco, CA 94105 (415) 566-0800
Telamon Engineering Consultants, Inc.	<ul style="list-style-type: none"> • Surveying • Estimating Support 	Stephen Chan	855 Folsom Street, Suite 142 San Francisco, CA 94107 (415) 837-1 336
Cornerstone Transportation Consulting, Inc. (DBE)	<ul style="list-style-type: none"> • Document Control • Field Engineering Resources As-Needed 	Ming Ng	44 Montgomery Street, Suite 3360 San Francisco, CA 94104 (415) 705-7800
Harris & Associates	<ul style="list-style-type: none"> • C700 LTSS Utility Site Representation • Environmental Monitoring & Mitigation • Field Engineering Support As-Needed 	Rob Shackelford	1401 Willow Pass Road, Suite 500 Concord, CA 94520 (925) 827-4900
Ninyo & Moore	<ul style="list-style-type: none"> • Materials Testing • Hazardous Materials Testing 	Ruchil Shah	2149 O'Toole Ave. Suite 30, San Jose, CA 95131 (408) 435-9000
Safework, Inc. (DBE)	<ul style="list-style-type: none"> • Construction Safety/Security Management • UPRR Operations & Safety Coordination 	Rebecca Jones	20750 Ventura Blvd., Suite 330 Woodland Hills, CA 91364 (818) 716 -0384



Date: October 9, 2015
 Current Meeting: October 15, 2015
 Board Meeting: November 5, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Administration & Finance Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Government Affairs, Jim Lawson

SUBJECT: Process for Mitigating Impacts Due to Construction Interruption of the Alum Rock/Santa Clara (AR/SC) Bus Rapid Transit Project

Policy-Related Action: Yes

Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Authorize the General Manager to establish a process for mitigating impacts to small businesses due to the construction interruption of the Alum Rock/Santa Clara Bus Rapid Transit Project and to negotiate and execute agreements necessary for that purpose. Augment the FY 2016 Santa Clara Valley Transportation Authority's (VTA) Transit Fund Capital Budget by \$1.5 million.

BACKGROUND:

The Alum Rock/Santa Clara (AR/SC) Bus Rapid Transit (BRT) Project will provide just over seven miles of limited-stop rapid transit service from the Eastridge Transit Center to the Arena Station in downtown San José using Capitol Expressway, Alum Rock Avenue and Santa Clara Street. This 2000 Measure A funded project includes installation of new, bus-only lanes on Alum Rock Avenue between U.S. 101 and I-680 that will allow the BRT vehicles to bypass automobile congestion as well as rail-like stations that allow for fast, all-door boarding. It will enhance the local community by providing increased mobility and other substantial long-term benefits.

This \$114 million project began construction in 2013. However, a number of recent incidents and concerns, primarily affecting the approximately 1.5 mile long Alum Rock section, led VTA to the difficult and exceptional decision in July 2015 of halting work with the prime contractor constructing the project. A few of the unforeseen conditions and challenges encountered by VTA and its contractor included:

- Unmarked utilities, some over a century old, during utility relocation and excavation
- Wet, unsuitable soil conditions during repaving
- Changes in design to include shelters and new curb and gutter
- Delays in materials, third party utility relocations, and procurements

In August 2015, VTA undertook an information-gathering exercise and asked businesses within the construction zone of the project to estimate the financial impact from construction. Over the next month, VTA received approximately 40 responses with self-reported estimates ranging from the high four figures to the low six figures. VTA has not requested backup information to substantiate these estimates.

At its October 1, 2015 meeting, the VTA Board of Directors, following a closed session meeting, apologized for the inconvenience and impact to the community and small businesses in the affected area caused by the delay. In overview, the Board pledged to move in two general directions: (1) enact a process to institute corrective and preventative measures to return the affected area back to normal as soon as possible; and (2) provide support to those small businesses in the affected area. This support will include business assistance, marketing, and some monetary recognition of the unusual impact of this project.

Since then, VTA has aggressively pursued completion of the project and mitigation of the impacts to help ensure the continued commerce, vitality, and quality of life in the affected area. To that end VTA has:

- Restarted construction by reassigning responsibilities among project contractors
- Focused work on graffiti removal and street light and traffic signal replacement
- Expedited repairs to the roadwork to remove barriers
- Increased security patrols in the area

DISCUSSION:

Under both Federal and State law, VTA has no legal duty to provide compensation to property owners or businesses unless there has been a taking of real property or access to the business has been completely denied due to direct construction impacts. Where this has happened, VTA and the affected property or businesses owners have either settled or litigated the matter.

Separately, however, there appears to be a connection between prolonged construction activities and reduced business activity along the active construction zone of the AR/SC BRT project. Accordingly, as a matter of policy, the Board directed staff to explore options for addressing these indirect impacts on small businesses.

This memo outlines the recommended process for implementing additional measures to mitigate

existing issues resulting from the project, prevent as many unforeseen future conditions as possible, and help ensure the continued vitality of this East San José community. It is important to emphasize that this program is not legally required. This program is a voluntary undertaking as a show of goodwill and not as a response to any perceived liability.

The following defines the recommended specific plan of action for mitigations in the Alum Rock/Santa Clara corridor and lead organization.

VTA will:

- Establish funding for a Small Business Sustainability Program (SBSP) in the amount of \$1.5 million to be administered by a Special Master hired by the City of San José.
- Distribute checks from the SBSP to all participating small businesses operating in the affected area in the amount of \$1,000 (subject to conditions).
- Distribute SBSP checks ranging from \$1,000 to \$25,000 to participating small businesses suffering greater perceived impact based on the recommendation of the Special Master (subject to conditions).
- Establish a Project Office along the project site that will:
 - Be staffed with VTA Community Outreach and AR/SC BRT Project staff
 - Be staffed with consultant Community Outreach staff that are both language and culturally competent
 - Serve as the area office for the Special Master
 - House the Economic Development Team
- Expedite the cleaning up of the project area.
- Expedite the filling of holes and removing obstructions from streets, sidewalks and other vehicular/bicycle/pedestrian areas to return unobstructed mobility.
- Ensure traffic signals are in place and the lanes in the affected segments of Santa Clara Street and Alum Rock Avenue are open and free of construction impacts in time for the Christmas holiday/shopping season.
- Fix inoperable existing lighting and enhance as warranted.
- Remove graffiti in the local project area for the duration of the project.
- Provide additional security in the local project area for the duration of the project.
- Work with the businesses to light trees and put out holiday decorations to remind people that the establishments are open for business during the holiday season.
- Develop a specific communication plan to be implemented by VTA's Community Outreach team to keep community residents and businesses informed of our plans, progress and future actions and to solicit community feedback.
- Provide improved signage for businesses.
- Promote businesses on VTA's website and email communications and offer advertising on VTA properties and rolling stock.

City of San José will:

- Hire and supervise the independent Special Master.
- Provide business assistance and guidance for small businesses in the area.
- Provide staff and customer assistance from its Office of Economic Development.
- Provide input to VTA on criteria for contractor-selection processes for the completion of the AR/SC BRT project.

Although not legally required, this program recognizes the extraordinary and unusual impacts in this area. Because of the specific nature of these impacts, this program is not precedent-setting. During future phases of the project there will be additional disruptions, just as there are on all capital improvement projects. And, just as there is generally no duty to compensate business owners for business disruptions, VTA does not envision a repeat of this program for future impacts on this or any other project.

In sum, implementing this action plan's specific measures will help restore the vitality and quality of life in the area as expeditiously as possible. At the completion of the project, the entire community will enjoy a major infrastructure investment, improving transportation, transit, and the quality of life in the area.

ALTERNATIVES:

There are no practical alternatives to the recommended action.

FISCAL IMPACT:

This action will authorize an increase in an amount of \$1.5 million to the FY2016 VTA Transit Fund Capital Budget to fund payments to be made to the participating small businesses and to pay for the services of the Special Master from existing reserves. Future unanticipated revenues and/or lower than anticipated expenditures will serve to replenish the reserves to complete the described process. The expenses for other activities described above such as graffiti removal, providing additional security, fixing inoperable lighting, etc. are estimated to be \$250,000 and will be funded by the AR/SC BRT Project.

Prepared by: Stephen Flynn, Advisory Committee Coordinator
Memo No. 5239



Date: October 1, 2015
 Current Meeting: October 15, 2015
 Board Meeting: November 5, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Administration & Finance Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Financial Officer, Raj Srinath

SUBJECT: Monthly Investment Report for August 2015

FOR INFORMATION ONLY

BACKGROUND:

The investment activities of the Santa Clara Valley Transportation Authority are in compliance with the Investment of Non-Trust Held Funds Investment Policy, the VTA Retirees' Other Post Employment Benefits Trust Investment Policy and the ATU, Local 265 Pension Investment Policy.

DISCUSSION:

Economic Watch

Real gross domestic product (GDP) increased 3.9% in the second quarter of 2015 at a seasonally adjusted annual rate, according to the "third" estimate released by the Bureau of Economic Analysis.

Headline consumer prices, as measured by the consumer price index (CPI), increased 0.20% year over year as of August 2015 on a seasonally adjusted basis. Core CPI, which excludes volatile food and energy prices increased at a rate of 1.80% year over year as of August 2015 on a seasonally adjusted basis. The Federal Reserve continues to target an inflation rate of 2.0%.

The unemployment rate in the San Jose-Sunnyvale-Santa Clara MSA was 4.1% in August 2015, down from a revised 4.3% in July 2015, and below the year-ago estimate of 5.4%. This compares with an unadjusted unemployment rate of 6.1% for California and 5.2% for the nation during the same period.

Market Watch

The S&P 500 Index returned -6.03% in August 2015. Large cap stocks returned -6.02% and small cap stocks returned -6.28%. Within the large cap space, growth stocks underperformed value stocks, returning -6.07% and -5.96% respectively. The top-performing sectors were utilities, energy and materials /processing. The worst-performing sectors were consumer discretionary, financial services and healthcare.

The Barclays Aggregate index returned -0.14% in August 2015. The treasury sector returned 0.04%, and the government related sector returned -0.38% for the month. The investment grade corporate bond sector returned -0.59% for the month.

VTA Enterprise Funds

VTA Enterprise Funds are invested in portfolios managed by Payden & Rygel and in the LAIF investment account or an interest bearing checking account. Investment performance for the Payden & Rygel managed accounts is included in the table below.

The Payden & Rygel composite portfolio matched its policy benchmark at -0.01% in the current month, but outperformed its policy benchmark by 0.09% calendar year-to-date. The current yield for the Payden long-term portfolio is 1.39%, the mid-term portfolio is 0.94%, and the short-term portfolio is 0.56%.

The current yield for funds invested in LAIF is 0.33% and VTA's checking accounts is 0.02%.

Market performance for each Payden & Rygel account is summarized in the following table:

Investment Performance as of August 2015									
Asset Class	Fund Manager	Aug	3 Mo	Y-T-D	1 Yr	3 Yr	5 Yr	10 Yr	I-T-D
Long-Term Fixed Income	Payden & Rygel	0.02%	-0.05%	1.22%	1.68%	0.93%	1.89%	3.68%	4.30%
<i>Barclays Cap US Govt. Intermediate Index</i>		<i>0.06%</i>	<i>0.07%</i>	<i>1.28%</i>	<i>1.88%</i>	<i>0.84%</i>	<i>1.78%</i>	<i>3.68%</i>	<i>4.27%</i>
Mid-Term Fixed Income ¹	Payden & Rygel	-0.02%	0.03%	0.74%	0.83%	0.72%	0.92%	-	1.46%
<i>Merrill Lynch 1 to 3 Year Treasury Index</i>		<i>-0.04%</i>	<i>0.04%</i>	<i>0.68%</i>	<i>0.80%</i>	<i>0.57%</i>	<i>0.73%</i>	-	<i>1.08%</i>
Short-Term Fixed Income ²	Payden & Rygel	-0.01%	0.01%	0.31%	0.32%	0.36%	0.44%	1.83%	1.79%
<i>iMoneynet Money Market Index</i>		<i>0.00%</i>	<i>0.00%</i>	<i>0.00%</i>	<i>0.00 %</i>	<i>0.02%</i>	<i>0.03%</i>	<i>1.41%</i>	<i>1.32%</i>
Composite Portfolio Returns		-0.01%	0.00%	0.76%	0.93%	0.66%	1.24%	2.73%	3.64%
<i>Policy Benchmark Returns</i>		<i>-0.01%</i>	<i>0.04%</i>	<i>0.67%</i>	<i>0.89%</i>	<i>0.48%</i>	<i>1.03%</i>	<i>2.52%</i>	<i>3.50%</i>

¹ Implemented February 11, 2009

² Implemented February 14, 2003

VTA Retirees' Other Post Employment Benefits (OPEB) Trust

The VTA Retirees' OPEB Trust Investment Policy requires the following asset allocation:

<u>Asset Allocation</u>	<u>Range</u>	<u>Target</u>	<u>Actual</u>
Domestic Fixed Income	35-70%	48%	40%
Domestic Large Cap Index	25-60%	50%	61%
Cash	0-5%	2%	-1%

The Retirees' OPEB composite portfolio underperformed its policy benchmark by 0.79% in the current month, and by 0.45% calendar year-to-date. The current yield for the fixed income portfolio is 4.10%.

Market performance for each money manager is summarized in the following table:

Investment Performance as of August 2015									
Asset Class	Fund Manager	Aug	3 Mo	Y-T-D	1 Yr	3 Yr	5 Yr	10 Yr	I-T-D
Fixed Income	Dodge & Cox	-0.60%	-1.09%	0.00%	0.59%	2.52%	3.76%	5.24%	6.05%
<i>Barclays Cap US Aggregate Bond Index</i>		<i>-0.14%</i>	<i>-0.54%</i>	<i>0.45%</i>	<i>1.55%</i>	<i>1.53%</i>	<i>2.99%</i>	<i>4.46%</i>	<i>5.48%</i>
<i>-5.89</i>									
Large Cap Index	State Street	-6.01%	-5.89%	-2.88%	0.50%	14.27%	15.82%	7.17%	4.14%
<i>S&P 500 Index</i>		<i>-6.03%</i>	<i>-5.92%</i>	<i>-2.87%</i>	<i>0.50%</i>	<i>14.32%</i>	<i>15.87%</i>	<i>7.15%</i>	<i>4.01%</i>
Composite Portfolio Returns		-3.88%	-3.97%	-1.53%	0.82%	9.73%	11.17%	7.09%	6.32%
<i>Policy Benchmark Returns</i>		<i>-3.09%</i>	<i>-3.22%</i>	<i>-1.08%</i>	<i>1.17%</i>	<i>7.88%</i>	<i>9.47%</i>	<i>6.10%</i>	<i>5.12%</i>

DODGE & COX - The Fixed Income portfolio manager underperformed its benchmark in August 2015 by 0.46%, and by 0.45% calendar year-to-date. The main contributors to relative performance were the portfolio's shorter relative duration and nominal yield advantage; the primary detractor to relative performance was an overweight to corporate bonds.

A 7.00% rate of return assumption is used in the annual actuarial analysis for the Retirees' OPEB. The results of the actuarial analysis determine VTA's annual contribution rates. Any difference between actual investment returns and the 7.00% assumed annual return is recognized in the same year. The annual returns for the Retirees' OPEB portfolio have been equivalent to or exceeded the 7.00% assumed rate of return in 8 out of 14 years.

Historic Portfolio Performance for the last six calendar years:

Year	Performance	Year	Performance
2009	22.2%	2012	12.4%
2010	12.5%	2013	18.9%
2011	4.0%	2014	10.8%

SCVTA-ATU, Local 265 Pension Plan Assets

It is the policy of the SCVTA-ATU Board of Pensions to have a well-managed investment program that provides for the financial needs of the pension plan and allows the investments to be appropriately diversified and prudently invested to protect the safety of the principal while maintaining a reasonable return. Assets are invested within the following investment guidelines:

<u>Asset Allocation</u>	<u>Range</u>	<u>Target</u>	<u>Actual</u>
Domestic Fixed Income	28-38%	33%	33%
Domestic Large-Cap Value	12-22%	17%	16%
Domestic Large-Cap Index	8-18%	13%	12%
Domestic Small-Cap Value	2-12%	7%	7%
Int'l Equity Developed Markets	9-19%	14%	13%
Int'l Equity Emerging Markets	2-10%	5%	4%
US Core Real Estate	5-15%	10%	11%
Cash	0-5%	1%	4%

The SCVTA-ATU Pension Plan composite portfolio underperformed its policy benchmark in August 2015 by 0.12%, but outperformed its policy benchmark by 0.84% calendar year-to-date. The current yield of the Dodge & Cox Fixed Income portfolio is 4.30%.

Market performance for each money manager is summarized in the following table:

Investment Performance as of August 2015									
Asset Class	Fund Manager	Aug	3 Mo	Y-T-D	1 Yr	3 Yr	5 Yr	10 Yr	I-T-D
Fixed Income	Dodge & Cox	-0.69%	-1.28%	0.08%	0.71%	2.54%	3.75%	5.27%	6.33%
<i>Barclays Cap US Aggregate Bond Index</i>		-0.14%	-0.54%	0.45%	1.55%	1.53%	2.99%	4.46%	5.04%
Large-Cap Value Stocks	Boston Partners	-5.63%	-6.85%	-4.37%	-1.18%	15.22%	16.58%	8.59%	9.25%
<i>Russell 1000 Value Index</i>		-5.96%	-7.44%	-6.14%	-3.49%	13.92%	14.68%	6.18%	6.28%
Large-Cap Index	State Street	-6.01%	-5.89%	-2.88%	0.50%	14.27%	15.82%	7.17%	6.07%
<i>S&P 500 Index</i>		-6.03%	-5.92%	-2.87%	0.50%	14.32%	15.87%	7.15%	5.97%
Small-Cap Value Stocks	Wedge ⁴	-5.07%	-6.59%	-2.91%	-0.48%	15.76%	16.39%	6.00%	9.74%
<i>Russell 2000 Value Index</i>		-4.91%	-7.41%	-6.83%	-4.95%	11.76%	13.23%	5.70%	9.04%
Int'l Equity Dev. Markets Growth	MFS ⁵	-7.96%	-8.76%	-0.32%	-6.16%	6.41%	7.58%	-	2.25%
<i>MSCI AC World ex-US Growth Index</i>		-7.51%	-9.69%	-2.26%	-8.68%	6.18%	5.63%	-	-0.68%
US Core Real Estate	UBS ⁶			5.99%	12.68%	10.97%	12.20%	-	12.20%
<i>NCREIF NFI-ODCE</i>				7.33%	14.43%	13.12%	14.41%	-	14.41%
Emerging Market	ROBECO E. M. ⁷	-9.42%	-19.55%	-14.47%	-24.40%	-2.62%			-3.79%
<i>MCSI World Emerging Market</i>		-9.04%	-17.54%	-12.84%	-22.94%	-2.42%			-3.18%
Composite Portfolio Returns ⁸		-3.81%	-4.80%	-1.15%	-0.50%	8.87%	10.26%	7.50%	8.06%
<i>Policy Benchmark Returns</i>		-3.69%	-4.89%	-1.99%	-1.50%	7.64%	8.69%	5.60%	5.70%

⁴ Funded April 1, 2009. Prior manager was Brandywine with the same benchmark.

⁵ Funded December 14, 2007. Prior managers were Putnam and Fidelity with MSCI EAFE as their benchmark.

⁶ Initially funded July 1, 2010. UBS Realty Investors LLC with NCREIF NFI-ODCE as their benchmark. Performance report 45 days after quarter ended.

⁷ Initially funded December 1, 2010

⁸ Investment performances by prior managers are included in composite returns and historical policy benchmark returns.

DODGE & COX - The Fixed Income portfolio manager underperformed its benchmark in August 2015 by 0.55%, and by 0.37% calendar year-to-date. The main contributors to relative performance were the portfolio's shorter relative duration and nominal yield advantage; the primary detractor to relative performance was an overweight to corporate bonds.

BOSTON PARTNERS - The Domestic Large Cap Value Equity manager outperformed its policy benchmark in August 2015 by 0.33%, and by 1.77% calendar year-to-date. Stock selection was the largest contributor relative performance. Over weights to the finance and healthcare sectors were negative contributors to relative performance.

WEDGE - The Domestic Small Cap Value Equity manager underperformed its policy benchmark in August 2015 by 0.16%, but outperformed its policy benchmark by 3.92% calendar year-to-date. Strong relative performance was driven by stock selection in the consumer discretionary and healthcare sectors.

MFS - The International Equity manager underperformed its policy benchmark in August 2015 by 0.45%, but outperformed its policy benchmark by 1.94% calendar year-to-date. Positive contributors to relative performance were stock selection in the financial services, technology and basic materials sectors. An underweight to the Utilities sector a negative contributor to relative performance for the month.

ROBECO - The Emerging Markets Equity manager underperformed its policy benchmark in August 2015 by 0.38%, and by 1.63% calendar year-to-date. Overweight positions in both China and India were detractors from relative performance. Stock selection made a modest contribution to relative performance.

A 7.50% rate of return assumption is used in the annual actuarial analysis for the ATU Pension Plan. The results of the actuarial analysis determine VTA's annual contribution rates. The annual returns for the ATU Pension Plan portfolio have been equivalent to or exceeded the 7.50% assumed rate of return 7 out of 14 years.

Historic Portfolio Performance (calendar year) for the last six calendar years:

Year	Performance	Year	Performance
2009	25.7%	2012	14.5%
2010	14.0%	2013	16.5%
2011	1.7%	2014	7.2%

ATU Spousal Medical Trust Fund, Dental, and Vision Plan

Asset allocation for the ATU Spousal Medical Trust Fund (including funds for dental and vision plans) is provided for in the SCVTA-ATU Pension Plan Investment Policy.

<u>Asset Allocation</u>	<u>Range</u>	<u>Target</u>	<u>Actual</u>
Domestic Fixed Income	30-50%	38%	38%
Domestic Large Cap Index	50-70%	60%	60%
Cash	0-5%	2%	2%

The ATU Spousal Medical Trust Fund composite portfolio underperformed its policy benchmark in the current month by 0.34%, and by 0.33% calendar year-to-date. The current yield for the fixed income portfolio is 4.30%

Market performance for each money manager is summarized in the following table:

Investment Performance as of August 2015									
Asset Class	Fund Manager	Aug	3 Mo	Y-T-D	1 Yr	3 Yr	5 Yr	10 Yr	I-T-D
Fixed Income	Dodge & Cox	-0.81%	-1.50%	-0.44%	-0.20%	2.40%	3.81%	5.03%	4.92%
<i>Barclays Cap US Aggregate Bond Index</i>		<i>-0.14%</i>	<i>-0.54%</i>	<i>0.45%</i>	<i>1.55%</i>	<i>1.53%</i>	<i>2.99%</i>	<i>4.46%</i>	<i>4.43%</i>
Large-Cap Index	State Street	-6.01%	-5.89%	-2.88%	0.50%	14.27%	15.82%	7.17%	7.65%
<i>S&P 500 Index</i>		<i>-6.03%</i>	<i>-5.92%</i>	<i>-2.87%</i>	<i>0.50%</i>	<i>14.32%</i>	<i>15.87%</i>	<i>7.15%</i>	<i>7.63%</i>
Composite Portfolio Returns		-4.01%	-4.17%	-1.74%	0.47%	9.97%	11.32%	7.09%	7.23%
<i>Policy Benchmark Returns</i>		<i>-3.67%</i>	<i>-3.76%</i>	<i>-1.41%</i>	<i>1.06%</i>	<i>9.16%</i>	<i>10.73%</i>	<i>6.35%</i>	<i>6.60%</i>

DODGE & COX - The Fixed Income portfolio manager underperformed its benchmark in August 2015 by 0.67%, and by 0.99% calendar year-to-date. The main contributors to relative performance were the portfolio's shorter relative duration and nominal yield advantage; the primary detractor to relative performance was an overweight to corporate bonds.

Other Data

The valuation of VTA's securities is provided by Interactive Data Corporation (IDC), Merrill Lynch Securities Pricing Service and Bloomberg Generic Pricing Service. These firms are the leading providers of global securities data. They offer the largest information databases with current and historical prices on securities traded in all major markets.

This report complies with VTA's adopted investment policies. Based on budgeted revenues and expenditures as well as actual transfers to/from reserves, there are sufficient funds available to meet expenditure requirements for the six months ending February 29, 2016.

Prepared By: Sean Bill, Investment Program Manager
Memo No. 4863

VTA INVESTMENT COMPOSITE PORTFOLIO PERFORMANCE.

PER GENERAL LEDGER BALANCE - SETTLEMENT DATE

FOR THE MONTH OF AUGUST 2015

SUMMARY: AUGUST 31, 2015

Description	(1)		Fiscal 16	Fiscal 16	Change for the Month
	Jul-15	Aug-15	Year-to-Date	Year-to-Date	
	Book Value	Book Value	July 2015	Aug 15 Realized	Realized
	/Cost	/Cost	Earnings - \$	Earnings - \$	Earnings - \$
VTA FUNDS					
1 - Fixed Income - Long-Term Investment Pool	276,448,563	276,815,671	-267,626	41,067	308,693
2 - Fixed Income - Mid-Term Investment Pool	562,492,995	563,046,382	-102,210	298,503	400,713
3 - Fixed Income - Short-Term Investment Pool	231,160,582	231,295,159	-45,688	13,891	59,579
4 - Fixed Income - Collateral	1,688,788	1,688,811	22	38	16
5 - VTA Bond Funds with Fiscal Agent (2)	62,338,438	73,071,275	2,242	2,242	0
6 - Funds with LAIF Investment Pool	22,000,000	50,000,000	11,575	23,150	11,575
7 - Funds with Union Bank-Congestion Management	6,835,042	8,799,279	646	1,356	710
8 - Funds with Union Bank-Measure B	7,600,540	7,567,876	694	1,387	693
9 - Funds with Union Bank Pooled DDA account	24,031,674	35,657,497	0	97	97
Total VTA Funds	1,194,596,622	1,247,941,950	-400,345	381,731	782,076
RETIREEES' OPEB FUNDS					
1 - Retirees' OPEB -Fixed Income	102,661,385	102,830,491	398,362	722,701	324,339
2 - Retirees' OPEB -State Street - Index	94,302,619	94,302,619	0	0	0
Total Retirees' OPEB Funds	196,964,004	197,133,110	398,362	722,701	324,339
ATU PENSION FUNDS					
1 - VTA/ATU Pension Fund -Fixed Income	156,243,246	156,352,970	675,541	1,169,080	493,539
2 - VTA/ATU Pension Fund -Stock Large Cap Value - BOSTON	67,439,994	67,667,054	923,248	1,388,718	465,470
3 - VTA/ATU Pension Fund -State Street - Index	31,782,135	31,782,135	0	0	0
4 - VTA/ATU Pension Fund -Stock Small Cap Value - WEDGE	24,450,596	24,769,853	507,799	833,420	325,621
5 - VTA/ATU Pension Fund -Int'l - Equity Growth - MFS	50,574,856	50,574,856	0	0	0
6 - VTA/ATU Pension Fund -Emerging Markets - ROBECO (3)	23,500,000	23,500,000	0	0	0
7 - VTA/ATU Pension Fund -US Core Real Estate - UBS (4)	35,000,000	35,000,000	0	0	0
Total ATU Pension Funds	388,990,827	389,646,868	2,106,588	3,391,218	1,284,630
ATU SPOUSAL MEDICAL PLAN FUNDS					
1 - ATU Spousal Med Fund -Dodge & Cox - Index	5,927,234	5,927,234	0	0	0
2 - ATU Spousal Med Fund -State Street - Index	7,607,187	7,607,187	0	0	0
Total ATU Spousal Plan Funds	13,534,421	13,534,421	0	0	0
Total Investments	1,794,085,874	1,848,256,349	2,104,605	4,495,650	2,391,045

Legend:

- (1) Total includes contributions / withdrawals made during current month.
- (2) Bonds Reserves and/or Debt Service Funds
- (3) Initial funding 12/1/2010
- (4) initial funding 7/1/2010

VTA INVESTMENT COMPOSITE PORTFOLIO PERFORMANCE

MONEY MANAGERS' TOTAL MARKET RETURN - TRADE DATE

FOR THE MONTH OF AUGUST 2015

SUMMARY: August 31, 2015

<u>Description</u>	<u>Total Market Value</u>		<u>Aug Total Market Return</u>		<u>Total Market Return</u>	
	<u>(1)</u> <u>Prior</u> <u>Month</u>	<u>Current</u> <u>Month</u>	<u>\$Unrealized</u> <u>Gain/Loss</u>	<u>%Unrealized</u> <u>Gain/Loss</u>	<u>VTA</u> <u>Calendar</u> <u>YTD</u>	<u>Benchmark</u> <u>Calendar</u> <u>YTD</u>
1 - Fixed Income Long-Term Investment Pool	277,517,421	277,573,118	55,697	0.02%	1.22%	1.28%
1 - Fixed Income Mid-Term Investment Pool	563,674,936	563,564,900	(110,036)	-0.02%	0.74%	0.68%
2 - Fixed Income Short-Term Investment Pool	231,330,070	231,294,112	(35,958)	-0.01%	0.31%	0.00%
3 - Fixed Income Collateral Investment Pool (3)	1,688,788	1,688,811				
4 - VTA Bond Funds with Fiscal Agents (2)	62,338,438	73,071,275				
5 - Funds with LAIF Investment Pool	22,000,000	50,000,000				
6 - Funds with Union Bank-Congestion Management	6,835,042	8,799,279				
7 - Funds with Union Bank-Measure B	7,600,540	7,567,876				
8 - Funds with Union Bank DDA account	24,031,674	35,657,497				
Total VTA Funds	1,197,016,909	1,249,216,868				
1 - Retirees' OPEB - Fixed Income	106,000,318	105,362,169	(638,149)	-0.60%	0.00%	0.45%
2 - Retirees' OPEB - State Street - Index	172,646,398	162,270,453	(10,375,945)	-6.01%	-2.88%	-2.87%
Total Retirees' OPEB Funds	278,646,716	267,632,622				
1 - VTA/ATU Pension Fund-Fixed Income	160,989,087	159,858,635	(1,130,452)	-0.69%	0.08%	0.45%
2 - VTA/ATU Pension Fund-Stock Large Cap Value	84,078,747	79,342,033	(4,736,714)	-5.63%	-4.37%	-6.14%
3 - VTA/ATU Pension Fund-State Street - Index	64,636,197	60,751,600	(3,884,597)	-6.01%	-2.88%	-2.87%
4 - VTA/ATU Pension Fund-Stock Small Cap Value	33,748,712	32,036,007	(1,712,705)	-5.07%	-2.91%	-6.83%
5 - VTA/ATU Pension Fund- Int'l - Equity Growth	71,618,065	65,917,530	(5,700,535)	-7.96%	-0.32%	-2.26%
6 - VTA/ATU Pension Fund- Emerging Markets (4)	21,837,781	19,794,124	(2,043,657)	-9.42%	-14.47%	-12.84%
7 - VTA/ATU Pension Fund- US Core Real Estate (5)	53,537,936	53,537,937				
Total Pension Fund	490,446,525	471,237,866				
1 - ATU Spousal Med Fund - Dodge & Cox - Index	8,335,030	8,267,812	(67,218)	-0.81%	-0.44%	0.45%
2 - ATU Spousal Med Fund-State Street - Index	14,101,803	13,254,293	(847,510)	-6.01%	-2.88%	-2.87%
Total ATU Spousal Funds	22,436,833	21,522,105				
Total Investments	1,988,546,983	2,009,609,461				

Legend:

- (1) Total includes contributions / withdrawals made during current month.
- (2) Bonds Reserves for Debt Service Funds and Measure A Project Funds. During August 2015 no cash was drawn from 2010 project fund for Measure A Projects.
- (3) Funded 7/23/2012 \$202,149.96 and \$2,840,114.82 on 7/15/2013; withdraw \$414,890.44 on 8/8/2014; withdraw \$944,706.75 on 8/7/2015
- (4) Initial funded December 1, 2010 - Performance reported quarterly.
- (5) Initial funded July 1, 2010 - Performance reported quarterly.



Date: October 5, 2015
 Current Meeting: October 15, 2015
 Board Meeting: November 5, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Administration & Finance Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Government Affairs, Jim Lawson

SUBJECT: Legislative Update Matrix

FOR INFORMATION ONLY

BACKGROUND:

The Legislative Update Matrix describes the key bills that are being considered by the California State Legislature during the 2015-2016 regular session, as well as during the special session called by Gov. Jerry Brown to address issues related to transportation funding. The matrix indicates the status of these measures and any VTA positions with regard to them.

DISCUSSION:

The Legislature adjourned the first year of the 2015-2016 regular session during the early morning hours of September 12. Any pieces of legislation that were not sent by lawmakers to Gov. Brown prior to adjournment are now “two-year bills,” and may be reconsidered when the Assembly and Senate reconvene next year. The Legislature will be in interim recess until January 6, 2016.

Running concurrent with the regular session is a special session that Gov. Brown called on June 19 to focus the Legislature’s attention on addressing the significant funding shortfalls that exist for maintenance and rehabilitation work on both the state highway and local roadway systems. In his special session proclamation, the Governor specifically directed lawmakers to enact legislation to provide permanent and sustainable funding to maintain and repair the state’s critical infrastructure, improve the state’s key trade corridors, and complement local infrastructure efforts. It is the intent of the legislative leadership to convene a conference committee sometime in the fall made up of members of both the Assembly and Senate to work on possible solutions to address these challenges.

In an attempt to move the special session forward, Gov. Brown, on September 3, announced a plan that seeks to generate roughly \$3.2 billion per year in new funding for transportation

purposes, with an emphasis on “fix it first.” The plan, which has not yet been amended into any particular bill, estimates investing the following amounts on an annual basis:

- \$1.6 billion for maintenance and rehabilitation of state highways.
- \$1.05 billion for local streets/roads.
- \$250 million for a local partnership program to reward counties that impose voter-approved taxes or fees for transportation purposes.
- \$200 million for trade corridors.
- \$100 million in savings resulting from improved efficiencies at Caltrans.

The revenues for these new, ongoing investments would be generated by:

- Increasing the diesel excise tax by 11 cents per gallon.
- Indexing both the gasoline and diesel excise taxes annually for inflation.
- Imposing a new road improvement charge of \$65 per year on all motor vehicles to be collected by the Department of Motor Vehicles (DMV) as part of the annual vehicle registration process.

In addition, Gov. Brown’s plan provides one-time revenues consisting of an appropriation of \$500 million in cap-and-trade auction proceeds and the repayment of \$879 million in outstanding loans owed by the General Fund to various transportation accounts. Of the \$500 million in one-time, cap-and-trade auction proceeds, \$400 million would be allocated to the Transit and Intercity Rail Capital Program, and \$100 million to a new, competitive Low Carbon Road Program for complete streets, and other city and county roadway projects that reduce greenhouse gas emissions. The \$876 million in General Fund loan repayments would be distributed as follows:

- \$334 million for trade corridors.
- \$265 million for the Transit and Intercity Rail Capital Program.
- \$132 million for state highways.
- \$148 million for the Traffic Congestion Relief Program (TCRP).

Gov. Brown’s plan is the second comprehensive transportation funding proposal to surface in the special session. The first was SBX1-1 (Beall), which was introduced on June 22, and was approved by the Senate Transportation & Infrastructure Development Committee on August 19. This bill, which has been referred to the Senate Appropriations Committee, calls for generating approximately \$4 billion-\$5 billion a year in new transportation revenues through five different tax and fee increases, with the revenues being primarily targeted for maintenance and rehabilitation work on the state highway and local roadway systems, and for goods movement projects.

Given that both the Governor’s plan and SBX1-1 require a two-thirds vote of the Legislature, much attention is being focused on trying to find the necessary Republican votes, while at the same time, shoring up the support of moderate Democrats representing competitive districts. So far, the Assembly and Senate GOP caucuses have been holding firm in their opposition to any transportation funding package that would impose new taxes or fees. Similarly, moderate

Democrats in both chambers have expressed a reluctance to vote for any tax or fee increases.

Prior to adjourning the first year of the regular session, the Legislature passed and sent to Gov. Brown the following bills of interest:

SB 9 (Beall): Transit and Intercity Rail Capital Program: A high priority for VTA, SB 9 proposes to incorporate into the Transit and Intercity Rail Capital Program several concepts that have been successfully used for other federal and state transportation funding programs in order to enable the Transit and Intercity Rail Capital Program to accommodate a wider variety of projects. Administered by CalSTA, the Transit and Intercity Rail Capital Program is one of the competitive grant programs receiving cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund.

Among its key provisions, SB 9 requires CalSTA, beginning in FY 2019, to develop a five-year program of projects to be funded under the Transit and Intercity Rail Capital Program, rather than initiating a new competitive process every single fiscal year. The program of projects would be updated every two years. This approach is successfully used for the State Transportation Improvement Program (STIP).

In addition, SB 9 requires CalSTA to enter into multi-year agreements with public transit agencies for projects that are proposed to be funded under the Transit and Intercity Rail Capital Program over a number of fiscal years, rather than in one fiscal year. The Federal Transit Administration (FTA) uses multi-year funding agreement for all projects receiving money under the New Starts/Small Starts Program.

The legislation also enables a public transit agency that is seeking Transit and Intercity Rail Capital Program funding for a multi-year project to obtain a Letter of No Prejudice (LONP) from CalSTA, thereby allowing the transit agency to advance its project using local dollars and to be reimbursed with state cap-and-trade money at some later date. LONPs are commonly used at the federal level, and have been authorized through prior legislation for the state's various Proposition 1B programs and for the TCRP.

The combination of these provisions in SB 9 would allow the Transit and Intercity Rail Capital Program to accommodate not only smaller projects, but also larger ones seeking a more sizable amount of cap-and-trade dollars that would be provided over multiple fiscal years, such as Phase 2 of VTA's BART Silicon Valley Extension Project.

AB 194 (Frasier): Express Lanes: AB 194 establishes a process that would allow VTA and other regional transportation agencies to submit applications for constructing and operating express lanes and other toll facilities on the state highway system within their respective jurisdictions to the California Transportation Commission (CTC) for review and approval. While several agencies in California, including VTA, have existing statutory authority to implement express lanes on the state highway system, the number of corridors that each agency may pursue is capped. Given the success of the express lanes that are currently in operation in California, as well as a growing interest on the part of many communities throughout the state to build out full express lane networks, there is a need to put in place a way for VTA and other

regional transportation agencies to implement additional express lanes and other toll facilities on the state highway system without having to seek specific legislative authorization on a corridor-by-corridor basis. AB 194 would accomplish this objective.

AB 1250 (Bloom): Bus Axle Weights: Since the mid-1970s, state law has prohibited the gross weight on any single axle of a public transit bus from exceeding 20,500 pounds. However, because of numerous federal and state mandates that have been imposed since that weight limit was established, including federal Americans with Disabilities Act (ADA) requirements, mandated emissions reduction equipment, and mandated equipment and materials to improve vehicle safety, public transit buses may exceed that limit, especially when carrying significant passenger loads. This situation came to a head in 2011 when several public transit agencies in Southern California were ticketed by local police departments for operating buses that were overweight.

In response, the California Transit Association sponsored AB 1706 (Eng), which was enacted into law in 2012. This measure offered a partial solution to the problem by permanently exempting the current bus fleets of public transit agencies from the single axle weight limit, as well as any new buses procured through a solicitation issued before January 1, 2013. After January 1, 2013, AB 1706 temporarily allowed public transit agencies to procure new buses that exceeded the weight limit under the following two conditions: (1) if the buses were no heavier than the vehicles they were replacing; or (2) if the buses were being purchased in order to incorporate a new fleet class into an agency's inventory or to expand an existing fleet class. With this latter provision set to expire on January 1, 2015, and without a permanent solution to the problem having been worked out, the California Transit Association sponsored follow-up legislation, AB 1720 (Bloom), to extend it for one more year. Therefore, under current law, the single axle weight limit will snap back into place on January 1, 2016, and apply to all public transit buses procured through a solicitation issued after January 1, 2013.

Relying on the current procedures in state law for overweight vehicles, which consists of either paying fines resulting from citations, or paying fees and administering thousands of annual overweight vehicle permits on a city-by-city basis, would be costly and time-consuming for public transit agencies. Such an approach also would continue to ignore the fact that California's single axle weight limit was created 40 years ago and, thus, did not contemplate today's transit operating environments, or legal and regulatory requirements. Moreover, it is a gross weight limit, meaning it takes into account both the weight of the bus and the passengers who are on board at the time the vehicle is weighed. While this weight limit may encourage manufacturers to build lighter buses, it ironically provides a disincentive to public transit agencies to actually put people on those buses.

Resulting from negotiations involving the California Transit Association, the League of California Cities, the California State Association of Counties (CSAC), and Caltrans, AB 1250 attempts to resolve the challenges that the state's single axle weight limit poses for public transit buses once and for all, while at the same time, respecting the interests of cities, counties and the state when it comes to the condition of their roadway systems. First, the legislation permanently exempts public transit buses that were purchased under the terms of the temporary procurement provisions originally enacted by AB 1706 and extended by AB 1720 from the weight limit to

ensure that these buses will be able to continue to operate legally. Any options under these procurement contracts must be exercised within five years of the date the contract was executed or by 2021, whichever is sooner, in order for the buses being purchased and delivered under the options to be exempt.

Second, for public transit buses procured through a solicitation issued after January 1, 2016, the bill establishes new curb weight limits for standard public transit buses, and for articulated and zero-emission buses. These limits would be gradually reduced over time to push manufacturers to design and build increasingly lighter buses. Under the provisions of AB 1250, curb weight is defined to mean the weight of the bus, including fuel and all equipment used in normal operations, but excluding the weight of the driver and passengers. Converting to a curb weight limit makes more sense because it acknowledges that the weight of a public transit bus changes as people board and get off the vehicle. With a gross weight limit, a bus may or may not be in compliance, depending on when the vehicle actually gets weighed along its route. Furthermore, a curb weight limit acknowledges that the role of a public transit agency is to maximize ridership, while at the same time, operating its vehicles within prescribed federal, state and local laws and regulations.

Finally, AB 1250 requires public transit agencies operating articulated buses to provide annual notification to cities and counties within whose jurisdiction such buses will be running. The bill requires this notification to include the approximate routes where the articulated buses are expected to be scheduled for service, as well as data and information provided to the public transit agency by the bus manufacturer identifying the weight of the vehicles.

Gov. Brown signed AB 1250 into law on October 4.

SB 413 (Wieckowski): Passenger Misconduct Violations: SB 413 makes several changes to state statutes governing prohibited conduct on public transit vehicles. Of particular interest to VTA are provisions in the bill that would allow a public transit agency to issue citations to passengers who refuse to yield seating reserved for seniors and disabled persons, if the agency's governing board enacts an ordinance to that effect. In addition, SB 413 addresses inconsistencies in current state law regarding what constitutes a noise violation. Specifically, the bill clarifies that a passenger could be cited for playing unreasonably loud sound equipment on a public transit vehicle, or for failing to comply with a warning from an enforcement officer related to disturbing another person by loud or unreasonable noise.

SB 508 (Beall): TDA and STA: SB 508 updates existing state law pertaining to public transit funding under the Transportation Development Act (TDA) and the State Transit Assistance Program (STA). The bill clarifies that liability insurance and settlement payments; fuel; alternative fuel programs; power, including electricity; and federal and state mandates are excluded from the definition of operating costs when determining whether a public transit agency meets the farebox recovery and efficiency requirements for TDA and STA funding. These provisions would ensure that an agency's TDA and STA funds are not jeopardized because of sudden, unplanned and unavoidable operating cost increases resulting from external factors that the agency cannot reasonably control.

In addition, SB 508 attempts to lessen the impact to a public transit agency's operating budget if the agency fails to meet the STA efficiency standard. Under current state law, a public transit agency is prohibited from using its formula share of STA funds for operating purposes if its total operating cost per revenue vehicle hour, as adjusted by the Consumer Price Index, exceeds the previous year's cost or, alternatively, the average of the prior three years. In such cases, the public transit agency is allowed to spend its STA funds only on capital projects. This efficiency measure is set up as a "pass/fail" standard, meaning that if a public transit agency exceeds the standard by even the smallest of margins, it cannot use any of its STA formula share for operating purposes. SB 508 would replace this pass/fail approach with a proportional penalty. For example, under the provisions of the bill, if a public transit agency were to exceed the standard by 5 percent, it could not use 5 percent of its STA funds for operating purposes.

SB 350 (de Leon): Climate Change: SB 350 sets the following two targets related to California's efforts to reduce greenhouse gas emissions to be achieved by 2030: (1) doubling energy savings in electricity and natural gas final end uses of retail customers through increased efficiency and conservation; and (2) increasing the amount of retail sales of electricity coming from renewable sources to 50 percent. Controversial provisions opposed by the oil industry that would have set a target of reducing petroleum use in motor vehicles by 50 percent by 2030 were stricken from SB 350 at the last minute in the Assembly when it became clear that the bill would not have sufficient votes to pass.

AB 1171 (Linder): Project Delivery: AB 1171, which the Governor signed into law on October 1, authorizes VTA and other regional transportation agencies to use the Construction Manager/General Contractor (CMGC) procurement method for designing and constructing projects on expressways that are not on the state highway system, if the projects are included in a voter-approved expenditure plan. Should the voters of Santa Clara County approve a future local transportation sales tax measure that includes projects on the county expressway system, VTA would be able to use CMGC for those projects pursuant to AB 1171, if the county were to ask VTA to deliver them on behalf of the county.

AB 313 (Atkins): Enhanced Infrastructure Financing Districts: AB 313 is a clean-up bill to existing state statutes that allow cities and counties to create an enhanced infrastructure financing district (EIFD), governed by a public financing authority, and use property tax increment revenues to fund capital facilities and projects within the boundaries of the district. Of particular interest to VTA are provisions in AB 313 that would allow a special district to participate in an EIFD's public financing authority, if the special district is providing any portion of the funding included in the EIFD's financing plan, regardless of the revenue source. These provisions fix a problem in current law, which limits the participation in an EIFD's public financing authority to only those agencies that have property taxing authority. For VTA, AB 313 would open the door for consideration of another potential funding tool for BART Phase 2. Specifically, if the city of San Jose were to decide to create an EIFD for the downtown area and include elements of BART Phase 2 in the financing plan, VTA would be able to participate in the EIFD's public financing authority as a funding partner, given that VTA would be providing local sales tax dollars for the project.

Gov. Brown signed AB 313 into law on September 22.

SB 516 (Fuller): Motorist-Aid Programs: Under current state law, local governments are authorized to establish a Service Authority for Freeway Emergencies (SAFE) to administer motorist-aid programs. A SAFE may impose a \$1 vehicle registration surcharge to provide funding for such programs. In the nine-county Bay Area, the Metropolitan Transportation Commission (MTC) serves as the SAFE.

Current state law also specifies that the first priority for SAFE funds is the implementation and operation of a roadside call-box system. Any revenues in excess of the amount needed for call boxes may be used for other motorist-aid programs, including changeable message signs, traffic operations centers, and tow trucks to remove disabled vehicles from freeways.

Given the significant decline in call-box usage resulting from an increase in cell-phone ownership, SB 516 removes the requirement that call-box systems receive first priority for SAFE funds. Instead, the bill allows SAFE funds to be used for any motorist-aid program, including call-boxes, thereby giving SAFEs the flexibility to determine the best and most cost-effective way to provide motorist-aid services to their respective region. In addition, SB 516 adds traveler information systems and other transportation demand management services; intelligent transportation systems; and safety-related hazard and obstruction removal to the list of eligible expenditures for SAFE funds.

The Governor signed SB 516 on October 4.

Prepared By: Kurt Evans, Government Affairs Manager
Memo No. 5206

LEGISLATIVE UPDATE
2015 - 2016 State Legislative Session
October 5, 2015

2015 Regular Session Calendar

DAY	JANUARY
1	Statutes signed into law in 2014 take effect.
5	Legislature reconvenes.
10	Budget must be submitted by the Governor to the Legislature on or before this date.
30	Last day to submit bill requests to the Legislative Counsel's Office.

DAY	FEBRUARY
27	Last day for new bills to be introduced.

DAY	MARCH
26	Spring Recess begins upon adjournment.

DAY	APRIL
6	Legislature reconvenes from Spring Recess.

DAY	MAY
1	Last day for policy committees to hear and report fiscal bills introduced in their house of origin.
15	Last day for policy committees to hear and report to the floor non-fiscal bills introduced in their house of origin.
29	Last day for fiscal committees to hear and report to the floor bills introduced in their house of origin.

DAY	JUNE
5	Last day for bills to be passed out of their house of origin.
15	Budget must be passed by midnight.

DAY	JULY
17	Last day for policy committees to hear and report bills introduced in the other house. Summer Recess begins upon adjournment, provided that the Budget Bill has been enacted.

DAY	AUGUST
17	Legislature reconvenes from Summer Recess.
28	Last day for fiscal committees to hear and report to the floor bills introduced in the other house.

DAY	SEPTEMBER
4	Last day to amend bills on the Assembly and Senate floors.
11	Last day for each house to pass bills. Interim Study Recess begins at the end of this day's session.

DAY	OCTOBER
11	Last day for the Governor to sign or veto bills passed by the Legislature before September 11, and in his possession after September 11.

DAY	JANUARY 2016
1	Statutes signed into law in 2015 take effect.
6	Legislature reconvenes.

State Assembly Bills

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 2 (Alejo) Community Revitalization and Investment Authorities	<p>Authorizes cities, counties and special districts to establish community revitalization and investment authorities to invest property tax increment revenues to carry out provisions of the state's Community Development law for purposes related to infrastructure, affordable housing and economic revitalization. Prohibits a school entity from participating in a community revitalization and investment authority. Prohibits a city or county that created a redevelopment agency that was dissolved from forming a community revitalization and investment authority until the successor agency or designated local authority for the former redevelopment agency has received a finding of completion from the Department of Finance that the former redevelopment agency is fully dissolved. Requires at least 80 percent of the land calculated by census tracts within the area for which a community revitalization and investment authority is proposed to be formed to be characterized by both of the following conditions: (1) an annual median household income that is less than 80 percent of the statewide annual median income; and (2) three of the following four conditions: non-seasonal unemployment that is at least 3 percent higher than the statewide median unemployment, crime rates that are 5 percent higher than the statewide median crime rate, deteriorated or inadequate infrastructure, or deteriorated commercial or residential structures. Allows a community revitalization and investment authority to do the following: (1) provide funding to rehabilitate, repair, upgrade, or construct infrastructure; (2) provide for low- and moderate-income housing; (3) remedy or remove a release of hazardous substances pursuant to the Polanco Redevelopment Act; (4) provide for seismic retrofits of existing buildings; (5) acquire and transfer property pursuant to eminent domain; (6) adopt a community revitalization and investment plan; (7) make loans or grants for owners or tenants to improve, rehabilitate or retrofit buildings or structures in the plan area; (8) construct foundations, platforms and other like structural forms necessary for the provision or utilization of air rights sites for buildings to be used for residential, commercial industrial or other uses contemplated by the community revitalization and investment plan; and (9) provide direct assistance to businesses within the plan area in connection with new or existing facilities for industrial or manufacturing uses. Allows a community revitalization and investment authority to receive property tax increment revenues from only those affected taxing entities that have adopted a resolution approving the authority's investment plan. Requires a community revitalization and investment authority to adopt a program that prohibits the number of housing units for extremely low-income, very-low-income and low-income households in the investment plan area from being reduced during the effective period of the plan. Requires the replacement of such housing units within two years of their displacement. Every 10 years, requires a community revitalization and investment authority to conduct a protest proceeding to consider whether the property owners within the area wish for the authority to continue to take further actions to implement its investment plan. Every five years, requires a community revitalization and investment authority to contract for an independent audit with respect to the maintenance and replacement of affordable housing.</p>	9/4/15	Signed into Law: Chapter #319	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 4 (Linder) Vehicle Weight Fee Revenues	Until January 1, 2020, prohibits vehicle weight fee revenues from being used to pay debt service on transportation-related, general obligation bonds or from being loaned to the General Fund.	As Introduced	Assembly Transportation Committee	Support
AB 6 (Wilk) High-Speed Rail: Bond Funding	Specifies that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21 st Century (Proposition 1A), except as specifically provided with respect to an existing appropriation for early improvement projects related to the Phase I blended system. Upon appropriation by the Legislature, requires the unspent proceeds received from outstanding bonds issued and sold for high-speed rail purposes prior to the effective date of the provisions of this bill to be redirected to retiring the debt incurred from the issuance and sale of those outstanding bonds. Allows the remaining unissued bonds, as of the effective date of the provisions of this bill, that were authorized for high-speed rail purposes to be issued and sold. Upon appropriation by the Legislature, requires the net proceeds from the sale of these remaining unissued bonds to be made available to fund the construction of school facilities for K-12 and higher education. Makes no changes to the authorization under Proposition 1A for the issuance of \$950 million in bonds for rail purposes other than high-speed rail.	As Introduced	Assembly Transportation Committee	
AB 12 (Cooley) State Agency Regulations	By January 1, 2018, requires each state agency to do all of the following: (1) review all provisions of the California Code of Regulations adopted by that state agency; (2) identify any regulations that are duplicative, overlapping, inconsistent, or out-of-date; and (3) adopt, amend or repeal regulations to reconcile or eliminate any duplication, overlap, inconsistencies, or out-of-date provisions.	8/19/15	Senate Appropriations Committee	
AB 21 (Perea) Global Warming Solutions Act of 2006: Scoping Plan	In preparing the scoping plan for reducing greenhouse gas emissions in the state pursuant to the Global Warming Solutions Act of 2006, requires the California Air Resources Board (CARB) to consider the facilitation of the electrification of the transportation sector.	5/5/15	Senate Floor	
AB 23 (Patterson) Cap-and-Trade: Transportation Fuels	Prohibits the inclusion of suppliers of transportation fuels in the cap-and-trade system administered by the California Air Resources Board (CARB). Applies the provisions of the bill retroactively from January 1, 2015.	As Introduced	Assembly Natural Resources Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 24 (Nazarian) Transportation Network Companies: Public Safety Requirements	Requires a transportation network company to do all of the following: (1) participate in the Department of Motor Vehicles (DMV) pull-notice system to regularly check the driving records of all participating drivers; (2) register any vehicle used to transport passengers for compensation with the California Public Utilities Commission (CPUC) and display an identifying symbol prescribed by the CPUC on the vehicle; and (3) provide for a mandatory controlled substance and alcohol testing certification program as adopted by the CPUC. Requires drivers hired or initially retained by a transportation network company on or after January 1, 2016, to be subject to mandatory drug and alcohol testing prior to employment or retention. For drivers hired or initially retained before January 1, 2016, requires a drug and alcohol test to be completed before January 1, 2017.	4/22/15	Assembly Appropriations Committee	
AB 28 (Chu) Bicycle Safety: Rear Lights	Requires a bicycle operated during darkness upon a highway, sidewalk or bikeway to be equipped with a rear red reflector, or a solid or flashing red light with a built-in reflector on the rear that is visible from a distance of 500 feet to the rear when the bicycle is directly in front of lawful upper beams of headlamps on a motor vehicle.	8/31/15	Governor's Office	
AB 40 (Ting) Toll Bridges: Pedestrians and Bicyclists	Until January 1, 2021, prohibits imposing a toll on the passage of a pedestrian or bicycle over the Golden Gate Bridge or any state-owned toll bridge where the travel of pedestrians and bicyclists is otherwise authorized.	9/2/15	Governor's Office	
AB 51 (Quirk) Motorcycles: Lane Splitting	Allows a motorcycle that has two wheels in contact with the ground to be driven between rows of stopped or moving vehicles in the same lane, including both divided and undivided streets, roads or highways, if both of the following conditions are present: (1) the motorcycle is not driven at a speed of more than 50 miles per hour (mph); and (2) the motorcycle is not driven more than 15 mph faster than the speed of traffic moving in the same direction. Specifies that the provisions of the bill do not authorize a motorcycle to be driven in contravention of other laws relating to the safe operation of a vehicle.	5/22/15	Senate Transportation & Housing Committee	
AB 61 (Allen) Private Shuttles	Allows a public transit agency, by ordinance or resolution, to permit the vehicles of a private shuttle service provider to stop for the loading or unloading of its passengers alongside any or all curb spaces designated for the passengers of the public transit agency's buses. States that it is not the intent of the Legislature to replace public transit service.	4/20/15	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 95 (Budget Committee) Transportation Budget Trailer Bill	<p>Provides for the statutory changes necessary to implement the transportation elements of the FY 2016 Budget Act. Extends until July 1, 2016, the current suspension of a provision that restricts a public transit agency from using State Transit Assistance (STA) funding for operations if its operating costs have increased by more than the Consumer Price Index (CPI). Eliminates the Transportation Investment Fund and the Pedestrian Safety Account, and transfers their assets and liabilities to the State Highway Account. Modifies the qualification requirements of certain High-Speed Rail Peer Review Group member positions to broaden eligibility to include experience with large infrastructure projects and with governing intercity or commuter passenger train services. Simplifies the California High-Speed Rail Authority's reporting requirements to align with the release of its Business Plan, which is every other year. By April 1, 2016, requires Caltrans to submit a report to the Legislature on the potential benefits to safety, greenhouse gas emissions reductions, service levels, and operating costs that would result by improving grade separations at key intersections, as defined by the Federal Railroad Administration (FRA), along the state's intercity rail corridors. Increases the number of green stickers that can be issued by the Department of Motor Vehicles (DMV) to allow certain low-emission and fuel-efficient vehicles to use high-occupancy vehicle (HOV) lanes regardless of the number of occupants from 70,000 to 85,000.</p>	6/11/15	Signed into Law: Chapter #12	
AB 102 (Rodriguez) Railroad and Surface Transportation Safety and Emergency Planning	<p>Requires the Office of Emergency Services to develop a state regional railroad and surface transportation accident preparedness and immediate response plan. Requires the office to biennially review the training of all emergency response personnel with responsibilities along rail lines and other surface transportation routes to ascertain the level of readiness to respond to an accident involving hazardous materials. As part of this review, requires the office to determine where there are gaps in the ability to respond to spills of hazardous materials in California, and to specify what is required to continue funding the training and response teams to close those gaps. Creates the Regional Railroad and Surface Transportation Accident Preparedness and Immediate Response Force within the Office of Emergency Services. Requires the force to be responsible for providing regional and onsite response capabilities in the event of: (1) a release of hazardous materials from a rail car, or a railroad accident involving a rail car; or (2) a hazardous materials release from a truck accident. Requires the Office of Emergency Services to establish a schedule of fees to be impose on any person owning hazardous materials that are transported by rail or surface transportation in California. Upon appropriation by the Legislature, requires the revenues generated by these fees to be used for purposes related to the transportation of hazardous materials. Requires every person who operates a railroad that transports hazardous materials by rail car to register with the Board of Equalization.</p>	3/26/15	Assembly Environmental Safety & Toxic Materials Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 156 (Perea) Cap-and-Trade: Disadvantaged Communities Technical Assistance Program	Requires the California Air Resources Board (CARB) to prepare and post on its Internet Web site a report on the projects being funded with cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund. Requires this report to include all of the following: (1) a general description of each project; (2) the location where each project will be implemented; (3) the estimated date of completion of each project; (4) the amount awarded to each project; and (5) the status of any revenues in the Greenhouse Gas Reduction Fund not awarded to projects and the reasons why those moneys have not been awarded. Upon an appropriation of cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund, requires CARB to establish a comprehensive technical assistance program for eligible applicants assisting disadvantaged communities that CARB determines require technical assistance in accessing programs funded with cap-and-trade auction proceeds. Requires this program to provide assistance to eligible applicants with regard to any of the following: (1) identifying state agencies with appropriate grant programs; (2) developing competitive project proposals to apply for cap-and-trade funding available through state agencies; (3) coordinating existing local programs to reduce greenhouse gas emissions with new programs receiving cap-and-trade funding; or (4) conducting community outreach to residents of disadvantaged communities that CARB determines require such assistance. Requires the technical assistance provided pursuant to the bill to promote programs that reduce greenhouse gas emissions and demonstrate a direct, meaningful benefit to disadvantaged communities.	8/18/15	Senate Appropriations Committee	
AB 157 (Levine) Richmond-San Rafael Bridge	If the Metropolitan Transportation Commission (MTC) and Caltrans develop a project to open the third lane on the Richmond-San Rafael Bridge to automobile traffic on the eastbound level and to bicycle traffic on the westbound level, allows the lead agency for the project, to the extent feasible, to complete the design work for the project simultaneously with the environmental review conducted pursuant to the California Environmental Quality Act (CEQA).	6/25/15	Signed into Law: Chapter #393	
AB 162 (Rodriguez) State Highways: Wrong-Way Driving	Requires Caltrans, in consultation with the California Highway Patrol (CHP), to update a 1989 report on wrong-way driving on state highways. Requires this update to: (1) account for technological advancements and innovations that have occurred since the publication of the 1989 report; and (2) include a review of methods studied or implemented by other jurisdictions or non-governmental entities to prevent wrong-way drivers from entering state highways. Requires the update to identify any additional treatments and technologies that have the potential to reduce the number of instances of wrong-way driving on state highways, as well as a plan to incorporate those treatments and technologies into Caltrans' Wrong-Way Monitoring and Mitigation Program for the state highway system.	5/19/15	Signed into Law: Chapter #101	
AB 169 (Maienschein) Local Governments: Posting of Public Records on the Internet	Requires a public record voluntarily posted by a local agency on an Internet Resource that is described or titled as "open data" to be: (1) retrievable, downloadable, indexable, and electronically searchable by commonly used Internet search applications; (2) platform independent and machine readable; (3) available to the public free of charge and without restriction that would impede the reuse or redistribution of the public record; and (4) able to retain the data definitions and structure present when the data was compiled, if applicable. Specifies that the provisions of the bill do not apply to a school district.	6/18/15	Governor's Office	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 194 (Frazier) Express Lanes and Toll Facilities	<p>Authorizes the California Transportation Commission (CTC) to review and approve an unlimited number of project applications submitted to the commission by regional transportation agencies, including the Santa Clara Valley Transportation Authority (VTA), and Caltrans for constructing and operating express lanes and other toll facilities on the state highway system pursuant to eligibility criteria set forth in guidelines established by the commission. At a minimum, requires the eligibility criteria to include the following: (1) a demonstration that the proposed toll facility will improve the state highway corridor's performance; (2) a requirement that the proposed toll facility is contained in the constrained portion of the applicable regional transportation plan (RTP); (3) evidence of cooperation between the applicable regional transportation agency and Caltrans; (4) a requirement that a project initiation document has been completed for the proposed toll facility; and (5) a demonstration that a complete funding plan has been prepared. For each application submitted, requires the CTC to conduct at least one public hearing at or near the proposed toll facility. Requires a regional transportation agency that submits an application to the CTC to reimburse the commission for all of its costs and expenses incurred in processing the application. Requires toll facilities approved by the CTC on or after January 1, 2016, to be subject to the following minimum requirements: (1) a regional transportation agency sponsoring a toll facility shall enter into an agreement with the California Highway Patrol (CHP) that addresses all law enforcement matters related to the toll facility; (2) a regional transportation agency sponsoring a toll facility shall enter into an agreement with Caltrans that addresses all matters related to the design, construction, maintenance, and operation of the toll facility; (3) a regional transportation agency sponsoring a toll facility shall be responsible for reimbursing Caltrans and the CHP for their costs related to the toll facility pursuant to agreements between the agency, and Caltrans and the CHP; and (4) the agency sponsoring the toll facility shall be responsible for establishing, collecting and administering the tolls. Provides that the revenues generated from the operation of the toll facility shall be available to the sponsoring agency for the direct expenses related to the following: (1) debt issued to construct, repair, rehabilitate, or reconstruct any portion of the toll facility; payment of debt service; and satisfaction of other covenants and obligations related to indebtedness of the toll facility; and (2) development, maintenance, repair, rehabilitation, improvement, reconstruction, administration, and operation of the toll facility, including collection and enforcement. Requires all remaining revenues generated by the toll facility to be used in the corridor from which the revenues were generated pursuant to an expenditure plan developed by the sponsoring agency. Requires a regional transportation agency and Caltrans to consult with each other in the development of such an expenditure plan. For any project involving the conversion of an existing high-occupancy vehicle (HOV) lane to an express lane, requires the sponsoring agency to demonstrate that the project will, at a minimum, result in expanded efficiency of the state highway corridor in terms of travel time reliability, passenger throughput or other efficiency benefits. Authorizes a regional transportation agency to issue bonds to finance the construction of the toll facility or any projects included in an expenditure plan specifying how any net revenues generated by the toll facility would be used. Allows a regional transportation agency and Caltrans to require any vehicle accessing a toll facility to have an electronic toll collection transponder or other electronic device for enforcement or tolling purposes. Specifies that nothing in the bill authorizes nor prohibits the conversion of any existing non-toll lanes into toll lanes, except that a HOV lane may be converted into an express lane.</p>	9/4/15	Governor's Office	Support

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 198 (Frazier) Tow Trucks	In the event of an emergency occurring on a roadway that requires the rapid removal of impediments to traffic or in order to render assistance to a disabled vehicle obstructing the roadway, authorizes a tow truck driver who is either operating under an agreement with the law enforcement agency responsible for investigating traffic collisions on the roadway, or summoned by the owner or operator of a vehicle involved in a collision or that is otherwise disabled on the roadway to utilize the center median or right shoulder of the roadway if certain, specified conditions are met.	6/2/15	Signed into Law: Chapter #30	
AB 210 (Gatto) HOV Lanes: Los Angeles County	Beginning July 1, 2016, requires high-occupancy vehicle (HOV) lanes on the following portions of the state highway system in Los Angeles County to operate only during hours of heavy commuter traffic, as determined by Caltrans: (1) SR 134 between SR 170 and SR 210; and (2) SR 210 between SR 134 and SR 57. On or after May 1, 2017, authorizes Caltrans to reinstate 24-hour HOV lanes on these corridors if the department determines that there is an adverse impact on safety, traffic conditions or the environment by limiting the use of HOV lanes only during heavy commuter traffic hours.	As Introduced	Vetoed by the Governor	
AB 219 (Daly) Prevailing Wage: Concrete Delivery	Requires prevailing wages to be paid for the hauling and delivery of ready-mixed concrete to carry out a public works contract. Requires the applicable prevailing wage rate to be the rate for the geographic area in which the concrete factory or batching plant is located. Specifies that the provisions of the bill apply to contracts that are awarded after January 1, 2016.	8/31/15	Governor's Office	
AB 227 (Alejo) Transportation Funding	Retains the revenues generated by vehicle weight fees in the State Highway Account, and requires the General Fund to pay debt service on transportation general obligation bonds. With regard to the revenues derived from increases in the state gasoline excise tax resulting from the transportation funding swap initially enacted in 2010 and reaffirmed in 2011, requires all of the money to be allocated in the following manner: (1) 44 percent to the State Transportation Improvement Program (STIP); (2) 44 percent to cities and counties for local streets and roads; and (3) 12 percent to the State Highway Operation & Protection Program (SHOPP). With respect to any loans made to the General Fund from the State Highway Account, the Public Transportation Account, the Bicycle Transportation Account, the Motor Vehicle Fuel Account, the Highway Users Tax Account, the Pedestrian Safety Account, the Transportation Investment Fund, the Traffic Congestion Relief Fund, the Motor Vehicle Account, and the Local Airport Loan Account with a repayment date of January 1, 2019, or later to be repaid to the account from which the loan was made by December 31, 2018. Recaptures revenues generated by Caltrans through the rental or sale of property, the sale of documents and other miscellaneous services to the public for transportation purposes.	4/15/15	Assembly Budget Committee	Support
AB 239 (Gallagher) Global Warming Solutions Act: Regulations	Beginning January 1, 2016, prohibits the California Air Resources Board (CARB) from adopting or amending regulations pursuant to the Global Warming Solutions Act. Authorizes CARB to submit to the Legislature recommendations on how to achieve the goals of the act.	As Introduced	Assembly Natural Resources Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 313 (Atkins) Enhanced Infrastructure Financing Districts	<p>Makes a number of changes to current state statutes pertaining to enhanced infrastructure financing districts with regard to replacement housing requirements, public financing authorities, very low income housing, hazardous substance release clean-up, appropriations limits, and validation proceedings. Authorizes an enhanced infrastructure financing district to finance the acquisition, construction or rehabilitation of housing for persons of very low income for rent or purchase. Requires an enhanced infrastructure financing district's financing plan to include a series of specified actions if any dwelling units are proposed to be removed or destroyed either in the course of private development financed by the district or by public works construction resulting from the district's financing plan. Requires a city or county to establish a public financing authority at the same time that it adopts a resolution of intent to form an enhanced infrastructure financing district. Allows a special district to participate on the public financing authority for an enhanced infrastructure financing district if it is providing any portion of the funding included in the district's financing plan. Provides that property tax increment revenues allocated to an enhanced infrastructure financing district are not subject to the appropriations limits in the California Constitution.</p>	8/25/15	Signed into Law: Chapter #320	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 318 (Chau) Lost Items Found on Public Transit Property	<p>If a lost or unclaimed item worth \$100 or more in value is found on a vehicle or the property of a public transit agency, requires the person who found the item to turn it in to the public transit agency, rather than to law enforcement. Provides 90 days for the owner of the item to reclaim it from the public transit agency. Allows the public transit agency to require payment by the owner of a reasonable charge to defray the costs of storage and care of the property. If the reported value of the item is \$250 or more, and no owner appears and proves his or her ownership of the item within 90 days, requires the public transit agency to cause notice of the item to be published at least once in a newspaper of general circulation. If, after seven days, no owner appears and proves his or her ownership of the item, and the person who found or saved the item pays the cost of the publication, provides that the title shall vest in that person. If the item was found in the course of employment by an employee of the public transit agency, requires the item to be sold at public auction. If the reported value of the item is less than \$250, and no owner appears and proves his or her ownership of the item within 90 days, provides that the title shall vest in the person who found the item. If the item was found in the course of employment by an employee of the public transit agency, requires the item to be sold at public auction. Applies all of the following with respect to lost or unclaimed bicycles turned in to or held by a public transit agency: (1) if the owner of a bicycle appears within 45 days after receipt by the public transit agency, proves his or her ownership, and pays all reasonable charges, requires the public transit agency to restore the bicycle to the owner; (2) if the bicycle remains unclaimed after 45 days, allows the public transit agency to dispose of it by sale at a public auction to the highest bidder; (3) requires the public transit agency to give notice of the sale at least five days prior to the auction by publication in a newspaper of general circulation in the county in which the bicycle was found; (4) if a bicycle remains unsold after the auction, allows the public transit agency to destroy or otherwise dispose of it; and (5) allows a public transit agency to donate an unclaimed bicycle after 45 days to a charitable organization if the agency's board of directors holds a public hearing to determine the organization that would receive the bicycle and the agency provides notice at least five days prior to the donation by publication in a newspaper of general circulation in the county in which the agency operates. Prohibits a public transit agency from donating unclaimed bicycles more than two times per calendar year. Provides that the number of bicycles donated shall not exceed 25 percent of the total number of lost or unclaimed bicycles found or saved by the public transit agency during the prior six months. Requires any public transit agency that donates unclaimed bicycles to a charitable organization pursuant to the provisions of this bill to submit a report, as specified, to the Assembly and Senate Judiciary Committees by January 1, 2020. Repeals all of the provisions of the bill on January 1, 2021.</p>	6/11/15	Senate Judiciary Committee	
AB 323 (Olsen) CEQA: Exemption for Certain Roadway Projects	<p>Extends until January 1, 2020, an existing California Environmental Quality Act (CEQA) exemption for a project to repair, maintain or make minor alterations to an existing roadway if all of the following conditions are met: (1) the project is carried out by a city or county with a population of less than 100,000 persons; (2) the project will improve public safety; and (3) the project does not cross a waterway.</p>	4/6/15	Signed into Law: Chapter #52	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 338 (R. Hernandez) LA Metro: Local Transportation Sales Taxes	In addition to any other tax that it is authorized to impose or has imposed, allows the Los Angeles County Metropolitan Transportation Authority (LA Metro) to impose a transactions and use tax at the rate of 0.5 percent for a period not to exceed 30 years that would be applicable in the incorporated and unincorporated areas of Los Angeles County. Requires the ordinance imposing the tax to contain the following: (1) an expenditure plan that lists the transportation projects and programs to be funded from net revenues from the tax; (2) a requirement that the expenditure plan include measures to ensure that net revenues are share equitably between regions of the county; (3) a provision limiting LA Metro's costs of administering the ordinance and the net revenues from the tax to 1.5 percent of the total tax revenues; (4) a requirement that the net revenues from the tax, defined to mean the total tax revenues less any refunds, costs of administration by the state Board of Equalization and LA Metro's administrative costs, be used to fund the transportation projects and programs identified in the expenditure plan; (4) a requirement that LA Metro, during the period that the ordinance is operative, allocate 20 percent of all net revenues from the tax for operating costs associated with bus service provided by LA Metro and the municipal transit operators in Los Angeles County; and (5) a requirement that LA Metro, during the period that the ordinance is operative, allocate 5 percent of all net revenues from the tax for rail operations. Requires LA Metro to notify the Legislature prior to taking action on any amendments to the adopted expenditure plan. Provides that the ordinance shall become operative if approved by a two-thirds vote of the electorate in Los Angeles County. Authorizes LA Metro to incur bonded indebtedness payable from the net revenues of the tax.	4/13/15	Senate Transportation & Housing Committee	
AB 378 (Mullin) US 101 Corridor	States the intent of the Legislature to enact a bill to provide such powers, responsibilities, funding, and financing mechanisms; innovative project delivery authority; and governance structures as may be necessary, convenient and beneficial to enable responsible local, regional and state agencies to substantially improve mobility in the US 101 Corridor in San Francisco, San Mateo and Santa Clara Counties.	As Introduced	Assembly Desk	
AB 397 (Mathis) High-Speed Rail: Bond Funding	Specifies that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21 st Century (Proposition 1A), except as specifically provided with respect to an existing appropriation for early improvement projects related to the Phase I blended system. Upon appropriation by the Legislature, requires the unspent proceeds received from outstanding bonds issued and sold for high-speed rail purposes prior to the effective date of the provisions of this bill to be redirected to retiring the debt incurred from the issuance and sale of those outstanding bonds. Allows the remaining unissued bonds, as of the effective date of the provisions of this bill, that were authorized for high-speed rail purposes to be issued and sold. Upon appropriation by the Legislature, requires the net proceeds from the sale of these remaining unissued bonds to be made available to fund the construction of water capital projects, including desalination facilities, wastewater treatment and recycling facilities, reservoirs, water conveyance infrastructure, and aquifer recharge. Makes no changes to the authorization under Proposition 1A for the issuance of \$950 in bonds for rail purposes other than high-speed rail.	4/14/15	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 400 (Alejo) Changeable Message Signs	Prior to June 30, 2016, requires Caltrans to update its internal policies to allow displays of the following information on changeable message signs: (1) safety messages; (2) transportation-related messages; (3) reminders to register to vote, as requested by the Secretary of State's Office, but not more than 2 days prior to, and on the last day to, register to vote in a particular statewide general, primary or special election; and (4) reminders to vote, as requested by the Secretary of State's Office, as elections approach, but not more than 2 days prior to, and on the day of, a particular statewide general, primary or special election. Prohibits Caltrans from displaying any information on a changeable message sign related to registering to vote or reminders to vote unless the U.S. Department of Transportation, or any of its agencies, has expressly approved the display of such information.	8/31/15	Governor's Office	
AB 422 (McCarty) SacRT: Line of Credit	Pursuant to a resolution adopted by its board of directors, authorizes the Sacramento Regional Transit District (SacRT) to seek and obtain a short-term revolving line of credit for operating purposes in anticipation of receipt of federal operating grants, with the extension of credit evidenced by a note. Allows SacRT to pledge anticipated grants and any other funds available, including fare revenues, as security for repayment of the note, the interest on the note, and the related obligations evidenced by the note. Requires the note to have a maturity date of not more than 60 months from the date of issuance. Authorizes SacRT to pledge anticipated federal operating grants and other available funds over a multi-year period. Requires SacRT to set aside and apply all amounts received from the pledged federal operating grants to the repayment of any outstanding indebtedness incurred. Provides that these federal operating grant revenues may not be used for any other purpose until such time as the indebtedness is fully repaid.	7/16/15	Signed into Law: Chapter #328	
AB 457 (Melendez) Express Lanes: CTC Reporting Requirements	Requires the California Transportation Commission (CTC) to prepare and submit a report to the Legislature every two years, as opposed to annually, on the progress of the development and operation of express lanes that the commission previously approved for implementation by the Metropolitan Transportation Commission (MTC) and the Riverside County Transportation Commission (RCTC).	3/26/15	Assembly Transportation Committee	
AB 464 (Mullin) Local Sales Tax Add-Ons	Raises the cap on local sales tax "add-ons" that could be enacted within a county from 2 percent to 3 percent.	6/17/15	Vetoed by the Governor	Support

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 498 (Levine) Wildlife Corridors	Includes within the authorized purposes of a conservation bank the protection of habitat connectivity for fish and wildlife resources. Declares that it is the policy of the state to encourage, wherever feasible and practicable, voluntary steps to protect the functioning of wildlife corridors through various means. Specifies that those means may include: (1) acquiring or protecting wildlife corridors as open space through conservation easements; (2) installing wildlife-friendly or directional fencing; (3) siting mitigation and conservation banks in areas that provide habitat connectivity for affected fish and wildlife resources; or (4) providing roadway undercrossings, overpasses, oversized culverts, or bridges to allow for fish passage and the movement of wildlife between habitat areas. Specifies that the fact that a project applicant does not take voluntary steps to protect the functioning of a wildlife corridor prior to initiating the application process for a project shall not be grounds for denying a permit or requiring additional mitigation beyond what would be required to mitigate project impacts under other applicable laws.	8/31/15	Governor's Office	
AB 516 (Mullin) Temporary License Plates	No later than January 1, 2018, requires the Department of Motor Vehicles to develop and implement an operational system that allows a vehicle dealer or lessor-retailer to electronically report the sale of a vehicle and provide a temporary license plate. Requires the dealer or lessor-retailer to attach a temporary license plate at the point of sale. Allows a vehicle to operate with temporary license plates until either: (1) the permanent license plates and registration card are received by the vehicle owner; or (2) 90 days have lapsed from the vehicle's selling date. Allows a vehicle to continue to display a report-of-sale form or temporary license plates after 90 days if the owner has not yet received the permanent license plates, and provides proof that he or she has submitted an application to the DMV. Requires the DMV to assess a fee for the recording of notices of delinquent parking and toll evasion violations given to the department by a processing agency that is sufficient to provide a total amount equal to at least its actual costs related to administering the electronic report-of-sale and temporary license plate system. Beginning January 1, 2018, authorizes vehicle dealers to raise their document processing fees by \$10. In addition, allows vehicle dealers to impose an electronic filing charge for reporting vehicle sales and producing temporary license plates. Specifies that it is a felony for a person to alter, forge, counterfeit, or falsify a temporary license plate.	7/16/15	Senate Floor	Support
AB 518 (Frazier) Caltrans Reporting Requirements	Eliminates a requirement in existing law for Caltrans to annually compile information and report to the Legislature on the number of projects for which an agreement to transfer funds to a local or regional agency was not executed within 90 days from the date on which the California Transportation Commission (CTC) approved an allocation request for the project, as well as the reasons for that occurrence.	As Introduced	Assembly Transportation Committee	
AB 528 (Baker) BART Employees: Strike Prohibition	Prohibits the employees of the Bay Area Rapid Transit District (BART) from engaging in a strike or work stoppage if the BART Board of Directors maintains the compensation and benefit provisions of an expired contract, and an employee or union has agreed to a provision prohibiting strikes in the expired or previous written labor contract. Provides that an employee whom BART finds willfully engaged in a strike or work stoppage in violation of the provisions of this bill is subject to dismissal if that finding is sustained upon conclusion of the appropriate proceedings necessary for the imposition of a disciplinary action.	As Introduced	Assembly Public Employees, Retirement & Social Security Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 552 (O'Donnell) Public Works Contracts: Delay Damages	Provides that a public works contract entered into on or after January 1, 2016, that contains a clause expressly requiring a contractor to be responsible for delay damages is not enforceable unless those damages have been liquidated to a set amount and identified in the contract. Provides that the bill shall not be construed to limit a right or remedy that a public agency has to enforce the terms of a public works contract, except for a clause that expressly requires a contractor to be liable for delay damages. Exempts certain state agencies from the provisions of the bill.	9/4/15	Signed into Law: Chapter #434	
AB 590 (Dahle) Cap-and-Trade: Biomass Power Generation	Allows cap-and-trade auction proceeds deposited into the Greenhouse Gas Reduction Fund to be made available to the State Energy Resources Conservation and Development Commission, upon appropriation by the Legislature, for purposes related to maintaining the current level of biomass power generation and geothermal energy generation in California, and revitalizing currently idle facilities in strategically located regions. To be eligible for funding, requires a generation facility to satisfy all of the following: (1) the energy is generated on and after January 1, 2016; (2) the energy is generated using biomass wood wastes and residues or geothermal resources, and is sold to a load-serving entity; (3) the energy is generated at a facility with a generation capacity of more than three megawatts; and (4) the energy is generated within California and sold to customers within the state. In prioritizing projects for funding, requires the State Energy Resources Conservation and Development Commission to maximize the reduction of greenhouse gas emissions achieved by a project for each dollar awarded. Working in consultation with the California Air Resources Board (CARB), requires the State Energy Resources Conservation and Development Commission to ensure that projects receiving funding achieve net reductions in greenhouse gas emissions.	7/9/15	Senate Appropriations Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 604 (Olsen) Electrically Motorized Boards	Defines “electrically motorized board” to mean any wheeled device that: (1) has a floorboard designed to be stood upon when riding that is not greater than 60 inches deep and 18 inches wide; (2) is designed to transport only one person; and (3) has an electric propulsion system averaging less than 1,000 watts, the maximum speed of which, when powered solely by a propulsion system on a paved level surface, is no more than 20 miles per hour (mph). Allows a local authority, by ordinance or resolution, to adopt rules and regulations prohibiting or restricting persons from riding or propelling electrically motorized boards on highways, sidewalks or roadways. Allows Caltrans and local authorities to prohibit or restrict the use of electrically motorized boards on freeways and expressways. Provides that an electrically motorized board shall be operated only by a person who is 16 years of age or older. Prohibits a person from operating an electrically motorized board on a highway, bikeway, or any other public bicycle path, sidewalk or trail unless the person is wearing a properly fitted and fastened bicycle helmet. Provides that an electrically motorized board may only be operated on a highway designated with a speed limit of 35 mph or less, except when the board is operated entirely within a designated Class II or Class IV bikeway. Prohibits a person from operating an electrically motorized board on a highway, bikeway, or any other public bicycle path, sidewalk or trail at a speed in excess of 15 mph. Requires an electrically motorized board operated on a highway during darkness to be equipped with certain safety equipment, as specified. By January 1, 2021, requires the California Highway Patrol (CHP) to submit a report to the Legislature to assist in determining the effect that the use of electrically motorized boards has on traffic safety. Specifies that it is unlawful for a person to operate an electrically motorized board on a highway while under the influence of an alcoholic beverage or any drug, or under the combined influence of an alcoholic beverage or any drug.	9/4/15	Governor’s Office	
AB 620 (R. Hernandez) Express Lanes: Hardship Exemption from Paying Tolls	In implementing express lanes in the I-10 and I-110 Corridors, requires the Los Angeles County Metropolitan Transportation Authority (LA Metro) to provide a hardship exemption from the payment of toll charges for low-income commuters who meet the eligibility requirements for certain, specified assistance programs.	As Introduced	Assembly Transportation Committee	
AB 645 (Williams) Electricity: California Renewables Portfolio Standard	Pursuant to the California Renewables Portfolio Standard, requires the California Public Utilities Commission (CPUC), by January 1, 2017, to establish the quantity of electricity products from eligible renewable energy resources to be procured by each retail seller for specified compliance periods sufficient to ensure that the procurement of electricity products from these resources achieves 50 percent of retail sales by December 31, 2030. Requires the quantities to reflect reasonable progress in each of the intervening years sufficient to ensure that the procurement of electricity products from eligible renewable energy resources achieves 25 percent of retail sales by December 31, 2016; 33 percent by December 31, 2020; 38 percent by December 31, 2023; 44 percent by December 31, 2026; and 50 percent by December 31, 2030. Requires the CPUC to require retail sellers to procure not less than 50 percent of retail sales of electricity products from eligible renewable energy resources in all subsequent years.	As Introduced	Senate Appropriations Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 676 (Calderon) Employment: Status as Unemployed	Beginning July 1, 2016, prohibits an employer from doing either of the following: (1) publishing in print, on the Internet or in any other medium an advertisement or announcement for any job that includes a provision stating or indicating that an unemployed person is not eligible for the job; or (2) asking an applicant for employment to disclose, orally or in writing, his or her employment status until the employer has determined that the applicant meets the minimum employment qualifications for the position, as stated in the published notice for the job. Specifies that the bill shall not be construed to prohibit an employer from: (1) publishing in print, on the Internet or in any other medium an advertisement or announcement for any job that contains any provisions setting forth the qualifications for the job; (2) setting forth qualifications for any job; (3) obtaining information regarding an individual's employment, including recent relevant experience; (4) having knowledge of a person's employment status; (5) inquiring as to the reasons for an individual's employment status; (6) refusing to offer employment to a person because of the reasons underlying an individual's employment status; or (7) otherwise making employment decisions pertaining to that individual.	8/31/15	Governor's Office	
AB 678 (O'Donnell) Energy Efficiency and Greenhouse Gas Reductions Ports Program	Requires the California Air Resources Board (CARB), in conjunction with the State Energy Resources Conservation and Development Commission, to develop and implement an Energy Efficiency and Greenhouse Gas Reductions Ports Program. Provides that the purpose of this program is to fund energy efficiency upgrades and investments at public ports that help reduce the emissions of criteria pollutants, toxic air contaminants and greenhouse gases. Authorizes CARB to expend cap-and-trade auction proceeds that it receives from an appropriation from the Greenhouse Gas Reduction Fund to implement the program. In order to receive funding from the program for energy-related projects, requires a port to develop and adopt, in consultation with the respective electric utility providing service to the port, an energy plan. Requires a port's energy plan to be approved by the State Energy Resources Conservation and Development Commission. Provides that the plan shall: (1) adhere to the state's preferred energy loading order; and (2) require benchmarking for energy retrofit projects and reporting of measurable energy savings. In prioritizing projects for funding, requires CARB to consider the extent to which a project would reduce greenhouse gas emissions, and provide environmental and public health co-benefits, including improved air and water quality.	8/18/15	Senate Appropriations Committee	
AB 692 (Quirk) Very Low Carbon Transportation Fuels	Beginning January 1, 2017, requires at least 3 percent of the aggregate amount of bulk transportation fuel purchased by the state to be procured from very low carbon transportation fuel sources. Requires this amount to be increased by 1 percent each year thereafter until January 1, 2024. Defines "very low carbon transportation fuel" to mean a liquid or gaseous transportation fuel having no greater than 40 percent of the carbon intensity of the closest comparable petroleum fuel for that year, as measured by the methodology in the low-carbon fuel standard regulation promulgated by the California Air Resources Board (CARB). Provides that if the Department of General Services, in consultation with CARB, makes a determination that very low carbon transportation fuel does not perform adequately for its intended use, or is not available at a reasonable price and in a reasonable period of time, then the state shall procure such fuel only to the extent feasible.	9/4/15	Governor's Office	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 720 (Cooley) Cap-and-Trade: Market-Based Compliance Mechanisms	For any market-based compliance mechanism that the California Air Resources Board (CARB) might adopt pursuant to the Global Warming Solutions Act of 2006, requires CARB to allow participating entities to freely sell or transfer greenhouse gas emissions allowances held in a holding account or compliance account, except for allowances that have been expressly retired to meet a compliance obligation. In addition, requires CARB to set a price cap on any allowances offered for purchase through the board.	As Introduced	Assembly Natural Resources Committee	
AB 726 (Nazarian) LA Metro: Articulated Buses	Authorizes the Los Angeles County Metropolitan Transportation Authority (LA Metro) to operate articulated buses that are longer than 60 feet, but do not exceed a length of 82 feet on the route designated as the Orange Line, and between that line, terminals and maintenance facilities. Requires LA Metro to establish a route review committee to perform a review of the Orange Line route, and any necessary routes from the Orange Line to maintenance and storage yards upon which LA Metro proposes to operate a bus greater than 60 feet in length. Requires the route review committee, by a majority vote, to determine whether the Orange Line is suitable for the safe operation of a bus exceeding 60 feet in length. Specifies that implementation of the provisions of this bill is subject to collective bargaining requirements under state law and LA Metro's enabling statutes. If portions of the proposed routes for these buses are on state highways, requires a determination by both Caltrans and the California Highway Patrol (CHP) that those portions of the route are suitable for the operation of the buses.	9/1/15	Governor's Office	
AB 742 (Gallagher) Heavy-Duty Diesel-Fueled Vehicles	Prohibits the California Air Resources Board (CARB) from enforcing regulations relating to the reduction of emissions of diesel particulate matter, oxides of nitrogen and other criteria pollutants from in-use diesel-fueled vehicles until CARB completes a review of the safety of any particulate-matter filters required to be installed on those affected vehicles.	As Introduced	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 744 (Chau) Planning and Zoning: On-Site Parking Requirements	<p>Upon the request of a developer, prohibits a city or county from imposing a vehicular parking ratio, inclusive of handicapped and guest parking, in excess of 0.5 spaces per bedroom on a development that meets the following criteria: (1) the development includes the maximum percentage of low-income or very low-income units; and (2) the development is located within one-half mile of a major transit stop, and there is unobstructed access to that transit stop from the development. Upon the request of a developer, prohibits a city or county from imposing a vehicular parking requirement, inclusive of handicapped and guest parking, in excess of a specified number of spaces per unit for a development consisting solely of rental units, exclusive of a manager's unit or units, with an affordable housing cost to lower-income families, if the development meets any of the following criteria: (1) the development is located within one-half mile of a major transit stop, and there is unobstructed access to that transit stop from the development; (2) the development is a for-rent housing development for individuals who are 62 years of age or older; or (3) the development is a special needs housing development. If a city, county or independent consultant has conducted an area-wide or jurisdictional-wide parking study in the last seven years, allows the city or county to impose a higher vehicular parking ratio for these types of developments based on substantial evidence found in the parking study that includes: (1) an analysis of parking availability; (2) differing levels of transit access; (3) walkability access to transit services; (4) the potential for shared parking; (5) the effect of parking requirements on the cost of market-rate and subsidized developments; and (6) the lower rates of car ownership for low-income and very low-income individuals, including seniors and special needs individuals. Specifies that the bill does not preclude a city or county from reducing or eliminating a parking requirement for development projects of any type in any location.</p>	8/18/15	Governor's Office	
AB 754 (Ridley-Thomas) Small Business Tax Relief in LA County	<p>States the intent of the Legislature to enact a bill to provide tax relief to small businesses in Los Angeles County during periods of disruption caused by transit-related construction activities conducted by the Los Angeles County Metropolitan Transportation Authority (LA Metro) that result in decreased business revenues.</p>	As Introduced	Assembly Desk	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 779 (Garcia) Congestion Management Programs	<p>Makes a number of modifications to state statutes pertaining to congestion management programs (CMPs). Eliminates the requirement that an infill opportunity zone must be located within one-half mile of a major transit stop and, instead, allows a city or county to designate an area as an infill opportunity zone if it is a transit priority area within a sustainable communities strategy or alternative planning strategy adopted by the applicable metropolitan planning organization (MPO). Replaces traffic level of service standards within a CMP with “measures of effectiveness” established for a system of highways and roadways designed by the congestion management agency (CMA). Requires the performance element of a CMP to include performance measures that support greenhouse gas emissions reduction objectives, as well as mobility, air quality, land-use, and economic objectives. Requires the land-use element of a CMP to analyze the relationship between land-use decisions made by local jurisdictions and regional transportation systems, instead of analyzing the impacts of local land-use decisions on regional transportation systems. If the capital improvement program (CIP) element of a CMP includes capacity enhancement projects, requires the CIP to evaluate the potential for those enhancement projects to induce additional travel. Requires a CMA to develop a uniform data base on transportation conditions for use in a countywide transportation computer model, instead of a uniform data base on traffic impacts. At least biennially, requires a CMA to determine if the applicable county and cities are conforming to its CMP, including, but not limited to, the following: (1) achieving performance standards for the transportation system as provided in the performance element of the CMP; (2) adoption and implementation of a program to analyze the relationship between land-use decisions and the regional transportation system; and (3) adoption and implementation of a deficiency plan, if required. Requires a city or county to prepare a deficiency plan if the CMA determines that it is not conforming with the CMP. Regarding the preparation of a deficiency plan, adds the following to the list of exclusions from an analysis of the cause of a deficiency: (1) traffic generated by any mixed-use development located within a transit priority project area or infill opportunity zone; (2) traffic generated by any transit priority project, as defined; and (3) improvements to facilities for bicyclists, pedestrians and public transportation. Specifies that the CMP statutes shall not be interpreted to require a local agency to implement improvements to reduce delay at intersections or roadway segments that the local agency determines would impede the development of a balanced, multimodal transportation network that meets the needs of all users of streets, roads and highways for safe and convenient travel in a manner set forth in the circulation element of the local agency’s general plan.</p>	8/19/15	Senate Transportation & Housing Committee	
AB 809 (Obernolte) Local Initiative Measures	<p>If a local ordinance proposes to impose a tax or raise the rate of a current tax, requires the ballot to include in the statement of the ordinance to be voted on the amount of money to be raised annually, and the rate and duration of the tax to be levied.</p>	3/26/15	Signed into Law: Chapter #337	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 828 (Low) Regulated Transportation Services	Until January 1, 2018, excludes any motor vehicle operated in connection with a transportation network company from the definition of “commercial vehicle” if the vehicle: (1) is operated only for passenger service; (2) is limited to seven passengers, not including the driver; (3) is operated exclusively by the person to whom it is registered or insured; (4) is not a paratransit vehicle; (5) is not operated for public transit services; and (6) is not operated for school bus services. Requires the California Public Utilities Commission (CPUC) to conduct an investigation to consider whether existing statutes and regulations relating to transportation services meet the public interest, encourage innovation, and create a fair and competitive transportation market between companies that provide regulated transportation services. Requires the CPUC to complete this investigation, and report its conclusions and recommendations to the Legislature by January 1, 2017.	7/14/15	Senate Energy, Utilities & Communications Committee	
AB 869 (Cooper) Fare Evasion and Prohibited Conduct on Transit Vehicles	For those public transit agencies that use an administrative adjudication process for fare evasion and passenger misconduct violations, provides that a person who fails to pay the administrative penalty when due or to have the violation dismissed may be subject to criminal penalties. Requires the public transit agency to include in the notice of fare evasion or passenger misconduct a printed statement indicating that the person may be charged with an infraction or misdemeanor if the administrative penalty is not paid when due or is not dismissed. Requires the public transit agency to dismiss the original notice of fare evasion or passenger misconduct, and to make no further attempts to collect the administrative penalty if the person is charged with an infraction or misdemeanor after failing to pay the administrative penalty or failing to successfully complete the administrative adjudication process. Requires the public transit agency to serve the person charged with an infraction or misdemeanor with a new notice of fare evasion or passenger misconduct that sets forth the criminal violation.	6/18/15	Senate Floor	
AB 875 (Harper) Low-Speed Electric Bicycles	Allows a low-speed electric bicycle to be operated on a bicycle path or trail; bikeway; bicycle lane; equestrian trail; or hiking or recreational trail. Defines “low-speed electric bicycle” to mean a two- or three-wheeled device that has fully operative pedals for propulsion by human power and has an electric motor that meets all of the following requirements: (1) has a power output of not more than 750 watts; (2) is incapable of propelling the device at a speed of more than 20 miles per hour on a paved level surface when ridden by an operator who weighs 170 pounds; (3) is incapable of further increasing the speed of the device when human power is used to propel the device faster than 20 miles per hour; and (4) has a weight of not more than 80 pounds.	As Introduced	Assembly Transportation Committee	
AB 877 (Chu) California Transportation Commission and Transportation Funding	Expands the California Transportation Commission (CTC) to 15 members, with one additional ex officio, non-voting member being appointed by the Assembly Speaker and one additional ex officio, non-voting member being appointed by the Senate Rules Committee. States the intent of the Legislature to enact a bill to find a revenue stream to supplement the fuel excise tax to provide additional funding for transportation infrastructure projects in California.	3/26/15	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 883 (Low) Employment: Public Employee Status	Beginning July 1, 2016, prohibits a state or local agency from doing any of the following: (1) publishing in print, on an Internet Web site or in any other medium an advertisement or announcement for any job that includes a provision stating or indicating that an individual's status as a current or former public employee disqualifies the individual from eligibility for employment; or (2) asking an applicant for employment to specifically disclose, orally or in writing, his or her status as a current or former public employee until the employer has determined that the applicant meets the minimum employment qualifications for the position, as stated in the published notice for the job. Specifies that the bill shall not be construed to prohibit an employer from: (1) publishing in print, on an Internet Web site or in any other medium an advertisement or announcement for a job that contains provisions setting forth the qualifications for the job; (2) setting forth qualifications for a job; (3) obtaining information regarding an individual's current or former status as a public employee, including recent relevant experience; (4) having knowledge of a person's current or former status as a public employee; or (5) otherwise making employment decisions pertaining to that individual.	9/4/15	Governor's Office	
AB 914 (Brown) Toll Facilities: San Bernardino County	Authorizes the San Bernardino County Transportation Commission to construct, administer and operate express lanes and other toll facilities on: (1) I-10 and I-15 within San Bernardino County; (2) approaching and departing connectors on I-10 extending into Los Angeles County, subject to an agreement with the Los Angeles County Metropolitan Transportation Authority (LA Metro); and (3) the connection to the I-15 express lanes in Riverside County, subject to an agreement with the Riverside County Transportation Commission (RCTC).	9/4/15	Governor's Office	
AB 946 (Ting) Electric Vehicle Charging Stations	Provides that electric vehicle charging infrastructure projects in disadvantaged communities are eligible for funding under the state's Alternative and Renewable Fuel Vehicle Technology Program.	4/21/15	Assembly Appropriations Committee	
AB 1015 (Bloom) Parking: Car-Share Vehicles	Allows a local authority, by ordinance or resolution, to designate certain streets or portions of streets for the non-exclusive parking privilege of motor vehicles participating in a car-share vehicle or ridesharing program.	4/23/15	Signed into Law: Chapter #41	
AB 1017 (Campos) Salary History Information	Prohibits an employer from seeking salary history information about an applicant for employment.	8/24/15	Governor's Office	
AB 1030 (Ridley-Thomas) Cap-and-Trade: Disadvantaged Workers	For projects involving hiring that are seeking an allocation of cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund, requires priority to be given to those projects that support the targeted training and hiring of workers from disadvantaged communities for career-track jobs.	7/7/15	Senate Appropriations Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1033 (Garcia) Infrastructure Financing	Enacts the California Economic Development Infrastructure Act of 2015. Authorizes the California Infrastructure and Economic Development Bank to award participation rights to corporations to deliver infrastructure projects for the state that have been determined as appropriate for financing through a public-private partnership. Provides that such participation rights include a commitment by the state to allow a corporation to compete for state public-private partnership infrastructure projects. Provides that eligible infrastructure projects include goods movement, public transit, solid waste collection and disposal, water treatment and distribution, and defense conversion.	As Introduced	Assembly Jobs, Economic Development & the Economy Committee	
AB 1068 (Allen) CEQA: Priority Projects	Enacts the Priority Project Parity Act of 2015. By November 15 of each year, authorizes each member of the Legislature to annually nominate and submit to the Governor one project within his or her respective district as a priority project. Requires the Governor to designate a project as a priority project if all of the following are met: (1) the project will result in at least 100 new or retained full-time jobs; (2) the project is consistent with an adopted sustainable communities strategy for the region in which the project is located; and (3) the project applicant certifies its intent to remain in the location of the project for a minimum of five years. For purposes of complying with the requirements of the California Environmental Quality Act (CEQA), allows the environmental impact report (EIR) for a priority project to tier from an earlier EIR completed for the existing or earlier versions of the project. Requires the tiered EIR to be limited to the consideration of significant adverse impacts resulting from the project: (1) that were not previously identified in the earlier EIR; or (2) that were identified in the earlier EIR, but are more severe than previously identified. Provides that a new EIR is not required for a priority project that has already been included in an EIR prepared and certified under CEQA; however, requires the lead agency to prepare an addendum to the prior EIR to explain to the public and other interested stakeholders the manner in which the project had been addressed in the prior EIR. Prohibits a court from staying or enjoining the implementation of a priority project unless the court finds either of the following: (1) the continued implementation of the priority project presents an imminent threat to public health and safety; or (2) the priority project site contains unforeseen important Native American artifacts; or unforeseen important historical, archaeological or ecological values that would be materially, permanently and adversely affected by the continued implementation of the project.	As Introduced	Assembly Natural Resources Committee	
AB 1087 (Grove) Cap-and-Trade: High-Speed Rail	Restates that cap-and-trade auction proceeds allocated from the Greenhouse Gas Reduction Fund for high-speed rail purposes shall be used for the following components of the initial operating segment and Phase 1 blended system as described in the California High-Speed Rail Authority's 2012 Business Plan: (1) acquisition and construction; (2) environmental review and design; (3) other capital costs; and (4) repayment of any loans made to the High-Speed Rail Authority to fund the project.	As Introduced	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1096 (Chiu) Electric Bicycles	<p>Defines “electric bicycle” as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts. Establishes three classes of electric bicycles as follows: (1) class 1 electric bicycle or low-speed, pedal-assisted electric bicycle, which is defined as a bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour (mph); (2) class 2 electric bicycle or low-speed, throttle-assisted electric bicycle, which is defined as a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 20 mph; and (3) class 3 electric bicycle or speed pedal-assisted electric bicycle, which is defined as a bicycle equipped with a speedometer, as well as with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 mph. Beginning January 1, 2017, requires manufacturers and distributors of electric bicycles to affix a label to each electric bicycle that describes its classification number, top assisted speed and motor wattage. Authorizes a public agency to adopt rules or regulations to restrict or specify the conditions for the use of electric bicycles on public property under the jurisdiction of that agency. Requires a person riding an electric bicycle to comply with all laws relating to the operation of a regular bicycle. Prohibits persons under 16 years of age from operating a class 3 electric bicycle. Requires persons operating or riding on a class 3 electric bicycle to wear a helmet. Prohibits the operation of class 3 electric bicycles on a bicycle path or trail, bikeway, bicycle lane, equestrian trail, hiking trail, or recreational trail, unless it is within or adjacent to a roadway, or unless that operation is authorized by a local ordinance. Allows a local authority, by ordinance, to prohibit the operation of class 1 or class 2 electric bicycles on such paths or trails. Requires an electric bicycle to comply with the equipment and manufacturing requirements for bicycles adopted by the U.S. Consumer Product Safety Commission. Requires an electric bicycle to operate in a manner so that either: (1) the electric motor disengages or stops functioning when the brakes are applied; or (2) the release or activation of a switch or other mechanism disengages or stops the electric motor from functioning. Specifies that a person operating an electric bicycle is not subject to financial responsibility, driver’s license, registration, or license plate requirements.</p>	9/4/15	Governor’s Office	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1098 (Bloom) Congestion Management Programs	Eliminates traffic level of service standards as an element of a congestion management program, as well as the requirement that a city or county prepare a deficiency plan when highway or roadway level of service standards are not met. Instead, requires a congestion management program to include, at a minimum, performance measures related to vehicle miles traveled, air emissions, and bicycle, pedestrian and public transit mode share, as determined by the applicable regional agency. Requires the travel demand element of a congestion management program to include a broad range of transportation options. Requires a congestion management program to analyze the interaction between land-use decisions made by local jurisdictions and the regional transportation system. For roadway capacity expansion projects included in the capital improvement program element of a congestion management program, requires an analysis of the potential for induced vehicle travel. Requires the applicable regional agency to evaluate: (1) the consistency between a county congestion management program and the regional transportation plan, including any adopted sustainable communities strategy; and (2) how a county congestion management program contributes to achieving the greenhouse gas emissions reduction target that has been assigned to the region by the California Air Resources Board (CARB).	3/26/15	Assembly Transportation Committee	
AB 1138 (Patterson) High-Speed Rail: Eminent Domain	Prohibits the California High-Speed Rail Authority, and the State Public Works Board acting on behalf of the authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property on a corridor or usable segment of the state's proposed high-speed train system unless the resolution includes both of the following: (1) identification of the sources of all funds that are to be invested in that corridor or usable segment, and the anticipated time of receipt of those funds; and (2) a certification that the authority has completed all necessary project level environmental clearances necessary to proceed to construction of the corridor or usable segment.	As Introduced	Assembly Transportation Committee	
AB 1160 (Harper) Automated Traffic Enforcement Systems	Beginning January 1, 2016, prohibits a governmental agency from installing an automated traffic enforcement system. Allows a governmental agency that has an automated traffic enforcement system in place on January 1, 2016, to continue to operate the system after that date only if the agency begins conducting a traffic safety study at each intersection where the system is in use to determine whether the system resulted in a reduction in the number of traffic accidents involving failing to stop at a red light or failing to stop at a red light when making a right turn at that intersection. Requires the traffic safety study to be completed by January 1, 2017. If the traffic safety study shows that the use of an automated traffic enforcement system did not reduce the number of traffic accidents occurring at an intersection by a statistically significant number, requires the governmental agency to terminate the use of the system at that intersection no later than January 1, 2018.	4/14/15	Assembly Transportation Committee	
AB 1169 (Gomez) Strategic Growth Council: Signs for Project Funding	Requires recipients of state grant funding from the Strategic Growth Council or any of its member state agencies for a project located in a public place and that provides public benefits to post signs acknowledging the sources of funds for the project pursuant to guidelines adopted by the council. If the state funding equals 50 percent or more of the total cost of the project, requires the state funding sources to be listed first on the signs.	9/4/15	Senate Floor	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1171 (Linder) CMGC Contacting: Local Expressways	Authorizes regional transportation agencies, including the Santa Clara Valley Transportation Authority (VTA), to use the Construction Manager/General Contractor (CMGC) project delivery method to design and construct projects on expressways that are not on the state highway system if the projects are developed in accordance with an expenditure plan approved by the voters. Requires the entity responsible for the maintenance of local streets and roads within the jurisdiction of the expressway to be responsible for the maintenance of the expressway.	6/19/15	Signed into Law: Chapter #413	Support
AB 1176 (Perea) Advanced Low-Carbon Diesel Fuels Access Program	Establishes the Advanced Low-Carbon Diesel Fuels Access Program to be administered by the State Energy Resources Conservation and Development Commission, in consultation with the California Air Resources Board (CARB). Specifies that the purpose of the program is to reduce greenhouse gas emissions of diesel motor vehicles by providing capital assistance for projects that expand advanced low-carbon diesel fueling infrastructure in communities that are disproportionately impacted by environmental hazards and where the greatest air quality impacts can be identified. Requires cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund to be available, upon appropriation by the Legislature, for implementing this program.	8/18/15	Senate Appropriations Committee	
AB 1179 (Rendon) Cap-and-Trade: Reporting Requirements	Requires the California Air Resources Board (CARB) to prepare and post on its Internet Web site a report on the projects being funded with cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund. Requires the report to include all of the following: (1) a general description of each project; (2) the location where each project will be implemented; (3) the estimated date of completion of each project; (4) the amount awarded to each project; and (5) the status of any revenues in the Greenhouse Gas Reduction Fund not awarded to projects and the reasons why.	As Introduced	Assembly Appropriations Committee	
AB 1236 (Chiu) Electric Vehicle Charging Stations	Requires a city or county to administratively approve an application to install an electric vehicle charging station through the issuance of a building permit or similar non-discretionary permit. If a building official of a city or county makes a finding based on substantial evidence that the electric vehicle charging station could have a specific, adverse impact on public health or safety, allows the city or county to require the applicant to apply for a use permit. Prohibits a city or county from denying an application for a use permit to install an electric vehicle charging station unless it makes written findings based on substantial evidence in the record that the proposed station would have a specific, adverse impact on public health or safety, and there is no feasible method to satisfactorily mitigate or avoid that impact. By September 30, 2016, requires every city and county in the state with a population of 200,000 or more residents to adopt an ordinance that creates an expedited, streamlined permitting process for electric vehicle charging stations. By September 30, 2017, requires every city and county in the state with a population of less than 200,000 residents to adopt such an ordinance.	9/2/15	Governor's Office	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1250 (Bloom) Public Transit Buses: Single Axle Weight Limit	Exempts from the state's 20,500-pound single axle gross weight limit the following: (1) a public transit bus procured through a solicitation issued before January 1, 2016; and (2) a public transit bus purchased through an option period in a multi-year contract entered into between January 1, 2013, and January 1, 2016, if that option period does not exceed five years from the date of the original contract or extend beyond January 1, 2021, whichever is earlier. For public transit buses procured through a solicitation issued after January 1, 2016, establishes a new curb weight limit, as specified. Defines "curb weight" to mean the total weight of a fully loaded public transit bus, including maximum fuel, oil and coolant, and all equipment used in the normal operation of the bus, except without passengers or a driver. By July 1, 2016, requires a public transit agency operating an articulated bus to provide notice to all cities and counties in whose jurisdiction the bus will run during the upcoming calendar year, identifying the approximate routes upon which the bus is expected to be scheduled for service. Thereafter, requires a public transit agency operating an articulated bus to annually provide notice by July 1 to all cities and counties in whose jurisdiction the bus will run during the upcoming calendar year, identifying any changes to the service on those routes and any new routes upon which the bus is expected to be scheduled for service for the upcoming year. Requires the notice to include data from information provided by the bus manufacturer to the public transit agency, identifying the weight of the articulated bus. Prohibits a public transit bus from operating on the Dwight D. Eisenhower System of Interstate and Defense Highways in excess of the weight limitation for such buses specified in federal law. Provides that if the gross weight imposed upon the highway by the wheels on any one axle of a public transit bus exceeds 20,000 pounds, then the axle must be supported by four wheels bearing load upon the highway.	9/9/15	Governor's Office	Support
AB 1251 (Gomez) Greenway Development and Sustainment Act	Enacts the Greenway Development and Sustainment Act. Authorizes a tax-exempt non-profit organization that has as its primary purpose the preservation, protection or enhancement of land in its natural, scenic, historical, agricultural, forested, or open-space conditions to acquire and hold a conservation easement for the development of a greenway. Defines "greenway" to mean a pedestrian and bicycle, non-motorized vehicle transportation, and recreational travel corridor that meets certain, specified requirements. Includes greenways in the definition of "open-space land" for local planning purposes. Provides that a recorded greenway easement constitutes an enforceable restriction for purposes of the property tax provisions in the federal Internal Revenue Code.	9/4/15	Governor's Office	
AB 1265 (Perea) Public-Private Partnerships	Extends existing statutory authority for Caltrans and regional transportation agencies, including the Santa Clara Valley Transportation Authority (VTA), to utilize public-private partnerships for transportation infrastructure projects to January 1, 2030.	4/29/15	Assembly Appropriations Committee	Support
AB 1284 (Baker) Toll Bridge Program Oversight Committee	Subjects the Toll Bridge Program Oversight Committee, which oversees seismic retrofit and replacement projects related to the seven state-owned toll bridges in the Bay Area, to the requirements under the Bagley-Keene Open Meeting Act.	4/8/15	Signed into Law: Chapter #172	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1287 (Chiu) San Francisco: Forward-Facing Cameras	Indefinitely extends the authorization for the city/county of San Francisco to install forward-facing cameras on San Francisco Municipal Transportation Agency (San Francisco Muni) buses for the purpose of video-imaging parking violations occurring in transit-only traffic lanes.	6/18/15	Governor's Office	
AB 1288 (Atkins) California Air Resources Board	Increases the membership of the California Air Resources Board (CARB) from 12 to 14, with the Governor appointing 12 members, and the Senate Rules Committee and the Speaker of the Assembly each appointing one member. Requires the appointments of the Senate Rules Committee and Assembly Speaker to be individuals who work directly with communities in California that are most significantly burdened by and vulnerable to high levels of pollution, including communities with diverse racial and ethnic populations, and communities with low-income populations.	9/10/15	Governor's Office	
AB 1315 (Alejo) Public Contracts: Water Pollution Prevention Plans	Prohibits a public entity from delegating to a contractor the development of a plan used to prevent or reduce water pollution or runoff on a public works contract.	4/21/15	Assembly Appropriations Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1335 (Atkins) Building Homes and Jobs Act	<p>Enacts the Building Homes and Jobs Act. Beginning January 1, 2016, imposes a fee of \$75 to be paid at the time of recording of every real estate instrument, paper or notice required or permitted by law to be recorded per each single transaction per single parcel of real property. Specifies that this fee shall not exceed \$225. Prohibits the fee from being imposed on any real estate instrument, paper or notice recorded in connection with a transfer of real property that is a residential dwelling to an owner-occupier. Deposits the revenues derived from the fee in the Building Homes and Jobs Trust Fund for expenditure by the Department of Housing and Community Development. Upon appropriation by the Legislature, requires 20 percent of the revenues in the trust fund to be expended for affordable owner-occupied workforce housing, and 10 percent to address affordable homeownership and rental housing opportunities for agricultural workers and their families. Requires the remainder of the money in the trust fund to be expended for the following purposes: (1) the development, acquisition, rehabilitation, and preservation of rental housing that is affordable to extremely low-income, very low-income, low-income, and moderate-income households; (2) affordable rental and ownership housing that meets the needs of a growing workforce up to 120 percent of area median income; (3) matching portions of funds placed into local or regional housing trust funds; (4) matching portions of funds available through the Low and Moderate Income Housing Asset Fund; (5) capitalized reserves for services connected to the creation of new permanent supportive housing, including developments funded through the Veterans Housing and Homelessness Prevention Program; (6) emergency shelters, transitional housing and rapid rehousing; (7) accessibility modifications; (8) efforts to acquire and rehabilitate foreclosed or vacant homes; and (9) homeownership opportunities, including down payment assistance. At the time of the Department of Finance's adjustments to the proposed FY 2016 budget, requires the Department of Housing and Community Development to submit to the Legislature an initial Building Homes and Jobs Investment Strategy. Beginning with FY 2021, and every five years thereafter, requires the department to update this investment strategy and submit it to the Legislature concurrent with the release of the Governor's proposed budget. Requires the investment strategy to do all of the following: (1) identify the statewide needs, goals, objectives, and outcomes for housing for a five-year period; (2) provide for a geographically balanced distribution of funds, including a 50-percent direct allocation to local governments; (3) emphasize investments that serve households that are at or below 60 percent of area median income; (4) encourage economic development and job creation by helping to meet the housing needs of a growing workforce up to 120 percent of area median income; (5) identify opportunities for coordination among state departments and agencies; (6) incentivize the use and coordination of non-traditional funding sources; and (7) incentivize innovative approaches that produce cost savings to local and state services by reducing the instability of housing for frequent, high-cost users of hospitals, jails, detoxification facilities, psychiatric hospitals, and emergency shelters. Requires expenditure requests in the Governor's proposed budget to be consistent with the Building Housing and Jobs Investment Strategy. Declares the intent of the Legislature to enact a bill to create a Secretary of Housing within state government to oversee all activities related to housing in California.</p>	6/3/15	Assembly Floor	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1336 (Salas) Cap-and-Trade: Disadvantaged Communities	Requires a minimum of 40 percent, rather than 25 percent, of available cap-and-trade auction proceeds in the Greenhouse Gas Reduction Fund to be allocated to projects that benefit disadvantaged communities.	3/26/15	Assembly Natural Resources Committee	
AB 1347 (Chiu) Public Works Contracts: Claims	Establishes a claim resolution process that would be applicable to all public works contracts entered into by a public entity on or after January 1, 2016. Upon receipt of a claim from a contractor sent by registered mail or certified mail with return receipt requested, requires the public entity to conduct a reasonable review of the claim and, within a period not to exceed 45 days, to provide a written statement to the contractor identifying what portion of the claim is disputed and what portion is undisputed. Allows this time period to be extended by mutual agreement between the public entity and the contractor. Requires the contractor to furnish reasonable documentation to support the claim. Specifies that if a public entity needs approval from its governing board to provide such a written statement to the contractor and its governing board does not meet within the 45-day period or within the mutually agreed to extension of time following receipt of the claim, allows the public entity to have up to three days following the next publicly noticed meeting of its governing board after the 45-day period or time extension to provide the written statement to the contractor. Provides that failure by the public entity to respond to the claim within the specified time period shall result in the claim being rejected in its entirety. Requires any payment due on the undisputed portion of the claim to be processed and made within 60 days after the public entity issues its written statement. If the contractor disputes the public entity's written statement or if the public entity fails to respond to a claim within the time prescribed, allows the contractor to demand in writing an informal conference to meet and confer for settlement of the issues in dispute. Requires any disputed portion of the claim following the conclusion of the meet-and-confer conference, as identified in writing, to be submitted to non-binding arbitration, with the public entity and the contractor sharing the associated costs equally. Unless otherwise agreed to by the public entity and the contractor in writing, provides that the mediation conducted pursuant to this bill shall excuse any further obligation to mediate after litigation has commenced. Allows a contractor to present a claim to a public entity on behalf of a subcontractor or a lower-tier subcontractor lacking legal standing to assert such a claim. Requires the contractor to notify the subcontractor in writing within 45 days as to whether the claim was presented to the public entity, or to provide the subcontractor a statement of reasons as to why the claim was not presented. Subjects amounts for claims not paid by the public entity to the contractor in a timely manner as required by this bill to bear interest at 7 percent per annum. Exempts certain state agencies from the provisions of the bill. Sunsets the provisions of the bill on January 1, 2019.	9/4/15	Governor's Office	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1360 (Ting) Transportation Network Companies: Ridesharing	Allows a transportation network company or a charter-party carrier of passengers that prearranges a ride among multiple passengers who share the ride in whole or in part to charge an individual fare, rather than a vehicle-mileage or time-of-use fare, provided that all of the following conditions are met: (1) the vehicle seats no more than seven passengers, not including the driver; (2) the driver is a participating driver, as defined; (3) the vehicle is not used to provide public transit services or to carry passengers over a fixed route; (4) the vehicle is not used to provide pupil transportation or public paratransit services; and (5) the individual fare for each passenger is less than the fare that would be charged for the same ride to a passenger traveling alone.	7/2/15	Senate Energy, Utilities & Communications Committee	
AB 1364 (Linder) California Transportation Commission	Excludes the California Transportation Commission (CTC) from the California State Transportation Agency (CalSTA), and establishes it as a separate and independent entity in state government.	As Introduced	Assembly Transportation Committee	
AB 1398 (Wilk) CEQA: Sustainable Environmental Protection Act	Enacts the Sustainable Environmental Protection Act. Prohibits a cause of action on the grounds of non-compliance with the California Environmental Quality Act (CEQA) that relates to any topical area or criteria for which compliance obligations are identified. Also prohibits challenges to environmental documents based on non-compliance with CEQA if: (1) the environmental document discloses compliance with applicable environmental laws; (2) the project conforms with the use designation, density or building intensity in an applicable plan; and (3) the project approval incorporates applicable mitigation requirements into the environmental document. Specifies that the provisions of this bill only apply if the lead agency or project applicant has agreed to provide to the public in a readily accessible electronic format an annual compliance report prepared pursuant to a mitigation monitoring and reporting program required by CEQA.	As Introduced	Assembly Natural Resources Committee	
AB 1422 (Cooper) Transportation Network Companies: Pull-Notice System	Requires a transportation network company to participate in the Department of Motor Vehicles (DMV) pull-notice system to regularly check the driving records of all participating drivers, regardless of whether the participate driver is an employee or an independent contractor of the transportation network company.	7/16/15	Governor's Office	
AB 1459 (Kim) Toll Lanes: Orange County	Prohibits Caltrans from seeking or providing funding for construction of a toll lane on a public highway in Orange County unless the project is first approved by a two-thirds vote of the board of directors of the Orange County Transportation Authority (OCTA).	4/14/15	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1482 (Gordon) Climate Adaptation	<p>By July 1, 2017, and every three years thereafter, requires the Natural Resources Agency to update the state's climate adaptation strategy, known as the Safeguarding California Plan. As part of the update, requires the Natural Resources Agency to coordinate with other state agencies to identify a lead agency or group of agencies to lead adaptation efforts in each sector. Requires updates to the Safeguarding California Plan to include all of the following: (1) vulnerabilities to climate change by sector, as identified by the lead agency or group of agencies, and by regions; and (2) priority actions needed to reduce risks in those sectors, as identified by the lead agency or group of agencies. Requires the Natural Resources Agency to report annually to the Legislature on actions taken by each applicable agency to implement the Safeguarding California Plan. To address the vulnerabilities identified in the Safeguarding California Plan, requires state agencies to work to maximize, where applicable and feasible, the following objectives: (1) educating the public about the consequences of climate change; (2) ensuring that there is a continued repository for scientific data on climate change and climate adaptation in California in order to facilitate educated state and local policy decisions; and to help identify primary risks from climate change to residents, property, communities, and natural systems across the state; (3) promoting the use of the plan to inform planning decisions; and to ensure that state investments consider climate change impacts, as well as promote the use of natural systems and natural infrastructure, when developing physical infrastructure to address adaptation; (4) encouraging regional collaborative planning efforts to address regional climate change impacts and adaptation strategies; (5) promoting drought resiliency through an integrated water supply, delivery and capture system that is coordinated; and that can be resilient to a multi-year drought scenario, while protecting water quality and public health; (6) building resilient communities by developing urban greening projects that reduce air pollution and heat reflection in urban areas; and that create livable, sustainable communities in urban cores to promote infill development and reduce greenhouse gas emissions; (7) protecting and enhancing habitat, species strongholds and wildlife corridors that are critical to the preservation of species that are at risk from the consequences of climate change; and (8) promoting actions to ensure healthy soils and sustainable agriculture; inform reliable transportation planning; improve emergency management response across sectors; ensure sufficient, reliable and safe energy; improve capacity to reduce and respond to public health threats; address the impacts of climate change on disadvantaged communities; and protect cultural resources from the impacts of climate change.</p>	9/1/15	Governor's Office	
AB 1509 (R. Hernandez) Employees: Protected Disclosures and Complaints	<p>Prohibits an employer from discharging an employee, or in any manner discriminating, retaliating or taking an adverse action against an employee because he or she is a family member of a person who has: (1) filed a claim with or instituted a proceeding before the Labor Commissioner; (2) testified or is going to testify in a proceeding before the Labor Commissioner; (3) disclosed information to a government or law enforcement agency, as specified; (4) participated on an occupational health and safety committee; or (5) exercised any other rights under the state's Whistleblower Protection Statutes.</p>	8/31/15	Governor's Office	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
ACA 3 (Gallagher) Public Employees' Retirement	Calls for placing before the voters an amendment to the California Constitution to make several changes to retirement benefits for public employees. Requires any enhancement to a public employee's retirement formula or benefit adopted on or after the effective date of this constitutional amendment to apply only to service performed on and after the operative date of the enhancement, and not to any service performed prior to that date. Provides that if a change to a public employee's retirement membership classification or a change in employment results in an enhancement to the retirement formula or benefit applicable to that employee, requires that enhancement to apply only to service performed on or after the operative date of the change, and not to service performed prior to that date. Specifies that an increase to a retiree's annual cost-of-living adjustment within existing statutory limits is not considered to be an enhancement to a retirement benefit.	As Introduced	Assembly Public Employees, Retirement & Social Security Committee	
ACA 4 (Frazier) Local Transportation Special Taxes	Calls for placing before the voters an amendment to the California Constitution to allow a city, county or special district to impose, extend or increase a sales and use or a transactions and use tax for the purpose of providing funding for local transportation projects, if approved by a 55 percent majority vote. Defines "local transportation project" to mean the planning, design, development, financing, construction, reconstruction, rehabilitation, improvement, acquisition, lease, operation, or maintenance of local streets, roads and highways; state highways and freeways; and public transit systems. Specifies that this constitutional amendment shall become effective upon approval by the voters, and shall apply to any local measure imposing, extending or increasing a sales and use or transactions and use tax to fund local transportation projects that is submitted at the same election.	8/17/15	Assembly Appropriations Committee	Support
ABX1-1 (Alejo) Transportation Funding	Retains the revenues generated by vehicle weight fees in the State Highway Account, and requires the General Fund to pay debt service on transportation general obligation bonds. With regard to the revenues derived from increases in the state gasoline excise tax resulting from the transportation funding swap initially enacted in 2010 and reaffirmed in 2011, requires all of the money to be allocated in the following manner: (1) 44 percent to the State Transportation Improvement Program (STIP); (2) 44 percent to cities and counties for local streets and roads; and (3) 12 percent to the State Highway Operation & Protection Program (SHOPP). With respect to any loans made to the General Fund from the State Highway Account, the Public Transportation Account, the Bicycle Transportation Account, the Motor Vehicle Fuel Account, the Highway Users Tax Account, the Pedestrian Safety Account, the Transportation Investment Fund, the Traffic Congestion Relief Fund, the Motor Vehicle Account, and the Local Airport Loan Account with a repayment date of January 1, 2019, or later to be repaid to the account from which the loan was made by December 31, 2018. Recaptures revenues generated by Caltrans through the rental or sale of property, the sale of documents and other miscellaneous services to the public for transportation purposes.	As Introduced	Assembly Desk	Support
ABX1-2 (Perea) Public-Private Partnerships	Extends existing statutory authority for Caltrans and regional transportation agencies, including the Santa Clara Valley Transportation Authority (VTA), to utilize public-private partnerships for transportation infrastructure projects indefinitely.	As Introduced	Assembly Desk	Support

State Assembly Bills	Subject	Last Amended	Status	VTA Position
ABX1-3 (Frazier) Transportation Funding: State Highways and Local Roadways	Declares the intent of the Legislature to enact a bill to establish permanent, sustainable sources of transportation funding to maintain and repair highways, local roads, bridges, and other critical transportation infrastructure.	9/3/15	Conference Committee	
ABX1-4 (Frazier) Transportation Funding: Trade Corridors and Local Transportation Infrastructure	Declares the intent of the Legislature to enact a bill to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors, and support efforts by local governments to repair and improve local transportation infrastructure.	As Introduced	Senate Rules Committee	
ABX1-6 (R. Hernandez) Cap-and-Trade: Affordable Housing and Sustainable Communities Program	Requires 20 percent of the cap-and-trade auction proceeds provided to the Affordable Housing and Sustainable Communities Program to be allocated to rural areas. Requires half of these funds to be allocated to eligible affordable housing projects. Requires the Strategic Growth Council to amend its guidelines for the Affordable Housing and Sustainable Communities Program to be consistent with the provisions of this bill.	As Introduced	Assembly Desk	
ABX1-7 (Nazarian) Cap-and-Trade: Public Transit Funding	Increases the amount of cap-and-trade auction proceeds continuously appropriated from the Greenhouse Gas Reduction Fund to the Low Carbon Transit Operations Program from 5 percent to 10 percent, and to the Transit and Intercity Rail Capital Program from 10 percent to 20 percent.	As Introduced	Assembly Desk	Support
ABX1-8 (Chiu) Diesel Sales Tax	Increases the sales and use tax rate on diesel fuel by 3.5 percent. Dedicates the revenues derived from this increase to the State Transit Assistance Program (STA).	As Introduced	Assembly Desk	Support
ABX1-9 (Levine) Richmond-San Rafael Bridge	By September 30, 2015, requires Caltrans to implement an operational improvement project that does the following: (1) temporarily restores to automobile traffic the third eastbound lane on I-580 that existed prior to 1977 and that was temporarily restored immediately following the Loma Prieta earthquake, from the beginning of the Richmond-San Rafael Bridge in Marin County to Marine Street in Contra Costa County; and (2) temporarily converts the existing one-way bicycle lane along the north side of westbound I-580 from the Marine Street Interchange to Stenmark Drive and the toll plaza in Contra Costa County into a bidirectional bicycle and pedestrian lane. Requires Caltrans to keep the temporary third automobile lane and the temporarily bidirectional bicycle lane in place until the department has completed the Richmond-San Rafael Bridge Access Improvement Project.	As Introduced	Assembly Desk	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
ABX1-10 (Levine) Public Works Contracts: Mega-Infrastructure Projects	Prohibits a state entity in a mega-infrastructure project contract from providing for the payment of extra compensation to the contractor until the project has been completed, and an independent third party has verified that the project meets all architectural or engineering plans and safety specifications of the contract. Applies to contracts entered into or amended on or after the effective date of the bill. Defines “mega-infrastructure project” to mean the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement of any kind that exceeds \$1 billion in cost.	As Introduced	Assembly Desk	
ABX1-12 (Nazarian) LA Metro: Public-Private Partnerships	Authorizes the Los Angeles County Metropolitan Transportation Authority (LA Metro) to enter into agreements with private entities for transportation projects in Los Angeles County, including on the state highway system, subject to various terms and requirements. Allow LA Metro to impose tolls and user fees for use of those projects. Requires LA Metro to implement such projects on the state highway system in cooperation with Caltrans pursuant to an agreement that addresses all matters related to design, construction, maintenance, and operation of state highway facilities in connection with the project. Authorizes LA Metro to issue bonds to finance any costs necessary to implement such a project, payable from revenues generated from the project or other available resources.	As Introduced	Assembly Desk	
ABX1-13 (Grove) Cap-and-Trade: State Highways and Local Streets/Roads	For FY 2016, reduces the amount of cap-and-trade auction proceeds deposited into the Greenhouse Gas Reduction Fund that are continuously appropriated to the Affordable Housing and Sustainable Communities Program from 20 percent to 10 percent. Beginning in FY 2017, continuously appropriates 50 percent of the cap-and-trade auction proceeds deposited into the Greenhouse Gas Reduction Fund to the State Highway Operation and Protection Program (SHOPP), and 50 percent to cities and counties for local streets/roads.	As Introduced	Assembly Desk	
ABX1-14 (Waldron) General Fund Appropriations: State Highways and Local Streets/Roads	Continuously appropriates \$1 billion from the General Fund to be distributed as follows: (1) 50 percent to the State Highway Operation and Protection Program (SHOPP); and (2) 50 percent to cities and counties for local streets/roads.	As Introduced	Assembly Desk	
ABX1-15 (Patterson) Caltrans: Capital Outlay Support	Reduces the FY 2016 appropriation to Caltrans for capital outlay support by \$500 million and, instead, distributes this money as follows: (1) 50 percent to the State Highway Operation and Protection Program (SHOPP); and (2) 50 percent to cities and counties for local streets/roads.	As Introduced	Assembly Desk	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
ABX1-16 (Patterson) Pilot Program: Transferring State Highways to Local Agencies	Establishes a five-year pilot program under which two counties, one in Northern California and one in Southern California, would be selected to operate, maintain and make improvements to all state highways within their respective jurisdictions. For the duration of the pilot program, requires Caltrans to convey all of its authority and responsibility over state highways in a participating county to the applicable county or regional transportation agency. Requires the pilot program to begin no later than January 1, 2017. Requires the California Transportation Commission (CTC) to administer and oversee the pilot program, and to select the counties that will participate in the program from applications received by the commission. For the duration of the pilot program, requires funding to be appropriated as block grants in the annual Budget Act to the participating counties in an amount equivalent to federal and state dollars otherwise to be expended by Caltrans on state highways in those counties, including money for operations, maintenance, capital outlay support, the State Highway Operation and Protection Program (SHOPP), and the State Transportation Improvement Program (STIP). In consultation with Caltrans, requires the CTC to determine the applicable grant amounts for each participating county, and to submit its recommendations to the Governor and the Legislature. Provides that any cost savings realized by a participating county, compared to comparable expenditures that otherwise would have been undertaken by Caltrans on state highways in the county in the absence of the pilot program, may be used by the county for other transportation priorities consistent with eligible expenditures for the funding sources involved, subject to approval by the CTC.	As Introduced	Assembly Desk	
ABX1-17 (Achadjian) Cap-and-Trade: State Highway Operation and Protection Program	Beginning in FY 2017, continuously appropriates 25 percent of the cap-and-trade auction proceeds deposited into the Greenhouse Gas Reduction Fund to the State Highway Operation and Protection Program (SHOPP).	As Introduced	Assembly Desk	
ABX1-18 (Linder) Vehicle Weight Fee Revenues	Beginning January 1, 2016, prohibits vehicle weight fee revenues from being used to pay debt service on transportation-related, general obligation bonds.	As Introduced	Assembly Desk	Support
ABX1-19 (Linder) California Transportation Commission	Excludes the California Transportation Commission (CTC) from the California State Transportation Agency (CalSTA), and establishes it as a separate and independent entity in state government.	As Introduced	Assembly Desk	
ABX1-20 (Gaines) State Government: Elimination of Vacant Positions	Requires the Department of Human Resources to eliminate 25 percent of the vacation positions in state government that are funded by the General Fund. Continuously appropriates \$685 million from the General Fund, with 50 percent to be made available to Caltrans for maintenance of the state highway system or for projects funded under the State Highway Operation and Protection Program (SHOPP), and 50 percent to be made available to cities and counties for local streets/roads.	As Introduced	Assembly Desk	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
ABX1-21 (Obernolte) Environmental Quality: Highway Projects	Prohibits a court in a judicial action or proceeding under the California Environmental Quality Act (CEQA) from staying or enjoining a project related to constructing or improving a highway unless the court finds either of the following: (1) the project presents an imminent threat to the public health and safety; or (2) the project site contains unforeseen important Native American artifacts, or unforeseen important historical, archaeological or ecological values that would be materially, permanently and adversely affected by the project unless the court stays or enjoins the project.	As Introduced	Assembly Desk	
ABX1-22 (Patterson) Design-Build Contracting: Highway Projects	Authorizes Caltrans to utilize design-build contracting for an unlimited number of state highway projects, and requires the department to contract with consultants to perform construction inspection services related to those projects. For design-build contracts for state highway projects administered by regional transportation agencies, including the Santa Clara Valley Transportation Agency (VTA), eliminates the requirement in existing law that Caltrans perform construction inspection services related to those projects.	As Introduced	Assembly Desk	
ABX1-23 (E. Garcia) Transportation Projects: Disadvantaged Communities	By January 1, 2017, requires the California Transportation Commission (CTC) to establish a process whereby Caltrans and local agencies receiving funding for highway capital improvement projects from the State Highway Operation and Protection Program (SHOPP), or from the State Transportation Improvement Program (STIP) prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents, as identified by the community through strong public participation. In this regard, requires the CTC to do all of the following: (1) establish a funding floor where no less than 35 percent of rehabilitation and reconstruction projects are located in urban and rural disadvantaged communities, and provide meaningful benefits to the residents of those communities; (2) include robust public stakeholder engagement with regard to the development of guidelines relating to the prioritization of projects in disadvantaged communities; and (3) prioritize projects that recruit, hire and train low-income, formerly incarcerated, or disconnected youth and adults, as well as other individuals with barriers to employment. Specifies that a “disadvantaged community” means a community with any of the following characteristics: (1) an area with a median household income that is less than 80 percent of the statewide median household income based on the most current census-tract-level data from the American Community Survey; (2) an area identified as among the most disadvantaged 25 percent of areas in the state according to the California Environmental Protection Agency (CalEPA), based on the latest version of CalEnviroScreen scores; or (3) an area where at least 75 percent of public school students are eligible to receive free or reduced-price meals under the National School Lunch Program. Requires \$125 million to be appropriated annually from the State Highway Account to the Active Transportation Program, with these additional funds to be used for network grants that prioritize projects in underserved areas.	As Introduced	Assembly Desk	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
ABX1-24 (Levine) Bay Area Transportation Commission	Effective January 1, 2017, redesignates the Metropolitan Transportation Commission (MTC) as the Bay Area Transportation Commission. Requires commissioners to be elected by districts comprised of approximately 750,000 residents, based on the 2010 Census. Declares the intent of the Legislature that the district boundaries should be drawn by a citizen's redistricting commission. Requires each district to elect one commissioner, except that a district with a toll bridge within its boundaries would elect two commissioners. Requires the initial elections for commissioners to occur in 2016. Requires the elected commissioners to take office on January 1, 2017. Declares the intent of the Legislature that campaigns for commissioners should be publicly financed. Specifies that each commissioner's term of office is four years. Effective January 1, 2017, deletes the Bay Area Toll Authority's status as a separate entity from MTC and merges the authority into the Bay Area Transportation Commission.	As Introduced	Assembly Desk	

State Senate Bills

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 1 (Gaines) Cap-and-Trade: Transportation Fuels	Delays the inclusion of suppliers of transportation fuels in the cap-and-trade system administered by the California Air Resources Board (CARB) from January 1, 2015, to January 1, 2025.	As Introduced	Senate Environmental Quality Committee	
SB 3 (Leno) Minimum Wage	Increases the minimum wage for all industries as follows: (1) to \$11 per hour beginning January 1, 2016; and (2) to \$13 per hour beginning July 1, 2017. Commencing on January 1, 2019, requires the Industrial Welfare Commission to automatically adjust the minimum wage each year to maintain employee purchasing power diminished by the rate of inflation that occurred during the previous year. Requires the automatic adjustment to be calculated using the California Consumer Price Index. Prohibits the Industrial Welfare Commission from adjusting the minimum wage if the average percentage of inflation for the previous year was negative. Specifies that the provisions of the bill apply to all industries, including public and private employment.	3/11/15	Assembly Appropriations Committee	
SB 5 (Vidak) Cap-and-Trade: Transportation Fuels	Delays the inclusion of suppliers of transportation fuels in the cap-and-trade system administered by the California Air Resources Board (CARB) from January 1, 2015, to January 1, 2020. Applies the provisions of the bill retroactively from January 1, 2015.	As Introduced	Senate Environmental Quality Committee	
SB 8 (Hertzberg) Sales and Use Tax: Services	Imposes a state sales and use tax on the gross receipts from the sale of, or the receipt of the benefits of, services at an unspecified rate.	2/10/15	Senate Governance & Finance Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 9 (Beall) Cap-and-Trade: Transit and Intercity Rail Capital Program	<p>Clarifies that the Transit and Intercity Rail Capital Program funded with cap-and-trade auction proceeds will be used for transformative capital improvements that will modernize California's intercity, commuter and urban rail systems; and bus and ferry transit systems to achieve all of the following policy objectives: (1) reducing greenhouse gas emissions; (2) expanding and improving public transit service to increase ridership; (3) integrating the service of the state's various public rail operators, including integration with high-speed rail; and (4) improving public transit safety. Defines "transformative capital improvements" to mean a rail, bus or ferry project that will significantly reduce vehicle miles traveled, congestion and greenhouse gas emissions by creating a new transit system, increasing the capacity of an existing transit system, or otherwise significantly increasing the ridership of a transit system. In selecting projects for funding under this program, requires the California State Transportation Agency (CalSTA) to consider the extent to which a project reduces greenhouse gas emissions. In addition, requires CalSTA to consider whether a project: (1) reduces the number of auto trips; (2) improves connectivity, integration and coordination of the state's various public transit systems, including the high-speed rail system; (3) has supplemental funding committed to it from non-state sources; and (4) increases public transit ridership. Allows an eligible applicant to submit an application to CalSTA to fund a project over multiple fiscal years. Authorizes CalSTA to make multi-year funding commitments for projects that are proposed by an eligible applicant to be funded from the Transit and Intercity Rail Capital Program over a period of more than one fiscal year. Requires an application to: (1) define the project purpose, intended scope, proposed cost, intended funding sources, and schedule for project completion; (2) specify the phases of work for which an eligible applicant is seeking an allocation of funds from the Transit and Intercity Rail Capital Program; (3) identify the sources and timing of all funds required to undertake and complete any phase of a project for which an eligible applicant is seeking an allocation of funds from the Transit and Intercity Rail Capital Program; and (4) include information describing the funding sources and approach to ensuring that ongoing operating and maintenance costs of the project are funded through the useful life of the project, as applicable. Allows an eligible applicant to submit more than one grant application for consideration for funding under the Transit and Intercity Rail Capital Program. By July 1, 2018, requires CalSTA to approve a five-year program of projects for funding under the Transit and Intercity Rail Capital Program, beginning with FY 2019. Requires CalSTA to update the program of projects every two years. Allows an eligible applicant to use a project study report or equivalent document to demonstrate the eligibility of a project for inclusion in the five-year program of projects. For a project to be funded from the Transit and Intercity Rail Capital Program over a period of more than one fiscal year, requires CalSTA, at the request of an eligible application, to enter into and execute a multi-year funding agreement with the applicant for an amount of program dollars and for a duration, as determined jointly by CalSTA and the applicant. Allows for the use of Letters of No Prejudice (LONPs), so that project sponsors can advance their projects with local money and then get reimbursed with Transit and Intercity Rail Capital Program dollars when they become available.</p>	9/1/15	Governor's Office	Support

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 16 (Beall) Road Maintenance and Rehabilitation Program	<p>Establishes the Road Maintenance and Rehabilitation Program for an initial five-year period running through FY 2020. Allows the Legislature to reauthorize the program beyond FY 2020. Proposes to generate between \$2 billion and \$4 billion per year in new revenues for transportation purposes from the following sources: (1) a temporary 10-cent increase in the gasoline excise tax; (2) a temporary 12-cent increase in the diesel excise tax; (3) a temporary registration surcharge of \$35 per year imposed on all motor vehicles; (4) an additional, permanent registration surcharge of \$100 per year imposed on zero-emission vehicles; (5) full repayment over the next three years of all outstanding loans owed by the General Fund to the State Highway Account, the Motor Vehicle Fuel Account, the Highway Users Tax Account (HUTA), and the Motor Vehicle Account; and (6) permanent recapture of vehicle weight fee revenues for transportation projects to be accomplished incrementally over a five-year period. Provides for an incremental increase over a five-year period in the vehicle license fee from 0.65 percent to 1 percent of the market value of a vehicle to backfill the General Fund for the loss of vehicle weight fee revenues. Dedicates these license fee revenues to paying debt service for transportation-related general obligation bonds. Terminates the increases in the gasoline and diesel excise taxes, as well as the \$35 vehicle registration surcharge, if the Road Maintenance and Rehabilitation Program is not reauthorized. Calls for 2 cents of the 12-cent increase in the diesel excise tax to be deposited into the Trade Corridors Improvement Fund and used for goods movement projects programmed by the California Transportation Commission (CTC). Requires the balance to be deposited into a new Road Maintenance and Rehabilitation Account. Requires 5 percent of the funds in the Road Maintenance and Rehabilitation Account to be set aside for allocation to counties that currently do not have a local transportation sales tax in place, but gain voter approval for one after July 1, 2015. Requires the CTC to develop guidelines to define the specific methodology that would be used to distribute these funds to eligible counties. Specifies that any of the 5-percent set-aside that is not allocated to counties in a given fiscal year would be split 50/50 between the State Highway Operation and Protection Program (SHOPP) and local streets/roads. Allocates the remaining balance in the account after the 5-percent set-aside as follows: (1) 50 percent to the SHOPP; and (2) 50 percent to cities and counties for maintenance and rehabilitation work on their local roadway systems. In order to remain eligible for an allocation under the Road Maintenance and Rehabilitation Program, requires cities and counties to maintain their historic commitment of local funds for street/road purposes by annually spending not less than the average of its expenditures from FY 2010, FY 2011 and FY 2012. Establishes a substantial oversight role for the CTC to ensure that the funds allocated under the Road Maintenance and Rehabilitation Program are used by Caltrans and cities/counties in the most efficient and effective manner possible. Requires Caltrans, by April 1, 2016, to submit a plan to the CTC to increase the department's efficiency by up to 30 percent over the subsequent three years.</p>	6/1/15	Senate Floor	Support

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 32 (Pavley) Greenhouse Gas Emissions Limit	<p>Requires the California Air Resources Board (CARB), based on the best available scientific, technological and economic assessments, to approve a statewide greenhouse gas emissions limit that is equivalent to 40 percent below the 1990 level to be achieved by 2030. Requires CARB to make recommendations to the Governor and the Legislature on how to continue reductions of greenhouse gas emissions beyond 2030. Provides that the Legislature and appropriate state agencies should adopt complementary policies ensuring that long-term emissions reductions advance all of the following: (1) job growth and local economic benefits; (2) public health benefits for California residents, particularly in disadvantaged communities, that result from direct onsite reductions of greenhouse gas emissions; (3) innovation in technology, as well as in energy, water and resource management practices; and (4) regional and international collaboration to adopt similar greenhouse gas emissions reduction policies. Specifies that CARB shall not take any action to implement the next update of its scoping plan for reducing greenhouse gas emissions unless it has conducted an evaluation of both of the following: (1) the current and projected actions that other jurisdictions within the United States and around the world are taking to reduce greenhouse gas emissions, and how those actions compare to and complement California's efforts; and (2) the cost effectiveness of the various emissions reduction strategies that CARB has undertaken to achieve the 2020 statewide greenhouse gas emissions limit. Requires CARB to submit the next update of its scoping plan to the Legislature. Allows the Legislature to modify, reject or delay some or all of the scoping plan update before its approval by CARB. By January 1, 2017, and each year thereafter, requires CARB to submit to the Legislature a report that contains both of the following: (1) a detailed list of regulatory policies that have been adopted and implemented by state agencies in furtherance of achieving the statewide greenhouse gas emissions limit; and (2) the amounts, sources and locations of greenhouse gas emissions reductions achieved toward the statewide limit. By July 1, 2017, requires the Office of Environmental Health Hazard Assessment to prepare and make available a report analyzing the impacts of the statewide greenhouse gas emissions limit on disadvantaged communities. Requires this report to include all of the following: (1) tracking and analysis of greenhouse gas emissions, criteria air pollutants and other pollutant emission levels in disadvantaged communities; (2) compliance strategies used for greenhouse gas emissions sources in disadvantaged communities; and (3) analysis of public health and other relevant environmental health exposure indicators related to air pollutants in disadvantaged communities.</p>	9/10/15	Assembly Natural Resources Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 34 (Hill) Automated License Plate Recognition Systems	Requires an operator and an end-user of an automated license plate recognition (ALPR) system to do all of the following: (1) maintain reasonable security procedures and practices, including operational, administrative, technical, and physical safeguards, to protect ALPR information from unauthorized access, destruction, use, modification, or disclosure; and (2) implement a usage and privacy policy in order to ensure that the collection, use, maintenance, sharing, and dissemination of ALPR information is consistent with respect for individuals' privacy and civil liberties. If an ALRP operator accesses or provides access to ALPR information, requires the operator to do both of the following: (1) maintain a record of that access; and (2) use that ALRP information only for the authorized purposes in its usage and privacy policy. In addition to any other sanctions, penalties or remedies provided under current law, allows an individual who has been harmed by a violation under the provisions of this bill to bring a civil action in any court of competent jurisdiction against a person who knowingly caused the harm. Includes in the definition of "personal information" data collected through the use or operation of an ALPR system, when that information is not encrypted and is used in combination with an individual's name.	9/1/15	Governor's Office	
SB 39 (Pavley) HOV Lanes: Low-Emission and Fuel-Efficient Vehicles	Increases the number of green stickers that can be issued by the Department of Motor Vehicles (DMV) to allow certain low-emission and fuel-efficient vehicles to use high-occupancy vehicle (HOV) lanes regardless of the number of occupants from 70,000 to 85,000.	4/8/15	Assembly Transportation Committee	
SB 64 (Liu) California Transportation Plan	Requires the California Transportation Commission (CTC) to: (1) review the update to the California Transportation Plan prepared by Caltrans in 2015 and every five years thereafter; and (2) prepare specific, action-oriented and pragmatic recommendations for transportation system improvements. Requires the CTC to submit a report containing its specific recommendations to the Governor and the Legislature by December 31, 2016, and every five years thereafter. Requires the CTC to include in its annual report to the Legislature specific, action-oriented and pragmatic recommendations for legislation to improve California's transportation system.	6/24/15	Governor's Office	
SB 122 (Jackson) CEQA: Record of Proceedings	At the request of a project applicant, requires the lead agency for California Environmental Quality Act (CEQA) purposes to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, environmental impact report (EIR), or other environmental documents for the project, as specified. Requires the Office of Planning and Research to establish and maintain a database for the collection, storage, retrieval, and dissemination of environmental documents, notices of exemption, notices of preparation, notices of determination, and notices of completion provided to the office. Requires a lead agency to submit a sufficient number of copies, in either a hard copy or electronic form as required by the Office of Planning and Research, of its draft environmental document, proposed negative declaration or proposed mitigated negative declaration to the State Clearinghouse for review and comment by state agencies. Requires a lead agency to accept comments on these documents through electronic mail and to treat such comments as equivalent to written comments.	6/1/15	Assembly Appropriations Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 158 (Huff) Public-Private Partnerships: I-710 Gap Closure Project	Allows Caltrans to enter into an agreement to implement a public-private partnership for the I-710 Gap Closure Project in Los Angeles County on or after January 1, 2017, which is when current state statutory authority for utilizing public-private partnerships for transportation projects expires.	3/26/15	Senate Transportation & Housing Committee	
SB 189 (Hueso) Clean Energy and Low-Carbon Economic and Jobs Growth Blue Ribbon Committee	Creates the Clean Energy and Low-Carbon Economic and Jobs Growth Blue Ribbon Committee within the California Environmental Protection Agency (CalEPA) to be comprised of seven members appointed by the Governor, the Speaker of the Assembly and the Senate Rules Committee. Requires the committee to consist solely of persons with expertise in economic, financial or policy aspects of clean energy, economic growth, job creation, workforce standards, or employment opportunities for disadvantaged workers. Requires the committee to advise state agencies on the most effective ways to: (1) expend funds related to clean energy and the reduction of greenhouse gas emissions; and (2) implement policies in order to maximize California's economic and employment benefits. In addition, requires the committee to do all of the following: (1) develop guidance for tracking, reporting and evaluating jobs outcomes for state clean energy and low-carbon investments; (2) develop guidance to measure the quantity and quality of jobs created by state clean energy and low-carbon investments, as well as the geographic and demographic distribution of those jobs; (3) advise state agencies on the most effective ways to require responsible contractor standards, as applicable, and minimum training and skill certifications for workers to ensure high-quality work for state clean energy and low-carbon investments; (4) advise state agencies on the most effective ways to connect disadvantaged communities to good quality jobs and career pathways created by state clean energy and low-carbon investments; and (5) advise state agencies on the most effective ways to align state clean energy and low-carbon training funds with existing state workforce development investments and strategies.	8/17/15	Assembly Appropriations Committee	
SB 192 (Liu) Bicycle Helmets	Requires the Office of Traffic Safety to conduct a comprehensive study of bicycle helmet use in California. Requires this study to include: (1) a determination of the percentage of California bicyclists who do not wear helmets; and (2) the fatalities and serious injuries that could have been avoided if helmets had been worn. Requires a report of the study's findings to be submitted to the Legislature by January 1, 2017.	4/30/15	Senate Appropriations Committee	
SB 206 (Gaines) Vehicle Information Systems	Prohibits the California Air Resources Board (CARB) from obtaining locational data from a vehicle information system, except to assist the vehicle owner or operator to use as a defense in an enforcement action brought by CARB.	5/6/15	Senate Appropriations Committee	
SB 207 (Wieckowski) Greenhouse Gas Reduction Fund: State Agency Reporting	Requires any state agency expending cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund to post on its Internet Website a record describing each expenditure and how that expenditure would reduce greenhouse gas emissions.	3/24/15	Assembly Natural Resources Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 231 (Gaines) Cap-and-Trade Funding: Water- Borne Transit	Allows water-borne transit to be eligible for cap-and-trade funding under the Low Carbon Transit Operations Program, and the Affordable Housing and Sustainable Communities Program.	6/2/15	Signed into Law: Chapter #286	
SB 236 (Beall) City of San Jose: Streets, Highways and Public Service Easements	Until January 1, 2018, authorizes the San Jose City Council to vacate a public service easement located between Casselino Drive and Mullinix Way that is impassable for vehicular travel, if the council finds that the vacation will protect the public safety, or otherwise serve the public interest and convenience. Allows the council to reserve and except from such vacation an easement for a non-vehicular pathway for use by the public.	6/24/15	Signed into Law: Chapter #353	
SB 246 (Wieckowski) Integrated Climate Adaptation and Resiliency Program	By January 1, 2017, requires the Office of Planning and Research to establish the Integrated Climate Adaptation and Resiliency Program to coordinate regional and local efforts with state climate adaptation strategies. Requires this program to include the following: (1) working with and coordinating local and regional efforts for climate adaptation and resilience; (2) assisting the Office of Emergency Services and other relevant state agencies with coordinating regular reviews and updates, as needed, of the state's Adaptation Planning Guide; (3) establishing, coordinating and maintaining a state clearinghouse for climate adaptation information; and (4) creating and conducting regular meetings of an advisory committee comprised of members from a range of disciplines in order to provide scientific and technical support. Within one year of an update of the Safeguarding California Plan, requires the Office of Emergency Services to review and update, as necessary, the state's Adaptation Planning Guide to provide tools and guidance to regional and local governments and agencies in creating and implementing climate adaptation and community resiliency plans and projects. Requires this update to: (1) consider the nexus between climate adaptation, community resiliency, public safety, and security; and (2) provide information and planning support for assessing climate vulnerabilities across impact sectors and regions, and for developing adaptation strategies that can be tailored to meet local needs.	9/4/15	Governor's Office	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 254 (Allen) State Highways: Relinquishments	<p>Authorizes the California Transportation Commission (CTC), without legislative action, to relinquish portions of the state highway system to a city or county, provided that the state highway facility is not an interstate highway or part of the state's interregional road network. Requires Caltrans to enter into an agreement with the local jurisdiction before the state highway facility can be relinquished. Requires this agreement to transfer all legal liability for the relinquished state highway facility from Caltrans to the local jurisdiction, as well as include any financial terms. Requires Caltrans and the local jurisdiction to agree on the condition of the relinquished state highway facility at the time of its transfer from the department to the local jurisdiction. Specifies that relinquishment shall not occur unless all of the following conditions are met: (1) the CTC has determined that the relinquishment is in the best interest of the state; (2) Caltrans completes a cost-benefit analysis on behalf of the state; and (3) the CTC holds a public hearing on the proposed relinquishment. In the case of a state highway that has been superseded by relocation, prohibits relinquishment until Caltrans has placed the facility in a state of good repair. By April 1, 2016, and biennially thereafter, requires Caltrans to report to the CTC on which state highway routes or segments primarily serve regional travel, and do not primarily facilitate the interregional movement of people and goods. Requires this report to: (1) identify those routes or segments that are the best candidates for relinquishment; and (2) include an aggregate estimate of future maintenance and preservation costs of the identified routes and segments. Requires the CTC to compile a list of all portions of the state highway system that have been relinquished in the previous 12 months and to include this information in its annual report to the Legislature.</p>	6/2/15	Assembly Transportation Committee	
SB 272 (Hertzberg) California Public Records Act: Catalog of Enterprise Systems	<p>In implementing the California Public Records Act, requires each local agency, except for a local educational agency, to create a catalog of enterprise systems to be made publicly available upon request in the office of the person designated by the agency's legislative body. Requires the catalog to disclose a list of the enterprise systems utilized by the local agency, as well as the following information for each system: (1) current system vendor; (2) current system product; (3) a brief statement of the system's purpose; (4) a general description of categories, modules or layers of data; (5) the department within the agency that serves as the system's primary custodian; (6) how frequently the system data is collected; and (7) how frequently system data is updated. Requires the catalog to be posted in a prominent location on the local agency's Internet Web site. Defines "enterprise system" to mean a software application or computer system that collects, stores, exchanges, and analyzes information that the agency uses that is both of the following: (1) a multi-departmental system or system that contains information collected about the public; and (2) a system of record that serves as an original source of data within the agency. Specifies that an enterprise system does not include the following: (1) information technology security systems, including firewalls and other cybersecurity systems; (2) physical access control systems, employee identification management systems, video monitoring, and other physical control systems; (3) infrastructure and mechanical control systems, including those that control or manage street lights; or electrical, natural gas, water, or sewer functions; (4) systems related to 911 dispatch and operation, or emergency services; or (5) the specific records that the information technology system collects, stores, exchanges, or analyzes. Specifies that if, on the facts of the particular case, the public interest served by not disclosing this information clearly outweighs the public interest served by disclosure, allows the local agency to instead provide a system name, brief title or identifier of the system. Requires the local agency to complete and post its catalog of enterprise systems by July 1, 2016, and to update the catalog annually.</p>	9/2/15	Governor's Office	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 321 (Beall) Variable Gas Tax Rate	In calculating adjustments to the variable gas tax rate to be made for FY 2017 and each fiscal year thereafter in order to ensure that the same amount of revenue is generated as by the former state sales tax on gasoline pursuant to the 2010-2011 transportation funding swap, requires the Board of Equalization to use a combined average based on an estimate of fuel prices for the current fiscal year and the actuals for the four previous fiscal years, rather than using projections of fuel prices for only the upcoming fiscal year.	8/18/15	Senate Floor: Concurrence	Support
SB 344 (Monning) Commercial Driver's License: Education	Beginning January 1, 2018, requires a person, in addition to a written and driving test, to successfully complete a course of instruction from either a commercial driver training institution or a program offered by an employer that has been certified by the Department of Motor Vehicles (DMV) before he or she is issued an original commercial driver's license. Provides an exemption to this course of instruction requirement in the following cases: (1) a commercial motor vehicle driver with military motor vehicle experience who is currently licensed with the U.S. Armed Forces; (2) a commercial motor vehicle driver who presents a valid certificate of driving skill from an approved employer-testing program that includes a course of instruction that meets the minimum standards set by the DMV; (3) a commercial motor vehicle driver who presents a certificate issued by the California Highway Patrol (CHP) or a Transit Driver Training Record DL 260 form signed by an employer trainer certified by the Federal Transit Administration's "Train-the-Trainer" Program; or (4) a commercial motor vehicle driver who has received and documented training in compliance with the Education Code.	6/23/15	Assembly Appropriations Committee	
SB 348 (Galgiani) CEQA: Exemption for Railroad Grade Crossings	Extends from January 1, 2016, to January 1, 2019, an existing California Environmental Quality Act (CEQA) exemption relating to the closure of a railroad grade crossing by order of the California Public Utilities Commission (CPUC) that is determined to present a threat to public safety.	4/6/15	Signed into Law: Chapter #143	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 350 (de Leon) Clean Energy and Pollution Reduction Act of 2015	Enacts the Clean Energy and Pollution Reduction Act of 2015. Requires the amount of electricity generated from renewable sources to be equal to at least 50 percent by December 31, 2030. Requires the state Energy Commission to establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of such savings in electricity and natural gas final end uses of retail customers by January 1, 2030. By January 1, 2017, requires CARB to develop and publish a study on barriers for low-income customers to zero-emission and near-zero-emission transportation options, including those in disadvantaged communities. Requires this study to include recommendations on how to increase access to zero-emission and near-zero-emission transportation options for low-income customers, including those in disadvantaged communities. Establishes a state policy to encourage transportation electrification as a means to achieve ambient air quality standards and California's climate change goals. Requires the California Public Utilities Commission (CPUC) to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to reduce dependence on petroleum, meet air quality standards, and reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050. Requires CARB to identify and adopt appropriate policies, rules or regulations to remove regulatory disincentives preventing retail sellers and local publicly owned electric utilities from facilitating the achievement of greenhouse gas emissions reductions in other sectors through increased investments in transportation electrification. Requires these policies to include an allocation of greenhouse gas emissions allowances to retail sellers and local publicly owned electric utilities, or other regulatory mechanisms to account for increased greenhouse gas emissions in the electric sector from transportation electrification.	9/11/15	Governor's Office	
SB 358 (Jackson) California Equal Pay Act	Makes a number of changes to the California Equal Pay Act. Expressly states that the employer has the burden of proving that a wage disparity is based on a legitimate factor, other than sex, as opposed to the plaintiff having the burden of proving that the wage differential is not justified. Modifies the existing prohibition on sex-based wage discrimination by prohibiting an employer from paying any of its employees at wage rates less than the rates paid to employees of the opposite sex for "substantially similar work," as opposed to "equal work," when viewed as a composite of skill, effort and responsibility, and performed under similar working conditions. Eliminates a requirement that the claim of discrimination be based on a comparison of the wages of employees in "the same establishment." Increases from two to three years the period of time that an employer must maintain records relating to wages and job classifications, and other conditions of employment. Prohibits an employer from taking any adverse action against an employee who seeks to enforce the provisions of the Equal Pay Act, or who discusses his or her wages with fellow employees.	7/9/15	Governor's Office	
SB 379 (Jackson) General Plans: Safety Element	Requires the safety element of a city's or county's general plan to be reviewed and updated as necessary to address climate adaptation and resiliency strategies applicable to that city or county. Requires the update to include a set of goals, policies and objectives based on a vulnerability assessment identifying the risks that climate change poses to the local jurisdiction and the geographic areas at risk from climate change impacts.	7/6/15	Governor's Office	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 389 (Berryhill) CEQA: Sustainable Environmental Protection Act	Enacts the Sustainable Environmental Protection Act. Prohibits a cause of action on the grounds of non-compliance with the California Environmental Quality Act (CEQA) that relates to any topical area or criteria for which compliance obligations are identified. Also prohibits challenges to environmental documents based on non-compliance with CEQA if: (1) the environmental document discloses compliance with applicable environmental laws; (2) the project conforms with the use designation, density or building intensity in an applicable plan; and (3) the project approval incorporates applicable mitigation requirements into the environmental document. Specifies that the provisions of this bill only apply if the lead agency or project applicant has agreed to provide to the public in a readily accessible electronic format an annual compliance report prepared pursuant to a mitigation monitoring and reporting program required by CEQA.	4/6/15	Senate Environmental Quality Committee	
SB 391 (Huff) Assault and Battery: Public Transit Employees	Makes an assault committed against a public transit employee punishable by imprisonment in a county jail for up to one year, by a fine not to exceed \$2,000, or by both imprisonment and that fine. Makes a battery committed against a public transit employee punishable by imprisonment in a county jail for up to one year, by a fine not to exceed \$2,000, or by both imprisonment and that fine. Makes a battery committed against a public transit employee that results in an injury punishable by imprisonment in a county jail for up to one year, by a fine not to exceed \$2,000, or by both imprisonment and that fine; or by imprisonment in a county jail for 16 months, or two or three years.	4/21/15	Senate Public Safety Committee	
SB 398 (Leyva) Green Assistance Program	Establishes the Green Assistance Program to be administered by the California Environmental Protection Agency (CalEPA). Requires the Green Assistance Program to provide technical assistance to small businesses, small non-profit organizations and disadvantaged communities in applying for an allocation of cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund. Specifies that the Green Assistance Program may include the following: (1) basic information on available programs funded with cap-and-trade auction proceeds, and the eligibility requirements and deadlines for those programs; and (2) referrals to designated contact people in public agencies administering programs funded with cap-and-trade auction proceeds. Requires CalEPA to use existing resources appropriated by the Legislature in the annual Budget Act to administer the Green Assistance Program.	6/2/15	Assembly Appropriations Committee	
SB 400 (Lara) Cap-and-Trade: High-Speed Rail	Requires not less than 25 percent of the cap-and-trade auction proceeds continuously appropriated to the California High-Speed Rail Authority from the Greenhouse Gas Reduction Fund to be allocated for projects that either reduce or offset greenhouse gas emissions directly associated with the construction of the high-speed rail project and provide a co-benefit of improving air quality. Requires priority to be given to measures and projects in communities that are located in areas designated as extreme non-attainment. Provides that measures and project eligible for funding may include the following: (1) public transit improvements that reduce congestion; (2) transportation improvements that reduce congestion, including network improvements and roadway modifications; (3) alternative transportation options, including infrastructure improvements that support clean transportation, facilitate bicycle and pedestrian use, and connect bicycle and pedestrian routes to public transit facilities; (4) natural systems, including rural and urban forests, that reduce greenhouse gas emissions or increase the sequestration of carbon to mitigate the impacts of greenhouse gas emissions, and create greater climate resiliency; and (5) the use of low- and zero-emission equipment for transportation and construction.	6/1/15	Assembly Appropriations Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 413 (Wieckowski) Public Transit: Prohibited Conduct	Allows a public transit agency to issue citations for the following: (1) playing unreasonably loud sound equipment on or in a public transit facility or vehicle; (2) failing to comply with the warning of a public transit official related to disturbing another person by loud or unreasonable noise; and (3) failing to yield seating on a public transit vehicle reserved for an elderly or disabled person, if the agency enacts an ordinance to that effect after a public hearing.	9/3/15	Governor's Office	Support
SB 433 (Berryhill) Variable Gas Tax Rate: Department of Finance	For FY 2017 through FY 2021, requires the Department of Finance, rather than the Board of Equalization, to calculate any adjustments to the variable gas tax rate that would be needed to ensure that the same amount of revenue is generated as by the former state sales tax on gasoline pursuant to the 2010 transportation funding swap. Similarly, for FY 2017 through FY 2021, requires the Department of Finance, rather than the Board of Equalization, to adjust the diesel excise tax rate to maintain revenue neutrality with the increase in the state sales tax rate on diesel fuel that was enacted as part of the 2010 transportation funding swap.	5/7/15	Assembly Revenue & Taxation Committee	
SB 481 (Hueso) Local Government: Auditors	Prohibits the General Counsel's Office of a city, county or special district from having direct oversight over employees who conduct audits of those respective agencies.	6/18/15	Vetoed by the Governor	
SB 491 (Transportation Committee) Omnibus Transportation Bill	Enacts the annual omnibus bill of non-controversial and technical changes to state statutes pertaining to transportation. Among other things, requires the agency responsible for administering a county's share of Transportation Fund for Clean Air (TFCA) 40 percent funds to conduct a public meeting to adopt criteria for the expenditure of those funds, if the criteria have been modified from the previous year.	6/29/15	Signed into Law: Chapter #451	
SB 497 (Vidak) Pupil Transportation Data	Beginning in FY 2015 and for each fiscal year thereafter, requires the state Department of Education to request pupil transportation data from each school district, charter school, county office of education, joint powers authority, and regional occupational center or program that provides pupil transportation. Specifies that the provision of this transportation data to the department shall be voluntary on the part of these entities. Requires the data requested to include the following: (1) revenues received for transportation purposes; (2) number of buses; (3) ridership of all pupils; (4) ridership of pupils with an individualized education program; (5) ridership of pupils who are eligible for free or reduced-price meals; (6) number of miles driven; (7) approved costs; (8) cost per mile; and (9) cost per pupil. Requires the department to annually post the data received on its Internet Web site.	4/8/15	Vetoed by the Governor	
SB 502 (Leno) BART: Purchase and Delivery of Electricity	Upon request by the Bay Area Rapid Transit District (BART), requires any electrical corporation that owns and operates transmission and distribution facilities that deliver electricity at one or more locations to the BART system to use the same facilities to delivery electricity generated by an eligible renewable energy resource without discrimination or delay.	4/8/15	Signed into Law: Chapter #146	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 508 (Beall) Transportation Development Act and State Transit Assistance Program Funding	For purposes of determining eligibility for Transportation Development Act (TDA) funding, deletes the requirement for public transit agencies to maintain higher farebox recovery requirements based on FY 1979. Excludes from the definition of “operator cost” used to determine compliance with required TDA farebox recovery ratios the principal and interest payments on capital projects funded with certificates of participation, as well as the start-up costs for new services for a period of not more than two years. In addition, excludes cost increases beyond the change in the Consumer Price Index for all of the following: (1) fuel; (2) alternative fuel programs; (3) power, including electricity; (4) insurance premiums and payments in settlement of claims arising out of a public transit agency’s liability; and (5) federal and state mandates. Broadens the definition of “local funds” that could be used to supplement fare revenues when calculating the farebox recovery ratio for purposes of TDA to include any non-federal or non-state grant funds or other revenues generated by, earned by or distributed to a public transit agency. Clarifies that TDA Article 3 funds may be used for both bicycle and pedestrian safety education programs. Beginning July 1, 2016, rather than making a public transit agency ineligible to receive State Transit Assistance Program (STA) funding for operations for an entire year for failing to meet the required efficiency standard, instead reduces the agency’s operating allocation by a specified percentage based on the percentage amount that the agency failed to meet the standard, and requires these funds to be used for capital purposes.	8/20/15	Governor’s Office	Support
SB 513 (Beall) Carl Moyer Program	Makes a number of changes to the Carl Moyer Memorial Air Quality Standards Attainment Program. Authorizes any local air quality management and air pollution control district, regardless of its state attainment designation, to levy a motor vehicle registration fee of up to \$6 pursuant to the Carl Moyer Program. Authorizes the revenues from this fee to be used for the attainment or maintenance of state or federal ambient air quality standards, the reduction of toxic air contaminant emissions from motor vehicles, and alternative fuel and electric infrastructure projects. Increases the amount of fee revenues that an air district can use for administrative costs. Requires the California Air Resources Board (CARB) to establish cost-effectiveness values for projects funded under the Carl Moyer Program, taking into consideration the following factors: (1) the cost of emission control technologies; and (2) the cost-effectiveness values for NOx, particulate matter or reactive organic gases for any adopted rule or control measure in any air district’s approved state implementation plan, or rule adopted by CARB. Specifies that funds from federal, state and local programs or other public sources to be used for a project shall not be factored into the cost-effectiveness value calculation for that project. Specifies that project grants shall not be made to projects that exceed the cost-effectiveness values. Allows CARB to adjust the values of the maximum grant award criteria to improve the ability of the Carl Moyer Program to achieve its goals. Authorizes CARB to reserve up to 10 percent of program funds available each year to directly fund any project that is a covered source, as defined. Specifies that any Carl Moyer Program funds not liquidated by an air district by June 30 of the fourth calendar year following the date that CARB reserved the money for that district shall be returned to CARB within 90 days for future allocation. Requires CARB to revise the project grant criteria and guidelines pursuant to the changes proposed in this bill by July 1, 2017.	8/31/15	Governor’s Office	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 516 (Fuller) Service Authority for Freeway Emergencies	Clarifies that a Service Authority for Freeway Emergencies (SAFE) shall determine how any funding it receives will be used for implementing, maintaining and operating a motorist aid system. Allows a SAFE to expend its funds for any of the following: (1) call boxes; (2) changeable message signs; (3) lighting for call boxes; (4) support for traffic operations centers; (5) contracting with tow truck operators to remove disabled vehicles from the traveled portion of a freeway right-of-way; (6) traveler information systems, intelligent transportation system architecture and infrastructure, and other transportation demand management services; and (7) safety-related hazard and obstruction removal. Requires a SAFE to submit any plan to remove call boxes from state highway routes within its jurisdiction to Caltrans and the California Highway Patrol (CHP) for review and approval.	8/24/15	Governor's Office	
SB 530 (Pan) Pedicabs	Expands the definition of "pedicabs" to include a four-wheeled device that: (1) is primarily or exclusively pedal-powered; (2) has a seating capacity for eight or more passengers; (3) cannot travel in excess of 15 miles per hour (mph); and (4) is being used for transporting passengers for hire. For pedicabs meeting this definition, requires the operator to: (1) be at least 21 years of age, with a valid California driver's license; and (2) be able to establish financial responsibility at all times in a minimum amount of \$1 million general liability insurance coverage and \$500,000 general umbrella insurance that covers the pedicab. In addition, requires the pedicab to: (1) have a seating capacity for not more than 15 passengers; (2) be authorized by local ordinance or resolution to operate within the applicable local jurisdiction; and (3) be equipped with seat belts for all passengers, seat backs, brakes, reflectors, headlights, and grab rails. Prohibits a pedicab from operating on any freeway, and on any highway with a posted speed limit in excess of 30 mph, except to cross the highway at an intersection. Requires the operator of pedicab to report annually to the California Highway Patrol (CHP) regarding any accidents caused or experienced by the pedicab. Prohibits a pedicab from loading or unloading passengers on roadways or in the middle of highways. Requires pedicabs to be operated as close as practicable to the right-hand curb or edge of the roadway, except when necessary to overtake another vehicle, to avoid a stationary object, or when preparing to make a left turn. If alcoholic beverages are consumed on board the pedicab, requires all of the following: (1) the on-board consumption of alcoholic beverages to be authorized by a local ordinance or resolution; (2) the presence of an on-board safety monitor who is 21 years of age or older; (3) both the operator and the safety monitor to have completed either the Licensee Education on Alcohol and Drugs (LEAD) Program implemented by the Department of Alcoholic Beverage Control, or a training course utilizing the curriculum components recommended by the Responsible Beverage Service Advisory Board; (4) all passengers to be 21 years of age or older; (5) the alcoholic beverages to be supplied only by the passengers of the pedicab in enclosed, sealed and unopened containers prior to their consumption on board the pedicab; and (6) the alcoholic beverages to be consumed by a passenger only while he or she is physically on board and within the pedicab.	9/3/15	Governor's Office	
SB 564 (Cannella) Traffic Violations: School Zones	Adds \$35 to the base fine for certain traffic violations that occur: (1) when passing a school building or grounds contiguous to a highway; or (2) when passing any school grounds not separated from the highway by a fence, gate or other physical barrier while in use by children. Requires the revenues from these additional fines to be deposited in the State Transportation Fund for school zone safety projects in the Active Transportation Program.	As Introduced	Assembly Transportation Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 578 (Block) Income and Corporate Tax Credit for Electric Vehicle Charging Stations	For taxable years beginning on or after January 1, 2016, allows a tax credit in an amount equal to 30 percent of the cost of purchasing Level 2 or direct current fast charger electric vehicle charging stations to be used in the trade or business of the taxpayer. Provides that this tax credit may not exceed \$30,000 per taxable year.	4/13/15	Senate Appropriations Committee	
SB 599 (Mendoza) State Agencies: Public Transit Service Contracts	Requires a state agency to give a 10 percent preference to any bidder on a contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days.	As Introduced	Governor's Office	
SB 627 (Galgiani) Commuting Miles Tax Credit	For taxable years beginning on or after January 1, 2015, allows a tax credit in an amount computed by multiplying an unspecified dollar figure by the total number of a taxpayer's commuting miles.	As Introduced	Senate Governance & Finance Committee	
SB 698 (Cannella) Cap-and-Trade: School Zone Safety Projects	Requires an unspecified amount of cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund to be continuously appropriated to the State Highway Account for purposes of funding school zone safety projects under the state's Active Transportation Program.	As Introduced	Senate Environmental Quality Committee	
SB 705 (Hill) Transactions and Use Taxes: Monterey and San Mateo Counties	Authorizes San Mateo County to impose a transactions and use tax for the support of countywide transportation programs at a rate of no more than 0.5 percent that would exceed the 2-percent maximum combined rate for all local option transactions and use taxes that could be imposed in the county. Authorizes the Transportation Agency for Monterey County (TAMC) to impose a transactions and use tax for the support of countywide transportation programs at a rate of no more than 0.375 percent that would exceed the 2-percent maximum combined rate for all local option transactions and use taxes that could be imposed in the county. In the case of both San Mateo County and TAMC, the provisions of this bill would be repealed as of January 2, 2026, if the ordinance proposing the tax is not approved by the voters of their respective counties.	9/3/15	Governor's Office	
SB 706 (Pavley) Cap-and-Trade: Alternative Fuels	Allows cap-and-trade auction proceeds deposited into the Greenhouse Gas Reduction Fund to be used to encourage the in-state production of alternative fuels with low-carbon intensity from new and existing facilities using sustainable feedstocks.	4/6/15	Senate Appropriations Committee	
SB 719 (E. Hernandez) Caltrans: Motor Vehicle Technologies Testing	Authorizes Caltrans, in coordination with the California Highway Patrol (CHP), to conduct testing of technologies that enable drivers to safely operate motor vehicles with less than 100 feet between each vehicle or combination of vehicles. Requires Caltrans to report its findings from such testing to the Legislature by July 1, 2017.	4/21/15	Signed into Law: Chapter #163	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 757 (Wieckowski) South Bay Area Public Transit Service	States the intent of the Legislature to enact a bill to do the following: (1) require the Alameda County Transportation Commission to explore the feasibility of a multimodal station in the city of Fremont at a location that can be served by both Bay Area Rapid Transit District (BART) and Altamont Commuter Express (ACE) trains; and (2) require the Santa Clara Valley Transportation Authority (VTA) to explore expansion of light rail service to Levi's Stadium in the city of Santa Clara.	As Introduced	Senate Rules Committee	
SB 767 (de Leon) LA Metro: Local Transportation Sales Taxes	In addition to any other tax that it is authorized to impose or has imposed, allows the Los Angeles County Metropolitan Transportation Authority (LA Metro) to impose a transactions and use tax for a period to be determined by the authority that would be applicable in the incorporated and unincorporated areas of Los Angeles County. Specifies that the rate of the tax authorized by this bill, when combined with the rate of the tax authorized by voter approval of Measure R in 2008 during any period when Measure R is in effect, and upon the expiration of Measure R, shall not exceed 1 percent. Requires the ordinance imposing the tax to contain the following: (1) an expenditure plan that lists the transportation projects and programs to be funded from net revenues from the tax; (2) a provision limiting LA Metro's costs of administering the ordinance and the net revenues from the tax to 1.5 percent of the total tax revenues; (3) a requirement that the net revenues from the tax, defined to mean the total tax revenues less any refunds, costs of administration by the state Board of Equalization and LA Metro's administrative costs, be used to fund the transportation projects and programs identified in the expenditure plan; and (4) the rate of the tax. For each project and program included in the expenditure plan, requires all of the following: (1) the most recent cost estimate; (2) the identification of the accelerated cost, if applicable; (3) the approximate schedule during which LA Metro anticipates funds will be available; and (4) the expected completion date within a three-year range. Provides that the ordinance shall become operative if approved by a two-thirds vote of the electorate in Los Angeles County. Allows LA Metro to incur bonded indebtedness payable from the net revenues of the tax.	7/16/15	Governor's Office	
SB 773 (Allen) Vehicle Registration Fraud Study	Requests the University of California to conduct a study on motor vehicle registration fraud and failure to register a motor vehicle. If conducted, requires the study to include all of the following: (1) quantification of the magnitude of the problem; (2) the strategies being used by motorists to commit motor vehicle registration fraud; (3) the reasons for the behaviors of motorists who commit motor vehicle registration fraud or who fail to register their motor vehicles; (4) the costs to the state and local governments in lost revenues; (5) increases in air pollution; (6) other costs and consequences of these behaviors; and (7) recommended strategies for increasing compliance with registration requirements. Requires the Department of Motor Vehicles (DMV) to enter into an agreement with the University of California to share its vehicle registration information with university researchers for purposes of conducting the study. Requests the University of California to post a report regarding the study on its Internet Web site by January 1, 2017.	6/23/15	Assembly Transportation Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SCA 7 (Huff) Motor Vehicle Fees and Taxes: Restrictions on Expenditures	Calls for placing before the voters an amendment to the California Constitution to prohibit the Legislature from borrowing revenues derived from fees and taxes imposed by the state on motor vehicles or their use or operations, and from using these revenues other than for state highways, local streets and roads, and fixed guideway mass transit as specified in Article 19 of the Constitution. Also prohibits these revenues from being pledged or used for the payment of principal and interest on bonds, or for other indebtedness. Requires the revenues derived from that portion of the vehicle license fee that exceeds 0.65 percent of the market value of a vehicle to be used for street and highway purposes. Prohibits the Legislature from borrowing these revenues and from using them other than as specifically permitted. Also prohibits these revenues from being pledged or used for the payment of principal and interest on bonds, or for other indebtedness.	5/28/15	Senate Transportation & Housing Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SBX1-1 (Beall) Transportation Funding	<p>Proposes to generate between \$4 billion and \$5 billion per year in new revenues for transportation purposes from the following sources: (1) an increase in the gasoline excise tax of 12 cents per gallon; (2) an increase in the diesel excise tax of 22 cents per gallon; (3) a registration surcharge of \$35 per year imposed on all motor vehicles; (4) a registration surcharge of \$100 per year imposed on zero-emission vehicles; and (5) a road access charge of \$35 per year imposed on all motor vehicles to be collected by the Department of Motor Vehicles (DMV) as part of the annual vehicle registration process. Requires the repayment over the next three years of approximately \$1 billion in outstanding loans owed by the General Fund to the State Highway Account, the Motor Vehicle Fuel Account, the Highway Users Tax Account (HUTA), and the Motor Vehicle Account. Beginning July 1, 2019, and every three years thereafter, indexes the gas tax and the diesel excise tax to inflation. Calls for 12 cents of the 22-cent increase in the diesel excise tax to be deposited into the Trade Corridors Improvement Fund and used for goods movement projects programmed by the California Transportation Commission (CTC). Requires the balance of the new revenues generated from the five tax and fee increases, as well as the one-time revenues from the General Fund loan repayments, to be deposited into a new Road Maintenance and Rehabilitation Account. Requires the revenues in the account to be used for the following purposes: (1) road maintenance and rehabilitation; (2) safety projects; (3) railroad grade separations; (4) active transportation and pedestrian/bicycle safety projects in conjunction with any other allowable project; or (5) wildlife crossings. Every year, requires 5 percent of the funds in the Road Maintenance and Rehabilitation Account to be set aside for allocation to counties that currently do not have a local transportation sales tax, but gain voter approval for one after July 1, 2015. Requires the CTC to develop guidelines to define the specific methodology that would be used to distribute these funds to eligible counties. Requires any of the 5-percent set-aside that is not allocated to counties in a given fiscal year to be split 50/50 between Caltrans and cities/counties. Allocates the remaining balance in the account after the 5-percent set-aside as follows: (1) 50 percent to Caltrans for state highway maintenance, State Highway Operation and Protection Program (SHOPP) projects, or other eligible purposes; and (2) 50 percent to cities and counties for their local roadway systems. In the latter case, equally divides the funds between cities and counties, with the cities' portion being allocated by a formula based on population, and the counties' share by a formula based on vehicle registrations and miles of maintained county roads. Requires cities and counties to use their formula shares for any of the following: (1) improvements to transportation facilities that will assist in reducing further deterioration of the existing roadway system; (2) to satisfy a local match requirement for federal or state funds for similar purposes; (3) an active transportation project that is done in conjunction with a roadway maintenance, repair or rehabilitation project; or (4) any other eligible project, as specified. Allows a city or county to spend its formula share for other priorities only if it has an average Pavement Condition Index that meets or exceeds 85. In order to remain eligible for an allocation from the Road Maintenance and Rehabilitation Account, requires cities and counties to maintain their historic commitment of local funds for street/road purposes by annually spending not less than the average of its expenditures from FY 2010, FY 2011 and FY 2012. Establishes a substantial oversight role for the CTC to ensure that the funds allocated from the Road Maintenance and Rehabilitation Account are used by Caltrans and cities/counties in manner that is consistent with performance criteria adopted by the commission related to highway/roadway performance, greenhouse gas emissions, social equity impacts, and public health impacts. Requires Caltrans, by April 1, 2016, to submit a plan to the CTC to increase its efficiency by up to 30 percent over the subsequent three years.</p>	9/1/15	Senate Appropriations Committee	Support

State Senate Bills	Subject	Last Amended	Status	VTA Position
SBX1-2 (Huff) Cap-and-Trade: State Highways and Local Roadways	Requires the Legislature to appropriate cap-and-trade auction proceeds generated from the transportation fuels sector for transportation infrastructure, including public streets and highways, but excluding high-speed rail.	As Introduced	Senate Transportation & Infrastructure Development Committee	
SBX1-3 (Vidak) High-Speed Rail: Bond Funding	Specifies that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21 st Century (Proposition 1A), except as specifically provided with respect to an existing appropriation for early improvement projects related to the Phase I blended system. Upon appropriation by the Legislature, requires the unspent proceeds received from outstanding bonds issued and sold for high-speed rail purposes prior to the effective date of the provisions of this bill to be redirected to retiring the debt incurred from the issuance and sale of those outstanding bonds. Allows the remaining unissued bonds, as of the effective date of the provisions of this bill, that were authorized for high-speed rail purposes to be issued and sold. Upon appropriation by the Legislature, requires the net proceeds from the sale of these remaining unissued bonds to be made available as follows: (1) 50 percent to Caltrans to fund repair and new construction projects on state highways and freeways; and (2) 50 percent to Caltrans to create a program to fund repair and new construction projects on local streets and roads, with each county receiving a base amount of funding, and any additional funding being allocated based on a county's population. Makes no changes to the authorization under Proposition 1A for the issuance of \$950 million in bonds for rail purposes other than high-speed rail.	8/17/15	Senate Transportation & Infrastructure Development Committee	
SBX1-4 (Beall) Transportation Funding: State Highways and Local Roadways	Declares the intent of the Legislature to enact statutory changes to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.	9/4/15	Conference Committee	
SBX1-5 (Beall) Transportation Funding: Trade Corridors and Local Transportation Infrastructure	Declares the intent of the Legislature to enact a bill to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors, and support efforts by local governments to repair and improve local transportation infrastructure.	As Introduced	Assembly Desk	
SBX1-6 (Runner) Cap-and-Trade: High-Speed Rail	Prohibits the use of cap-and-trade auction proceeds for the state's high-speed rail project. Requires 65 percent of the cap-and-trade auction proceeds deposited into the Greenhouse Gas Reduction Fund to be distributed to the California Transportation Commission (CTC) for allocation to high-priority transportation projects, as determined by the commission. Requires the CTC to allocate these funds as follows: (1) 40 percent to state highway projects; (2) 40 percent to local street/road projects, equally divided between cities and counties; and (3) 20 percent to public transit projects.	As Introduced	Senate Transportation & Infrastructure Development Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SBX1-7 (Allen) Diesel Sales Tax	Increases the sales and use tax rate on diesel fuel by 3.5 percent. Dedicates the revenues derived from this increase to the State Transit Assistance Program (STA). Restricts the expenditure of these revenues to transit capital projects, or services to maintain or repair a public transit agency's existing vehicle fleet or facilities, including the following: (1) rehabilitation or modernization of existing vehicles or facilities; (2) design, acquisition and construction of new vehicles or facilities that improve existing public transit services or that enable the implementation of future planned services; or (3) services that complement local efforts for repair and improvement of local transportation infrastructure.	9/3/15	Senate Appropriations Committee	Support
SBX1-8 (Hill) Cap-and-Trade: Public Transit Funding	Increases the amount of cap-and-trade auction proceeds continuously appropriated from the Greenhouse Gas Reduction Fund to the Low Carbon Transit Operations Program from 5 percent to 10 percent, and to the Transit and Intercity Rail Capital Program from 10 percent to 20 percent.	As Introduced	Senate Appropriations Committee	Support
SBX1-9 (Moorlach) Caltrans: Architectural and Engineering Services	Prohibits Caltrans from using any non-recurring funds, including loan repayments, bond funds or grant funds, to pay the salaries or benefits of any permanent civil service position within the department. Beginning on July 1, 2016, requires Caltrans to contract with qualified private entities for a minimum of 15 percent of the total annual value of architectural and engineering services with respect to public works projects undertaken by the department. Increases this percentage each year to a minimum of 50 percent by July 1, 2023.	As Introduced	Senate Transportation & Infrastructure Development Committee	
SBX1-10 (Bates) State Transportation Improvement Program	Revises the process for programming and allocating the 75-percent share of federal and state funds available for regional transportation improvement programs (RTIPs). Requires the California Transportation Commission (CTC) to compute the annual county share amounts for each county for programming and allocation under the RTIPs. Requires these funds, along with an appropriate amount of capital outlay support dollars, to be appropriated annually through the Budget Act. Upon the enactment of the Budget Act, requires Caltrans to apportion the RTIP county shares for each county as block grants to the applicable regional transportation planning agency (RTPA). Requires the RTPAs to identify the transportation capital improvement projects to be funded with these dollars in their RTIPs. Requires the CTC to incorporate the RTIPs into the State Transportation Improvement Program (STIP). Eliminates the role of the CTC in programming and allocating funding for RTIP projects, but retains certain oversight roles of the commission with respect to the expenditure of these dollars. Repeals provisions in current law governing the computation of county shares over multiple fiscal years.	As Introduced	Senate Transportation & Infrastructure Development Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SBX1-11 (Berryhill) CEQA: Exemption for Certain Transportation Projects	Exempts from the California Environmental Quality Act (CEQA) a project that consists of the inspection, maintenance, repair, restoration, reconditioning, relocation, replacement, or removal of existing transportation infrastructure, including highways, roadways, bridges, tunnels, public transit systems, and paths and sidewalks serving either bicycles or pedestrians, if the project meets all of the following conditions: (1) the project is located within an existing right-of-way; (2) any area surrounding the right-of-way that is altered as a result of construction activities that are necessary for the completion of the project will be restored to its condition before the project; and (3) the project applicant agrees to comply with all conditions otherwise authorized by law or imposed by a city or county as part of any local agency permit process that are required to mitigate potential impacts of the project. Prohibits a court in a judicial action or proceeding under CEQA from staying or enjoining a transportation infrastructure project that is included in a regional sustainable communities strategy (SCS) or alternative planning strategy unless the court finds either of the following: (1) the project presents an imminent threat to the public health and safety; or (2) the project site contains unforeseen important Native American artifacts, or unforeseen important historical, archaeological or ecological values that would be materially, permanently and adversely affected by the project unless the court stays or enjoins the project.	9/4/15	Senate Transportation & Infrastructure Development Committee	
SBX1-12 (Runner) California Transportation Commission	Excludes the California Transportation Commission (CTC) from the California State Transportation Agency (CalSTA) and, instead, establishes the commission as a separate entity in state government to act in an independent oversight role. Requires Caltrans to submit its proposed program of projects for the State Highway Operation and Protection Program (SHOPP) to the CTC for review by January 31 of each even-numbered year. Requires Caltrans to program capital outlay support resources for each project included in the SHOPP. Requires Caltrans to provide the CTC with detailed information for all programmed SHOPP projects, including cost, scope and schedule. Specifies that the CTC is not required to approve the SHOPP in its entirety, as submitted by Caltrans, and may approve or reject individual SHOPP projects programmed by the department. Requires Caltrans to submit to the CTC for approval any changes in a programmed SHOPP project's cost, scope or schedule.	8/20/15	Senate Appropriations Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SBX1-13 (Vidak) Office of the Transportation Inspector General	<p>Creates the Office of the Transportation Inspector as an independent state government entity to ensure that Caltrans; the California High-Speed Rail Authority; and all other state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with applicable federal and state laws. Requires the Governor to appoint a transportation inspector general, subject to confirmation by the Senate, to a six-year term. Provides that the transportation inspector general cannot be removed from office during that term, except for good cause. Requires the transportation inspector general to review policies, practices and procedures, and to conduct audits and investigations of activities involving state transportation funds in consultation with all affected state agencies. Specifically, requires the transportation inspector general to do all of the following: (1) examine the operating practices of Caltrans, the High-Speed Rail Authority and all other state agencies expending state transportation funds to identify fraud and waste, opportunities for efficiencies, and opportunities to improve the data used to determine appropriate project resource allocations; (2) identify best practices in the delivery of transportation projects, and develop policies or recommend proposed legislation enabling state agencies to adopt these practices when practicable; (3) provide objective analysis of, and when possible, offer solutions to, concerns raised by the public or generated within agencies involving the state's transportation infrastructure and project delivery methods; (4) conduct, supervise and coordinate audits and investigations relating to the programs and operations of all state transportation agencies with state-funded transportation projects; and (5) recommend policies promoting economy and efficiency in the administration of programs and operations of all state transportation agencies with state-funded transportation projects. Prohibits the Office of the Transportation Inspector General from conducting any audit or investigation that would be redundant to or concurrent with any audit or investigation of the same matter.</p>	9/3/15	Senate Appropriations Committee	
SBX1-14 (Cannella) Public-Private Partnerships	<p>Extends existing statutory authority for Caltrans and regional transportation agencies, including the Santa Clara Valley Transportation Authority (VTA), to utilize public-private partnerships for transportation infrastructure projects indefinitely.</p>	As Introduced	Senate Transportation & Infrastructure Development Committee	Support
SCAX1-1 (Huff) Motor Vehicle Fees and Taxes: Restrictions on Expenditures	<p>Calls for placing before the voters an amendment to the California Constitution to prohibit the Legislature from borrowing revenues derived from fees and taxes imposed by the state on motor vehicles or their use or operations, and from using these revenues other than for state highways, local streets and roads, and fixed guideway mass transit as specified in Article 19 of the Constitution. Also prohibits these revenues from being pledged or used for the payment of principal and interest on bonds, or for other indebtedness. Requires the revenues derived from that portion of the vehicle license fee that exceeds 0.65 percent of the market value of a vehicle to be used for street and highway purposes. Prohibits the Legislature from borrowing these revenues and from using them other than as specifically permitted. Also prohibits these revenues from being pledged or used for the payment of principal and interest on bonds, or for other indebtedness.</p>	As Introduced	Senate Appropriations Committee	