BOARD OF DIRECTORS MEETING

Thursday, February 4, 2016

5:30 PM

Board of Supervisors’ Chambers

County Government Center
70 West Hedding Street
San Jose, CA  95110

AGENDA

To help you better understand, follow, and participate in the meeting, the following information is provided:

- Persons wishing to address the Board of Directors on any item on the agenda or not on the agenda should complete a blue card located at the public information table and hand it to the Board Secretary staff prior to the meeting or before the item is heard.

- Speakers will be called to address the Board when their agenda item(s) arise during the meeting and are asked to limit their comments to 2 minutes. The amount of time allocated to speakers may vary at the Chairperson's discretion depending on the number of speakers and length of the agenda. If presenting handout materials, please provide 25 copies to the Board Secretary for distribution to the Board of Directors.

- 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 these items, please request the item be removed from the Consent Agenda by completing a blue card at the public information table and handing it to the Board Secretary staff prior to Orders of the Day, Agenda Item #1.2.
• 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 our website, www.vta.org, and also at the meeting. Any document distributed less than 72-hours prior to the meeting will also be made available to the public at the time of distribution. Copies of items provided by members of the public at the meeting will be made available following the meeting upon request.

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 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 *e-mail: board.secretary@vta.org or ( (408) 321-2330 (TTY only). VTA’s home page is on the web at: www.vta.org or visit us on Facebook at: www.facebook.com/scvta. ((408) 321-2300: 中文 / Español / 日本語 / 한국어 / tiếng Việt / Tagalog.

NOTE: THE BOARD OF DIRECTORS MAY ACCEPT, REJECT OR MODIFY ANY ACTION RECOMMENDED ON THIS AGENDA.
1. CALL TO ORDER AND ROLL CALL

1.1. ROLL CALL
1.2. Orders of the Day - approve Consent Agenda (Item #6)

2. AWARDS AND COMMENDATION

2.1. INFORMATION ITEM - Recognize the following retirees: David Flores, Coach Operator, for 38 years of service; Karen Rosiles, Management Analyst, for 36 years of service; Eric Pleasant, Coach Operator, for 36 years of service; Navarro Summers, Coach Operator, for 36 years of service; Carolyn Stinemates, Transportation Superintendent, for 35 years of service; Kenneth Perkins, Rail Control Supervisor, for 35 years of service; Josie Yanez, Coach Operator, for 35 years of service; Timothy Melander, Transit Development Specialist II, for 34 years of service; Regina Conley, Bus Dispatcher, for 31 years of service; Calvin Wilson, Coach Operator, for 29 years of service; Alicia Lopez, Coach Operator, for 28 years of service; and Michael Sulsky, Coach Operator, for 27 years of service.

3. PUBLIC COMMENT

This portion of the meeting is reserved for persons desiring to address the Board of Directors on any item within the Board's jurisdiction. Speakers are limited to 2 minutes. The law does not permit Board action or extended discussion of any item not on the agenda except under special circumstances. If Board 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.

4. PUBLIC HEARINGS

There are no public hearings.

5. REPORTS

5.3. General Manager Report. (Verbal Report)

5.3.A. INFORMATION ITEM - Receive a report from the Independent Administrator, George Rios, regarding the status of the Business Assistance Program for the Alum Rock/Santa Clara Bus Rapid Transit Project. (Verbal Report)

5.3.B. Receive Government Affairs Update.

5.3.C. INFORMATION ITEM - Receive Silicon Valley Rapid Transit (SVRT) Program Update.
5.4. Chairperson's Report. (Verbal Report)

6. **CONSENT AGENDA**

6.1. Approve the Board of Directors Regular Meeting Minutes of January 7, 2016.

6.2. **ACTION ITEM** - Approve appointments to the State Route 85 Corridor Policy Advisory Board and to the El Camino Real Rapid Transit Policy Advisory Board.

6.3. **ACTION ITEM** - Approve Governance & Audit Committee recommended minor changes to current VTA Board and committee processes and practices.

6.4. **ACTION ITEM** - Authorize the General Manager to execute a contract with Ojo Technology, the lowest responsible and responsive bidder, in the amount of $1,604,882 for the procurement and installation of Closed Circuit Television (CCTV) at Various Locations Phase 7 (Rebid).

6.5. **ACTION ITEM** - Authorize the General Manager to amend contract with Ernst & Young Infrastructure Advisors, LLC to add $750,000, for a revised not to exceed contract amount of $1,249,000, for VTA's BART Silicon Valley Phase II Project's funding development and implementation.

6.6. **ACTION ITEM** - Approve reallocation of Local Program Reserve (LPR) savings of $1,844,000 to the SR237 Express Lanes Phase II, US101 Auxiliary Lanes, and SR87 Corridor Study.

6.7. **ACTION ITEM** - Authorize the General Manager to: 1) Enter into inter-agency funding agreements as needed with Santa Clara County Roads and Airports Department, City of Palo Alto, Town of Los Altos Hills, and Caltrans for design and construction of Interim Improvements for Bicyclists on Page Mill Road at I-280; 2) Augment the 1996 Measure B Transportation Improvement Program Fund Capital Budget by $250,000; 3) Direct staff to release up to $75,000 of 1996 Measure B funding to the County of Santa Clara for project design, with the remainder to be released for project construction once the County of Santa Clara has received funding commitments for the remaining project construction cost; and 4) Direct staff to work with County of Santa Clara to ensure that the concerns of the VTA Advisory Committees are considered during project design.

*Note: Motion must be approved by at least 2/3 of the Board (8 members).*


6.11. **INFORMATION ITEM** – Review the Legislative Update Matrix.
7. **REGULAR AGENDA**

7.1. **ACTION ITEM** - Authorize the General Manager to execute a contract with Granite Rock Company, the lowest responsive and responsible bidder, in the amount of $1,650,209 for the construction of the Downtown San Jose and City Hall Bus Rapid Transit (BRT) Stations Project.

**Governance and Audit Committee**

7.2. **ACTION ITEM** - Adopt a resolution delegating to the General Manager or his/her designee the authority to enter into emergency contracts up to a value of $1,000,000 per contract, subject to statutory reporting requirements and additional Board oversight.

This action requires the affirmative vote of a four-fifths majority of the voting members, provided that there are at least seven affirmative votes in favor of the resolution.

**Congestion Management Program and Planning Committee**

7.3. **INFORMATION ITEM** - Receive and discuss information about land use and transportation integration, following from a discussion at the December 10, 2015 Board meeting.

7.4. **INFORMATION ITEM** - Receive an overview of the Transit Ridership Improvement Program (TRIP) work plan for 2016.

8. **OTHER ITEMS**

8.1. **ITEMS OF CONCERN AND REFERRAL TO ADMINISTRATION**

8.2. Reports from VTA Committees, Joint Powers Boards (JPB), and Regional Commissions

   8.2.A. VTA Standing Committees

   8.2.B. VTA Advisory Committees

   8.2.C. VTA Policy Advisory Boards (PAB)

   8.2.D. Joint Powers Boards and Regional Commissions

8.3. Announcements
9. CLOSED SESSION

9.1. Recess to Closed Session

A. Existing Litigation - Conference with Legal Counsel
   [Government Code Section 54956.9(d)(1)]

   Name of Case: Santa Clara Valley Transportation Authority v. Fernandez, et al.
   (Dave’s Rally Wheels) (Santa Clara County Superior Court Case No.: 1-12-CV-237434)

B. Existing Litigation - Conference with Legal Counsel
   [Government Code Section 54956.9(d)(1)]

   (Santa Clara County Superior Court Case No.: 1-13-CV-238965)

C. Existing Litigation - Conference with Legal Counsel
   [Government Code Section 54956.9(d)(1)]

   Name of Case: Santa Clara Valley Transportation Authority v. Martina, et al.
   (Quat Tran) (Santa Clara County Superior Court Case No.: 1-12-CV-234287)

D. Existing Litigation - Conference with Legal Counsel
   [Government Code Section 54956.9(d)(1)]

   Name of Cases: Santa Clara Valley Transportation Authority v. Montague Parkway Assoc., et al.
   (Santa Clara County Superior Court Case No.: 1-12-CV-220334) and related case: Montague Parkway Assoc., et al. v. Santa Clara Valley Transportation Authority (Santa Clara County Superior Court Case No.: 1-15-CV-281544)

E. Conference with Labor Negotiators
   [Government Code Section 54957.6]

   VTA Designated Representatives:
   Alberto Lara, Chief Administrative Officer
   General Manager

9.2. Reconvene to Open Session

9.3. Closed Session Report

9.4. ACTION ITEM - Approve modifications to employment contract with VTA General Manager.

10. ADJOURN
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
   Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Business Services, Alberto Lara

SUBJECT: Retirement Commendation

FOR INFORMATION ONLY

BACKGROUND:

David Flores, Coach Operator, Badge #650, has provided 38 years of distinguished public service with VTA.

Karen Rosiles, Management Analyst, Badge #8697, has provided 36 years of distinguished public service with VTA.

Eric Pleasant, Coach Operator, Badge #2000, has provided 36 years of distinguished public service with VTA.

Navarro Summers, Coach Operator, Badge #831, has provided 36 years of distinguished public service with VTA.

Carolyn Stinemates, Transportation Superintendent, Badge #8433, has provided 35 years of distinguished public service with VTA.

Kenneth Perkins, Rail Control Supervisor, Badge #2242, has provided 35 years of distinguished public service with VTA.

Josie Yanez, Coach Operator, Badge #2448, has provided 35 years of distinguished public service with VTA.

Timothy Melander, Transit Development Specialist II, Badge #8362, has provided 34 years of distinguished public service with VTA.

Regina Conley, Bus Dispatcher, Badge #2766, has provided 31 years of distinguished public service with VTA.

Calvin Wilson, Coach Operator, Badge #2942, has provided 29 years of distinguished public service with VTA.
Alicia Lopez, Coach Operator, Badge #3019, has provided 28 years of distinguished public service with VTA.

Michael Sulsky, Coach Operator, Badge #3149, has provided 27 years of distinguished public service with VTA.

**DISCUSSION:**

**David Flores, Coach Operator, Badge #650**

David Flores began his career with the Santa Clara County Transit District in October of 1977 as a Coach Operator. David attained 29 years of safe driving throughout his career, thereby earning the prestigious Two Million Miles award and the VTA gold ring with nine diamonds. David received the Employee of the Month award in November of 1990. David maintained a superior safety record and excellent attendance and provided courteous and respectful customer service to the public and his co-workers. David was recognized for his positive, pleasant demeanor and excellent customer service and was highly respected by all who knew and worked with him. David was a valuable asset to the Operations Division and to VTA.

Congratulations to David Flores!

**Karen Rosiles, Management Analyst Karen Rosiles, Management Analyst, Badge #8697**

Karen Rosiles began her career with the Santa Clara County Transit District as a Clerk II in March of 1979. Karen changed her classification to an Advance Clerk Typist in May of 1982, and was promoted to Secretary I in November of 1985, Supervising Clerk in April of 1987, Associate Management in March of 1995, and Management Analyst in July of 1996. Karen earned the prestigious Employee of the Month award in August of 1993. Karen Rosiles was recognized as a diligent, hardworking, and well-respected employee and had the knowledge, skills, and abilities to recognize and avoid potential problems before they developed. Karen was an asset to the Operations Division and to VTA.

Congratulations to Karen Rosiles!

**Eric Pleasant, Coach Operator, Badge #2000**

Eric Pleasant began his career with the Santa Clara County Transit District in October of 1979 as a Coach Operator. Eric attained 33 years of safe driving throughout his career, thereby earning the prestigious Two Million Miles award and the VTA gold ring with ten diamonds. Eric was recognized for his kindness, generosity, and dedication towards the public and his co-workers and was respected by all who knew and worked with him. Eric was a valuable asset to the Operations Division and to VTA.

Congratulations to Eric Pleasant!

**Navarro Summers, Coach Operator, Badge #831**

Navarro Summers began his career with the Santa Clara County Transit District in February of 1979 as a Coach Operator. Navarro attained 32 years of safe driving throughout his career, thereby earning the prestigious Two Million Miles award and the VTA gold ring with ten diamonds. Navarro was recognized for his great work ethic, dependability, kindness, and friendly
attitude and provided courteous and respectful customer service to the public and his co-workers. Navarro Summers was a valuable asset to the Operations Division and to VTA.

Congratulations to Navarro Summers!

Carolyn Stinemates, Transportation Superintendent, Badge #8433

Carolyn Stinemates began her career with the Santa Clara County Transit District in April of 1980 as a Coach Operator. Carolyn moved up to Transportation Instructor in December of 1986 and was promoted to Transportation Field Supervisor in July of 1993, Technical Training Supervisor in January of 1996, Transit Division Supervisor in April of 2000, and Transportation Superintendent in December of 2010. Carolyn customized various training programs and was involved in co-developing the Supervisory Home Study Program and served as the coordinator of VTA’s Youth Partnership Program. Carolyn was recognized for being a resource to any operational information and was an asset to the Operations Division and to VTA.

Congratulations to Carolyn Stinemates!

Kenneth Perkins, Rail Control Supervisor, Badge #2242

Kenneth “Ken” Perkins began his career with the Santa Clara County Transit District in April of 1980 as a Coach Operator. Ken received a Safety Award in 1992 for attaining seven years of safe driving. Ken acted as a Floating Division Dispatcher in March of 1989 and subsequently promoted to Division Dispatcher in March of 1997. Ken moved up to Transportation Supervisor in October of 2000 and transferred to Operations Control Center (OCC) as a Rail Control Supervisor in March of 2005. Ken was recognized for his sense of humor and calm way of dealing with stressful situations throughout his career and was respected by all who knew and worked with him. Ken was an asset to the Field Operations, OCC, and VTA.

Congratulations to Kenneth Perkins!

Josie Yanez, Coach Operator, Badge #2448

Josie Yanez began her career with the Santa Clara County Transit District in December of 1980 as a Coach Operator. Josie attained 26 years of safe driving throughout her career, thereby earning the prestigious Two Million Miles award and the VTA gold ring with six diamonds. Josie maintained a superior attendance record and displayed a courteous and respectful demeanor to her co-workers and VTA riders. Josie was recognized for her friendliness, hard work, and positive attitude and was highly respected by all who knew and worked with her. Josie was a valuable asset to the Operations Division and to VTA.

Congratulations to Josie Yanez!

Timothy Melander, Transit Development Specialist II, Badge #8362

Timothy “Tim” Melander began his career with the Santa Clara County as a Clerk Typist in February of 1981. Tim transferred to the Santa Clara County Transit District as a part-time Traffic Checker in January of 1983 and subsequently became a full time Traffic Checker in March of 1994. Tim was promoted to Transit Service Development Specialist I in October of 2000 and Transit Service Development Specialist II in February of 2002. Tim was instrumental in the improvement of the Coach Operator’s Guide and development and maintenance of bus line...
schedules. Tim was recognized for being dedicated and conscientious in performing his duties and was an asset to the Service Planning Department and to VTA.

Congratulations to Tim Melander!

**Regina Conley, Bus Dispatcher, Badge #2766**

Regina Conley began her career with the Santa Clara County Transit District in May of 1984 as a Coach Operator. Regina changed her classification to Transit Radio Dispatcher in August of 2002 and was promoted to Bus Dispatcher in August of 2008. Regina managed her work assignments, while simultaneously assisting with service recovery and distribution of equipment and was proactive and offered solutions to improve work practices. Regina was peerless in her performance and was recognized for her efficiency, excellence, integrity, attention to detail, and wonderful sense of humor. Regina was a valuable asset to the Operations Division and to VTA.

Congratulations to Regina Conley!

**Calvin Wilson, Coach Operator, Badge #2942**

Calvin Wilson began his career with the Santa Clara County Transit District in June of 1986 as a Coach Operator. Calvin attained 25 years of safe driving throughout his career, thereby earning the prestigious Two Million Miles award and the VTA gold ring with five diamonds. Calvin functioned as a Line Instructor and displayed his dedication and “can-do” attitude in training hundreds of new coach operators. Calvin performed as a Floating Dispatcher for numerous years and was always willing to complete extra work assignments and lend a helping hand in fulfilling special projects. Calvin was recognized for his great work ethic, dependability, flexibility, and willingness to go the extra mile. Calvin was a valuable asset to the Operations Division and to VTA.

Congratulations to Calvin Wilson!

**Alicia Lopez, Coach Operator, Badge #3019**

Alicia Lopez began her career with the Santa Clara County Transit District in May of 1987 as a Coach Operator. Alicia attained 26 years of safe driving throughout her career, thereby earning the prestigious Two Million Miles award and the VTA gold ring with six diamonds. Alicia received the Employee of the Month award in November of 2014. Alicia was recognized for her hard work, kind and delightful demeanor, and positive attitude. Alicia was highly respected by all who knew and worked with her and was a valuable asset to the Operations Division and to VTA.

Congratulations to Alicia Lopez!

**Michael Sulsky, Coach Operator, Badge #3149**

Michael Sulsky began his career with the Santa Clara County Transit District in March of 1988 as a Coach Operator. Michael attained 26 years of safe driving throughout his career, thereby earning the prestigious Two Million Miles award and the VTA gold ring with six diamonds. Michael maintained a superior safety record and excellent attendance and provided courteous and respectful customer service to the public and his co-workers. Michael was recognized for his positive attitude and was highly respected by all who knew and worked with him. Michael was a valuable asset to the Operations Division and to VTA.
Congratulations to Michael Sulsky!

Prepared By: Business Services
Memo No. 5428
FOR INFORMATION ONLY

Silicon Valley Berryessa Extension Project

Significant activities and progress on VTA’s BART Silicon Valley Berryessa Extension Project continued during January 2016. Key activities that occurred throughout the 10-mile extension construction include the following:

Construction Updates

- **Fremont and central Milpitas.** Skanska, Shimmick, Herzog (SSH), the major contractor for the Berryessa Extension line, track, stations and systems work, continued to work on key elements of project’s systems facilities, which will power the trains.

- **Dixon Landing Road.** Removal of support of excavation materials, construction of emergency/maintenance walkways and installation of lighting continued in the area. Work also continued to restore traffic lanes on Dixon Landing Road.

- **Montague Expressway.** North of the roadway, crews completed installation of cable troughs at the trench structure. Installation of utilities for street and path lighting at Piper Drive continued.

- **Milpitas Station.** Work continued on the station building’s roofing system, ancillary buildings, station elements, and parking structure. The station’s surface parking lot and portions of the future extension of South Milpitas Boulevard have been paved and striped.

- **Capitol Avenue.** Installation of new PG&E utilities and relocation of existing utility lines continued. The temporary road configuration continues to include two northbound and three southbound lanes.
• **Trade Zone Boulevard.** Placement of the trench structure’s invert and wall concrete between Capitol Avenue and Trade Zone Boulevard have been completed. Construction of emergency/maintenance walkways in this area are underway.

• **Hostetter Road.** The contractor continued removal of trench support of excavation activities and construction of floating slab track sections. Construction of roadway hardscape at the overhead structure is underway.

• **Sierra/Lundy intersection.** The contractor continued constructing the deck and chimneys for the trench and tunnel structure. Lundy Avenue has reopened for vehicular traffic with one lane each way.

• **Berryessa Station Area.** Work continues on the station’s concourse elements, including the structural framing for the concourse storefront space. Placement of structural steel for the station’s End-of-Line building continued and steel welding activities continued for the roof canopy. Construction of the station’s police facility is also underway.

**Communications and Outreach**

In the City of Milpitas, staff continued outreach efforts to businesses on Gladding Court during the demolition of buildings for the future South Milpitas Boulevard extension. Staff also conducted outreach for work associated with the Montague Expressway/South Milpitas Boulevard Improvement Project and for night work associated with installation of escalators at the Montague Light Rail Station. The escalators are a part of new enhancements that will provide a direct transit connection between the Berryessa Extension Project and VTA’s light rail system.

In the City of San Jose, staff continued outreach to residents regarding the removal of support of excavation materials near Hostetter Road. Additional outreach was performed in the Berryessa Station campus area regarding construction of the community sound wall, including a meeting with the Pageantry Homeowners Association property manager. Staff facilitated an additional meeting between the City of San Jose, VTA and Kingston Village Homeowners Association regarding additional coordination efforts.

**SVBX Budget**

<table>
<thead>
<tr>
<th></th>
<th>Estimate</th>
<th>Forecast at Completion</th>
<th>Incurred to Date (Through 12/31/15)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SVBX New Starts Project</td>
<td>$2,330.0</td>
<td>$2,330.0</td>
<td>$1,311.9</td>
</tr>
<tr>
<td>Concurrent Non-Project Activities</td>
<td>$ 91.3</td>
<td>$ 91.3</td>
<td>$ 48.1</td>
</tr>
<tr>
<td>SVBX Total</td>
<td>$2,421.3</td>
<td>$2,421.3</td>
<td>$1,360.0</td>
</tr>
</tbody>
</table>

$Millions - Year of Expenditure

**Phase II Activities**

**New Start Project Development**

Staff submitted the New Starts Project Development application letter and supporting documentation to the Federal Transit Administration (FTA) on December 21, 2015. After
formally entering project requests, FTA notifies Congress and the project sponsor within 45-days whether entry into New Starts Project Development has been granted.

VTA’s request to enter Project Development has formally been entered after responding to a request from FTA for additional information. Staff anticipates entry into New Starts Project Development will be granted in February 2016.

**Environmental Activities**
Technical analysis and document development continued for the combined *Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report*. An administrative draft of the document is anticipated to be transmitted to FTA at the end of January for initial review. Public circulation of the document is anticipated to occur during the second quarter of this year.

**Community Working Groups**
The next meetings for the Phase II Community Working Groups are scheduled for February 9, 10 and 11, 2016. Topics scheduled to be presented in relation to the Phase II extension include updates on VTA and City projects within corridor, High Speed Rail, Caltrain electrification, and BART’s station naming polices.

Prepared By: Kevin Kurimoto
Memo No. 5430
SVRT Program Update

Board of Directors Meeting

February 4, 2016
Project Progress

December 2013

Early Milpitas Station excavation activities in December of 2013.

January 2016

West entrance of the Milpitas Station.

Milpitas Station parking structure.
Project Progress

December 2013

Early construction of the Warren Avenue Bridge in Fremont.

December 2015

Ballast installation on the Warren Avenue Bridge in Fremont.
Project Progress

- Lundy Ave. partially reopened to traffic and pedestrians on Dec. 21, 2015
- Sierra Road is anticipated to re-open in mid-summer 2016

**February 2015**

Installation of support of excavation materials for the Sierra/Lundy tunnel excavation.

**January 2016**

Completing trench walls at the Sierra/Lundy in San Jose tunnel.
Project Progress

December 2014
Trench excavation near Dixon Landing Road in Milpitas.

January 2016
Construction of Dixon Landing trench emergency walkway.
Project Progress

Site preparation for the Berryessa Station parking structure.

Construction of the Berryessa Station parking structure elevator shaft.

May 2015

February 2016
# Integrated Summary Schedule

<table>
<thead>
<tr>
<th>Milestones</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>C700 LTSS Design/Build</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Guideway</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Stations</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Systems</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Systems Integration Testing</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Campus, Roadways, &amp; Parking</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>BART</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BART provided Materials, Software and Equipment</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manufacture &amp; Delivery Pilot &amp; Production Vehicles</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hayward Yard Primary Shop Conversion</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pre-Revenue Operations Testing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Status through December ‘15*

**SVBX Summary Schedule - FTA Plan and Project Forecast**

*Date: Dec - 15*
<table>
<thead>
<tr>
<th>SVBX Project Element (FTA Standard Cost Category)</th>
<th>Estimate</th>
<th>Forecast at Completion</th>
<th>Incurred to date</th>
</tr>
</thead>
<tbody>
<tr>
<td>SVBX – New Starts</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10 Guideway and Track Elements</td>
<td>416.1</td>
<td>312.1</td>
<td>246.5</td>
</tr>
<tr>
<td>20 Stations, Stops, Terminals &amp; Intermodal</td>
<td>250.3</td>
<td>265.8</td>
<td>98.1</td>
</tr>
<tr>
<td>30 Support Facilities: Yards, Shops, Admin. Buildings</td>
<td>46.5</td>
<td>63.0</td>
<td>8.5</td>
</tr>
<tr>
<td>40 Sitework and Special Conditions</td>
<td>220.1</td>
<td>248.9</td>
<td>164.2</td>
</tr>
<tr>
<td>50 Systems</td>
<td>260.7</td>
<td>232.9</td>
<td>120.7</td>
</tr>
<tr>
<td>60 ROW, Land, and Existing Improvements</td>
<td>261.0</td>
<td>204.8</td>
<td>157.8</td>
</tr>
<tr>
<td>70 Vehicles</td>
<td>174.3</td>
<td>147.9</td>
<td>11.4</td>
</tr>
<tr>
<td>80 Professional Services</td>
<td>548.3</td>
<td>592.0</td>
<td>438.4</td>
</tr>
<tr>
<td>Sub-Total</td>
<td><strong>2,177.3</strong></td>
<td><strong>2,067.4</strong></td>
<td><strong>1,220.5</strong></td>
</tr>
<tr>
<td>90 Unallocated Contingency</td>
<td>40.2</td>
<td>150.1</td>
<td>-</td>
</tr>
<tr>
<td>100 Finance Charges</td>
<td>112.5</td>
<td>112.5</td>
<td>-</td>
</tr>
<tr>
<td>FTA New Starts Total</td>
<td><strong>$2,330.0</strong></td>
<td><strong>$2,330.0</strong></td>
<td><strong>$1,311.9</strong></td>
</tr>
<tr>
<td>999 Concurrent Non-project Activities</td>
<td>91.3</td>
<td>91.3</td>
<td>48.1</td>
</tr>
<tr>
<td>SVBX Project Total</td>
<td><strong>$2,421.3</strong></td>
<td><strong>$2,421.3</strong></td>
<td><strong>$1,360.0</strong></td>
</tr>
</tbody>
</table>

$Millions – Year of Expenditure

December 2015
SVRT Program Update

Phase II Activities
FTA New Starts Project Development

• Staff submitted the New Starts Project Development application letter and supporting documentation to FTA on December 21, 2015

• Staff anticipates acceptance into New Starts Project Development before the end of February.
Environmental Update – Community Working Groups

• Administrative draft of the environmental document to be reviewed by FTA in early February, and completed by the end of April 2016.

• The next Phase II CWG meetings are scheduled for February 9, 10 and 11, 2016.

Upcoming Meeting Topics:

- VTA/City projects within corridor (by VTA and City staff)
- High Speed Rail update (High Speed Rail staff)
- Caltrain electrification update (Caltrain staff)
- BART station naming policies (VTA staff)
End
1. CALL TO ORDER AND ROLL CALL

The Regular Meeting of the Santa Clara Valley Transportation Authority’s (VTA) Board of Directors (Board) was called to order by Chairperson Chavez at 5:38 p.m. in the Board of Supervisors’ Chambers, County Government Center, 70 West Hedding Street, San José, California.

1.1. ROLL CALL

<table>
<thead>
<tr>
<th>Attendee Name</th>
<th>Title</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jason Baker</td>
<td>Board Member</td>
<td>Present</td>
</tr>
<tr>
<td>Jeannie Bruins</td>
<td>Vice Chairperson</td>
<td>Present</td>
</tr>
<tr>
<td>Larry Carr</td>
<td>Alternate Board Member</td>
<td>Present</td>
</tr>
<tr>
<td>Magdalena Carrasco</td>
<td>Board Member</td>
<td>Present</td>
</tr>
<tr>
<td>Cindy Chavez</td>
<td>Chairperson</td>
<td>Present</td>
</tr>
<tr>
<td>Dave Cortese</td>
<td>Alternate Board Member</td>
<td>Absent</td>
</tr>
<tr>
<td>Jose Esteves</td>
<td>Board Member</td>
<td>Present</td>
</tr>
<tr>
<td>Rose Herrera</td>
<td>Board Member</td>
<td>Present</td>
</tr>
<tr>
<td>Johnny Khamis</td>
<td>Board Member</td>
<td>Present</td>
</tr>
<tr>
<td>Sam Liccardo</td>
<td>Board Member</td>
<td>Present</td>
</tr>
<tr>
<td>Jamie Matthews</td>
<td>Board Member</td>
<td>Present</td>
</tr>
<tr>
<td>John McAlister</td>
<td>Alternate Board Member</td>
<td>Present</td>
</tr>
<tr>
<td>Howard Miller</td>
<td>Alternate Board Member</td>
<td>Present</td>
</tr>
<tr>
<td>Mahn Nguyen</td>
<td>Board Member</td>
<td>Present</td>
</tr>
<tr>
<td>Raul Peralez</td>
<td>Alternate Board Member</td>
<td>Absent</td>
</tr>
<tr>
<td>David Whittum</td>
<td>Alternate Board Member</td>
<td>Absent</td>
</tr>
<tr>
<td>Perry Woodward</td>
<td>Board Member</td>
<td>Present</td>
</tr>
<tr>
<td>Ken Yeager</td>
<td>Board Member</td>
<td>Present</td>
</tr>
</tbody>
</table>

* Alternates do not serve unless participating as a Member.

A quorum was present.

1.2 Orders of the Day - approve Consent Agenda (Item #6)

Chairperson Chavez noted the revised agenda and revised memo for Agenda Item #7.4: 2016 Appointments to Board Standing Committees, Joint Powers Boards, Policy Advisory Boards, and Ad Hoc Committees were in the Board Members’ reading folder.
Board Member Khamis requested that Agenda Item # 6.6, Paratransit Operations Assessment, be removed from the Consent Agenda and placed on the Regular Agenda.

Board Member Liccardo recused himself from Agenda Item #6.2, Light Rail Enhancement Contract Amendment.

Chairperson Chavez made the following recommendations on Agenda Item #6.5, Public Safety Process Assessment: 1) have VTA’s Director of System Safety & Security attend County meetings to discuss VTA’s security plan; and 2) have the Director of System Safety & Security meet with the individual cities with the heaviest traffic.

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

RESULT:  APPROVED [UNANIMOUS]
(Orders of the Day and Consent Agenda Items # 6.1, 6.3-6.5, 6.7-6.10)
MOVER:  Jeannie Bruins, Board Member
SECONDER:  Rose Herrera, Board Member
AYES:  Baker, Bruins, Chavez, Herrera, Khamis, Liccardo, Matthews, Nguyen, Woodward, Yeager
NOES:  None
ABSENT:  Carrasco, Esteves

2.  AWARDS AND COMMENDATION

2.1.  Employees and Supervisor of the Quarter for the First (1st) Quarter of 2016

Chairperson Chavez recognized Stanley Fong, Graphic Designer, River Oaks; Leonard Gray, Dispatcher, Guadalupe Operations, as Employees of the Quarter for the First (1st) Quarter of 2016; and Robert Daniels, Transportation Superintendent of Service Management, Guadalupe Division, for Supervisor of the Quarter for the First (1st) Quarter of 2016.

Board Member Carrasco took her seat at 5:44 p.m.

Lemuel Baldevarone, Service Mechanic, Chaboya Maintenance, was unable to attend the meeting and was acknowledged as Employee of the Quarter for the 1st Quarter of 2016.

2.2  Board Resolution of Appreciation

Vice Chairperson Bruins presented the Resolution of Appreciation to outgoing Board Chairperson Perry Woodward.

M/S/C (Matthews/Herrera) to adopt Resolution of Appreciation No. 2016.01.01 for outgoing Board Chairperson Woodward.
The Board thanked Board Member Woodward for his leadership.

**RESULT:** ADOPTED [UNANIMOUS]

**MOVER:** Jaime Matthews, Board Member

**SECONDER:** Rose Herrera, Board Member

**AYES:** Baker, Bruins, Carrasco, Chavez, Herrera, Khamis, Liccardo, Matthews, Nguyen, Woodward, Yeager

**NOES:** None

**ABSENT:** Esteves

### 3. PUBLIC COMMENT

Board Members Liccardo and Yeager left their seats at 5:45 p.m.

Eugene Bradley, Silicon Valley Transit Users, made the following comments; 1) expressed gratitude for the new 522 articulated buses; and 2) expressed gratitude for the installation of monitors at many of the light rail stations showing arrival times.

Akos Szoboszlay, Interested Citizen, commented on sales tax funded projects that encourage car commuting and longer distance commutes. He urged that the proposed sales tax fund projects that will encourage modes of transit other than personal vehicles.

James Wightman, Interested Citizen, made the following comments; 1) expressed gratitude for station monitors with arrival times; 2) route changes are not in effect yet; and 3) inquired about plans for Super Bowl 50.

Joyce Weissman, Interested Citizen, made the following comments: 1) implementing a grace period when changing policy, such as the recent change to Clipper Card; and 2) an incident between a driver and passenger who did not have a Clipper Card to pay the bus fare.

Board Member Liccardo returned to his seat at 5:54 p.m.

Jeffrey Ballou, American Federation of State, County and Municipal Employees (AFSCME) Local 101, commented on the upcoming negotiations between AFSCME and VTA.

### 4. PUBLIC HEARINGS

#### 4.1 HEARING - NOTICE OF INTENTION TO ADOPT RESOLUTION OF NECESSITY

Ron Golem, Real Estate Deputy Director, provided a brief presentation, highlighting project needs.

Board Member Esteves took his seat at 5:56 p.m.
Public Comment

There was no public comment.

M/S/C (Khamis/Matthews) to close the Public Hearing.

RESULT: ADOPTED [UNANIMOUS]
MOVER: Johnny Khamis, Board Member
SECONDER: Jaime Matthews, Board Member
AYES: Baker, Bruins, Carrasco, Chavez, Esteves, Herrera, Khamis, Liccardo, Matthews, Nguyen, Woodward
NOES: None
ABSENT: Yeager

Board Member Yeager returned to his seat at 5:59 p.m.

M/S/C (Herrera/Carrasco) to adopt Resolution of Necessity No. 2016.01.02 determining that the public interest and necessity require the acquisition of a property interest in property owned by Standard Guadalupe Venture, LP, a Delaware limited partnership, located in San José, California, for the Santa Clara-Alum Rock Bus Rapid Transit (BRT) Project.

Property ID/Assessor's Parcel Number/Owner

SCAR043 (APN 481-21-149) owned by Standard Guadalupe Venture, LP, a Delaware limited partnership

RESULT: ADOPTED [UNANIMOUS]
MOVER: Rose Herrera, Board Member
SECONDER: Magdalena Carrasco, Board Member
AYES: Baker, Bruins, Carrasco, Chavez, Esteves, Herrera, Khamis, Liccardo, Matthews, Nguyen, Woodward, Yeager
NOES: None
ABSENT: None

5. REPORTS

5.1. Citizens Advisory Committee (CAC)/2000 Measure A Citizens Watchdog Committee (CWC) Chairperson’s Report

There was no CAC/CWC report.

5.2. Policy Advisory Committee (PAC) Chairperson’s Report

There was no PAC report.
5.3. General Manager’s Report

Nuria I. Fernandez, General Manager, noted ridership information, and the security and support report were located in the Board Members’ reading folders and on the public table. Ms. Fernandez provided a report, highlighting:

- 2015 accomplishments: 1) participation in the Stand Up 4 Transportation; 2) construction progress on VTA’s BART Silicon Valley Berryessa extension project; 3) completion of the new Eastridge Transit Center; 4) completion of the I-280/I-880/Stevens Creek Interchange Improvements Project; 5) delivery of transit service to major events at Levi’s Stadium and Avaya Stadium; 6) innovation at VTA; 7) awards received for various projects; 8) completion of the Mountain View Double Track Project and the Lick Mill Crossover.

- 2016 activities: 1) BART Silicon Valley Phase II funding; 2) transit service for Super Bowl 50; 3) continue Envision Silicon Valley progress; 4) launch of the FLEX, VTA’s dynamic transit service pilot program on January 11, 2016; and 5) through branding efforts and ridership growth be known as a transportation solution provider.

- VTA, in partnership with Mission College, received a grant award in the amount of $1 million for the Transit Apprenticeship for Professional Career Advancement (TAPCA) initiative.

- Letter received from Microsoft expressing support for VTA’s Open Data Policy.

Public Comment

Mr. Bradley expressed concern on public announcement/notification regarding the elimination of the paper day pass and the process for purchasing/reloading Clipper Cards,

Ali Hudda, Deputy Director – Accounting, noted that a robust outreach began in October 2015 to inform passengers regarding the elimination of the paper day pass and transition to Clipper. The outreach included distribution of free Clipper Cards at major bus stops, transit centers, and buses. This effort will continue through the first quarter of 2016.

Mr. Hudda added VTA trained operators on how to provide assistance to riders during the transition. Clipper Cards can be refilled at all Walgreens locations, ticket vending machines, downtown service center, and other locations.

Mr. Wightman inquired about plans for Super Bowl 50, specifically station closures and parking.

Board Member Liccardo noted the following: 1) applauded the progress on achievements in 2015, especially Open Data; and 2) the non-profit community would like to see coordinated ways beyond links on websites.
The Agenda was taken out of order.

5.3.B. **Super Bowl 50 Transit Service**

Board Member Matthews introduced Walt Dobrowolski, Senior Vice President, Operations and Logistics for Super Bowl 50 Host Committee. Mr. Dobrowolski provided a brief overview highlighting: 1) Super Bowl 50 Host Committee; 2) The Bay Area; 3) Schedule of Events; 4) Day of Game Parking; 5) Game Day Transportation Solution; and 6) Road to 50 App.

Board Member Khamis left his seat at 6:23 p.m.

Jim Unites, Deputy Director, Service and Operations Planning, provided a brief overview, highlighting: 1) Super Bowl 50 – Successful, Safe Transit; 2) VTA Light Rail Service – Super Bowl Sunday; 3) VTA Bus Service – Super Bowl Sunday; 4) Marketing & Communications; and 5) Light Rail Vehicle Train Wrap.

Ms. Fernandez emphasized that the EventTik app will be the only way to ride a Super Bowl train.

Board Member Matthews noted: 1) anyone can purchase a commemorative Super Bowl 50 Clipper card; and 2) January 10, 2016, will be the Run to Super Bowl 50 5 and 10k at Levi’s Stadium.

Board Member Khamis returned to his seat at 6:38 p.m.

**Public Comment**

Mr. Wightman inquired about plans for closed circuit television (CCTV) in the parking lot for Super Bowl 50.

Board Member Matthews replied that security specifics are confidential but assured that there will be plenty of security.

5.3.A. **Government Affairs Update**

Kurt Evans, Government Affairs Manager, provided an update, highlighting: 1) the California budget has been submitted with $3 billion for transportation and related programs; and 2) the transportation reform package.

5.3.C. **Silicon Valley Rapid Transit (SVRT) Program Update**

Carolyn Gonot, Director of Engineering and Transportation Infrastructure Development, showed a video of the Berryessa Station project construction and provided a brief report, highlighting re-opening of Lundy Avenue in December 2015. Ms. Gonot provided an update on SVRT Phase II noting VTA submitted an application letter to the Federal Transit Administration to request entry to the New Starts Project Development.
5.4. Chairperson’s Report

5.4.A Receive Remarks from Incoming 2016 Chairperson Cindy Chavez

Chairperson Chavez noted her vision for VTA in 2016, highlighting the following: 1) the right combination of staff, Board, and community leaders to do some amazing things at VTA; 2) the current leadership team has embraced technology and innovation; 3) VTA can do something that is not happening in other parts of the country with the help of local elected officials who can make land use decisions; 4) career ladders within the organization; 5) increasing farebox recovery; 6) working with local tech companies and the private sector; 7) being bold in an election year; and 8) Board member accountability for attending their committee meetings. Chairperson Chavez reminded Board Members to complete the Self-Assessment survey that was previously emailed to them.

6. CONSENT AGENDA

6.1. Board of Directors Regular Meeting Minutes of December 10, 2015

M/S/C (Bruins/Herrera) to approve the Board of Directors Regular Meeting Minutes of December 10, 2015.

6.2. Light Rail Enhancement Contract Amendment

M/S/C (Bruins/Herrera) to authorize the General Manager to execute a contract amendment to Contract S15038F with Fehr & Peers in an amount not to exceed $150,000 for planning and conceptual design services for the North Bayshore Area, for a new contract amount not to exceed $1,389,125 and increase the contract contingency to 15% of the new contract value.

RESULT: APPROVED [UNANIMOUS]
MOVER: Jeannie Bruins, Board Member
SECONDER: Rose Herrera, Board Member
AYES: Baker, Bruins, Chavez, Herrera, Khamis, Matthews, Nguyen, Woodward, Yeager
NOES: None
ABSENT: Carrasco, Esteves
RECUSED: Liccardo

6.3. Bicycle & Pedestrian Advisory Committee Appointment

M/S/C (Bruins/Herrera) to ratify the appointment to the Bicycle & Pedestrian Advisory Committee of Mila Zelkha, representing the County of Santa Clara, for the two-year term ending June 30, 2016.
6.4. **Approve Alum Rock BRT Construction Delay Assessment Project to be Conducted by VTA Auditor General**

*M/S/C (Bruins/Herrera)* to: 1) approve amendment to the FY 2016 Internal Audit Work Plan to add the Alum Rock/Santa Clara BRT Project Construction Delay Assessment at a maximum cost of $73,000; and 2) authorize the General Manager to amend the contract with RSM US LLP for Auditor General and internal audit services to increase the current $1,275,000 maximum contract amount by $73,000, resulting in a revised maximum of $1,348,000.

6.5. **Public Safety Process Assessment**

*M/S/C (Bruins/Herrera)* to review and accept the Auditor General’s report on the Public Safety Process Assessment.

6.6. *(Removed from the Consent Agenda and placed on the Regular Agenda)*

Review and receive the Auditor General’s report on the Paratransit Operations Assessment.

6.7. **Programmed Project Monitoring – Quarterly Report**


6.8. **Transit Service Changes – January 2016**

*M/S/C (Bruins/Herrera)* to receive a report on the January 4, 2016 Transit Service Changes.

6.9. **Monthly Investment Report for October 2015**

*M/S/C (Bruins/Herrera)* to receive the Monthly Investment Report for October 2015.

6.10. **Transportation Funding Special Session**

*M/S/C (Bruins/Herrera)* to review a report on the state legislative special session related to transportation funding.

### 7. REGULAR AGENDA

6.6. *(Deferred)*

*On order of Chairperson Chavez* and there being no objection, the Board deferred the Auditor General’s report on the Paratransit Operations Assessment.
Administration and Finance Committee

7.1. **2016 Legislative Program**

Mr. Evans provided an overview of the staff report.

Staff and Board Members discussed the following: 1) giving Santa Clara County a bigger voice on the Metropolitan Transportation Commission (MTC) Board; 2) improvement projects in other parts of the State; and 3) reversing the spike in traffic deaths through speed enforcement programs and Envision Zero.

**M/S/C (Herrera/Bruins)** to approve the 2016 Legislative Program for the Santa Clara Valley Transportation Authority (VTA).

<table>
<thead>
<tr>
<th>RESULT:</th>
<th>APPROVED [UNANIMOUS]</th>
</tr>
</thead>
<tbody>
<tr>
<td>MOVER:</td>
<td>Rose Herrera, Board Member</td>
</tr>
<tr>
<td>SECONDER:</td>
<td>Jeannie Bruins, Board Member</td>
</tr>
<tr>
<td>AYES:</td>
<td>Baker, Bruins, Carrasco, Chavez, Esteves, Herrera, Khamis, Liccardo, Matthews, Nguyen, Woodward, Yeager</td>
</tr>
<tr>
<td>NOES:</td>
<td>None</td>
</tr>
<tr>
<td>ABSENT:</td>
<td>None</td>
</tr>
</tbody>
</table>

7.2. **Diridon Station Intermodal Conceptual Plan**

John Ristow, Director of Planning & Program Development, provided an overview of the Diridon Station Intermodal Conceptual Plan.

**Public Comment**

Laura Tolkoff, SPUR San Jose Policy Director, made the following comments: 1) make Diridon station a place people where want to be; and 2) encouraged members of the Board to approve the agreements.

Roland Lebrun, Interested Citizen, made the following comments: 1) noted the item was for a planning agreement, not for a grant; and 2) encouraged members to look at campaign contributions and recuse themselves as necessary.

Mr. Bradley inquired about the coordination with private transit operators at the Diridon Station.

Upon query of Mr. Bradley, Jim Lawson, Government Affairs Director & Executive Policy Advisor, commented that Greyhound was part of the plan for Diridon and will be included in any study done.

Chairperson Chavez asked staff to inform Board Members on how they can represent VTA’s interests on other Regional Boards and Commissions.
M/S/C (Herrera/Woodward) to authorize the General Manager to 1) enter into funding agreements with California High Speed Rail Authority for the Diridon Station Intermodal Conceptual Plan; 2) enter into inter-agency agreements as needed with City of San José, California High Speed Rail Authority and Caltrain for development and study of the Diridon Station; and 3) augment the 1996 Measure B Transportation Improvement Program Fun Capital Budget by $700,000.

RESULT: APPROVED [UNANIMOUS]
MOVER: Rose Herrera, Board Member
SECONDER: Perry Woodward, Board Member
AYES: Baker, Bruins, Carrasco, Chavez, Esteves, Herrera, Khamis, Liccardo, Matthews, Nguyen, Woodward, Yeager
NOES: None
ABSENT: None

Governance and Audit Committee

7.3. Auditor General Process Service Delivery Model Report and Resulting GM/CEO Recommendations

Joe Speaks, CH2M, provided a presentation entitled “Auditor General Function”, highlighting: 1) Scope; 2) Benchmarking Results; 3) Board Members and VTA Staff Interviews (12 interviewees); 4) Stakeholder View (12 interviewees); 5) Key Objectives for Auditor General (AG) Function; 6) Potential of Each Model to Fulfill Objectives; and 7) Recommendation.

M/S/C (Matthews/Herrera) to receive the report on the review of the current VTA Auditor General function service delivery model and based on the report’s findings and recommendations, approve the following related actions for the Auditor General function: (1) continue utilizing the outside contract model; and (2) initiate process to have in place by June 2016 or soon thereafter a new contract that stresses the need for a local presence and responsiveness; the contract would have a five-year base term and two one-year extensions to maximize vendor interest and commitment.

RESULT: APPROVED [UNANIMOUS]
MOVER: Jaime Matthews, Board Member
SECONDER: Rose Herrera, Board Member
AYES: Baker, Bruins, Carrasco, Chavez, Esteves, Herrera, Khamis, Liccardo, Matthews, Nguyen, Woodward, Yeager
NOES: None
ABSENT: None
7.4. **2016 Appointments to Board Standing Committees, Joint Powers Boards, Policy Advisory Boards, and Ad Hoc Committees**

Board Member Baker referenced the revised Staff Report and noted he would be serving on the Ad Hoc Committee – Envision Silicon Valley.


| RESULT: APPROVED [UNANIMOUS] |
| MOVER: Jaime Matthews, Board Member |
| SECONDER: Rose Herrera, Board Member |
| AYES: Baker, Bruins, Carrasco, Chavez, Esteves, Herrera, Khamis, Liccardo, Matthews, Nguyen, Woodward, Yeager |
| NOES: None |
| ABSENT: None |

**Transit Planning and Operations Committee**

7.5. **Update on Compressed Natural Gas (CNG) Analysis**

Inez Evans, Chief Operating Officer, gave a brief overview highlighting: 1) Zero Emission Buses (ZEB); 2) CNG-Diesel-Hybrid- Electric Bus Comparison; and 3) CNG Facilities Cost.

**Public Comment**

Mr. Lebrun made the following comments: 1) expressed support for the staff recommendation; 2) diesel and natural gas will eventually disappear; and 3) expressed interest in learning more about electric buses.

Board Member Khamis commented on the following: 1) VTA can save a lot of money going to Compressed Natural Gas (CNG) buses; and 2) expressed his gratitude to staff for doing due diligence and looking into the cost of switching.

On order of Chairperson Chavez and there being no objection, the Board received an update on Compressed Natural Gas (CNG) analysis.

8. **OTHER ITEMS**

8.1. **ITEMS OF CONCERN AND REFERRAL TO ADMINISTRATION**

Chairperson Chavez would like VTA to look at a general approach for a new business line through customer centered design and becoming a mobility agency moving goods, services, and people.

Board Member Herrera expressed support for Chairperson Chavez’ vision.
8.2. Reports from VTA Committees, Joint Powers Boards (JPB), and Regional Commissions.

8.2.A. **VTA Standing Committees**

- Governance and Audit Committee – The December 14, 2015, Minutes were accepted as contained in the Agenda Packet.
- Silicon Valley Rapid Transit Program Working Committee (SVRT PWC) – There was no report.
- Transit Planning & Operations (TP&O) Committee – The December 16, 2015, Notice of Cancellation was accepted as contained in the Agenda Packet.
- Congestion Management Program & Planning (CMPP) Committee – The December 17, 2015, Notice of Cancellation was accepted as contained in the Agenda Packet.
- Administration & Finance (A&F) Committee – There was no report.

8.2.B. **VTA Advisory Committees**

- Committee for Transit Accessibility (CTA) – There was no report.
- Citizens Advisory Committee (CAC) and 2000 Measure A Citizens Watchdog Committee (CWC) – The December 9, 2015, Notice of Cancellation was accepted as contained in the Agenda Packet.
- Bicycle & Pedestrian Advisory Committee (BPAC) – The December 9, 2015, Notice of Cancellation was accepted as contained in the Agenda Packet.
- Technical Advisory Committee (TAC) – The December 10, 2015, Notice of Cancellation was accepted as contained in the Agenda Packet.
- Policy Advisory Committee (PAC) – The December 10, 2015, Notice of Cancellation was accepted as contained in the Agenda Packet.

8.2.C. **VTA Policy Advisory Boards (PAB)**

- Downtown East Valley PAB – There was no report.
- Diridon Station Joint Policy Advisory Board – The December 18, 2015 Minutes were accepted as contained in the Agenda Packet.
- El Camino Real Rapid Transit PAB – There was no report.
- State Route 85 Corridor PAB – The December 14, 2015 Minutes were accepted as contained in the Agenda Packet.
8.2.D. Joint Powers Boards and Regional Commissions

- Peninsula Corridor JPB – The January 7, 2015, Summary Notes were accepted as contained on the dais.
- Capitol Corridor JPB – There was no report.
- Dumbarton Rail Corridor Policy Committee – There was no report.
- Metropolitan Transportation Commission (MTC) – The December 16, 2015, Summary Notes were accepted as contained on the dais.
- Sunol Smart Carpool Lane Joint Powers Authority – There was no report.
- SR 152 Mobility Partnership – There was no report.

8.3. ANNOUNCEMENTS

There were no Announcements.

9. CLOSED SESSION

9.1. Recessed to Closed Session at 7:37 p.m.

Board Member Yeager left the meeting at 7:38 p.m.

A. Existing Litigation - Conference with Legal Counsel
   [Government Code Section 54956.9(d)(1)]
   Name of Cases: Santa Clara Valley Transportation Authority v. Montague Parkway Assoc., et al. (Santa Clara County Superior Court Case No.: 1-12-CV-220334) and related case: Montague Parkway Assoc., et al. v. Santa Clara Valley Transportation Authority (Santa Clara County Superior Court Case No.: 1-15-CV-281544)

B. Existing Litigation - Conference with Legal Counsel
   [Government Code Section 54956.9(d)(1)]
   Name of Case: Santa Clara Valley Transportation Authority v. Union Pacific Railroad Company, et al. (Santa Clara County Superior Court Case No.: 1-15-CV-287909)

C. Public Employee Performance Evaluation
   [Government Code Section 54957]
   Title: General Manager
D. Conference with Labor Negotiators  
   [Government Code Section 54957.6]

   VTA Designated Representatives:
   Perry Woodward, Board Chairperson
   Alberto Lara, Chief Administrative Officer

   Unrepresented Employee:
   General Counsel

9.2. Reconvened to Open Session at 9:01 p.m.

9.3. Closed Session Report

A. Existing Litigation - Conference with Legal Counsel  
   [Government Code Section 54956.9(d)(1)]

   Name of Cases: Santa Clara Valley Transportation Authority v. Montague Parkway Assoc., et al. (Santa Clara County Superior Court Case No.: 1-12-CV-220334) and related case: Montague Parkway Assoc., et al. v. Santa Clara Valley Transportation Authority (Santa Clara County Superior Court Case No.: 1-15-CV-281544)

   Rob Fabela, General Counsel, noted that no reportable action was taken during Closed Session.

B. Existing Litigation - Conference with Legal Counsel  
   [Government Code Section 54956.9(d)(1)]

   Name of Case: Santa Clara Valley Transportation Authority v. Union Pacific Railroad Company, et al. (Santa Clara County Superior Court Case No.: 1-15-CV-287909)

   Mr. Fabela noted that no reportable action was taken during Closed Session.

C. Public Employee Performance Evaluation  
   [Government Code Section 54957]

   Title: General Manager

   Chairperson Chavez noted that no reportable action was taken during Closed Session.

D. Conference with Labor Negotiators  
   [Government Code Section 54957.6]

   VTA Designated Representatives:
   Perry Woodward, Board Chairperson
   Alberto Lara, Chief Administrative Officer

   Unrepresented Employee:
   General Counsel

   Chairperson Chavez noted that no reportable action was taken during Closed Session.
9.4. Modifications to Employment Contract with VTA General Counsel

M/S/C (Woodward/Herrera) to increase the General Counsel’s compensation by three percent.

RESULT: ADOPTED [UNANIMOUS]
MOVER: Woodward
SECONDER: Herrera
AYES: Baker, Bruins, Carrasco, Chavez, Esteves, Herrera, Khamis, Liccardo, Matthews, Nguyen, Woodward
NOES: None
ABSENT: Yeager

10. ADJOURNMENT

On order of Chairperson Chavez and there being no objection, the meeting was adjourned at 9:02 p.m.

Respectfully submitted,

Thalia Young, Board Assistant
VTA Office of the Board Secretary
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
    Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Board Secretary, Elaine Baltao

SUBJECT: Appointments to the State Route (SR) 85 Corridor Policy Advisory Board and the El Camino Real Rapid Transit Policy Advisory Board

Policy-Related Action: No
Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Approve appointments to the State Route 85 Corridor Policy Advisory Board and to the El Camino Real Rapid Transit Policy Advisory Board.

BACKGROUND:

VTA policy advisory boards (PAB) are established by the VTA Board of Directors to ensure that the local jurisdictions most affected by major transportation capital improvement projects are involved and have a voice in guiding the planning, design and construction of those projects. PABs provide input, perspective and recommendations to the VTA Board and administration.

The State Route (SR) 85 Corridor PAB is comprised of voting membership from jurisdictions within or near the corridor. These include the County of Santa Clara and the cities of Campbell, Cupertino, Los Altos, Los Gatos, Monte Sereno, Mountain View, San José, Saratoga and Sunnyvale. In addition, one ex-officio, non-voting member and alternate may be appointed by the California Department of Transportation (Caltrans).

The El Camino Real Rapid Transit PAB is comprised of membership from jurisdictions within or near the corridor including the County of Santa Clara and the cities of Los Altos, Mountain View, Palo Alto, San Jose, Santa Clara, and Sunnyvale.
The VTA Administrative Code provides that for PAB voting position, jurisdictions may only appoint governing board members to serve as its representative and alternate member. All appointments by external bodies to VTA PABs require ratification by the Board of Directors.

**DISCUSSION:**

Submitted for Board ratification are several recent appointments to both the SR 85 Corridor PAB and the El Camino Real Rapid Transit PAB made by member jurisdictions. All meet the requirement of being a current governing board member from the appointing jurisdiction. The appointments are:

**SR 85 Corridor PAB**
- Pat Showalter, representing the City of Mountain View (Alternate Member)

**El Camino Real Rapid Transit PAB**
- Pat Showalter, representing the City of Mountain View (Alternate Member)

Although the Governance & Audit Committee is responsible for reviewing appointments to PABs and making a recommendation to the Board on their ratification, both the SR 85 Corridor PAB and the El Camino Real Rapid Transit PAB meet prior to the next Governance & Audit Committee meeting in March. Since the public interest is best served by filling vacant PAB positions as soon as reasonably possible, ratification of these PAB appointments is being submitted directly for Board consideration at its February 4, 2016 meeting.

**ALTERNATIVES:**

The Board could choose to not ratify any or all of these appointments.

**FISCAL IMPACT:**

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

Prepared by: Stephen Flynn, Advisory Committee Coordinator
Memo No. 5427
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
   Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Board Secretary, Elaine Baltao

SUBJECT: Governing Board and Standing Committee Meeting Best Practices

Policy-Related Action: Yes  Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Approve Governance & Audit Committee recommended minor changes to current VTA Board and committee processes and practices.

BACKGROUND:

The Governance & Audit Committee provides management and coordination to help the Board of Directors guide VTA in an effective and efficient manner to best accomplish the organization’s strategic objectives. Included among the Committee’s responsibilities is evaluating and monitoring the Board and committee processes.

The Board Rules of Procedure govern the conduct of meetings of the Board of Directors and its standing committees. They are established by, derive from, and must be consistent with the VTA Administrative Code. Whereas the Administrative Code is the rulebook for all aspects of the organization, the Rules of Procedure focus solely on the conduct of VTA Board and standing committee meetings, serving, in effect, as the bylaws for those meetings. Substantive amendments to the Administrative Code or Rules of Procedure requires Board adoption of a resolution specifying the changes.
DISCUSSION:

At its January 2016 meeting, the Governance & Audit Committee reviewed in detail several current Board and standing committee meeting practices and evaluated staff’s corresponding recommended modifications. (Advisory committee and policy advisory boards were not included in this review and instead will be evaluated as a separate, subsequent but related review.) The assessment was conducted to ensure that the governance processes and practices:

(1) Are optimally structured to support VTA’s mission and governance structure.
(2) Provide maximum effectiveness in helping VTA to achieve its strategic priorities.
(3) Are being conducted in an efficient manner.
(4) Ensure appropriate opportunity for Board and committee consideration of items as well as ample opportunity for review and input by the public.

As a result of its detailed evaluation, the Governance & Audit Committee developed for Board approval a series of corresponding recommended modifications to current Board and standing committee processes and practices. They are:

A) Electronic Agenda Distribution

An integral component of VTA’s Sustainability Program is the elimination of paper usage where possible. Given this, VTA previously offered Board and committee members the option to receive agenda packets either electronically or to continue with the paper form (hardcopy) delivered to them. Some members decided to go having the electronic version whereas most did not.

In addition to not being environmentally friendly and not in keeping with VTA’s goal of being as environmentally sustainable as possible, there is significant economic cost associated with preparation and distribution of hardcopy agenda packets. In addition to paper, other major costs include printing, distribution and delivery (see Attachment A). Furthermore, significant staff resources are devoted to the process of printing and distributing hardcopy agendas that could be redirected to more beneficial tasks.

Recommendation:
Discontinue paper agenda packets for the Board and all VTA committees during 2016, providing only electronic distribution.

This action would apply to all VTA boards and committees (including standing committees, advisory committees, ad hoc committees and policy advisory boards (PABs)). It would be in keeping with VTA’s Sustainability Program Guidelines that help ensure VTA is a responsible environmental citizen. Besides the environmental and economic impacts, electronic distribution would improve the availability of agenda materials for members and significantly reduce delivery time.
To accomplish implementing electronic agendas and eliminating hardcopy versions, the following actions would be taken:

1. Offer iPads to Board members. The use of the iPads will be in accordance to VTA’s Electronic Media Policy.
2. Provide training to Board and committee members and website directions to the public on how to find, load and navigate agenda packets.
3. Phase implementation to start in early-to-mid 2016, with final transition by all VTA bodies completed by the end of the year.
4. Transition one or a small number of committees each month to provide for incorporation of lessons learned to ensure smooth implementation and acceptance of the process.
5. Offer both electronic packet and paper copy during the transition period.
6. Continue to provide paper copies of agendas only (useful for taking notes) and other supplemental materials on the dais, not the full agenda packet.
7. Examine technology that is user friendly both for Board/committee members and the public, including the ability to auto-populate.
8. Solicit input and ongoing feedback to identify issues.
9. Make the process as transparent as possible.

Staff has committed to keeping the Governance & Audit Committee fully apprised and actively involved in its search for the user-friendly technology solution (Item 7).

B) Standing Committee Meeting Schedule

The meeting time for each Board standing committee has long been prescribed and established. For example, Administration & Finance meets the third Thursday of each month at 12:00 p.m. Additionally, standing committee meeting dates and times for the year are confirmed when each committee adopts its annual meeting schedule. This allows members, staff and the public to plan for these meeting dates and then schedule other events and activities accordingly. This is a best practice since it provides consistency, reliability and established patterns that members, staff and the public can both predict and rely on.

However, standing committee members for the last few years have been increasingly requesting that a specific individual or recurring meeting date/time be changed to accommodate their schedule. Besides significantly increasing the administrative burden associated with meetings, altering meeting times can create confusion and negatively impact the ability of committee members, staff and the public to attend the meeting.

It should be noted that each standing committee member has a designated alternate member who should attend the meeting when the primary member is unavailable.

**Recommendation:**

*Altering standing committee meeting dates/times should be discouraged unless the urgency and criticality of items to be considered at that specific meeting combined with the ability to gather a quorum outweigh the need for consistency and predictability.*
This determination should be made on a case-by-case basis by the committee chairperson, in consultation with the General Manager/CEO. However, changing a meeting time should be a fairly rare exception.

The Governance & Audit Committee also requested that the Board chairperson and vice chairperson be kept informed about committee attendance issues and requested changes in committee meeting dates/times.

C) Standing Committee Meeting Frequency
The volume, urgency and criticality of items considered varies with each standing committee and thus each committee’s meeting frequency should reflect these factors. Most meet monthly while the Silicon Valley Rapid Transit (SVRT) Program Working Committee usually meets every other month but a minimum of quarterly.

Current frequency

- Administration & Finance (A & F) Monthly
- Congestion Management Program & Planning (CMPP) Monthly
- Transit Planning & Operations (TP&O) Monthly
- Governance & Audit Monthly
- Silicon Valley Rapid Transit (SVRT) Program Working Committee Bi-Monthly

(Recent practice is that the June and July meetings are normally cancelled for all standing committees.)

During the past few years, a large number of standing committee meetings have been cancelled, due either to lack of critical or urgent items or the inability to gather a quorum. This condition has been most prevalent for two committees: TP&O and CMPP. Given this, it may be in VTA’s best interest to review the current frequency of standing committee meetings to determine if a different cycle is more appropriate.

Recommendation:
Review and evaluate the meeting cycle for each standing committee at the start of each calendar year to determine if the prescribed frequency best serves VTA and the public, while maintaining the scheduled cancellation of the June and July meetings for all standing committees.

It should be noted that the Governance & Audit Committee: (1) requested that the CMPP monthly meeting schedule be maintained; (2) supported the bi-monthly meeting schedule of the TP&O); and (3) supported staff’s recommendation to change the Governance and Audit 2016 meeting schedule from 11 to 7 meetings annually.
D) Agenda Structure Standardization

There is currently some disparity between how Board meetings are conducted compared to the meetings of its committees. Some of this difference derives from the agenda structure. Although the difference is minimal with the standing committees, it is far more pronounced with the advisory committees and policy advisory boards. It is in the public’s best interest and also a best practice to conduct all governance meetings of an organization in a similar manner and have consistent agenda structure, presentation and workflow between the bodies wherever possible.

**Recommendation:**

*Institute a consistent agenda structure, presentation and workflow for all VTA committees based on the format and workflow of the Board of Directors, allowing for minor customizations where appropriate.*

Governance & Audit Committee members also recommended these related actions:

1. Minor questions or changes to Consent Agenda items may be addressed without removing the item from Consent, subject to the board or committee chairperson’s discretion.
2. Make board reports as easy to understand as possible.
3. Keep all committee meeting minutes in the Board agenda packets.

E) De-linking Approval of Consent Agenda from Orders of the Day

In 2011, at the direction of the then Board chairperson, the Board agenda format was revised so that approval of the Orders of the Day also concurrently approved the Consent Agenda. Although this resulted in a minor increase in efficiency and time reduction, it has also resulted in the public on multiple occasions expressing confusion since they wanted to speak on a Consent item but it wasn’t clear on the agenda where they should do that. Board members have also indicated some confusion on occasion with this process.

**Recommendation:**

*Revise the agenda format to make approval of the Orders of the Day and the Consent Agenda as separate, but sequential, items on the agenda (Consent Agenda immediately follow Orders of the Day).*

This would require a separate motion, second, and vote, with the total time commitment of this additional action being immaterial (estimated at 30 seconds or less). The benefit of this change would be to clearly list approval of the Consent Agenda as a separate, uniquely numbered, action. In addition, to provide further clarity the agenda item for the Consent Agenda should list the items included (e.g., Items 6.1 through 6.72).
F) Consent Items Moved to Regular Agenda under Orders of the Day

From VTA formation until approximately four years ago, an item pulled by a Board (or committee) member from the Consent Agenda under Orders of the Day was usually then heard as the first Regular Agenda item, ahead of all other Regular Agenda items. In 2012, the practice was instituted of placing items pulled from the Consent Agenda to the end of the Regular Agenda.

**Recommendation:**
Codify in the Board Rules of Procedure and apply to all VTA committees and boards the current convention that any item pulled from the Consent Agenda will be heard following the other Regular Agenda items, subject to the discretion of the Board or committee chairperson to take into account special circumstances.

This action helps ensure that the order, workflow and relative priority of items established in the agenda by the chairperson and staff is not disrupted. It also helps ensure that the reason for pulling the item from Consent is significant enough to warrant waiting through consideration of all other Regular Agenda items.

Additionally, discretion would be provided to the board or committee chairperson to take into account special circumstances that would warrant having the pulled item heard earlier in the Regular Agenda, such as the need for a supermajority, the availability of a specific board or committee member, or the availability of a presenter for the specific item.

Related to this action, Governance & Audit Committee members also recommended that simple questions or minor changes to Consent Agenda items, such as minor corrections to committee meeting minutes, be allowed to remain on Consent at the board or committee chairperson’s discretion.

G) Formation of Policy Advisory Boards versus Utilizing the Policy Advisory Committee (PAC)

VTA currently establishes policy advisory boards (PABs) for each rapid transit and highway corridor under study by VTA. They provide input, perspective and recommendations to the VTA Board of Directors and administration. Establishment of the PABs helps ensure that the local jurisdictions most affected by major transportation capital improvement projects are involved and have a voice in guiding the planning, design and construction of those projects.

However, there is significant overlap in elected officials between the memberships of the PAC and several recent PABs, most notable the SR 85 Corridor PAB and the El Camino Real Rapid Transit PAB.

**Recommendation:**
Guidelines should be established on formation of PABs, including on evaluating whether the PAC could and/or should function as the membership of the specific PAB being established.
Given the importance of the PAC, utilizing this committee to serve in PAB capacity would increase efficiency, correspondingly decrease the number of meetings, and provide for countywide input on the project or study. However, the PAC may not be the best fit for all PABs nor the best use of its meeting time since it would require PAC members from non-directly affected jurisdictions to consider and potentially vote on the PAB-related items.

Related to this, the Governance & Audit Committee recommended that a brief verbal report by the committee staff liaison on recent PAB meetings be included on all PAC agendas as a standing item.

**Next Steps**
The implementation of the modifications would be implement immediately following Board approval. Any modification requiring amendment of either the VTA Administrative Code or the Board Rules of Procedure would be combined with other needed changes to those documents and in the near future be submitted as a comprehensive package for Board approval.

**ALTERNATIVES:**
The Board could approve all, none or any combination of the Governance & Audit Committee’s recommendations. It could also modify any of those recommendations or add additional measures.

**FISCAL IMPACT:**
There is no financial impact associated with this report. Most of the Governance & Audit Committee’s recommended modifications do not have a financial impact, with the exception of implementing electronic agenda distribution, which is estimated to save almost $6,000 per year when fully implemented. In addition, additional savings would be realized from the discontinuation of hardcopy agendas for standing committee, advisory committee, ad hoc committee and PAB meetings.

**STANDING COMMITTEE DISCUSSION/RECOMMENDATION:**
The Governance & Audit Committee considered this item on January 7, 2016 as part of its Regular Agenda. The committee reviewed in detail each item and the corresponding staff recommendation and made several modifications, including adding provisions. The final recommended modifications shown in this memo incorporate the Governance & Audit Committee’s modifications. Based on its evaluation, the committee unanimously recommended Board approval of the amended modifications.

Prepared by: Stephen Flynn, Advisory Committee Coordinator
Memo No. 5446

**ATTACHMENTS:**
- Attach-A_5384_Print Mail Cost 2015 (PDF)
2015 Packet Printing & Shipping Cost for Board member packets for Board meetings

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Print Cost per packet</td>
<td>Total Print Cost</td>
<td>Courier Cost</td>
<td>Total monthly cost</td>
</tr>
<tr>
<td>January</td>
<td>16.06</td>
<td>240.90</td>
<td>245.00</td>
<td>$485.90</td>
</tr>
<tr>
<td>Feb</td>
<td>9.88</td>
<td>148.20</td>
<td>245.00</td>
<td>$393.20</td>
</tr>
<tr>
<td>Mar</td>
<td>12.97</td>
<td>194.55</td>
<td>245.00</td>
<td>$439.55</td>
</tr>
<tr>
<td>Apr</td>
<td>10.42</td>
<td>156.30</td>
<td>245.00</td>
<td>$401.30</td>
</tr>
<tr>
<td>May Workshop</td>
<td>10.33</td>
<td>154.95</td>
<td>245.00</td>
<td>$399.95</td>
</tr>
<tr>
<td>May</td>
<td>15.10</td>
<td>226.50</td>
<td>245.00</td>
<td>$471.50</td>
</tr>
<tr>
<td>Jun</td>
<td>20.98</td>
<td>314.70</td>
<td>245.00</td>
<td>$559.70</td>
</tr>
<tr>
<td>Aug</td>
<td>9.73</td>
<td>145.95</td>
<td>245.00</td>
<td>$390.95</td>
</tr>
<tr>
<td>Sep</td>
<td>18.91</td>
<td>283.65</td>
<td>245.00</td>
<td>$528.65</td>
</tr>
<tr>
<td>Sept Workshop</td>
<td>4.45</td>
<td>66.75</td>
<td>245.00</td>
<td>$311.75</td>
</tr>
<tr>
<td>Oct</td>
<td>12.52</td>
<td>187.80</td>
<td>245.00</td>
<td>$432.80</td>
</tr>
<tr>
<td>Nov</td>
<td>20.77</td>
<td>311.55</td>
<td>245.00</td>
<td>$556.55</td>
</tr>
<tr>
<td>Dec</td>
<td>14.14</td>
<td>212.10</td>
<td>245.00</td>
<td>$457.10</td>
</tr>
</tbody>
</table>

Total Cost for 2015: $5,828.90

Notes:
The table includes print and courier cost for board member packets for 2015 board meetings only. It does not include all the staff costs associated with the distribution of the packets or the cost of committee packet print and distribution.

A - represents combined cost of color & black and white pages per packet
B - represents the print cost multiplied by the # of board members who receive paper copies
C - represents the shipping cost per packet multiplied by the number of board members who receive
D - represents total monthly cost for printing and shipping Board meeting packets to Board members
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
    Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

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

SUBJECT: Closed Circuit Television (CCTV) at Various Locations Phase 7 (Rebid)

Policy-Related Action: No  Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Authorize the General Manager to execute a contract with Ojo Technology, the lowest responsible and responsive bidder, in the amount of $1,604,882 for the procurement and installation of Closed Circuit Television (CCTV) at Various Locations Phase 7 (Rebid).

BACKGROUND:

This contract will enhance and expand the CCTV video-on-demand program by adding CCTV at multiple locations. The CCTV video-on-demand system directs live video streams via a network from the monitored locations to the VTA Light Rail Operations Control Center and the Protective Services Department for 24/7 monitoring as well as allowing retrieval of recorded data by date/time query.

Regarding CCTV data retention, staff complies with the VTA Board approved Retention Policy. For law enforcement, CCTV data release forms are used to provide video to outside law agencies and all public information requests are processed through the VTA Legal Department. The current retention plan includes the retention of CCTV information for three full years after the current year before video is destroyed. Some data may be retained indefinitely for events that involve major crime or a fatal incident.

DISCUSSION:

The CCTV at Various Locations Phase 7 contract was advertised on October 8, 2015. The construction documents were advertised with a base bid for 11 locations and 4 options for four locations. This approach was used in order to maximize the available grant funding.
Five bids were submitted on December 3, 2015 with the following results:

<table>
<thead>
<tr>
<th>Company Name</th>
<th>Total Contract Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ojo Technology Inc.</td>
<td>$1,604,882</td>
</tr>
<tr>
<td>Itech Solution</td>
<td>$1,804,940</td>
</tr>
<tr>
<td>Vas Security System</td>
<td>$1,894,535</td>
</tr>
<tr>
<td>Cal Coast Telecom</td>
<td>$1,898,235</td>
</tr>
<tr>
<td>3D Datacom</td>
<td>$2,043,163</td>
</tr>
<tr>
<td>Engineer's Estimate</td>
<td>$2,297,000</td>
</tr>
</tbody>
</table>

Ojo Technology is the lowest responsible and responsive bidder. The total amount bid is 30% under the Engineer’s Estimate, while the Engineer’s Estimate was within 19% of the total amount bid average. VTA staff has completed a bid analysis, and has determined the bid to be fair and reasonable, and recommends award of this contract to Ojo Technology.

Construction is scheduled to begin in March 2016 with completion in August 2016.

**ALTERNATIVES:**

There are no practical alternatives to the recommended action. Delaying the award of this contract will delay the delivery of the project, and risk not meeting the schedule requirements of the state funds.

**FISCAL IMPACT:**

This action will authorize $1,604,882 for the procurement and installation of CCTV at Various Locations Phase 7. Appropriation for the contract is available in the Adopted FY16 VTA Transit Fund Capital Budget. The contract is fully funded by Prop 1B California Transit Security Grant Program – California Transit Assistance Fund (FY13- CTSGP-CTAF).

**DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION:**

The California Governor's Office of Emergency Services (Cal OES) is responsible to administer the California Transit Security Grant (CTSG) Program. For projects using CTSG funds, Cal OES requires that Federal guidelines be used, including the identification of a Disadvantaged Business Enterprise (DBE) goal. Based on identifiable subcontracting opportunities, a DBE goal of 1.99% was established for this construction contract. Ojo Technology Inc. has committed to a DBE participation of 46.78% for this contract.

**STANDING COMMITTEE DISCUSSION/RECOMMENDATION:**

The Administrative & Finance Committee considered this item on January 21, 2016 and unanimously recommended to place the item on consent for approval at the February 4, 2016 Board of Directors meeting.
The Administrative & Finance Committee requested that staff provide a future report to the Board regarding the protocol for collecting, retaining and protecting the information captured by the CCTV system.

Prepared by: Ken Ronsse, Deputy Director
Memo No. 5417
BOARD MEMORANDUM

TO:       Santa Clara Valley Transportation Authority
           Board of Directors

THROUGH:  General Manager, Nuria I. Fernandez

FROM:     Chief Financial Officer, Raj Srinath

SUBJECT:  BART Phase II Project - Funding Development and Implementation

Policy-Related Action: Yes  Government Code Section 84308 Applies: Yes

ACTION ITEM

RECOMMENDATION:

Authorize the General Manager to amend contract with Ernst & Young Infrastructure Advisors, LLC to add $750,000, for a revised not to exceed contract amount of $1,249,000, for VTA's BART Silicon Valley Phase II Project's funding development and implementation.

BACKGROUND:

Ernst & Young Infrastructure Advisors, LLC (the “Contractor”) was selected in March 2015 on a competitive basis based on providing the best value among seven firms/teams that responded to RFQ15037. The Contractor and two subcontractors, Strategic Economics and HDR | Sharon Greene + Associates (Attachment A) bring a broad range of capabilities in funding and financing as well as economic analysis and real estate feasibility analysis. The Scope of Work (SOW) for the RFQ stated the Contractor would “identify, research, analyze and implement a range of financial alternatives and strategies to fund the Phase II Project.” The SOW also stipulated that “After the top alternatives have been identified, CONTRACTOR may be tasked with implementing one or more of the alternatives.” To control costs the contract has been funded in two increments tied to deliverables that identified and prioritized more than 30 funding and financing alternatives. Results were presented to the VTA Board on September 29, 2015, along with a proposed funding plan that could fund the $4.7 billion project cost. With the funding alternatives identified, beginning in October the engagement began shifting focus to implementation of specific funding alternatives.

DISCUSSION:

At this time the current funding of $499,000 is nearly depleted and additional funding is requested in order that the Contractor team continue to support implementation of the funding
plan at least through receipt of the Federal New Starts Program, Full Funding Grant Agreement, anticipated as late as 2019.

Going forward the Contractor will further refine and assist with implementation of all BART Phase II Project core funding and borrowing sources. Anticipated core sources include sales tax revenues from the 2000 Measure A tax and from expected sources including the 2016 Measure X sales tax, State Cap and Trade revenues and revenues from land secured sources and possibly developers. Additionally, the Contractor will support the application and implementation of a Federal, Transportation Infrastructure Finance and Innovation Act (TIFIA) loan.

In the near term, the Contractor will focus on implementation of the land secured revenue sources and borrowing strategies involving areas around BART station locations that are anticipated to involve formation of multiple financing entities requiring significant analysis of land parcels, land use and existing tax burdens and require negotiation with and participation of the County, the City of San Jose and the City of Santa Clara in order to be successfully implemented. Having direct political and economic commitments to the project by San Jose, the county and City of Santa Clara will be a positive factor as the Federal Transportation Agency scores VTA’s $1.5 billion New Starts FFGA grant application.

FISCAL IMPACT:

This action will authorize $750,000 for financial strategy consultant services. Appropriation for the expenditure is available in the FY16 Adopted 2000 Measure A Transit Improvement Program Fund Capital Budget. This contract is funded with 2000 Measure A funds.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

Member Chavez asked for clarification on use of the consultant as opposed to staff to perform the work. Staff responded that the consultant team has been used both for their specialized expertise with transit funding and financing, as well as to increase the “bandwidth” of staff to both research potential funding alternatives and subsequently implement them to resolve the $2.4 billion funding gap. For example, the consultant team was necessary in order to prepare economic and real estate based analyses of the areas around BART Phase II stations locations to estimate ranges of potential revenue from proposed formation of financing districts.

Member Nguyen asked how the requested amount of additional funding was calculated and whether any more funding may be required in the future. Staff responded that the requested value is an estimate based on an assumed level of effort to support implementation of the proposed financing districts and other aspects of the funding plan as needed. The consultant works as directed by staff and is paid on an hourly (time and materials) basis. To date, staff has been able to tie compensation to specific deliverables. Staff believes the currently requested amount is likely sufficient, but future work load is dependent in part on various external factors as we pursue establishment of financing districts with funding partners and as we enter into Federal and State grant programs.

Prepared by: Michael J. Smith - Finance Manager, Debt & Investments
Memo No. 5405
ATTACHMENTS:

- Attachment A - List of Contractors & Contacts (PDF)
Listing of Prime and Subcontractors

PRIME CONTRACTOR #1
Subcontractor Name: Ernst & Young Infrastructure Advisors, LLC
Street Address: 5 Times Square
City/State/Zip: New York, NY, 10036
Phone: (212) 773-2228

SUBCONTRACTOR #1
Subcontractor Name: HDR I Sharon Greene + Associates
Street Address: 3230 El Camino Real, Suite 300
City/State/Zip: Irvine, CA 92602-1377
Phone: (714) 730-2300

SUBCONTRACTOR #2 (SBE/WBE)
Subcontractor Name: Strategic Economics, Inc.
Street Address: 2991 Shattu Ave., Suite 203
City/State/Zip: Berkeley, CA 94705
Phone: (510) 647-5291
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
   Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Planning and Program Development, John Ristow

SUBJECT: Local Program Reserve Reallocation

Policy-Related Action: No Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Approve reallocation of Local Program Reserve (LPR) savings of $1,844,000 to the SR237 Express Lanes Phase II, US101 Auxiliary Lanes, and SR87 Corridor Study.

BACKGROUND:

Since 2007, the VTA Board of Directors authorized exchanges of $122.48 million in State Transportation Improvement Program funds for Capitol Expressway LRT and two BART Extension projects and programmed an equivalent amount of Measure A funds to establish the Local Program Reserve (LPR) to fund local transportation projects at the VTA Board's discretion.

The VTA Board of Directors approved Local Program Reserve (LPR) funds for the following three projects as shown on Table 1 at various meetings in prior years. These projects are all nearing completion with projected savings. The combined savings from the projects is $1,844,000.

TABLE 1: LOCAL PROGRAM RESERVE SAVINGS

<table>
<thead>
<tr>
<th>Project</th>
<th>Approved</th>
<th>Savings</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-880 HOV Widening</td>
<td>$18,285,000</td>
<td>$250,000</td>
</tr>
<tr>
<td>US101 Improvements I-280 to Yerba Buena</td>
<td>$6,888,000</td>
<td>$1,200,000</td>
</tr>
<tr>
<td>US101 Capitol Expressway</td>
<td>$5,876,000</td>
<td>$394,000</td>
</tr>
<tr>
<td>Total Savings</td>
<td></td>
<td>$1,844,000</td>
</tr>
</tbody>
</table>
DISCUSSION:

VTA staff recommends transferring this $1,844,000 in savings to the following projects:

**SR 237 Express Lanes - Phase II Extension**

This project proposes to extend the existing Phase I Express lanes from North First Street to Mathilda Avenue in the westbound direction and from Mathilda Avenue to Zanker Road in the eastbound direction. The project is currently in the design phase at 65% completion. This phase needs an additional $1,603,000 to complete the phase and to add scope of work to comply with new Caltrans standards and managed lane requirements. Attachment A is the fact sheet for the project.

**US101 Auxiliary Lanes**

This project is open to traffic and is in the process of project closeout. The final utility relocation costs were much higher than anticipated. The utility relocation work was locally funded. In October 2013, the Board approved additional funds for utility relocations based on a VTA estimate. However, PG&E’s final costs came in higher than estimated and VTA staff recommends allocating $91,000 LPR funds to complete project closeout tasks and to settle the PG&E relocation cost.

**SR87 Corridor Study**

VTA is initiating a new corridor study in partnership with the City of San Jose to improve the operations on SR87. Each agency will contribute $150,000 in local funds. The proposed study will develop a Preservation and Improvement Strategic Plan for the route. The study will address residual and recurrent transportation issues on along a congested commuter and economically significant highway in Santa Clara County. The study will identify technology-based improvements and innovative solutions such as exploring the use of existing highway shoulders and speed harmonization to improve traffic flow for auto, commercial and transit vehicles during peak periods. The study will also explore solutions that provide choices for commuters, improve mobility and connectivity, enhance safety and security, support economic competitiveness and promote sustainability for programming and implementation. VTA has also submitted a grant for this project to Caltrans. In the event that the grant is successful, the VTA funds would be used as matching funds to the grant funds.

ALTERNATIVES:

The VTA Board of Directors may choose not to reprogram the LPR savings for use in supporting the above projects.
FISCAL IMPACT:

There is no fiscal impact because the funds to be reprogrammed are savings of LPR funds previously allocated to projects by the VTA Board of Directors. There is sufficient appropriation included in the FY16 and FY 17 Adopted VTP Highway Improvement Program Fund Capital Budget for these expenditures.

ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:

The Citizen Advisory Committee (CAC) considered this item at the January 13, 2016 meeting and unanimously recommended it to the full Board for approval.

The Technical Advisory Committee (TAC) considered this item at the January 14, 2016 meeting and unanimously recommended it to the full Board for approval.

The Policy Advisory Committee (PAC) considered this item at the January 14, 2016 meeting and after discussions and questions about project budgets and project selections recommended it to the full Board for approval with one member voting no.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Congestion Management Program & Planning Committee considered this item at the January 21, 2016 meeting, and after discussion, they approved and recommended it be placed on the Consent Agenda for the February 4, 2016 VTA Board of Directors meeting. The Committee also requested a presentation on the SR237 Express Lanes at a future meeting.

Prepared by: Amin Surani
Memo No. 5370

ATTACHMENTS:

- Attachment A - 237 Phase 2 Express Lanes (PDF)
FACT SHEET: Express Lanes

State Route 237 Express Lanes - Phase 2

Overview

The SR 237 Express Lanes Phase 2 Project is an extension of the SR 237/I-880 Express Connectors Phase I Project that became operational in March 2012. The Phase 2 Project proposes to extend the express lanes operations by converting the existing HOV lanes to approximately Mathilda Avenue in Sunnyvale.

Phase 2 will be operated with open, rather than controlled, access. Open access means carpools and other HOV-eligible vehicles, along with toll-paying SOVs, will be able to enter anywhere the express lane is separated by a striped line, rather than two solid white lines.

Carpools with two or more occupants, motorcycles, transit buses and eligible clean-air vehicles with applicable decals can continue to use the express lanes free of charge. Solo drivers without eligible vehicles/descls will be given the option of paying a fee to use the express lanes during commute hours. Tolls will be collected electronically using FasTrak technology.

Electronic Toll Information

Electronic signs display the current toll for solo drivers with FasTrak. Toll will vary based on the level of congestion in the express lanes and will be adjusted to maintain free-flowing traffic.

Fastrak Toll Collection

An overhead antenna reads a FasTrak transponder and the correct toll is automatically deducted from prepaid FasTrak accounts.

Lane Separation

Express lanes are separated from regular lanes by a double white painted buffer or dashed white painted stripe.

For display purposes only.

SR 237 will have two mixed flow lanes.

Continued on back side

Project Funding Partners

[Logos of funding partners]
Project Benefits

- **Increase efficiency of existing roadway:** Existing carpool lanes have the available capacity to accommodate more vehicles. More efficient use of existing roadways is accomplished by encouraging transit and carpools, and allowing solo drivers to pay a fee to access the lanes.

- **Fast, reliable travel:** Through the use of dynamic pricing, VTA can manage the amount of traffic in the express lanes and maintain free-flowing speeds even when the general purpose lanes are congested. Motorists who choose to use the express lanes will benefit from reliable travel times.

- **Revenue reinvested in the corridor:** Revenue from tolls would maintain the facility, enhance transit improvements, and provide enforcement by the California Highway Patrol.

**Schedule**

Mid 2015: Project approval and environmental documents complete  
Mid 2015: Begin final design  
Mid 2017: Open express lanes for service pending funding

**How to Reach Us**

If you have any questions about the VTA Express Lanes Project, contact us at:  
[www.vta.org/expresslanes](http://www.vta.org/expresslanes). Email: community.outreach@vta.org  
VTA’s Community Outreach Department: (408) 321-7575,  
TTY for the hearing-impaired: (408) 321-2330

**VTA Mission:** VTA provides sustainable, accessible, community-focused transportation options that are innovative, environmentally responsible, and promote the vitality of our region.
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
   Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Planning and Program Development, John Ristow

SUBJECT: Interim Improvements for Bicyclists on Page Mill Road at I-280 Interchange

ACTION ITEM

RECOMMENDATION:

Authorize the General Manager to: 1) Enter into inter-agency funding agreements as needed with Santa Clara County Roads and Airports Department, City of Palo Alto, Town of Los Altos Hills, and Caltrans for design and construction of Interim Improvements for Bicyclists on Page Mill Road at I-280; 2) Augment the 1996 Measure B Transportation Improvement Program Fund Capital Budget by $250,000; 3) Direct staff to release up to $75,000 of 1996 Measure B funding to the County of Santa Clara for project design, with the remainder to be released for project construction once the County of Santa Clara has received funding commitments for the remaining project construction cost; and 4) Direct staff to work with County of Santa Clara to ensure that the concerns of the VTA Advisory Committees are considered during project design.

BACKGROUND:

The interchange of Page Mill Road and Interstate 280 has long been identified as a challenging area for bicyclists and motorists. In 2013, the Santa Clara County Roads and Airports Department began a study to identify improvements to improve traffic flow and support active transportation modes for the Page Mill Road segment of the Oregon-Page Mill Expressway, including the Page Mill/I-280 interchange. The County worked closely with VTA, the City of Palo Alto, the Town of Los Altos Hills, and Caltrans during the study, and conducted several outreach meetings, including bringing concept plans to the VTA/County Bicycle and Pedestrian Advisory Committee for review.

The completed study, Page Mill Road Expressway Corridor Study, was released in June 2015. Among other recommendations, it includes various alternatives for reconfiguring Page Mill Road
through the interchange to reduce freeway ramp backups, and enhance bicycle and pedestrian travel through the interchange area. In recognition that it may take several years to fund, design, and construct the interchange improvements, the study also includes a concept plan for interim bicycle improvements through the interchange area.

The agencies involved in the study and members of the public have expressed a desire to expedite bicycle improvements at the Page Mill/I-280 interchange. There is strong support for funding and building interim bicycle improvements, such as those identified in the study. The support intensified this fall, after a person bicycling on Page Mill Road through the interchange area was struck by a motorist and killed.

**DISCUSSION:**

**Project Need**

Page Mill Road is a well-used bicycle route, with upwards of 100 bicyclists per hour traveling through the I-280 interchange during weekend peak. Approximately 30 bicyclists per hour travel through the I-280 interchange during the weekday commute peak hour. In addition to the recent bicyclist fatality, six other bicycle collisions have occurred within the interchange between 2004 and 2013.

VTA’s prior planning efforts support improvements to the Page Mill/I-280 interchange:

- Page Mill Road is identified as a Cross-County Bikeway in VTA’s *Santa Clara Countywide Bicycle Plan* (2008) and the Page Mill/I-280 interchange is called out as a freeway interchange in need of improved bicycle accommodations.

- Improvements to the interchange are listed as a Tier 1 project in VTA’s 2013 Bicycle Expenditure Program.

**Project Description and Cost**

The project is located within the Caltrans right-of-way, along a County Expressway, and within the town boundary of Los Altos Hills.

The *Page Mill Road Expressway Corridor Study* includes concept plans for interim signing and striping improvements at Page Mill/I-280 interchange that would improve channelization of motor vehicles restripe the roadway to provide higher-visibility bike lanes, and provide signing and striping to alert motorists to bicyclists traveling within the roadway. Attachment A shows the concept plan in the *Page Mill Road Expressway Corridor Study*. A multi-jurisdictional project team would use these concept plans as a starting point to develop final designs.

The interim signing and striping improvements are expected to cost $480,000.

VTA staff is proposing to provide $250,000 in 1996 Measure B Funding to fund the interim project. VTA and the County Roads and Airports Department are working with Caltrans, Los
Altos Hills, and Palo Alto to identify additional funding sources. As of January 11, 2016, the balance in the 1996 Measure B fund available for programming to projects is approximately $250,000.

Based on input received from the VTA Advisory Committees, the initial staff recommendation has been modified to include: (1) consideration of potential improvements beyond signing and striping; (2) up to $75,000 initially would be provided to the County of Santa Clara for project design, but the remaining $175,000 for project construction would be held until the County secured funding commitments for the remaining project construction cost; and (3) provision that VTA work with the County of Santa Clara to consider VTA Advisory Committee input during project design. The input and recommendations from each advisory committee that considered this item are detailed in the Advisory Committee Discussion/Recommendation section that follows.

**ALTERNATIVES:**

The Board of Directors could choose not to provide 1996 Measure B funds. The interim improvements would be delayed while alternative funding sources are identified.

**FISCAL IMPACT:**

This action will add $250,000 to the FY16 Adopted 1996 Measure B Transportation Improvement Program Fund Capital Budget for design and construction of Interim Improvements for Bicyclists on Page Mill Road at the I-280 Interchange.

**ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:**

The Citizens Advisory Committee (CAC) reviewed this item on January 13, 2016 and recommended approval of the staff recommendation to the VTA Board of the Directors, with the following modification: describe the project more generally so that other potential improvements beyond signing and striping could be considered.

The CAC had the following comments: 1) biggest concern of bicyclists is the speed differential between bicyclists and motorists at this location 2) discussed the possibility of installing a traffic signal at the eastern ramp 3) requested the study consider safety improvements beyond signing and striping that can be completed within the short term 4) indicated the importance of doing interim improvements in the short term.

The Bicycle and Pedestrian Advisory Committee (BPAC) reviewed this item on January 13, 2016 and recommended approval of the staff recommendation to the VTA Board of the Directors, with the following modifications: 1) describe the project more generally so that other potential improvements beyond signing and striping could be considered; 2) emphasize that a signal at the eastern ramp is the preferred design solution and 3) note that the speed differential is the primary concern for bicyclists.

The BPAC had the following comments: 1) the major danger for bicyclists headed westbound is the speed differential between cars and bicycles 2) a traffic signal at the eastern intersection of Old Page Mill Road and Page Mill Road is the most certain way to reduce speeds and enhance
safety for bicyclists and thus should be included in the discussion of interim improvement plans, and 3) expressed the importance of seeing this location improved in the short term.

The Technical Advisory Committee (TAC) reviewed this item on January 14, 2016 and recommended approval of the staff recommendation to the VTA Board of the Directors.

The TAC had the following comments: 1) Member Mello expressed Palo Alto’s support for the action, with the understanding that a working group will be convened to review and finalize interim designs 2) Member Salvano noted that City of San Jose has found that long stretches of green bike lanes between travel lanes are not effective in reducing conflict between bicyclists and vehicles, and the City is exploring positive separation 3) inquired whether the improvements would remain when the interchange is rebuilt or would be removed. Staff responded that interim improvements would remain in place until the interchange is rebuilt, which could be six to eight or more years.

The Policy Advisory Committee (PAC) reviewed this item on January 14, 2016 and recommended approval of the staff recommendation to the VTA Board of the Directors, with the following recommendations: 1) describe the project more generally to permit more than signing and striping be considered 2) permit VTA to fund design, but not release funding for construction until the County has received funding commitments for the full construction cost.

The PAC had the following comments: 1) inquired about what other funding sources are anticipated and the role of local jurisdictions in funding the project, including whether there is precedent for local jurisdictions to fund improvements on County expressways, 2) expressed concern about the effectiveness of signing and striping in reducing conflicts between motorists and bicyclists 3) inquired whether the interim project will be removed when the final interchange redesign is constructed 4) expressed concern that all funding has not yet been secured for the project, and requested that staff only expend money for design until all other funds have been secured 5) inquired as to how long it would take for the long-term interchange redesign to be built 6) indicated the importance of doing interim improvements in the short term, 7) requested before-after collision data from a similar improvement installed at Alpine Road and I-280 in San Mateo County. Staff responded that the County of Santa Clara is in discussion with Palo Alto and Los Altos Hills staff regarding funding, and most improvements on County Expressways are partially funded by the local jurisdictions that the Expressways serve. Staff indicated that interim improvements would remain in place until the interchange is rebuilt, which could be six to eight or more years.

Based on the input and recommendations from the VTA Advisory Committees, the staff recommendation sent to the VTA Board of Directors for consideration has been modified. The specific changes are: 1) project was renamed to reflect consideration of potential improvements beyond signing and striping; 2) provision was added so that up to $75,000 of the $250,000 total funding action would be provided to the County of Santa Clara for project design, with the remaining $175,000 amount for project construction contingent on the County receiving funding commitments for the remaining project construction cost, and 3) added a provision that VTA work with the County of Santa Clara to consider VTA Advisory Committee input during project design.
STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Congestion Management Program and Planning (CMPP) Committee considered this item on January 21, 2016 and moved it to the Consent Agenda. The committee, without comment, unanimously recommended Board approval of this item and placement on the Board’s Consent Agenda.

Prepared by: Bill Hough
Memo No. 5357

ATTACHMENTS:

- AttachA - Interim Bicycle Improvements (003) (PDF)
FIGURE ES-7: INTERIM BICYCLE CIRCULATION IMPROVEMENT CONCEPT
FOR INFORMATION ONLY

BACKGROUND:

VTA's Interest Rate Swap Policy requires an annual Interest Rate Swap report be provided to the Administration & Finance Committee. The Annual Swap Report (Attachment A) discloses any changes to the swap agreements, lists any defaults or other concerns, provides for discussion of any planned changes going forward and provides a summary table listing the swaps and relevant information including credit ratings of the counterparties and the current market value of the swaps.

As of June 30, 2015, VTA had seven variable-to-fixed interest rate swaps that were originally entered into in 2005 and 2006 in association with the issuance of variable rate bonds. The 2005 Bonds and 2006 Bonds were subsequently refunded and the swaps are now associated with the 1976 sales tax, 2008 Sales Tax Revenue Refunding Bonds and the 2000 Measure A, 2008 Sales Tax Revenue Refunding Bonds.

The objective of using the interest rate swaps was to reduce VTA's interest rate exposure on the associated variable rate bonds. The objective of the overall bond/swap transactions was to provide a “synthetic fixed interest rate” that would provide a lower all-in financing cost when compared to the comparable fixed interest rates that were available when the swaps were originally entered into in 2005 and 2006. Under the swap agreements VTA makes a payment based on an agreed upon fixed rate and receives a payment calculated as a percentage of a variable rate index.

CONCLUSION:

VTA’s interest rate swaps are performing properly and providing the anticipated synthetic fixed interest rates. An ongoing concern is that the credit ratings of the counterparties are lower than
when the swaps were entered into. Ratings lower than “BBB-minus” could trigger a termination event. An early termination would result in VTA needing to pay the then-current market value to the counterparty. As a result, current and future downgrades below the “A” rating level are being evaluated for possible novation of the agreement to a counterparty with credit ratings of “AA-minus” or higher.

While VTA is not aware of any imminent early terminations, any unplanned swap termination could be funded from VTA’s Reserve for Interest Rate Swaps, which is maintained quarterly in an amount equal to the negative Market Value of the swaps, $86 million as of June 30, 2015 and approximately $91 million at December 31, 2015.

**STANDING COMMITTEE DISCUSSION/RECOMMENDATION:**

Member Chavez asked about the market value payment that would need to be paid if there were an early termination of a swap. It was clarified that the payment is a contingent obligation that would only be due if there were an early termination.

Alternate Member Miller inquired about the interest rate sensitivity analysis provided in the report to confirm that an increase in interest rates would reduce the market value payment that would be due if a swap were terminated early.

Prepared By: Michael J. Smith, Finance Manager - Debt & Investments
Memo No. 5404
Annual Swap Report as of June 30, 2015

For the period ending June 30, 2015, VTA’s seven interest rate swaps have performed as planned. Since the last Annual Swap Report there have not been any changes to the swap agreements, no new agreements entered into and no defaults by any counterparty or VTA.

There are no plans to amend or terminate any existing swaps and no plans to enter into any new swap. However, a novation (assignment to a different counterparty) may be recommended if the credit ratings of one or more counterparties were to move below “A-minus”, or a compelling offer for a novation were made by a qualified (“AA-minus” or better credit ratings) counterparty.

The table below lists VTA’s seven interest rate swaps.

<table>
<thead>
<tr>
<th>Overview of Swaps</th>
<th>(as of 6/30/2015)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Counterparty</td>
<td>Credit Ratings</td>
</tr>
<tr>
<td></td>
<td>Moody's/S&amp;P/Fitch</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Citibank</td>
<td>A1/A/A+</td>
</tr>
<tr>
<td>Goldman Sachs</td>
<td>Aa2/AAA/nr</td>
</tr>
<tr>
<td>Mitsui Marine</td>
<td></td>
</tr>
<tr>
<td>Morgan Stanley</td>
<td>A3/A-/A</td>
</tr>
<tr>
<td>Bank of America</td>
<td>A1/A/A+</td>
</tr>
<tr>
<td>Citibank</td>
<td>A1/A/A+</td>
</tr>
<tr>
<td>Goldman Sachs</td>
<td>Aa2/AAA/nr</td>
</tr>
<tr>
<td>Mitsui Marine</td>
<td></td>
</tr>
<tr>
<td>Morgan Stanley</td>
<td>A3/A-/A</td>
</tr>
<tr>
<td>Totals</td>
<td></td>
</tr>
</tbody>
</table>

Market Value & Termination Exposure

The market value is the estimated cost to terminate the swap at a specified date and is calculated based on interest rates as of that date. The negative values shown in the table indicate that if a swap were terminated VTA would need to pay the market value to the counterparty. No early termination is anticipated, but could occur if a counterparty or VTA were to become insolvent or its credit ratings were to fall below “BBB-minus”. VTA protects against such a financial shock.
by funding the “Reserve for Interest Rate Swaps” in an amount equal to the prior quarter-ending negative market value.

*Sensitivity to 25 Basis Point Change in Interest Rates*

A decrease in swap rates of 0.25% would increase the termination value of the current swaps by $9.2 million to $92.7 million. An increase in swap rates of 0.25% would decrease the termination value by $8.8 million to $74.6 million.

*Capacity to Enter Into Additional Swaps*

Because the market values on each of the swaps is negative, there is currently no restriction from Net Termination Exposure Limits. Counterparties to any additional swap would be limited to a $20 million Termination Exposure, calculated just prior to execution based on a 25 basis point movement in interest rates. Another constraint is to ensure there would be sufficient liquidity to fund the Reserve for Interest Rate Swaps.

*Swap Collateral Posting*

VTA is subject to collateral posting requirements for the swaps if the market value of the swaps exceeds a specified threshold amount. The threshold amount is set based on VTA’s long term credit ratings. Given VTA’s credit ratings all being “AA” or better, the threshold is $20 million for each of the swaps. So, VTA would only post collateral when a specific swap’s value exceeds $20 million. Currently, only the swap with Citibank, NA, associated with the 2000 Measure A, 2008 Bonds has collateral posted. $8.7 million was posted as of June 30, 2015 and $8.4 million was posted as of January 4, 2015.
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
    Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Financial Officer, Raj Srinath

SUBJECT: Monthly Investment Report November 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 2.0% in the third 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), rose 0.50% year over year as of November 2015, on a seasonally adjusted basis. Core CPI, which excludes volatile food and energy prices increased at a rate of 2.00% year over year as of November 2015 on a seasonally adjusted basis. The Federal Reserve continues to target an inflation rate of 2.00%.

The unemployment rate in the San Jose-Sunnyvale-Santa Clara MSA was 3.9% in November 2015, down from a revised 4.0% in October 2015, and below the year-ago estimate of 4.9%. This compares with an unadjusted unemployment rate of 5.7% for California and 4.8% for the nation during the same period.
Market Watch

The S&P 500 Index returned 0.30% in November 2015. Large cap stocks returned 0.33% and small cap stocks returned 0.55%. Within the large cap space, growth stocks underperformed value stocks, returning 0.28% and 0.38% respectively. The top-performing sectors were financial services, producer durables, and technology. The worst-performing sectors were consumer staples, energy, and utilities.

The Barclays Aggregate index returned -0.26% in November 2015. Interest rates moved higher in anticipation of a December rate increase by the Federal Reserve, which put pressure on all fixed income sectors. Treasuries returned -0.41% and government related securities returned -0.23%. Investment grade corporate debt returned -0.22% and high yield corporate debt returned -1.90%.

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 outperformed its policy benchmark by 0.11% in the current month, and by 0.26% calendar year-to-date. The current yield for the Payden long-term portfolio is 1.47%, the mid-term portfolio is 0.95%, and the short-term portfolio is 0.59%.

The current yield for funds invested in LAIF is 0.37% and VTA’s checking accounts is 0.00%.

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

<table>
<thead>
<tr>
<th>Asset Class</th>
<th>Fund Manager</th>
<th>Nov</th>
<th>3 Mo</th>
<th>Y-T-D</th>
<th>1 Yr</th>
<th>3 Yr</th>
<th>5 Yr</th>
<th>10 Yr</th>
<th>I-T-D</th>
</tr>
</thead>
<tbody>
<tr>
<td>Long-Term Fixed Income</td>
<td>Payden &amp; Rygel</td>
<td>-0.18%</td>
<td>0.29%</td>
<td>1.51%</td>
<td>1.26%</td>
<td>0.89%</td>
<td>1.97%</td>
<td>3.78%</td>
<td>4.26%</td>
</tr>
<tr>
<td>Barclays Cap US Govt. Intermediate Index</td>
<td></td>
<td>-0.33%</td>
<td>0.10%</td>
<td>1.38%</td>
<td>1.11%</td>
<td>0.81%</td>
<td>1.79%</td>
<td>3.77%</td>
<td>4.21%</td>
</tr>
<tr>
<td>Mid-Term Fixed Income</td>
<td>Payden &amp; Rygel</td>
<td>-0.11%</td>
<td>0.13%</td>
<td>0.87%</td>
<td>0.65%</td>
<td>0.72%</td>
<td>0.91%</td>
<td>-</td>
<td>1.43%</td>
</tr>
<tr>
<td>Merrill Lynch 1 to 3 Year Treasury Index</td>
<td></td>
<td>-0.25%</td>
<td>-0.05%</td>
<td>0.63%</td>
<td>0.39%</td>
<td>0.54%</td>
<td>0.68%</td>
<td>-</td>
<td>1.03%</td>
</tr>
<tr>
<td>Short-Term Fixed Income 2</td>
<td>Payden &amp; Rygel</td>
<td>0.00%</td>
<td>0.11%</td>
<td>0.42%</td>
<td>0.34%</td>
<td>0.37%</td>
<td>0.43%</td>
<td>1.76%</td>
<td>1.76%</td>
</tr>
<tr>
<td>iMoneynet Money Market Index</td>
<td></td>
<td>0.00%</td>
<td>0.00%</td>
<td>0.00%</td>
<td>0.00%</td>
<td>0.01%</td>
<td>0.03%</td>
<td>1.32%</td>
<td>1.30%</td>
</tr>
<tr>
<td>Composite Portfolio Returns</td>
<td>Payden &amp; Rygel</td>
<td>-0.10%</td>
<td>0.17%</td>
<td>0.94%</td>
<td>0.74%</td>
<td>0.63%</td>
<td>1.26%</td>
<td>2.75%</td>
<td>3.60%</td>
</tr>
<tr>
<td>Policy Benchmark Returns</td>
<td>Payden &amp; Rygel</td>
<td>-0.21%</td>
<td>0.01%</td>
<td>0.68%</td>
<td>0.49%</td>
<td>0.44%</td>
<td>1.01%</td>
<td>2.54%</td>
<td>3.44%</td>
</tr>
</tbody>
</table>

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:

<table>
<thead>
<tr>
<th>Asset Allocation</th>
<th>Range</th>
<th>Target</th>
<th>Actual</th>
</tr>
</thead>
<tbody>
<tr>
<td>Domestic Fixed Income</td>
<td>35-70%</td>
<td>48%</td>
<td>39%</td>
</tr>
<tr>
<td>Domestic Large Cap Index</td>
<td>25-60%</td>
<td>50%</td>
<td>60%</td>
</tr>
<tr>
<td>Cash</td>
<td>0-5%</td>
<td>2%</td>
<td>1%</td>
</tr>
</tbody>
</table>

The Retirees’ OPEB composite portfolio outperformed its policy benchmark by 0.12% in the current month, and by 0.21% calendar year-to-date. The current yield for the fixed income portfolio is 4.29%.

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

<table>
<thead>
<tr>
<th>Asset Class</th>
<th>Fund Manager</th>
<th>Nov</th>
<th>3 Mo</th>
<th>Y-T-D</th>
<th>1 Yr</th>
<th>3 Yr</th>
<th>5 Yr</th>
<th>10 Yr</th>
<th>I-T-D</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed Income</td>
<td>Dodge &amp; Cox</td>
<td>-0.11%</td>
<td>0.58%</td>
<td>0.58%</td>
<td>0.51%</td>
<td>2.29%</td>
<td>3.76%</td>
<td>5.39%</td>
<td>5.99%</td>
</tr>
<tr>
<td>Barclays Cap US Aggregate Bond Index</td>
<td>-0.26%</td>
<td>0.44%</td>
<td>0.89%</td>
<td>0.99%</td>
<td>1.51%</td>
<td>3.10%</td>
<td>4.65%</td>
<td>5.42%</td>
<td></td>
</tr>
<tr>
<td>Large Cap Index</td>
<td>State Street</td>
<td>0.30%</td>
<td>6.06%</td>
<td>3.01%</td>
<td>2.75%</td>
<td>16.04%</td>
<td>14.35%</td>
<td>7.50%</td>
<td>4.47%</td>
</tr>
<tr>
<td>S&amp;P 500 Index</td>
<td></td>
<td>0.30%</td>
<td>6.08%</td>
<td>3.04%</td>
<td>2.78%</td>
<td>16.11%</td>
<td>14.40%</td>
<td>7.48%</td>
<td>4.34%</td>
</tr>
<tr>
<td>Composite Portfolio Returns</td>
<td></td>
<td>0.14%</td>
<td>4.01%</td>
<td>2.42%</td>
<td>2.23%</td>
<td>10.70%</td>
<td>10.37%</td>
<td>7.36%</td>
<td>6.48%</td>
</tr>
<tr>
<td>Policy Benchmark Returns</td>
<td></td>
<td>0.02%</td>
<td>3.32%</td>
<td>2.21%</td>
<td>2.12%</td>
<td>8.74%</td>
<td>8.83%</td>
<td>6.37%</td>
<td>5.25%</td>
</tr>
</tbody>
</table>

DODGE & COX - The Fixed Income portfolio manager outperformed its benchmark in November 2015 by 0.15%, but underperformed its policy benchmark by 0.31% calendar year-to-date. For the month of November, the main contributors to relative performance were the portfolio’s shorter relative duration and modest outperformance of the portfolio’s mortgage backed securities holdings relative to treasuries.

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:**

<table>
<thead>
<tr>
<th>Year</th>
<th>Performance</th>
<th>Year</th>
<th>Performance</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009</td>
<td>22.2%</td>
<td>2012</td>
<td>12.4%</td>
</tr>
<tr>
<td>2010</td>
<td>12.5%</td>
<td>2013</td>
<td>18.9%</td>
</tr>
<tr>
<td>2011</td>
<td>4.0%</td>
<td>2014</td>
<td>10.8%</td>
</tr>
</tbody>
</table>
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:

<table>
<thead>
<tr>
<th>Asset Allocation</th>
<th>Range</th>
<th>Target</th>
<th>Actual</th>
</tr>
</thead>
<tbody>
<tr>
<td>Domestic Fixed Income</td>
<td>20-35%</td>
<td>30%</td>
<td>32%</td>
</tr>
<tr>
<td>Domestic Large-Cap Value</td>
<td>12-22%</td>
<td>17%</td>
<td>15%</td>
</tr>
<tr>
<td>Domestic Large-Cap Index</td>
<td>7-17%</td>
<td>12%</td>
<td>11%</td>
</tr>
<tr>
<td>Domestic Small-Cap Value</td>
<td>5-15%</td>
<td>10%</td>
<td>11%</td>
</tr>
<tr>
<td>Int’l Equity Developed Markets</td>
<td>10-20%</td>
<td>15%</td>
<td>13%</td>
</tr>
<tr>
<td>Int’l Equity Emerging Markets US</td>
<td>0-10%</td>
<td>5%</td>
<td>5%</td>
</tr>
<tr>
<td>Core Real Estate</td>
<td>5-15%</td>
<td>10%</td>
<td>11%</td>
</tr>
<tr>
<td>Cash</td>
<td>0-5%</td>
<td>1%</td>
<td>2%</td>
</tr>
</tbody>
</table>

The SCVTA-ATU Pension Plan composite portfolio outperformed its policy benchmark in November 2015 by 0.17%, and by 1.31% calendar year-to-date. The current yield of the Dodge & Cox Fixed Income portfolio is 4.37%.

Market performance for each money manager is summarized in the following table:
## Asset Performance as of November 2015

<table>
<thead>
<tr>
<th>Asset Class</th>
<th>Fund Manager</th>
<th>Nov 3 Mo</th>
<th>Y-T-D</th>
<th>1 Yr 3 Yr</th>
<th>5 Yr 10 Yr</th>
<th>L-T-D</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed Income</td>
<td>Dodge &amp; Cox</td>
<td>-0.10%</td>
<td>0.66%</td>
<td>0.74%</td>
<td>0.62%</td>
<td>2.30%</td>
</tr>
<tr>
<td></td>
<td>Barclays Cap US Aggregate Bond Index</td>
<td>-0.26%</td>
<td>0.44%</td>
<td>0.89%</td>
<td>0.99%</td>
<td>1.51%</td>
</tr>
<tr>
<td>Large-Cap Value Stocks</td>
<td>Boston Partners</td>
<td>-0.12%</td>
<td>2.65%</td>
<td>-1.84%</td>
<td>-1.68%</td>
<td>15.37%</td>
</tr>
<tr>
<td></td>
<td>Russell 1000 Value Index</td>
<td>0.38%</td>
<td>4.70%</td>
<td>-1.73%</td>
<td>-1.13%</td>
<td>14.69%</td>
</tr>
<tr>
<td>Large-Cap Index</td>
<td>State Street</td>
<td>0.30%</td>
<td>6.06%</td>
<td>3.01%</td>
<td>2.75%</td>
<td>16.04%</td>
</tr>
<tr>
<td></td>
<td>S&amp;P 500 Index</td>
<td>0.30%</td>
<td>6.08%</td>
<td>3.04%</td>
<td>2.78%</td>
<td>16.11%</td>
</tr>
<tr>
<td>Small-Cap Value Stocks</td>
<td>Wedge 4</td>
<td>2.63%</td>
<td>8.05%</td>
<td>4.90%</td>
<td>7.39%</td>
<td>17.37%</td>
</tr>
<tr>
<td></td>
<td>Russell 2000 Value Index</td>
<td>2.84%</td>
<td>4.84%</td>
<td>-2.32%</td>
<td>0.34%</td>
<td>12.58%</td>
</tr>
<tr>
<td>Int'l Equity Dev. Markets Growth</td>
<td>MFS 5</td>
<td>-0.88%</td>
<td>3.78%</td>
<td>3.45%</td>
<td>0.39%</td>
<td>5.35%</td>
</tr>
<tr>
<td></td>
<td>MSCI AC World ex-US Growth Index</td>
<td>-1.12%</td>
<td>2.35%</td>
<td>0.04%</td>
<td>-3.34%</td>
<td>4.94%</td>
</tr>
<tr>
<td>US Core Real Estate</td>
<td>UBS 6</td>
<td>3.43%</td>
<td>9.63%</td>
<td>12.94%</td>
<td>11.30%</td>
<td>11.77%</td>
</tr>
<tr>
<td></td>
<td>NCREIF NFI-ODCE</td>
<td>3.68%</td>
<td>11.29%</td>
<td>14.92%</td>
<td>13.46%</td>
<td>14.03%</td>
</tr>
<tr>
<td>Emerging Market</td>
<td>ROBECO E. M. 7</td>
<td>-2.29%</td>
<td>2.92%</td>
<td>-11.97%</td>
<td>-15.56%</td>
<td>-3.85%</td>
</tr>
<tr>
<td></td>
<td>MSCI World Emerging Market</td>
<td>-3.90%</td>
<td>-0.15%</td>
<td>-12.97%</td>
<td>-16.98%</td>
<td>-4.56%</td>
</tr>
<tr>
<td>Composite Portfolio Returns 8</td>
<td></td>
<td>0.03%</td>
<td>3.02%</td>
<td>2.11%</td>
<td>1.88%</td>
<td>9.04%</td>
</tr>
</tbody>
</table>

### Notes

1. Funded April 1, 2009. Prior manager was Brandywine with the same benchmark.
2. Funded December 14, 2007. Prior managers were Putnam and Fidelity with MSCI EAFE as their benchmark.
3. Initially funded July 1, 2010. UBS Realty Investors LLC with NCREIF NFI-ODCE as their benchmark. Performance report 45 days after quarter ended.
4. Initially funded December 1, 2010
5. Investment performances by prior managers are included in composite returns and historical policy benchmark returns.

DODGE & COX - The Fixed Income portfolio manager outperformed its benchmark in November 2015 by 0.16%, but underperformed its policy benchmark by 0.15% calendar year-to-date. For the month of November, the main contributors to relative performance were the portfolio’s shorter relative duration and modest outperformance of the portfolio’s mortgage backed securities holdings relative to treasuries.

BOSTON PARTNERS - The Domestic Large Cap Value Equity manager underperformed its policy benchmark in November 2015 by 0.50%, and by 0.11% calendar year-to-date. The main driver of underperformance for the month were out of benchmark airline holdings which were adversely affected by the terrorist attacks in Paris. Despite short-term concerns, valuations in the airline sector remain attractive. Consumer non-durables contributed positively to the portfolio.
WEDGE - The Domestic Small Cap Value Equity manager underperformed its policy benchmark in November 2015 by 0.21%, but outperformed its policy benchmark by 7.22% calendar year-to-date. Relative underperformance for the month was driven by an underweight position to finance sector and an overweight position to the capital goods sector.

MFS - The International Equity manager outperformed its policy benchmark in November 2015 by 0.24%, and by 3.41% calendar year-to-date. An overweight to consumer staples and an underweight to the utilities sector both contributed to relative performance. An overweight to healthcare detracted from relative performance.

ROBECO - The Emerging Markets Equity manager outperformed its policy benchmark in November 2015 by 1.61%, and by 1.00% calendar year-to-date. An underweight position in South Africa and an overweight position in China both contributed positively 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:

<table>
<thead>
<tr>
<th>Year</th>
<th>Performance</th>
<th>Year</th>
<th>Performance</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009</td>
<td>25.7%</td>
<td>2012</td>
<td>14.5%</td>
</tr>
<tr>
<td>2010</td>
<td>14.0%</td>
<td>2013</td>
<td>16.5%</td>
</tr>
<tr>
<td>2011</td>
<td>1.7%</td>
<td>2014</td>
<td>7.2%</td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th>Asset Allocation</th>
<th>Range</th>
<th>Target</th>
<th>Actual</th>
</tr>
</thead>
<tbody>
<tr>
<td>Domestic Fixed Income</td>
<td>30-50%</td>
<td>38%</td>
<td>38%</td>
</tr>
<tr>
<td>Domestic Large Cap Index</td>
<td>50-70%</td>
<td>60%</td>
<td>60%</td>
</tr>
<tr>
<td>Cash</td>
<td>0-5%</td>
<td>2%</td>
<td>2%</td>
</tr>
</tbody>
</table>

The ATU Spousal Medical Trust Fund composite portfolio outperformed its policy benchmark in the current month by 0.08%, but underperformed its policy benchmark by 0.10% calendar year-to-date. The current yield for the fixed income portfolio is 4.37%

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

<table>
<thead>
<tr>
<th>Asset Class</th>
<th>Fund Manager</th>
<th>Nov</th>
<th>3 Mo</th>
<th>Y-T-D</th>
<th>1 Yr</th>
<th>3 Yr</th>
<th>5 Yr</th>
<th>10 Yr</th>
<th>I-T-D</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed Income</td>
<td>Dodge &amp; Cox</td>
<td>-0.07%</td>
<td>0.68%</td>
<td>0.24%</td>
<td>-0.03%</td>
<td>2.14%</td>
<td>3.76%</td>
<td>5.18%</td>
<td>4.87%</td>
</tr>
<tr>
<td>Barclays Cap US Aggregate Bond Index</td>
<td>-0.26%</td>
<td>0.44%</td>
<td>0.89%</td>
<td>0.99%</td>
<td>1.51%</td>
<td>3.10%</td>
<td>4.65%</td>
<td>4.37%</td>
<td></td>
</tr>
<tr>
<td>Large-Cap Index</td>
<td>State Street</td>
<td>0.30%</td>
<td>6.06%</td>
<td>3.01%</td>
<td>2.75%</td>
<td>16.04%</td>
<td>14.35%</td>
<td>7.50%</td>
<td>8.04%</td>
</tr>
<tr>
<td>S&amp;P 500 Index</td>
<td></td>
<td>0.30%</td>
<td>6.08%</td>
<td>3.04%</td>
<td>2.78%</td>
<td>16.11%</td>
<td>14.40%</td>
<td>7.48%</td>
<td>8.02%</td>
</tr>
<tr>
<td>Composite Portfolio Returns</td>
<td>0.16%</td>
<td>4.12%</td>
<td>2.31%</td>
<td>2.05%</td>
<td>10.95%</td>
<td>10.56%</td>
<td>7.40%</td>
<td>7.45%</td>
<td></td>
</tr>
<tr>
<td>Policy Benchmark Returns</td>
<td>0.08%</td>
<td>3.88%</td>
<td>2.41%</td>
<td>2.29%</td>
<td>10.20%</td>
<td>9.93%</td>
<td>6.63%</td>
<td>6.81%</td>
<td></td>
</tr>
</tbody>
</table>

DODGE & COX - The Fixed Income portfolio manager outperformed its benchmark in November 2015 by 0.19%, but underperformed its policy benchmark by 0.65% calendar year-to-date. For the month of November, the main contributors to relative performance were the portfolio’s shorter relative duration and modest outperformance of the portfolio’s mortgage backed securities holdings relative to treasuries.

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 May 31, 2016.

Prepared By: Sean Bill, Investment Program Manager
Memo No. 5344
**VTA INVESTMENT COMPOSITE PORTFOLIO PERFORMANCE.**

**PER GENERAL LEDGER BALANCE - SETTLEMENT DATE FOR THE MONTH OF NOVEMBER 2015**

**SUMMARY: NOVEMBER 30, 2015**

<table>
<thead>
<tr>
<th>Description</th>
<th>Fiscal 16 Oct-15</th>
<th>Fiscal 16 Nov-15</th>
<th>Fiscal 16 Year-to-Date</th>
<th>Fiscal 16 Nov 15 Realized</th>
<th>Change for the Month</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Book Value /Cost</td>
<td>Book Value /Cost</td>
<td>Year-to-Date Earnings - $</td>
<td>Year-to-Date Earnings - $</td>
<td>Realized Earnings - $</td>
</tr>
<tr>
<td><strong>VTA FUNDS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 - Fixed Income - Long-Term Investment Pool</td>
<td>253,119,547</td>
<td>253,699,241</td>
<td>1,199,764</td>
<td>1,644,947</td>
<td>445,183</td>
</tr>
<tr>
<td>2 - Fixed Income - Mid-Term Investment Pool</td>
<td>563,927,974</td>
<td>564,444,870</td>
<td>1,059,590</td>
<td>1,658,826</td>
<td>599,236</td>
</tr>
<tr>
<td>3 - Fixed Income - Short-Term Investment Pool</td>
<td>236,451,509</td>
<td>236,641,895</td>
<td>216,940</td>
<td>323,118</td>
<td>106,178</td>
</tr>
<tr>
<td>4 - Fixed Income - Collateral</td>
<td>1,688,840</td>
<td>1,688,855</td>
<td>66</td>
<td>80</td>
<td>14</td>
</tr>
<tr>
<td>5 - VTA Bond Funds with Fiscal Agent (2)</td>
<td>68,487,199</td>
<td>74,831,719</td>
<td>47,315</td>
<td>49,586</td>
<td>2,271</td>
</tr>
<tr>
<td>6 - Funds with LAIF Investment Pool</td>
<td>25,000,000</td>
<td>25,000,000</td>
<td>47,649</td>
<td>59,561</td>
<td>11,912</td>
</tr>
<tr>
<td>7 - Funds with Union Bank-Congestion Management</td>
<td>12,561,747</td>
<td>11,760,087</td>
<td>3,108</td>
<td>4,189</td>
<td>1,081</td>
</tr>
<tr>
<td>8 - Funds with Union Bank-Measure B</td>
<td>7,516,481</td>
<td>7,501,089</td>
<td>2,721</td>
<td>3,406</td>
<td>685</td>
</tr>
<tr>
<td>9 - Funds with Union Bank Pooled DDA account</td>
<td>19,681,643</td>
<td>30,001,095</td>
<td>2,160</td>
<td>2,964</td>
<td>804</td>
</tr>
<tr>
<td><strong>Total VTA Funds</strong></td>
<td>1,188,434,940</td>
<td>1,205,568,851</td>
<td>2,579,313</td>
<td>3,746,677</td>
<td>1,167,364</td>
</tr>
</tbody>
</table>

| **RETIREES' OPEB FUNDS** | | | | | |
| 1 - Retirees' OPEB -Fixed Income | 103,449,098 | 103,747,874 | 1,415,540 | 1,738,362 | 322,822 |
| 2 - Retirees' OPEB -State Street - Index | 87,802,619 | 87,802,619 | 2,535,574 | 5,007,417 | 2,471,843 |
| **Total Retirees' OPEB Funds** | 191,251,717 | 191,550,493 | 3,951,114 | 6,745,779 | 2,794,665 |

| **ATU PENSION FUNDS** | | | | | |
| 2 - VTA/ATU Pension Fund -Stock Large Cap Value - BOSTON | 64,096,056 | 64,398,151 | 3,317,700 | 3,619,797 | 302,097 |
| 3 - VTA/ATU Pension Fund -State Street - Index | 20,282,135 | 20,282,135 | 6,797,571 | 6,797,571 | 0 |
| 4 - VTA/ATU Pension Fund -Stock Small Cap Value - WEDGE | 42,759,275 | 43,298,065 | 1,822,973 | 2,361,642 | 538,669 |
| 5 - VTA/ATU Pension Fund -Int'l - Equity Growth - MFS | 48,574,856 | 48,574,856 | 484,695 | 484,695 | 0 |
| 6 - VTA/ATU Pension Fund -Emerging Markets - ROBECO (3) | 25,000,000 | 25,000,000 | 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** | 396,648,225 | 397,962,591 | 14,764,766 | 16,101,996 | 1,337,230 |

| **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** | 1,789,869,303 | 1,808,616,356 | 21,295,193 | 26,594,452 | 5,299,259 |

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 NOVEMBER 2015

**SUMMARY:** November 30, 2015

<table>
<thead>
<tr>
<th>Description</th>
<th>Total Market Value</th>
<th>Nov Total Market Return</th>
<th>Total Market Return</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(1)</td>
<td>Current Month</td>
<td>$Unrealized Gain/Loss</td>
</tr>
<tr>
<td>1 - Fixed Income Long-Term Investment Pool</td>
<td>253,893,825</td>
<td>253,442,338</td>
<td>(451,487)</td>
</tr>
<tr>
<td>1 - Fixed Income Mid-Term Investment Pool</td>
<td>564,913,886</td>
<td>564,288,670</td>
<td>(625,216)</td>
</tr>
<tr>
<td>2 - Fixed Income Short-Term Investment Pool</td>
<td>236,554,236</td>
<td>236,544,901</td>
<td>(9,335)</td>
</tr>
<tr>
<td>3 - Fixed Income Collateral Investment Pool (3)</td>
<td>1,688,840</td>
<td>1,688,869</td>
<td></td>
</tr>
<tr>
<td>4 - VTA Bond Funds with Fiscal Agents (2)</td>
<td>68,487,199</td>
<td>74,831,719</td>
<td></td>
</tr>
<tr>
<td>5 - Funds with LAIF Investment Pool</td>
<td>25,000,000</td>
<td>25,000,000</td>
<td></td>
</tr>
<tr>
<td>6 - Funds with Union Bank-Congestion Management</td>
<td>12,561,747</td>
<td>11,760,087</td>
<td></td>
</tr>
<tr>
<td>7 - Funds with Union Bank-Measure B</td>
<td>7,516,481</td>
<td>7,501,089</td>
<td></td>
</tr>
<tr>
<td>8 - Funds with Union Bank DDA account</td>
<td>19,681,643</td>
<td>30,001,095</td>
<td></td>
</tr>
<tr>
<td><strong>Total VTA Funds</strong></td>
<td><strong>1,190,297,857</strong></td>
<td><strong>1,205,058,768</strong></td>
<td></td>
</tr>
<tr>
<td>1 - Retirees' OPEB - Fixed Income</td>
<td>106,085,249</td>
<td>105,981,256</td>
<td>(103,993)</td>
</tr>
<tr>
<td>2 - Retirees' OPEB - State Street - Index</td>
<td>164,805,104</td>
<td>165,326,833</td>
<td>521,729</td>
</tr>
<tr>
<td><strong>Total Retirees' OPEB Funds</strong></td>
<td><strong>270,890,353</strong></td>
<td><strong>271,308,089</strong></td>
<td></td>
</tr>
<tr>
<td>1 - VTA/ATU Pension Fund-Fixed Income</td>
<td>161,055,513</td>
<td>160,900,722</td>
<td>(154,791)</td>
</tr>
<tr>
<td>2 - VTA/ATU Pension Fund-Stock Large Cap Value</td>
<td>75,844,276</td>
<td>75,752,523</td>
<td>(91,753)</td>
</tr>
<tr>
<td>3 - VTA/ATU Pension Fund-State Street - Index</td>
<td>51,514,513</td>
<td>51,671,412</td>
<td>156,899</td>
</tr>
<tr>
<td>4 - VTA/ATU Pension Fund-Stock Small Cap Value</td>
<td>52,072,104</td>
<td>53,442,928</td>
<td>1,370,824</td>
</tr>
<tr>
<td>5 - VTA/ATU Pension Fund-Int'l - Equity Growth</td>
<td>66,828,963</td>
<td>66,239,652</td>
<td>(589,311)</td>
</tr>
<tr>
<td>6 - VTA/ATU Pension Fund- Emerging Markets (4)</td>
<td>26,146,134</td>
<td>25,540,237</td>
<td>(605,897)</td>
</tr>
<tr>
<td>7 - VTA/ATU Pension Fund- US Core Real Estate (5)</td>
<td>55,226,268</td>
<td>55,226,268</td>
<td></td>
</tr>
<tr>
<td><strong>Total Pension Fund</strong></td>
<td><strong>486,687,771</strong></td>
<td><strong>486,773,742</strong></td>
<td></td>
</tr>
<tr>
<td>1 - ATU Spousal Med Fund - Dodge &amp; Cox - Index</td>
<td>8,329,558</td>
<td>8,323,402</td>
<td>(6,156)</td>
</tr>
<tr>
<td>2 - ATU Spousal Med Fund-State Street - Index</td>
<td>14,015,042</td>
<td>14,057,728</td>
<td>42,686</td>
</tr>
<tr>
<td><strong>Total ATU Spousal Funds</strong></td>
<td><strong>22,344,600</strong></td>
<td><strong>22,381,130</strong></td>
<td></td>
</tr>
</tbody>
</table>

**Total Investments** | **1,972,220,581** | **1,987,521,729** | | | | |

**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.
4. Initial funded December 1, 2010 - Performance reported quarterly.
5. Initial funded July 1, 2010 - Performance reported quarterly.
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
    Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Government Affairs, Jim Lawson

SUBJECT: Fixing America’s Surface Transportation (FAST) Act

FOR INFORMATION ONLY

BACKGROUND:

On December 4, 2015, President Barack Obama signed into law the Fixing America’s Surface Transportation (FAST) Act, a new surface transportation authorization bill covering FY 2016 through FY 2020. The successor to the Moving Ahead for Progress in the 21st Century Act (MAP-21), this legislation garnered a 359-65 vote in the House and an 83-16 vote in the Senate.

The FAST Act is the first long-term surface transportation authorization to be enacted in 10 years, since the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005. Beginning in FY 2009, there were more than 30 short-term extensions of current law, interrupted briefly by the enactment of MAP-21, which was only a two-year authorization covering FY 2013 and FY 2014.

The FAST Act provides an inflationary adjustment to current spending levels for federal-aid highway, public transit and other surface transportation programs, as well as a modest amount of growth over the authorization period. This is the first growth in authorized spending levels since FY 2009. The total amount authorized for all federal surface transportation programs in the FAST Act over the five-year life of the bill is $305 billion.

In the case of programs under the jurisdiction of the Federal Highway Administration (FHWA), the FAST Act provides $43.1 billion in FY 2016, climbing to $47.1 billion by FY 2020, for a five-year total of $225.19 billion. Approximately half of the growth in funding would support several new freight initiatives, while the remainder will allow for small annual increases in the authorized spending levels for the existing core federal-aid highway programs. The FY 2015 appropriated amount for FHWA was $41 billion.

For public transit, the number goes from the $10.7 billion enacted in FY 2015 to $11.8 billion in
FY 2016, and then rises to $12.6 billion by FY 2020. The five-year total is $61.1 billion.

In addition, the FAST Act extends the federal government’s authority to collect motor vehicle fuel excise taxes through September 30, 2022, and truck excise taxes through September 30, 2023. By extending the authorization to collect these excise taxes beyond the five-year authorization period covered by the bill, the FAST Act would provide additional stability in terms of the revenue sources that are dedicated to the Highway Trust Fund.

It is important to point out that there is an estimated gap of roughly $70 billion between projected Highway Trust Fund revenues and the FAST Act’s authorized spending levels. Rather than cutting spending or raising new revenues through a gasoline excise tax increase, Congress covered this shortfall through a series of General Fund transfers, with corresponding budgetary offsets to prevent the federal deficit from growing. These offsets include tapping into the Federal Reserve System’s Surplus Account that is used to provide capital in the event of major bank losses; indexing customs fees; selling oil from the Strategic Petroleum Reserve; lowering the dividends paid by the Federal Reserve to its member banks; and more aggressively combatting tax fraud. While the General Fund transfers and offsets fully fund the bill over the five-year authorization period, the FAST Act does not ensure the solvency of the Highway Trust Fund beyond FY 2020.

DISCUSSION:

Under the FAST Act, the funding for most federal-aid highway and public transit programs will continue to be allocated on a formula basis. VTA receives almost all of its federal funding from the discretionary New Starts/Small Starts Program (also known as the Capital Investment Grant Program), as well as from the following five formula programs:

1. **Section 5307 Urbanized Area (UZA) Program**: The structure of this program, which continues to be the largest for federal investment in public transit, remains relatively unchanged under the FAST Act. It grows at a modest rate over the authorization period, starting at $4.539 billion in FY 2016 and rising to $4.93 billion by FY 2020, for a five-year total of $23.652 billion. The FY 2015 appropriated amount was $4.459 billion. While the Federal Transit Administration (FTA) has not yet published estimates of apportionments for each UZA across the country, including for the San Jose UZA, the Metropolitan Transportation Commission (MTC) is suggesting that the numbers for the Bay Area as a whole are approximately $212 million in FY 2016, increasing to $230 million by FY 2020, for a five-year total of $1.1 billion. The Bay Area’s total apportionment for FY 2015 was $208 million.

2. **Section 5337 State of Good Repair Program**: This program provides federal resources for state of good repair projects for fixed guideway systems that occupy a separate right-of-way for exclusive public transit use; rail systems; fixed catenary systems; passenger ferries; and bus rapid transit (BRT) systems. A small amount of Section 5337 money (2.85 percent) is set aside for state of good repair projects for high-intensity bus lines that operate in high-occupancy vehicle (HOV) freeway lanes. Under the FAST Act, the authorized spending level for this program jumps from $2.166 billion in FY 2015 to $2.507 billion in FY 2016,
and then increases to $2.684 billion by FY 2020. The five-year total is $12.973 billion. According to MTC, the estimate for the entire Bay Area in FY 2016 is $198 million. The region’s share would grow to $212 million by FY 2020, for a five-year total of $1 billion. The Bay Area received $171 million in Section 5337 funding in FY 2015. Again, estimates for individual UZAs have not yet been published by FTA.

3. **Section 5339 Bus/Bus Facilities Program:** The FAST Act significantly increases the authorized spending levels for the Section 5339 Bus/Bus Facilities Program. Funding for this program would jump from the $428 million that was appropriated in FY 2015 to $695.8 million in FY 2016 and then reach $809 million by FY 2020. Most of this increase would be used to restore a competitive element to the program, which was eliminated by MAP-21. While the majority of the funds would continue to be allocated by formula, the FAST Act sets aside $268 million in FY 2016 for competitive grants. This amount would grow to $344 million by FY 2020. The FAST Act requires at least $55 million per year of the competitive grant funds to be awarded for low or no emission buses, facilities, or related equipment. MTC’s estimates for the Bay Area’s share of funding under the formula element of the Section 5339 Bus/Bus Facilities Program show flat apportionments over the FAST Act’s five-year authorization period -- $12 million in FY 2016 and FY 2017, and $13 million a year for FY 2018 through FY 2020. The Bay Area received $13 million in Bus/Bus Facilities formula funds in FY 2015. These numbers indicate that VTA could expect its formula share to remain right around $2 million per year.

4. **Surface Transportation Program (STP):** While the FAST Act changes the name of this program to the Surface Transportation Block Grant Program (STBGP), it will continue to function much the same as it has in the past, including having board, multimodal flexibility in terms of project eligibility. There are provisions in the FAST Act that call for gradually increasing the amount of STBGP funding required to be suballocated by states to metropolitan areas according to a formula based on population from 50 percent to 55 percent by FY 2020 (1 percent increase per year). However, there will be little impact to California, given that state law already suballocates a higher percentage of STBGP funding to metropolitan areas.

The existing Transportation Alternatives Program (TAP), which provides funding for bicycle, pedestrian, trail, and safe routes to school projects, would be folded into STBGP as a set-aside, rather than remaining a separate program. Excluding the TAP set-aside, the authorized spending level for STBGP in FY 2016 is $11.163 billion. It climbs to $12.137 billion by FY 2020, for a five-year total of $58.268 billion. This program received $10.077 billion in FY 2015. The amount of STBGP funding that gets suballocated to the Bay Area is programmed at the discretion of MTC in its role as the region’s metropolitan planning organization (MPO). Currently, MTC is using these funds for the region’s One Bay Area Grant (OBAG) Program. The Bay Area received $71 million in STBGP funds in FY 2015. According to MTC’s estimates, the region’s share could be in the neighborhood of $85 million in FY 2016, increasing to $100 million by FY 2020, for a five-year total of $463 million.

Under the FAST Act, the STBGP set-aside for TAP projects is authorized at $835 million.
annually for FY 2016 and FY 2017, and then increases to $850 million per year for FY 2018 through FY 2020. The five-year total is $4.22 billion. In FY 2015, Congress appropriated $820 million for TAP. In California, TAP dollars are combined with state funds appropriated for bicycle, pedestrian, trail, and safe routes to school projects through the annual budget process into one consolidated pot of money called the Active Transportation Program (ATP). Under state law, 40 percent of available ATP funding is allocated by a population-based formula to the large, urban MPOs (including MTC) for competitive grants; 10 percent is awarded to projects in small urban and rural areas by the California Transportation Commission (CTC) through a competitive process; and 50 percent goes to the CTC for statewide competitive grants.

5. Congestion Mitigation and Air Quality Improvement Program (CMAQ): This program provides federal resources for projects and programs in air quality non-attainment and maintenance areas that reduce ozone, carbon monoxide and particulate matter emissions from the transportation sector. The structure of CMAQ remains largely unchanged under the FAST Act. Congress appropriated $2.267 billion for this program in FY 2015. The FAST Act authorizes CMAQ at $2.309 billion in FY 2016, rising to $2.499 billion by FY 2020. The five-year total is $12.023 billion. Pursuant to state law, all CMAQ funding received by California is suballocated to metropolitan regions. In the Bay Area, MTC is using the region’s share of CMAQ funding for OBAG. MTC’s estimates show that the Bay Area could expect to receive $71 million under this program in FY 2016. The Bay Area’s share would then increase slightly over the FAST Act’s authorization period, reaching $77 million by FY 2020. MTC anticipates that the five-year total would be $371 million. The Bay Area received $72 million in CMAQ funding in FY 2015.

With regard to the Section 5309 New Starts/Small Starts Program, the authorized spending level under the FAST Act jumps from the $1.907 billion that was appropriated in FY 2015 to $2.302 billion in FY 2016. It then remains flat at $2.302 billion for the remainder of the authorization period. Nevertheless, the FAST Act does open up additional capacity for FTA to execute new Full Funding Grant Agreements (FFGAs) over the next five years. However, it is important to note that since the New Starts/Small Starts Program receives its money from the General Fund, not the Highway Trust Fund, each year’s actual funding will be determined through the annual appropriations process. Therefore, there is a risk that actual appropriations could lag behind the spending levels authorized in the FAST Act.

The FAST Act makes several modest changes to the structure of the New Starts/Small Starts Program. First, the legislation establishes an Expedited Project Delivery Pilot Program to allow FTA to enter into eight FFGAs for New Starts, Small Starts or core capacity projects that are: (1) supported by a public-private partnership; and (2) seeking a Section 5309 funding share of 25 percent or less. Second, the FAST Act reduces the maximum Section 5309 share for New Starts projects from 80 percent to 60 percent, but allows other, non-Section 5309 federal funds to be used as part of the “local” match, so long as the total federal share does not exceed 80 percent. Third, the bill increases the maximum amount of Section 5309 funding that could be provided to a Small Starts project from $75 million to $100 million. Finally, the FAST Act specifies that a project is eligible for Small Starts if its total cost is $300 million or less. Previously, the total cost of a Small Starts project could not exceed $250 million.
From a policy perspective, the FAST Act was not intended to be a landmark piece of legislation. Given that MAP-21 contained the most significant revisions to surface transportation programs since the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 and given that many of those changes have yet to be implemented, Congress did not use the FAST Act as an opportunity to significantly rework the structure of the federal government’s various highway, public transit, highway safety, motor carrier safety, and transportation research programs. For the most part, the FAST Act makes adjustments to the program structure that was put in place by MAP-21, while addressing the emerging need to begin investing in the nation’s major freight corridors. Among the more notable changes found in the FAST Act, in addition to those previously described, are the following:

- Creates a new formula-based National Highway Freight Program, the first-ever federal highway program focused on goods movement. The amount apportioned to each state would be equivalent to its percentage share of overall federal-aid highway funds. Under the provisions of the FAST Act, the program is intended to fund capital improvement projects on the designated National Highway Freight Network, which includes the 41,518-mile primary national highway freight network established by MAP-21, critical rural and urban freight corridors, and portions of the Interstate system not designated as part of MAP-21’s primary highway freight system. The FAST Act authorizes a total of $6.25 billion for this program over the five-year life of the bill.

- Establishes a new Nationally Significant Freight and Highway Projects Program, under which the U.S. Department of Transportation would award competitive grants for large-scale highway, bridge, freight, intermodal facility, and grade crossing projects of national or regional significance. To be eligible for funding, a project generally must cost at least $100 million. The minimum grant amount for a project is $25 million. Under the provisions of the FAST Act, Congress reserves the right to disapprove any project selected by the U.S. Department of Transportation to receive funding. The Nationally Significant Freight and Highway Projects Program is authorized at a five-year total of $4.5 billion.

- Establishes a new pilot program to allow five states to apply to the White House Council on Environmental Quality to seek to have their state environmental review laws suffice for complying with the National Environmental Policy Act (NEPA), if their state laws are substantially equivalent to or more stringent than NEPA.

- Includes provisions requiring greater coordination, timely reviews and more accountability by federal agencies responsible for overseeing environmental documents. Some of the more significant provisions are as follows: (1) encourages the use of programmatic mitigation plans and planning documents in the environmental review process; (2) allows the use of an errata sheet when a minor change needs to be made to an environmental document; and (3) establishes a new “at risk project pre-agreement authority” -- similar to a letter of no prejudice (LONP) for public transit projects -- to allow sponsors of federally funded highway projects to move forward with preliminary engineering work prior to the completion of the environmental review process and receipt of an official authorization to proceed.
• Authorizes $15 million-$20 million per year for a new Surface Transportation System Funding Alternatives Program to provide grants to states to demonstrate user-based, alternative transportation revenue mechanisms, such as a vehicle miles traveled fee.

• Makes improvements to the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan/loan guarantee program to increase its utilization, including adding transit-oriented development to the list of eligible projects. However, the FAST Act decreases the authorized amount for TIFIA from $1 billion to $250 million a year for FY 2016 and FY 2017; $285 million for FY 2018; and $300 million a year for FY 2019 and FY 2020. Under the provisions of the FAST Act, any unused TIFIA funds in a given fiscal year would remain with the program, rather than being diverted elsewhere.

• Establishes the National Surface Transportation and Innovative Finance Bureau within the U.S. Department of Transportation to provide assistance and to communicate best practices related to the use of TIFIA and public-private partnerships. The Bureau would administer not only TIFIA, but also the existing Railroad Rehabilitation and Improvement Financing Program, and the new Nationally Significant Freight and Highway Projects Program.

• Creates a new Technology and Innovation Deployment Program, authorized at $68 million a year, to provide competitive grants to accelerate the deployment of new transportation technologies and innovations.

• Authorizes the Section 5310 Enhanced Mobility for Seniors and People with Disabilities Formula Program at $263 million in FY 2016, rising to $285.6 million by FY 2020, for a five-year total of $1.37 billion. The FY 2015 appropriation for this program was $258.3 million. Section 5310 funds are used for activities that enhance the mobility of seniors and individuals with disabilities. In Santa Clara County, Outreach historically has gone after these dollars, rather than VTA. According to MTC’s estimates, the Bay Area’s share of Section 5310 funding would be around $4 million-$5 million a year. The five-year total for the region is projected to be approximately $23 million.

• Requires FTA’s National Public Transportation Safety Plan to include minimum safety standards to ensure the safe operation of public transit systems. In addition, the FAST Act requires FTA to conduct a review of the effectiveness of current safety standards and protocols used by public transit systems. This review would cover a wide range of topics, including emergency preparedness plans and training; maintenance, testing and inspection programs; rail and bus design; fatigue management; vehicle crash worthiness and avoidance systems; and other rail and bus operations safety issues. Under the provisions of the FAST Act, FTA would be required to consult with public transit industry representatives after completing the review and to evaluate the need to establish additional federal minimum safety standards.

• Increases the Buy America content for public transit rolling stock from the current level of 60 percent to 65 percent in FY 2018, and to 70 percent by FY 2020.

• For the first time, includes a substantial Rail Title in a major surface transportation
authorization bill. The FAST Act’s Rail Title reauthorizes Amtrak, as well as its operating and capital grants, for the first time in seven years. Over that seven-year period, Amtrak was kept alive on a year-by-year basis through the annual appropriations process. The Rail Title also includes robust safety provisions affecting intercity, commuter and freight railroads, as well as highway-rail grade crossings. In addition, the FAST Act’s Rail Title authorizes a total of $2.2 billion over five years from the General Fund for three separate grant programs to provide financial assistance to passenger and freight rail systems. Under these programs, funding would be provided to: (1) improve the safety, efficiency and reliability of passenger and freight rail systems; (2) reduce the current state of good repair backlog for those systems; and (3) provide operating assistance to initiate, restore or enhance intercity passenger rail service.

For the next several years, the spotlight will be on the U.S. Department of Transportation and its various modal agencies, including FHWA and FTA, as they work to complete the implementation of MAP-21, as well as grapple with the new changes to surface transportation programs found in the FAST Act.

Prepared By: Kurt Evans, Government Affairs Manager
Memo No. 5374
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
    Board of Directors

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 second year of 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 reconvened the 2015-2016 regular session on January 4, 2016, after a three-month recess. Immediately, lawmakers are faced with having to determine the fate of several hundred bills left over from 2015 that are still lingering in their house of origin. The deadline for moving these bills out of their house of origin is January 31; otherwise, they die.

Running concurrent with the regular session is a special session that was called by Gov. Brown last June to encourage lawmakers to take the necessary steps to address the significant funding shortfalls that exist for maintenance and rehabilitation work on both the state highway and local roadway systems, improve the state’s key trade corridors, and determine how the state can best complement local infrastructure efforts. In response, the legislative leadership appointed a conference committee consisting of five Assemblymembers and five Senators to work on possible solutions to the challenges identified by the Governor. This committee held two informational hearings in October 2015. There have been no additional hearings since then.

The purpose of this report is to provide an update on several recent developments that have occurred in Sacramento since the Legislature reconvened.

**Governor’s FY 2017 Budget:** On January 7, 2016, Gov. Brown submitted his recommended
budget for FY 2017 to the Legislature. In general, the budget acknowledges that the state’s General Fund will once again have a surplus, but lays out a rather cautious approach that provides modest spending increases in several key areas, such as education, health care and infrastructure, while bolstering the state’s reserves and paying down debt and other liabilities.

While a strengthening economy is continuing to push revenues higher, the Governor noted that the revenue increases are one-time in nature and, thus, the budget remains precariously balanced for the long term. According to the budget document: “The economy is finishing its seventh year of expansion, already two years longer than the average recovery. While the timing is uncertain, the next recession is getting closer, and the state must begin to plan for it. If new ongoing commitments are made now, then the severity of cuts will be far greater -- even devastating -- when the recession begins. Without question, the best way to protect against future cuts is to build up the state’s Rainy Day Fund. … The state must also take this opportunity to address its long-term liabilities -- restoring and upgrading the state’s infrastructure and creating a sustainable path for state worker retiree health benefits.”

The current-year budget is the last one to include the complete pieces of Proposition 30, which imposed an income tax surcharge on wealthier Californians and raised the state sales tax rate by one-quarter of 1 percent. The sales tax increase is scheduled to expire at the end of this calendar year, while the income tax surcharge would conclude at the end of the 2018 tax year. With the looming expiration of the Proposition 30 sales tax, the Governor’s recommended budget for FY 2017 includes only six months of revenues from this source.

The FY 2017 budget is the second to occur since the passage of Proposition 2 in November 2014. This complex ballot measure significantly alters how the state saves money and uses its budget reserves. It sets a constitutional goal of having 10 percent of the state’s General Fund tax revenues in a “Rainy Day Fund” (technically known as the Budget Stabilization Account) and requires certain one-time surplus revenues to be directed to the fund. Gov. Brown is proposing to deposit $2 billion more than the amount required under Proposition 2 in the Rainy Day Fund, boosting its balance to $8 billion or 65 percent of the constitutional target. This recommendation is one of the more controversial elements of his budget.

Of particular interest to transportation, Gov. Brown’s recommended FY 2017 budget proposes a $3.1 billion cap-and-trade expenditure plan. The $3.1 billion reflects an estimate of revenues expected to be generated from four allowance auctions that will be held by the California Air Resources Board (CARB) during the upcoming fiscal year, as well as the balance of auction proceeds from FY 2016 that were not appropriated. In his budget, the Governor is recommending that the following amounts be distributed to programs related to transportation:

- **Low Carbon Transit Operations Program** = $100 million. This formula-based program provides operating and capital assistance to public transit agencies to reduce greenhouse gas emissions, improve mobility, and enhance or expand service to increase mode share. Under this program, funding flows to public transit agencies according to the State Transit Assistance Program (STA) formula. If a public transit agency’s service area includes disadvantaged communities, at least 50 percent of its funding must be used for projects or services that benefit those communities. Caltrans is the grant administrator for the Low
Carbon Transit Operations Program.

- **Transit and Intercity Rail Capital Program** = $600 million. This competitive grant program is intended to fund “transformative” capital improvements that reduce greenhouse gas emissions, and modernize intercity, commuter and urban transit systems. The California State Transportation Agency (CalSTA) is responsible for selecting the projects to be funded, while the California Transportation Commission (CTC) administers the grants. At least 25 percent of the money allocated to the Transit and Intercity Rail Capital Program must be spent in a way that benefits disadvantaged communities.

- **Affordable Housing and Sustainable Communities Program** = $400 million. This program provides grant funds on a competitive basis for projects that reduce greenhouse gas emissions through the implementation of land-use, housing, transportation, and agricultural land preservation practices that support infill and compact development. The Strategic Growth Council is responsible for administering the Affordable Housing and Sustainable Communities Program. There is a goal of spending 50 percent of available funding to benefit disadvantaged communities. In addition, at least half of the money must be used for affordable housing projects.

- **High-Speed Rail** = $500 million. In the near term, the California High-Speed Rail Authority plans to use these funds for construction of the initial piece of the state’s proposed high-speed train system in the Central Valley, and for further environmental and design work related to other segments of the project.

- **Low Carbon Transportation and Fuels** = $500 million. These cap-and-trade auction proceeds would be allocated to CARB to provide incentives for low carbon freight and passenger transportation initiatives, including rebates for zero-emission vehicles, as well as vouchers for hybrid trucks and zero-emission trucks and buses.

- **Low Carbon Road Program** = $100 million. This new competitive grant program, which would be administered by Caltrans, would provide funding to cities and counties for road projects that reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. Projects that would be eligible for funding include: (1) complete streets; (2) roundabouts replacing stop-controlled intersections; (3) optimization of traffic signals; and (4) street/road projects that improve safety for pedestrians and bicyclists to increase active transportation.

Gov. Brown used his FY 2017 budget as an opportunity to urge the Legislature to pass a transportation funding package that reflects the following principles:

- Focuses new revenues primarily on “fix-it-first” investments to repair state highways and bridges, as well as local roadways.
- Makes key investments in trade corridors to support continued economic growth and implement a sustainable freight strategy.
- Provides funding to match locally generated dollars for high priority transportation projects.
- Continues measures to improve the performance, accountability and efficiency of Caltrans.
• Invests in passenger rail and public transit modernization and improvement.
• Avoids an impact on the General Fund.

The Governor also used his budget to remind the Legislature of the transportation funding plan that he unveiled in September 2015, which he intends to introduce as a budget trailer bill. This plan seeks to raise roughly $3.6 billion a year for ongoing investments in transportation through the following sources:

• Increasing the diesel excise tax by 11 cents per gallon to generate about $500 million annually.

• Eliminating the variable portion of the state’s gasoline excise tax, which resulted in the loss of $876 million in transportation funding last year and could cause another decrease of at least $400 million in FY 2017. The Governor is proposing to end the Board of Equalization’s annual adjustments and, instead, fix the rate at 18 cents per gallon. His budget indicates that this change would yield about $500 million a year.

• Indexing both the gasoline and diesel excise taxes annually to inflation to maintain the purchasing power of these two revenue sources.

• Imposing a new road improvement charge of $65 per year on all motor vehicles to raise roughly $2 billion annually.

• Assuming $100 million in annual savings by improving the efficiency of Caltrans, which could be reinvested in capital projects.

• Appropriating $500 million a year in cap-and-trade auction proceeds, with $400 million going to the Transit and Intercity Rail Capital Program; and $100 million to the new Low Carbon Road Program. Unlike the other revenue sources being proposed by the Governor, this one would require annual appropriations on the part of the Legislature.

In addition, Gov. Brown’s transportation funding package proposes to:

• Accelerate the repayment of approximately $879 million in prior-year loans to General Fund from various transportation accounts, with the money being distributed for trade corridors ($334 million), the Transit and Intercity Rail Capital Program ($265 million), state highways ($132 million), and the Traffic Congestion Relief Program ($148 million). The Traffic Congestion Relief Program, which was enacted in 2000, statutorily earmarked funding for 158 different projects. Some of these projects have not received all of their money.

• Require Caltrans to increase its annual use of contracting with private entities, so that 20 percent of its capital outlay support consists of such resources by FY 2021.

• Require Caltrans to develop performance measures for major highway projects and to report those measures to the CTC.
Extend existing statutory authority for regional transportation agencies, as defined, to use public-private partnerships for transportation projects to January 1, 2027.

Exempt roadway maintenance and repair projects located within existing rights-of-way from the California Environmental Quality Act (CEQA).

Finally, Gov. Brown’s recommended FY 2017 budget projects that STA will be $315 million in the upcoming fiscal year. This figure represents a decrease of $36 million from the current-year estimate of $351 million. Revenues for STA are derived entirely from the sales tax on diesel fuel. Because STA revenues are highly volatile and are difficult to project, the budget typically includes an estimate, rather than a line-item appropriation for this program. The projected decrease in the Governor’s budget reflects a continued reduction in the price of diesel fuel.

The release of Gov. Brown’s budget is the first step in what is typically a six-month process. Over the next several months, various Assembly and Senate budget subcommittees will hold hearings and begin putting together the pieces of the FY 2017 Budget Act, which is required to be approved by the Legislature by midnight on June 15. If that deadline is not met, lawmakers would begin forfeiting their pay. Most of the major decisions by the Legislature will be deferred until after the Governor submits his FY 2017 May Revise, which will include updated revenue and expenditure estimates.

State Transportation Funding: On January 6, 2016, Assembly Transportation Committee Chairman Jim Frazier (D-Oakley) announced a transportation funding package that proposes to generate nearly $8 billion a year to support two major initiatives: (1) state highway and local roadway maintenance and rehabilitation; and (2) trade corridor improvements. This plan, which was introduced as AB 1591, includes the following key elements:

- Increases the state excise tax on gasoline by 22.5 cents per gallon and then indexes it based on the percentage change in the Consumer Price Index every three years thereafter. The revenues raised from this increase, about $3.3 billion a year, would be split 50/50 between Caltrans and cities/counties for roadway maintenance and rehabilitation.

- Increases the state excise tax on diesel fuel by 30 cents a gallon and similarly indexes it to inflation. The estimated $840 million in new revenues that would be generated annually from this increase would be used to fund improvements to key trade corridors.

- Increases the annual vehicle registration fee by $38 and imposes a new annual surcharge on zero-emission vehicles of $165 to generate roughly $1.25 billion a year for roadway maintenance and rehabilitation. Half of these revenues would be allocated to Caltrans, and half to cities and counties.

- Requires outstanding loans owed by the General Fund to various transportation accounts to be repaid in full over a two-year period. These funds would be allocated directly to cities and counties to bolster their roadway improvement efforts.

- Increases the percentage of cap-and-trade auction proceeds dedicated to the Transit and
Intercity Rail Capital Program from 10 percent to 20 percent.

- Requires 20 percent of cap-and-trade auction proceeds to be distributed to the Trade Corridors Improvement Fund for goods movement projects selected by the CTC.

- Transfers vehicle weight fee revenues (approximately $1 billion a year) currently being used for General Fund relief to the State Highway Account for transportation purposes.

AB 1591 is the third comprehensive transportation funding package to emerge. In addition to Gov. Brown’s plan, there is SBX1-1 (Beall), which calls for generating approximately $4 billion-$5 billion a year in transportation revenues through five different tax and fee increases. Similar to AB 1591 and the Governor’s proposal, SBX1-1 targets the new revenues primarily for maintenance and rehabilitation work on the state highway and local roadway systems, as well as for goods movement projects.

Prepared By: Kurt Evans, Government Affairs Manager
Memo No. 5299
# 2016 Regular Session Calendar

<table>
<thead>
<tr>
<th>DAY</th>
<th>JANUARY</th>
<th>DAY</th>
<th>JUNE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Statutes signed into law in 2015 take effect.</td>
<td>3</td>
<td>Last day for bills introduced in 2016 to be passed out of their house of origin.</td>
</tr>
<tr>
<td>4</td>
<td>Legislature reconvenes.</td>
<td>15</td>
<td>Budget must be passed by midnight.</td>
</tr>
<tr>
<td>10</td>
<td>Budget must be submitted by the Governor to the Legislature on or before this date.</td>
<td>30</td>
<td>Last day for legislative measures to qualify for placement on November 8 general election ballot.</td>
</tr>
<tr>
<td>15</td>
<td>Last day for policy committees to hear and report fiscal bills introduced in their house of origin in 2015.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Last day for any committee to hear and report to the floor bills introduced in their house of origin in 2015.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Last day to submit bill requests to the Legislative Counsel’s Office.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>Last day for bills introduced in 2015 to be passed out of their house of origin.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DAY</th>
<th>FEBRUARY</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>19</td>
<td>Last day for new bills to be introduced.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DAY</th>
<th>MARCH</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>17</td>
<td>Spring Recess begins upon adjournment.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>Legislature reconvenes from Spring Recess.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DAY</th>
<th>APRIL</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>22</td>
<td>Last day for policy committees to hear and report fiscal bills introduced in their house of origin in 2016.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DAY</th>
<th>MAY</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>Last day for policy committees to hear and report to the floor non-fiscal bills introduced in their house of origin in 2016.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>Last day for fiscal committees to hear and report to the floor bills introduced in their house of origin in 2016.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DAY</th>
<th>JUNE</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>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.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DAY</th>
<th>JULY</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Legislature reconvenes from Summer Recess.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Last day for fiscal committees to hear and report to the floor bills introduced in the other house.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Last day to amend bills on the Assembly and Senate floors.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>Last day for each house to pass bills. Final Recess begins at the end of this day’s session.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DAY</th>
<th>AUGUST</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>30</td>
<td>Last day for the Governor to sign or veto bills passed by the Legislature before September 1, and in his possession on or after September 1.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DAY</th>
<th>SEPTEMBER</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DAY</th>
<th>DECEMBER</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>2017-2018 Regular Session convenes.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>State Assembly Bills</td>
<td>Subject</td>
<td>Last Amended</td>
<td>Status</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------</td>
<td>--------------</td>
<td>--------</td>
</tr>
<tr>
<td><strong>AB 4</strong> (Linder)</td>
<td>AB 4 Vehicle Weight Fee Revenues</td>
<td>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.</td>
<td>As Introduced</td>
</tr>
<tr>
<td><strong>AB 6</strong> (Wilk)</td>
<td>AB 6 High-Speed Rail: Bond Funding</td>
<td>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 21st 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.</td>
<td>As Introduced</td>
</tr>
<tr>
<td><strong>AB 12</strong> (Cooley)</td>
<td>AB 12 State Agency Regulations</td>
<td>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.</td>
<td>8/19/15</td>
</tr>
<tr>
<td><strong>AB 23</strong> (Patterson)</td>
<td>AB 23 Cap-and-Trade: Transportation Fuels</td>
<td>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.</td>
<td>As Introduced</td>
</tr>
<tr>
<td><strong>AB 24</strong> (Nazarian)</td>
<td>AB 24 Transportation Network Companies: Public Safety Requirements</td>
<td>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.</td>
<td>4/22/15</td>
</tr>
<tr>
<td>State Assembly Bills</td>
<td>Subject</td>
<td>Last Amended</td>
<td>Status</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>--------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td><strong>AB 51</strong>&lt;br&gt;(Quirk)&lt;br&gt;Motorcycles: Lane Splitting</td>
<td>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.</td>
<td>5/22/15</td>
<td>Senate Transportation &amp; Housing Committee</td>
</tr>
<tr>
<td><strong>AB 61</strong>&lt;br&gt;(Allen)&lt;br&gt;Private Shuttles</td>
<td>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.</td>
<td>4/20/15</td>
<td>Assembly Transportation Committee</td>
</tr>
<tr>
<td><strong>AB 102</strong>&lt;br&gt;(Rodriguez)&lt;br&gt;Railroad and Surface Transportation Safety and Emergency Planning</td>
<td>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.</td>
<td>3/26/15</td>
<td>Assembly Environmental Safety &amp; Toxic Materials Committee</td>
</tr>
<tr>
<td>State Assembly Bills</td>
<td>Subject</td>
<td>Last Amended</td>
<td>Status</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------</td>
<td>--------------</td>
<td>--------</td>
</tr>
<tr>
<td><strong>AB 156</strong>&lt;br&gt;(Perea)&lt;br&gt;Cap-and-Trade: Disadvantaged Communities Technical Assistance Program</td>
<td>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.</td>
<td>8/18/15</td>
<td>Senate Appropriations Committee</td>
</tr>
<tr>
<td><strong>AB 239</strong>&lt;br&gt;(Gallagher)&lt;br&gt;Global Warming Solutions Act: Regulations</td>
<td>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.</td>
<td>As Introduced</td>
<td>Assembly Natural Resources Committee</td>
</tr>
<tr>
<td>State Assembly Bills</td>
<td>Subject</td>
<td>Last Amended</td>
<td>Status</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------</td>
<td>--------------</td>
<td>--------</td>
</tr>
</tbody>
</table>
| AB 318 (Chau)  
Lost Items Found on Public Transit Property | 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 unclaimed bicycles 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. | 6/11/15 | Senate Judiciary Committee |
<table>
<thead>
<tr>
<th>State Assembly Bills</th>
<th>Subject</th>
<th>Last Amended</th>
<th>Status</th>
<th>VTA Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB 338 (R. Hernandez) LA Metro: Local Transportation Sales Taxes</td>
<td>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.</td>
<td>4/13/15</td>
<td>Senate Transportation &amp; Housing Committee</td>
<td></td>
</tr>
<tr>
<td>AB 378 (Mullin) US 101 Corridor</td>
<td>Requires Caltrans, in coordination with the City/County Association of Governments of San Mateo County and the San Mateo County Transportation Authority, to create an integrated corridor management team to consider transportation projects addressing congestion relief in the US 101 Corridor located in San Mateo County.</td>
<td>1/4/16</td>
<td>Assembly Transportation Committee</td>
<td></td>
</tr>
<tr>
<td>AB 397 (Mathis) High-Speed Rail: Bond Funding</td>
<td>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 21st 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.</td>
<td>4/14/15</td>
<td>Assembly Transportation Committee</td>
<td></td>
</tr>
<tr>
<td>State Assembly Bills</td>
<td>Subject</td>
<td>Last Amended</td>
<td>Status</td>
<td>VTA Position</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------</td>
<td>--------------</td>
<td>--------</td>
<td>--------------</td>
</tr>
<tr>
<td>AB 457 (Melendez)</td>
<td>Express Lanes: CTC Reporting Requirements</td>
<td>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).</td>
<td>3/26/15</td>
<td>Assembly Transportation Committee</td>
</tr>
<tr>
<td>AB 457 (Melendez)</td>
<td>Express Lanes: CTC Reporting Requirements</td>
<td>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).</td>
<td>3/26/15</td>
<td>Assembly Transportation Committee</td>
</tr>
<tr>
<td>AB 516 (Mullin)</td>
<td>Temporary License Plates</td>
<td>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.</td>
<td>7/16/15</td>
<td>Senate Floor Support</td>
</tr>
<tr>
<td>AB 518 (Frazier)</td>
<td>Caltrans Reporting Requirements</td>
<td>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.</td>
<td>As Introduced</td>
<td>Assembly Transportation Committee</td>
</tr>
<tr>
<td>AB 528 (Baker)</td>
<td>BART Employees: Strike Prohibition</td>
<td>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.</td>
<td>As Introduced</td>
<td>Assembly Public Employees, Retirement &amp; Social Security Committee</td>
</tr>
<tr>
<td>State Assembly Bills</td>
<td>Subject</td>
<td>Last Amended</td>
<td>Status</td>
<td>VTA Position</td>
</tr>
<tr>
<td>----------------------</td>
<td>---------</td>
<td>--------------</td>
<td>--------</td>
<td>--------------</td>
</tr>
<tr>
<td><strong>AB 590</strong> (Dahle)</td>
<td>Cap-and-Trade: Biomass Power Generation</td>
<td>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.</td>
<td>7/9/15</td>
<td>Senate Appropriations Committee</td>
</tr>
<tr>
<td><strong>AB 620</strong> (R. Hernandez)</td>
<td>Express Lanes: Hardship Exemption from Paying Tolls</td>
<td>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. Allows LA Metro to discontinue this practice if it determines at a public hearing that issuing additional hardship exemptions would significantly jeopardize the amount of toll revenues necessary to operate and maintain the I-10 and I-110 express lanes. Sunsets the provisions of the bill on January 1, 2022.</td>
<td>1/5/16</td>
<td>Assembly Transportation Committee</td>
</tr>
<tr>
<td><strong>AB 645</strong> (Williams)</td>
<td>Electricity: California Renewables Portfolio Standard</td>
<td>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.</td>
<td>As Introduced</td>
<td>Senate Appropriations Committee</td>
</tr>
<tr>
<td>State Assembly Bills</td>
<td>Subject</td>
<td>Last Amended</td>
<td>Status</td>
<td>VTA Position</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------</td>
<td>--------------</td>
<td>--------</td>
<td>--------------</td>
</tr>
</tbody>
</table>
| **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 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 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 receives from an independent private firm a completed study of the safety of any particulate-matter filters required to be installed on those affected vehicles. | 1/4/16 | Assembly Transportation Committee | |
| **AB 754** (Ridley-Thomas)  
Small Business Tax Relief in LA County | 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. | As Introduced | Assembly Desk | |
<table>
<thead>
<tr>
<th>State Assembly Bills</th>
<th>Subject</th>
<th>Last Amended</th>
<th>Status</th>
<th>VTA Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB 779 (Garcia)</td>
<td>Congestion Management Programs</td>
<td>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.</td>
<td>8/19/15</td>
<td>Senate Transportation &amp; Housing Committee</td>
</tr>
<tr>
<td>AB 828 (Low)</td>
<td>Regulated Transportation Services</td>
<td>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.</td>
<td>7/14/15</td>
<td>Senate Energy, Utilities &amp; Communications Committee</td>
</tr>
<tr>
<td>State Assembly Bills</td>
<td>Subject</td>
<td>Last Amended</td>
<td>Status</td>
<td>VTA Position</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------</td>
<td>--------------</td>
<td>--------</td>
<td>--------------</td>
</tr>
<tr>
<td><strong>AB 869</strong>&lt;br&gt;(Cooper)&lt;br&gt;Fare Evasion and Prohibited Conduct on Transit Vehicles</td>
<td>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.</td>
<td>6/18/15</td>
<td>Senate Floor</td>
<td></td>
</tr>
<tr>
<td><strong>AB 875</strong>&lt;br&gt;(Harper)&lt;br&gt;Low-Speed Electric Bicycles</td>
<td>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.</td>
<td>As Introduced</td>
<td>Assembly Transportation Committee</td>
<td></td>
</tr>
<tr>
<td><strong>AB 877</strong>&lt;br&gt;(Chu)&lt;br&gt;California Transportation Commission and Transportation Funding</td>
<td>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.</td>
<td>3/26/15</td>
<td>Assembly Transportation Committee</td>
<td></td>
</tr>
<tr>
<td><strong>AB 946</strong>&lt;br&gt;(Ting)&lt;br&gt;Electric Vehicle Charging Stations</td>
<td>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.</td>
<td>4/21/15</td>
<td>Assembly Appropriations Committee</td>
<td></td>
</tr>
<tr>
<td><strong>AB 1030</strong>&lt;br&gt;(Ridley-Thomas)&lt;br&gt;Cap-and-Trade: Disadvantaged Workers</td>
<td>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.</td>
<td>7/7/15</td>
<td>Senate Appropriations Committee</td>
<td></td>
</tr>
<tr>
<td>State Assembly Bills</td>
<td>Subject</td>
<td>Last Amended</td>
<td>Status</td>
<td>VTA Position</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------</td>
<td>--------------</td>
<td>--------</td>
<td>--------------</td>
</tr>
<tr>
<td>AB 1068 (Allen) CEQA: Priority Projects</td>
<td>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.</td>
<td>As Introduced</td>
<td>Assembly Natural Resources Committee</td>
<td></td>
</tr>
<tr>
<td>AB 1087 (Grove) Cap-and-Trade: High-Speed Rail</td>
<td>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.</td>
<td>As Introduced</td>
<td>Assembly Transportation Committee</td>
<td></td>
</tr>
<tr>
<td>State Assembly Bills</td>
<td>Subject</td>
<td>Last Amended</td>
<td>Status</td>
<td>VTA Position</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------</td>
<td>--------------</td>
<td>--------</td>
<td>--------------</td>
</tr>
<tr>
<td>AB 1098 (Bloom)</td>
<td>Congestion Management Programs</td>
<td>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).</td>
<td>3/26/15</td>
<td>Assembly Transportation Committee</td>
</tr>
<tr>
<td>AB 1115 (Salas)</td>
<td>State Highways: Designation of School Zones</td>
<td>Authorizes the governing board of a city, county or school district, by ordinance, to designate a school zone within its geographic jurisdiction on a state highway, other than a freeway, that is located within 1,000 feet of the grounds of a school, and to specify in the ordinance the applicable speed limit that would apply within that zone. Upon approval of such an ordinance, requires the city, county or school district to notify Caltrans. Requires Caltrans, consistent with the ordinance, to post appropriate speed limit and standard school warning signs for the school zone. Allows the governing board of a city, county or school district to request that Caltrans install traffic control devices within a school zone designated pursuant to this bill. Requires Caltrans, at its expense, to install the requested traffic control devices within 180 days.</td>
<td>1/4/16</td>
<td>Assembly Transportation Committee</td>
</tr>
<tr>
<td>AB 1138 (Patterson)</td>
<td>High-Speed Rail: Eminent Domain</td>
<td>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.</td>
<td>As Introduced</td>
<td>Assembly Transportation Committee</td>
</tr>
<tr>
<td>State Assembly Bills</td>
<td>Subject</td>
<td>Last Amended</td>
<td>Status</td>
<td>VTA Position</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------</td>
<td>--------------</td>
<td>--------</td>
<td>--------------</td>
</tr>
</tbody>
</table>
| **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 |
| **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 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 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 |
<table>
<thead>
<tr>
<th>State Assembly Bills</th>
<th>Subject</th>
<th>Last Amended</th>
<th>Status</th>
<th>VTA Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB 1335 (Atkins) Building Homes and Jobs Act</td>
<td>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.</td>
<td>6/3/15</td>
<td>Assembly Floor</td>
<td></td>
</tr>
<tr>
<td>Bill Number</td>
<td>Subject</td>
<td>Last Amended</td>
<td>Status</td>
<td>VTA Position</td>
</tr>
<tr>
<td>-------------</td>
<td>--------------------------------------------------------------------------</td>
<td>--------------</td>
<td>----------------------------</td>
<td>--------------</td>
</tr>
<tr>
<td>AB 1336</td>
<td>Requires the Strategic Growth Council, in coordination with the California Air Resources Board (CARB), to establish and administer a Community Climate Improvement Program to be funded with cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund to provide grants for the development and implementation of multi-county, multi-element climate beneficial projects that maximize greenhouse gas emissions reductions or sequestration. In evaluating projects to be funded under this program, requires the Strategic Growth Council to give priority to projects that demonstrate one or more of the following characteristics: (1) regional implementation; (2) the ability to leverage additional public and private funding; (3) the potential for co-benefits or multi-benefit attributes; (4) the potential for the project to be replicated; (5) the use of existing regional infrastructure and institutions; or (6) inclusion of technical assistance. Requires not less than an unspecified percentage of program funds to be made available for projects in the San Joaquin Valley.</td>
<td>1/4/16</td>
<td>Assembly Natural Resources Committee</td>
<td></td>
</tr>
<tr>
<td>AB 1340</td>
<td>Amends current state law to prohibit a folding device attached to the front of a public transit bus that is designed and used exclusively for transporting bicycles from extending more than 40 inches from the front of the bus, rather than from the front body of the bus, when fully deployed.</td>
<td>1/4/16</td>
<td>Assembly Transportation Committee</td>
<td></td>
</tr>
<tr>
<td>AB 1360</td>
<td>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.</td>
<td>7/2/15</td>
<td>Senate Energy, Utilities &amp; Communications Committee</td>
<td></td>
</tr>
<tr>
<td>AB 1364</td>
<td>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.</td>
<td>As Introduced</td>
<td>Assembly Transportation Committee</td>
<td></td>
</tr>
<tr>
<td>AB 1384</td>
<td>Allows the Bay Area Toll Authority (BATA) to make direct contributions to the Metropolitan Transportation Commission (MTC) in furtherance of the exercise of the authority’s powers and duties, so long as those contributions do not exceed an amount equal to 1 percent of the funds available to BATA in the fiscal year in which the contributions are made. Provides comparable authority for BATA to make additional contributions in the form of loans to MTC on a reimbursement-for-cost basis, subject to the same 1 percent cap and a requirement that the loans be fully repaid with interest.</td>
<td>1/4/16</td>
<td>Assembly Transportation Committee</td>
<td></td>
</tr>
<tr>
<td>State Assembly Bills</td>
<td>Subject</td>
<td>Last Amended</td>
<td>Status</td>
<td>VTA Position</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------------------------------------------------------------</td>
<td>--------------</td>
<td>--------------------</td>
<td>--------------------</td>
</tr>
<tr>
<td>AB 1398 (Wilk)</td>
<td>CEQA: Sustainable Environmental Protection Act</td>
<td>As Introduced</td>
<td>Assembly Resources Committee</td>
<td></td>
</tr>
<tr>
<td></td>
<td>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.</td>
<td>4/14/15</td>
<td>Assembly Transportation Committee</td>
<td></td>
</tr>
<tr>
<td>AB 1459 (Kim)</td>
<td>Toll Lanes: Orange County</td>
<td>1/4/16</td>
<td>Assembly Transportation Committee</td>
<td></td>
</tr>
<tr>
<td></td>
<td>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).</td>
<td>4/14/15</td>
<td>Assembly Transportation Committee</td>
<td></td>
</tr>
<tr>
<td>AB 1549 (Wood)</td>
<td>State Highway Rights-of-Way: Fiber-Optic Cables</td>
<td>1/4/16</td>
<td>Assembly Transportation Committee</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Requires Caltrans to maintain an inventory of all conduits that house fiber-optic communications cables located in state highway rights-of-way.</td>
<td>1/4/16</td>
<td>Assembly Transportation Committee</td>
<td></td>
</tr>
<tr>
<td>AB 1550 (Gomez)</td>
<td>Greenhouse Gas Reduction Fund: Investment Plan</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Requires the three-year investment plan prepared by the Department of Finance for the expenditure of cap-and-trade auction proceeds deposited in the Greenhouse Gas Reduction Fund to do the following: (1) allocate a minimum of 25 percent of available dollars in the fund to projects located within disadvantaged communities; and (2) allocate a minimum of 25 percent to projects that benefit low-income households, which must be separate from the minimum 25 percent required for disadvantaged communities.</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
<td></td>
</tr>
<tr>
<td>AB 1555 (Gomez)</td>
<td>Cap-and-Trade Auction Proceeds: FY 2016 Uncommitted Funds</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
<td></td>
</tr>
<tr>
<td></td>
<td>States the intent of the Legislature to enact a bill to appropriate $1.7 billion in uncommitted cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund for the following purposes in amounts to be determined in the bill: (1) low carbon transportation and infrastructure; (2) clean energy communities; (3) community climate improvements; (4) wetlands and watershed restoration; and (5) carbon sequestration.</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
<td></td>
</tr>
<tr>
<td>State Assembly Bills</td>
<td>Subject</td>
<td>Last Amended</td>
<td>Status</td>
<td>VTA Position</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------</td>
<td>--------------</td>
<td>--------</td>
<td>--------------</td>
</tr>
<tr>
<td><strong>AB 1569</strong>&lt;br&gt;(Steinorth)&lt;br&gt;CEQA: Exemption for Certain Transportation Projects</td>
<td>Exempts from the California Environmental Quality Act (CEQA) a project that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of existing transportation infrastructure, including highways, roadways, bridges, tunnels, culverts, public transit systems, bikeways, paths and sidewalks serving bicycles or pedestrians, and the addition of auxiliary lanes or bikeways to existing transportation infrastructure, 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 to be 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 does not add additional motor vehicle lanes, except auxiliary lanes.</td>
<td>Assembly Desk</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>AB 1595</strong>&lt;br&gt;(Campos)&lt;br&gt;Mass Transportation Employees: Human Trafficking Training</td>
<td>Requires a private or public employer that provides mass transportation services in California to train its relevant employees in recognizing the signs of human trafficking and how to report those signs to the appropriate law enforcement agency. By January 1, 2018, requires this training to be incorporated into the initial training process for all new employees who are likely to interact or come into contact with victims of human trafficking. Requires all existing employees who are likely to interact or come into contact with victims of human trafficking to receive this training by January 1, 2018. Exempts taxi services and airlines from the provisions of the bill.</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
<td></td>
</tr>
<tr>
<td><strong>AB 1640</strong>&lt;br&gt;(Stone)&lt;br&gt;Retirement: Public Transit Employees</td>
<td>Clarifies that public transit employees whose interests are protected under Section 5333(b) of Title 49 of the United States Code and who became a member of a state or local public retirement system prior to December 30, 2014, are exempt from the California Public Employees’ Pension Reform Act of 2013 (PEPRA).</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
<td>Sponsor</td>
</tr>
<tr>
<td><strong>ACA 3</strong>&lt;br&gt;(Gallagher)&lt;br&gt;Public Employees’ Retirement</td>
<td>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 serve 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 serve 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.</td>
<td>As Introduced</td>
<td>Assembly Public Employees, Retirement &amp; Social Security Committee</td>
<td></td>
</tr>
<tr>
<td>State Assembly Bills</td>
<td>Subject</td>
<td>Last Amended</td>
<td>Status</td>
<td>VTA Position</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------</td>
<td>--------------</td>
<td>--------</td>
<td>--------------</td>
</tr>
<tr>
<td><strong>ACA 4</strong>&lt;br&gt;(Frazier)&lt;br&gt;Local Transportation Special Taxes</td>
<td>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.</td>
<td>8/17/15</td>
<td>Assembly Appropriations Committee</td>
<td>Support</td>
</tr>
<tr>
<td><strong>ABX1-1</strong>&lt;br&gt;(Alejo)&lt;br&gt;Transportation Funding</td>
<td>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 &amp; 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.</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
<td>Support</td>
</tr>
<tr>
<td><strong>ABX1-2</strong>&lt;br&gt;(Perea)&lt;br&gt;Public-Private Partnerships</td>
<td>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.</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
<td>Support</td>
</tr>
<tr>
<td><strong>ABX1-3</strong>&lt;br&gt;(Frazier)&lt;br&gt;Transportation Funding: State Highways and Local Roadways</td>
<td>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.</td>
<td>9/3/15</td>
<td>Conference Committee</td>
<td>Support</td>
</tr>
<tr>
<td>State Assembly Bills</td>
<td>Subject</td>
<td>Last Amended</td>
<td>Status</td>
<td>VTA Position</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>--------------</td>
<td>-------------------------</td>
<td>--------------</td>
</tr>
<tr>
<td>ABX1-4 (Frazier)</td>
<td>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.</td>
<td>As Introduced</td>
<td>Senate Rules Committee</td>
<td></td>
</tr>
<tr>
<td>ABX1-6 (R. Hernandez)</td>
<td>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.</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
<td></td>
</tr>
<tr>
<td>ABX1-7 (Nazarian)</td>
<td>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.</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
<td>Support</td>
</tr>
<tr>
<td>ABX1-8 (Chiu)</td>
<td>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).</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
<td>Support</td>
</tr>
<tr>
<td>ABX1-9 (Levine)</td>
<td>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.</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
<td></td>
</tr>
<tr>
<td>ABX1-10 (Levine)</td>
<td>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.</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
<td></td>
</tr>
<tr>
<td>State Assembly Bills</td>
<td>Subject</td>
<td>Last Amended</td>
<td>Status</td>
<td>VTA Position</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------</td>
<td>--------------</td>
<td>--------</td>
<td>--------------</td>
</tr>
<tr>
<td>ABX1-12 (Nazarian)</td>
<td>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.</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
<td></td>
</tr>
<tr>
<td>ABX1-13 (Grove)</td>
<td>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.</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
<td></td>
</tr>
<tr>
<td>ABX1-14 (Waldron)</td>
<td>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.</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
<td></td>
</tr>
<tr>
<td>ABX1-15 (Patterson)</td>
<td>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.</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
<td></td>
</tr>
<tr>
<td>State Assembly Bills</td>
<td>Subject</td>
<td>Last Amended</td>
<td>Status</td>
<td>VTA Position</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------------------------------------------------------------</td>
<td>--------------</td>
<td>--------------</td>
<td>--------------</td>
</tr>
<tr>
<td>ABX1-16 (Patterson)</td>
<td>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.</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
<td></td>
</tr>
<tr>
<td>ABX1-17 (Achadjian)</td>
<td>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).</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
<td></td>
</tr>
<tr>
<td>ABX1-18 (Linder)</td>
<td>Beginning January 1, 2016, prohibits vehicle weight fee revenues from being used to pay debt service on transportation-related, general obligation bonds.</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
<td>Support</td>
</tr>
<tr>
<td>ABX1-19 (Linder)</td>
<td>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.</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
<td></td>
</tr>
<tr>
<td>ABX1-20 (Gaines)</td>
<td>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.</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
<td></td>
</tr>
<tr>
<td>State Assembly Bills</td>
<td>Subject</td>
<td>Last Amended</td>
<td>Status</td>
<td>VTA Position</td>
</tr>
<tr>
<td>---------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>--------------</td>
<td>------------</td>
<td>--------------</td>
</tr>
<tr>
<td>ABX1-21</td>
<td>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.</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
<td></td>
</tr>
<tr>
<td>ABX1-22</td>
<td>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.</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
<td></td>
</tr>
<tr>
<td>ABX1-23</td>
<td>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.</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
<td></td>
</tr>
<tr>
<td>State Assembly Bills</td>
<td>Subject</td>
<td>Last Amended</td>
<td>Status</td>
<td>VTA Position</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------</td>
<td>--------------</td>
<td>--------</td>
<td>--------------</td>
</tr>
<tr>
<td>ABX1-24 (Levine)</td>
<td>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.</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
<td></td>
</tr>
</tbody>
</table>
## State Senate Bills

<table>
<thead>
<tr>
<th>State Senate Bills</th>
<th>Subject</th>
<th>Last Amended</th>
<th>Status</th>
<th>VTA Position</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SB 1</strong> (Gaines) Cap-and-Trade: Transportation Fuels</td>
<td>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.</td>
<td>As Introduced</td>
<td>Senate Environmental Quality Committee</td>
<td></td>
</tr>
<tr>
<td><strong>SB 3</strong> (Leno) Minimum Wage</td>
<td>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.</td>
<td>3/11/15</td>
<td>Assembly Appropriations Committee</td>
<td></td>
</tr>
<tr>
<td><strong>SB 5</strong> (Vidak) Cap-and-Trade: Transportation Fuels</td>
<td>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.</td>
<td>As Introduced</td>
<td>Senate Environmental Quality Committee</td>
<td></td>
</tr>
<tr>
<td><strong>SB 8</strong> (Hertzberg) Sales and Use Tax: Services</td>
<td>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.</td>
<td>2/10/15</td>
<td>Senate Governance &amp; Finance Committee</td>
<td></td>
</tr>
<tr>
<td>State Senate Bills</td>
<td>Subject</td>
<td>Last Amended</td>
<td>Status</td>
<td>VTA Position</td>
</tr>
<tr>
<td>-------------------</td>
<td>---------</td>
<td>--------------</td>
<td>--------</td>
<td>--------------</td>
</tr>
<tr>
<td>SB 16 (Beall)</td>
<td>Road Maintenance and Rehabilitation Program</td>
<td>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.</td>
<td>6/1/15</td>
<td>Senate Floor</td>
</tr>
<tr>
<td>State Senate Bills</td>
<td>Subject</td>
<td>Last Amended</td>
<td>Status</td>
<td>VTA Position</td>
</tr>
<tr>
<td>-------------------</td>
<td>---------</td>
<td>--------------</td>
<td>--------</td>
<td>--------------</td>
</tr>
</tbody>
</table>
| **SB 32**
(Pavley)
Greenhouse Gas Emissions Limit | 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. | 9/10/15 | Assembly Natural Resources Committee |
| **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 |
<table>
<thead>
<tr>
<th>State Senate Bills</th>
<th>Subject</th>
<th>Last Amended</th>
<th>Status</th>
<th>VTA Position</th>
</tr>
</thead>
</table>
| **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 |
| **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 |
<table>
<thead>
<tr>
<th>State Senate Bills</th>
<th>Subject</th>
<th>Last Amended</th>
<th>Status</th>
<th>VTA Position</th>
</tr>
</thead>
</table>
| **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 |  |
| **SB 254**  
(Allen)  
State Highways: Relinquishments | 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. | 6/2/15 | Assembly Transportation Committee |  |
| **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 |
<table>
<thead>
<tr>
<th>State Senate Bills</th>
<th>Subject</th>
<th>Last Amended</th>
<th>Status</th>
<th>VTA Position</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SB 344</strong> (Monning) Commercial Driver’s License: Education</td>
<td>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.</td>
<td>6/23/15</td>
<td>Assembly Appropriations Committee</td>
<td></td>
</tr>
<tr>
<td><strong>SB 389</strong> (Berryhill) CEQA: Sustainable Environmental Protection Act</td>
<td>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.</td>
<td>4/6/15</td>
<td>Senate Environmental Quality Committee</td>
<td></td>
</tr>
<tr>
<td><strong>SB 391</strong> (Huff) Assault and Battery: Public Transit Employees</td>
<td>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.</td>
<td>4/21/15</td>
<td>Senate Public Safety Committee</td>
<td></td>
</tr>
<tr>
<td><strong>SB 398</strong> (Leyva) Green Assistance Program</td>
<td>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.</td>
<td>6/2/15</td>
<td>Assembly Appropriations Committee</td>
<td></td>
</tr>
<tr>
<td>State Senate Bills</td>
<td>Subject</td>
<td>Last Amended</td>
<td>Status</td>
<td>VTA Position</td>
</tr>
<tr>
<td>------------------------------------------</td>
<td>-------------------------------------------------------------------------</td>
<td>--------------</td>
<td>-------------------------------</td>
<td>-----------------------------------</td>
</tr>
<tr>
<td><strong>SB 400</strong> (Lara) Cap-and-Trade: High-Speed Rail</td>
<td>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.</td>
<td>6/1/15</td>
<td>Assembly Appropriations Committee</td>
<td></td>
</tr>
<tr>
<td><strong>SB 433</strong> (Berryhill) Variable Gas Tax Rate: Department of Finance</td>
<td>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.</td>
<td>5/7/15</td>
<td>Assembly Revenue &amp; Taxation Committee</td>
<td></td>
</tr>
<tr>
<td><strong>SB 564</strong> (Cannella) Traffic Violations: School Zones</td>
<td>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.</td>
<td>As Introduced</td>
<td>Assembly Transportation Committee</td>
<td></td>
</tr>
<tr>
<td><strong>SB 578</strong> (Block) Income and Corporate Tax Credit for Electric Vehicle Charging Stations</td>
<td>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.</td>
<td>4/13/15</td>
<td>Senate Appropriations Committee</td>
<td></td>
</tr>
<tr>
<td><strong>SB 627</strong> (Galgiani) Commuting Miles Tax Credit</td>
<td>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.</td>
<td>As Introduced</td>
<td>Senate Governance &amp; Finance Committee</td>
<td></td>
</tr>
<tr>
<td><strong>SB 681</strong> (Hill) Vehicles: Right Turn Violations</td>
<td>Decreases the penalty for failing to come to a complete stop before making a right turn, or a left turn from a one-way street onto another one-way street, when a traffic light is red from $100 to $35.</td>
<td>1/5/16</td>
<td>Senate Transportation &amp; Housing Committee</td>
<td></td>
</tr>
<tr>
<td>State Senate Bills</td>
<td>Subject</td>
<td>Last Amended</td>
<td>Status</td>
<td>VTA Position</td>
</tr>
<tr>
<td>-------------------</td>
<td>---------</td>
<td>--------------</td>
<td>--------</td>
<td>--------------</td>
</tr>
<tr>
<td><strong>SB 698</strong>&lt;br&gt;(Cannella)&lt;br&gt;Cap-and-Trade: School Zone Safety Projects</td>
<td>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.</td>
<td>As Introduced</td>
<td>Senate Environmental Quality Committee</td>
<td></td>
</tr>
<tr>
<td><strong>SB 706</strong>&lt;br&gt;(Pavley)&lt;br&gt;Cap-and-Trade: Alternative Fuels</td>
<td>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.</td>
<td>4/6/15</td>
<td>Senate Appropriations Committee</td>
<td></td>
</tr>
<tr>
<td><strong>SB 757</strong>&lt;br&gt;(Wieckowski)&lt;br&gt;South Bay Area Public Transit Service</td>
<td>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.</td>
<td>As Introduced</td>
<td>Senate Rules Committee</td>
<td></td>
</tr>
<tr>
<td><strong>SB 773</strong>&lt;br&gt;(Allen)&lt;br&gt;Vehicle Registration Fraud Study</td>
<td>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.</td>
<td>6/23/15</td>
<td>Assembly Transportation Committee</td>
<td></td>
</tr>
<tr>
<td>State Senate Bills</td>
<td>Subject</td>
<td>Last Amended</td>
<td>Status</td>
<td>VTA Position</td>
</tr>
<tr>
<td>-------------------</td>
<td>---------</td>
<td>--------------</td>
<td>--------</td>
<td>--------------</td>
</tr>
<tr>
<td><strong>SB 824</strong>&lt;br&gt;(Beall)&lt;br&gt;Low Carbon Transit Operations Program</td>
<td>Makes a number of changes to the structure of the Low Carbon Transit Operations Program. For capital projects, requires a recipient transit agency to do all of the following: (1) specify the phases of work for which the agency is seeking an allocation of funding from the Low Carbon Transit Operations Program; (2) identify the sources and timing of all funding required to undertake and complete any phase of a project for which the agency is seeking an allocation from the program; and (3) described intended sources and timing of funding to complete any subsequent phases of the project through construction or procurement. Allows a recipient transit agency that does not submit a project for funding in a particular fiscal year to retain its funding share, and to accumulate and utilize that funding share in a subsequent fiscal year for a larger expenditure. Allows a recipient transit agency, in a particular fiscal year, to loan or transfer its funding share to another recipient transit agency with an identified eligible project. Allows a group of recipient transit agencies, in a particular fiscal year, to enter into an agreement to pool their funding shares for an identified eligible project. Allows a recipient transit agency to apply to Caltrans to do either of the following: (1) reassign any savings of Low Carbon Transit Operations Program funding allocated for a completed project to another eligible project; or (2) reassign to another eligible project any Low Carbon Transit Operations Program funding previously allocated to a project that the agency has determine is no longer a high priority. Allows for the use of Letters of No Prejudice (LONPs), so that recipient transit agencies can advance their projects with local money and then get reimbursed with Low Carbon Transit Operations Program dollars when that funding becomes available.</td>
<td>As Introduced</td>
<td>Senate Rules Committee</td>
<td>Support</td>
</tr>
<tr>
<td><strong>SCA 7</strong>&lt;br&gt;(Huff)&lt;br&gt;Motor Vehicle Fees and Taxes: Restrictions on Expenditures</td>
<td>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.</td>
<td>5/28/15</td>
<td>Senate Transportation &amp; Housing Committee</td>
<td></td>
</tr>
<tr>
<td>State Senate Bills</td>
<td>Subject</td>
<td>Last Amended</td>
<td>Status</td>
<td>VTA Position</td>
</tr>
<tr>
<td>--------------------</td>
<td>---------</td>
<td>--------------</td>
<td>--------</td>
<td>--------------</td>
</tr>
<tr>
<td>SBX1-1 (Beall) Transportation Funding</td>
<td>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.</td>
<td>9/1/15</td>
<td>Senate Appropriations Committee</td>
<td>Support</td>
</tr>
<tr>
<td>State Senate Bills</td>
<td>Subject</td>
<td>Last Amended</td>
<td>Status</td>
<td>VTA Position</td>
</tr>
<tr>
<td>-------------------</td>
<td>---------</td>
<td>--------------</td>
<td>--------</td>
<td>--------------</td>
</tr>
<tr>
<td><strong>SBX1-2</strong> (Huff)</td>
<td>Cap-and-Trade: State Highways and Local Roadways</td>
<td>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.</td>
<td>As Introduced</td>
<td>Senate Transportation &amp; Infrastructure Development Committee</td>
</tr>
<tr>
<td><strong>SBX1-3</strong> (Vidak)</td>
<td>High-Speed Rail: Bond Funding</td>
<td>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 21st 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.</td>
<td>8/17/15</td>
<td>Senate Transportation &amp; Infrastructure Development Committee</td>
</tr>
<tr>
<td><strong>SBX1-4</strong> (Beall)</td>
<td>Transportation Funding: State Highways and Local Roadways</td>
<td>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.</td>
<td>9/4/15</td>
<td>Conference Committee</td>
</tr>
<tr>
<td><strong>SBX1-5</strong> (Beall)</td>
<td>Transportation Funding: Trade Corridors and Local Transportation Infrastructure</td>
<td>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.</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
</tr>
<tr>
<td><strong>SBX1-6</strong> (Runner)</td>
<td>Cap-and-Trade: High-Speed Rail</td>
<td>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.</td>
<td>As Introduced</td>
<td>Senate Transportation &amp; Infrastructure Development Committee</td>
</tr>
<tr>
<td>State Senate Bills</td>
<td>Subject</td>
<td>Last Amended</td>
<td>Status</td>
<td>VTA Position</td>
</tr>
<tr>
<td>-------------------</td>
<td>---------</td>
<td>--------------</td>
<td>--------</td>
<td>--------------</td>
</tr>
<tr>
<td>SBX1-7 (Allen)</td>
<td>Diesel Sales Tax</td>
<td>Increases the sales and use tax rate on diesel fuel by 3.5 percent. Dedications 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.</td>
<td>9/3/15</td>
<td>Senate Appropriations Committee</td>
</tr>
<tr>
<td>SBX1-8 (Hill)</td>
<td>Cap-and-Trade: Public Transit Funding</td>
<td>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.</td>
<td>As Introduced</td>
<td>Senate Appropriations Committee</td>
</tr>
<tr>
<td>SBX1-9 (Moorlach)</td>
<td>Caltrans: Architectural and Engineering Services</td>
<td>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.</td>
<td>As Introduced</td>
<td>Senate Transportation &amp; Infrastructure Development Committee</td>
</tr>
<tr>
<td>SBX1-10 (Bates)</td>
<td>State Transportation Improvement Program</td>
<td>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.</td>
<td>As Introduced</td>
<td>Senate Transportation &amp; Infrastructure Development Committee</td>
</tr>
<tr>
<td>State Senate Bills</td>
<td>Subject</td>
<td>Last Amended</td>
<td>Status</td>
<td>VTA Position</td>
</tr>
<tr>
<td>-------------------</td>
<td>---------</td>
<td>--------------</td>
<td>--------</td>
<td>--------------</td>
</tr>
<tr>
<td><strong>SBX1-11</strong> (Berryhill) CEQA: Exemption for Certain Transportation Projects</td>
<td>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.</td>
<td>9/4/15</td>
<td>Senate Transportation &amp; Infrastructure Development Committee</td>
<td>6.11.a</td>
</tr>
<tr>
<td><strong>SBX1-12</strong> (Runner) California Transportation Commission</td>
<td>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.</td>
<td>8/20/15</td>
<td>Senate Appropriations Committee</td>
<td>6.11.a</td>
</tr>
<tr>
<td>State Senate Bills</td>
<td>Subject</td>
<td>Last Amended</td>
<td>Status</td>
<td>VTA Position</td>
</tr>
<tr>
<td>-------------------</td>
<td>---------</td>
<td>--------------</td>
<td>--------</td>
<td>--------------</td>
</tr>
<tr>
<td><strong>SBX1-13</strong>&lt;br&gt;(Vidak)&lt;br&gt;Office of the Transportation Inspector General</td>
<td>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.</td>
<td>9/3/15</td>
<td>Senate Appropriations Committee</td>
<td></td>
</tr>
<tr>
<td><strong>SBX1-14</strong>&lt;br&gt;(Cannella)&lt;br&gt;Public-Private Partnerships</td>
<td>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.</td>
<td>As Introduced</td>
<td>Senate Transportation &amp; Infrastructure Development Committee</td>
<td></td>
</tr>
<tr>
<td><strong>SCAX1-1</strong>&lt;br&gt;(Huff)&lt;br&gt;Motor Vehicle Fees and Taxes: Restrictions on Expenditures</td>
<td>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.</td>
<td>As Introduced</td>
<td>Senate Appropriations Committee</td>
<td></td>
</tr>
</tbody>
</table>
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
   Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

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

SUBJECT: Construction of the Downtown San Jose and City Hall Bus Rapid Transit Stations

Policy-Related Action: No  Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Authorize the General Manager to execute a contract with Granite Rock Company, the lowest responsive and responsible bidder, in the amount of $1,650,209 for the construction of the Downtown San Jose and City Hall Bus Rapid Transit (BRT) Stations Project.

BACKGROUND:

In December 2008, the VTA Board of Directors approved the Santa Clara Alum Rock Bus Rapid Transit (BRT) Project Environmental Impact Report, defining the 7.2 mile project in the City of San Jose. The Project extends from the western terminus at the SAP Center on Santa Clara Street to the Alum Rock Transit Center on Capitol Avenue and continues to the Eastridge Transit Center. Ten new BRT stations are included along the alignment.

On November 7, 2013, the VTA Board of Directors authorized execution of a contract with Goodfellow Top Grade Construction for the Santa Clara Alum Rock BRT Project, Civil and Stations Improvement contract. That contract originally included the construction of the BRT stops at both the Downtown San Jose and City Hall locations but the scope was deleted after it was determined that the construction of the future SVRT extension in Downtown San Jose could severely impact both locations. Both stations have now been redesigned to reflect scaled-back improvements.

The redesigned stations are now repackaged into a new contract, the Downtown San Jose and City Hall BRT Stations contract (see Exhibit A). This contract includes bus stop improvements to facilitate a BRT line at four locations in the downtown San Jose area along Santa Clara Street.
The improvements includes sidewalk removal and replacement, shelter installation, pedestrian lighting, communication systems and other miscellaneous work. To maintain vehicular and pedestrian traffic, and business access within the congested downtown area, the scope includes specific staging of activities during construction. To mitigate impacts, the contractor is also required to coordinate with adjacent businesses and to adhere to specific restrictions in the contract documents.

DISCUSSION:

The Downtown San Jose and City Hall BRT Project contract was advertised November 24, 2015. Bids were submitted on January 8, 2016 with the following results:

<table>
<thead>
<tr>
<th>Company Name</th>
<th>Bid Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Granite Rock</td>
<td>$1,650,209</td>
</tr>
<tr>
<td>DMZ Builders</td>
<td>$1,745,895</td>
</tr>
<tr>
<td>Sposeto</td>
<td>$1,900,090</td>
</tr>
<tr>
<td>Engineer’s Estimate</td>
<td>$970,023</td>
</tr>
</tbody>
</table>

The three bids received were within 15% of each other and deemed competitive. The lowest bid is 70% higher than the Engineer’s Estimate. This difference can be attributed to the risk and complexity associated with working in a constrained environment. VTA staff has performed a bid analysis and has determined the bid to be fair and reasonable. Granite Rock is the lowest responsible and responsive bidder, and staff recommends award of this contract to Granite Rock.

Construction is scheduled to begin in February 2016 with completion by June 2016.

ALTERNATIVES:

The Board could choose to reject all bids and re-advertise the contract. This would result in a delay in awarding this contract and delay the completion of the Downtown San Jose and City Hall BRT Stations.

FISCAL IMPACT:

This action will authorize funds in the amount of $1,650,209 for the construction of the Downtown San Jose and City Hall Bus Rapid Transit (BRT) Stations Project. Appropriation for this expenditure is included in the FY16 Adopted 2000 Measure A Transit Improvement Program Fund Capital Budget. This contract is funded with 2010 State Transportation Improvement Program and 2000 Measure A funds.

SMALL BUSINESS ENTERPRISE (SBE) PARTICIPATION:

Based on identifiable subcontracting opportunities, a Small Business Enterprise (SBE) goal of 14.69% was established for this contract. Granite Rock has committed to a SBE participation of 43.3% for this contract.

Prepared by: Mohamed Basma, Program Manager  
Memo No. 5088
ATTACHMENTS:

- 5088 - Exhibit A - Downtown and City Hall BRT Stations  (PDF)
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
    Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Business Services, Alberto Lara

SUBJECT: Delegation to General Manager or His/Her Designee of Authority under Public Contract Code § 22050 to Take Actions and Expend Funds in the Event of an Emergency

Policy-Related Action: Yes  Government Code Section 84308 Applies: No

Resolution

ACTION ITEM

RECOMMENDATION:

Adopt a resolution delegating to the General Manager or his/her designee the authority to enter into emergency contracts up to a value of $1,000,000 per contract, subject to statutory reporting requirements and additional Board oversight.

This action requires the affirmative vote of a four-fifths majority of the voting members, provided that there are at least seven affirmative votes in favor of the resolution.

BACKGROUND:

In general, California law requires VTA to let construction contracts above $15,000 out to bid and to provide prospective bidders at least seven days’ notice of the invitation for bids. In practice, the time required to prepare formal bid documents and to advertise bids is typically much longer, often several weeks or months.

However, emergencies occasionally arise that require the immediate expenditure of more than $15,000. Natural disasters such as earthquakes and floods, acts of terrorism, and unanticipated mechanical, electronic or other technological failures are just some examples of occurrences that would require the immediate expenditure of public money to safeguard life, health, or property.
When an emergency arises, there will not always be sufficient time to prepare bid documents and obtain competitive bids to respond to the emergency.

VTA can—and often does—use its own forces for many repairs and alterations. However, it would be impractical and cost-prohibitive for VTA to keep on its payroll staff trained and able to address any emergency that might arise. This means that there will inevitably be situations where VTA must contract for outside services. And, with the high cost of construction services in the area, it is very easy to exceed the $15,000 threshold, particularly for emergency work.

VTA’s Enabling Act (Public Utilities Code §§ 100000 et seq.) and its Administrative Code do not specify how VTA should respond to an emergency. Public Contract Code section 20303, applicable specifically to VTA, allows the Board, on a 4/5ths vote of its total authorized membership, to declare an emergency and expend funds to safeguard life, health, or property so long as the Board complies with Section 22050.

Subsection (a)(1) of Section 22050 allows the Board, upon the declaration of an emergency, to “repair or replace a public facility, take any directly related and immediate action required by that emergency, and procure the necessary equipment, services, and supplies for those purposes, without giving notice for bids to let contracts.” An emergency is defined in the Public Contract Code, for purposes of VTA, as “a sudden, unexpected occurrence that poses a clear and imminent danger, requiring immediate action to prevent or mitigate the loss or impairment of life, health, property, or essential public services.” See Public Contract Code §§ 1102; 20303. For ease of reference, the full texts of Public Contract Code sections 1102, 20303, and 22050 are included in Attachment A hereto.

Subsection (b)(1) of Section 22050, in turn, allows the Board to delegate to a nonelected agency officer the authority to order any action specified in subsection (a)(1). If the person delegated with such authority orders any such action, then under subsection (b)(3) of Section 22050 that person must, within certain prescribed time periods, report to the Board “the reasons justifying why the emergency will not permit a delay resulting from a competitive solicitation for bids and why the action is necessary to respond to the emergency.”

Some other transit agencies have delegated authority to their general manager (or equivalent officer) to take emergency action. Most of these agencies have set a cap on the amount that can be expended under such delegation. The Bay Area Rapid Transit (BART) has the highest cap at $1,000,000. By way of comparison, neither New York City’s Metropolitan Transportation Authority nor Washington Metropolitan Area Transportation Authority sets a cap on emergency procurements. A table listing selected transit agencies that have delegated emergency contracting authority to unelected officers and the amount of delegated authority is included as Attachment B.

**DISCUSSION:**

The Board has not previously delegated to any nonelected VTA officer the authority to order actions specified in Subsection (a)(1) of Section 22050. As it stands, only the VTA Board, on a 4/5ths vote of its total authorized membership, may utilize its emergency powers under Section
20303 and then declare an emergency and order the actions specified in Subsection (a)(1) of Section 22050.

This means that in the event of an emergency, VTA is powerless to contract for construction services above $15,000 until a Board meeting can be convened with at least 4/5ths of the Board’s authorized membership in attendance. Under normal circumstances, the Board meets only once a month. Although it is possible for the Board to convene a special meeting, it could take days to obtain the required 4/5ths attendance that would be necessary to order an emergency action. But, because VTA’s activities involve life safety and critical community infrastructure and services, a delay of even a few days may render any action ineffective.

For these reasons, staff recommends that the Board delegate to the General Manager or his/her designee the authority to order any action specified in subsection (a)(1) of Section 22050 in the event of an emergency as defined in Public Contract Code sections 1102 and 20303.

The General Manager’s authority under such a delegation will not be unfettered. When time permits the Board to consider emergency action under subsection (a) of Section 22050, staff should still present the item for the Board’s consideration. Inversely, the General Manager should exercise his/her authority to order emergency actions only when the emergency does not allow time to wait for the next regularly scheduled Board meeting and convening a special Board meeting with at least 4/5ths of the Board membership is impractical or unfeasible.

The current staff proposal limits the contracting authority of the General Manager or his/her designee to $1,000,000. This limit is consistent with the authority of BART’s Chief Executive Officer.

Under the current staff proposal, the General Manager would also have to notify the Board Chair and Vice Chair within 24 hours of ordering emergency action.

The current staff proposal does not limit the length of actions taken under the delegated emergency contracting authority because there is an inherent statutory check on how long such actions may last. Subsection (b)(3) of Section 22050 requires the General Manager to report to the Board either at the Board’s next regularly scheduled Board meeting if it will occur within fourteen (14) days of the action taken or, if the next Board meeting is scheduled for more than 14 days after the action, at a special meeting that must be convened within seven (7) days of the action taken. When that meeting occurs, the Board must review the action taken and either terminate the action or determine that the emergency continues and that the emergency action should be extended. This will provide ample opportunity for Board oversight and will diminish the likelihood of an over-commitment of time or resources by the General Manager or his/her designee.

**Process**

To summarize, staff proposes that the General Manager or his/her designee abide by the following process in exercising emergency contracting authority:
1. In the event of an emergency as defined by Public Contract Code sections 1102 and 20303, the General Manager or his/her designee should determine whether the immediate expenditure of public money is required to safeguard life, health, or property and that the emergency does not permit a delay for competitive solicitation of bids.

2. In making this determination, the General Manager or his/her designee should take into account whether the situation permits a delay until the next regularly scheduled Board meeting or until a special meeting of the Board may be convened at which 4/5ths of the Board’s members attend. If the emergency permits such a delay, the General Manager may not exercise emergency contracting authority.

3. If the emergency does not permit such a delay, the General Manager or his/her designee may take action to repair or replace a public facility, take any directly related and immediate action required by that emergency, and procure the necessary equipment, services, and supplies for those purposes, without giving notice for bids to let contracts, up to a maximum value of $1,000,000.

4. The General Manager or his/her designee must notify the Board Chair and Vice Chair within 24 hours of taking the emergency action.

5. The General Manager or his/her designee must report to the Board within the time required by law. Currently, subsections (b)(3) and (c)(2) of Section 22050 require the report of such actions to the Board within seven (7) days of the action being taken or at the Board’s next regularly scheduled meeting if that regularly scheduled meeting is not more than fourteen (14) days after the emergency action taken.

6. At that Board meeting, the General Manager or his/her designee must provide the substantive report required by law. Currently, subsection (b)(3) of Section 22050 requires the General Manager or his/her designee to report the reasons justifying why the emergency will not permit a delay resulting from a competitive solicitation for bids and why the action is necessary to respond to the emergency so that the Board may determine whether to terminate or continue the emergency action.

7. At that Board meeting, the Board must either terminate the emergency action (if it has not already been terminated by the General Manager or his/her designee) or determine, by a 4/5ths vote, that the emergency action should continue.

ALTERNATIVES:

The only alternative is for the Board to retain the power to declare, by the affirmative vote of 4/5ths of its entire membership, and on a case-by-case basis, that an emergency exists requiring the immediate expenditure of public money to safeguard life, health, or property.

FISCAL IMPACT:

There is no direct fiscal impact from this resolution.

SMALL BUSINESS ENTERPRISE (SBE) PARTICIPATION:
Because this resolution does not involve the contracting for goods or services, there is no SBE participation element.

**STANDING COMMITTEE DISCUSSION/RECOMMENDATION:**

The Governance and Audit (G&A) Committee reviewed this item at their January 7, 2016 meeting. The report has been updated since the G&A Committee to respond to the committee’s comments relating to contract dollar limits, process for exercising the emergency procurement, and comparison with other operating agencies.

Prepared by: J. Carlos Orellana, Senior Assistant Counsel
Memo No. 5447
Attachment A

Full Text of Relevant Statutes

Public Contract Code § 1102 Emergency

“Emergency,” as used in this code, means a sudden, unexpected occurrence that poses a clear and imminent danger, requiring immediate action to prevent or mitigate the loss or impairment of life, health, property, or essential public services.

Public Contract Code § 20303 Emergencies; exceptions to contract, bid, and notice provisions; resolution

In case of an emergency, as defined under Section 1102, the board, upon adopting a resolution passed by a four-fifths vote of all its members, declaring and determining that public interest and necessity demand the immediate expenditure of public money to safeguard life, health, or property, may expend, or enter into a contract involving the expenditure of, any sum needed in the emergency without observing the provisions requiring contracts, bids, or notice. If notice for bids to let contracts will not be given, the board shall comply with Chapter 2.5 (commencing with Section 22050).

Public Contract Code § 22050 Contracts without bids; procedures

(a)(1) In the case of an emergency, a public agency, pursuant to a four-fifths vote of its governing body, may repair or replace a public facility, take any directly related and immediate action required by that emergency, and procure the necessary equipment, services, and supplies for those purposes, without giving notice for bids to let contracts.

(2) Before a governing body takes any action pursuant to paragraph (1), it shall make a finding, based on substantial evidence set forth in the minutes of its meeting, that the emergency will not permit a delay resulting from a competitive solicitation for bids, and that the action is necessary to respond to the emergency.

(b)(1) The governing body, by a four-fifths vote, may delegate, by resolution or ordinance, to the appropriate county administrative officer, city manager, chief engineer, or other nonelected agency officer, the authority to order any action pursuant to paragraph (1) of subdivision (a).

(2) If the public agency has no county administrative officer, city manager, chief engineer, or other nonelected agency officer, the governing body, by a four-fifths vote, may delegate to an elected officer the authority to order any action specified in paragraph (1) of subdivision (a).

(3) If a person with authority delegated pursuant to paragraph (1) or (2) orders any action specified in paragraph (1) of subdivision (a), that person shall report to the governing body, at its next meeting required pursuant to this section, the reasons justifying why the emergency will not permit a delay resulting from a competitive solicitation for bids and why the action is necessary to respond to the emergency.
(c)(1) If the governing body orders any action specified in subdivision (a), the governing body shall review the emergency action at its next regularly scheduled meeting and, except as specified below, at every regularly scheduled meeting thereafter until the action is terminated, to determine, by a four-fifths vote, that there is a need to continue the action. If the governing body meets weekly, it may review the emergency action in accordance with this paragraph every 14 days.

(2) If a person with authority delegated pursuant to subdivision (b) orders any action specified in paragraph (1) of subdivision (a), the governing body shall initially review the emergency action not later than seven days after the action, or at its next regularly scheduled meeting if that meeting will occur not later than 14 days after the action, and at least at every regularly scheduled meeting thereafter until the action is terminated, to determine, by a four-fifths vote, that there is a need to continue the action, unless a person with authority delegated pursuant to subdivision (b) has terminated that action prior to the governing body reviewing the emergency action and making a determination pursuant to this subdivision. If the governing body meets weekly, it may, after the initial review, review the emergency action in accordance with this paragraph every 14 days.

(3) When the governing body reviews the emergency action pursuant to paragraph (1) or (2), it shall terminate the action at the earliest possible date that conditions warrant so that the remainder of the emergency action may be completed by giving notice for bids to let contracts.

(d) As used in this section, “public agency” has the same meaning as defined in Section 22002.

(e) A three-member governing body may take actions pursuant to subdivision (a), (b), or (c) by a two-thirds vote.

(f) This section applies only to emergency action taken pursuant to Sections 20133, 20134, 20168, 20193, 20205.1, 20213, 20223, 20233, 20253, 20273, 20283, 20293, 20303, 20313, 20331, 20567, 20604, 20635, 20645, 20685, 20736, 20751.1, 20806, 20812, 20914, 20918, 20926, 20931, 20941, 20961, 20991, 21020.2, 21024, 21031, 21043, 21061, 21072, 21081, 21091, 21101, 21111, 21121, 21131, 21141, 21151, 21161, 21171, 21181, 21191, 21196, 21203, 21212, 21221, 21231, 21241, 21251, 21261, 21271, 21290, 21311, 21321, 21331, 21341, 21351, 21361, 21371, 21381, 21391, 21401, 21411, 21421, 21431, 21441, 21451, 21461, 21472, 21482, 21491, 21501, 21511, 21521, 21531, 21541, 21552, 21567, 21572, 21581, 21591, 21601, 21618, 21624, 21631, 21641, and 22035.
## Attachment B

**Amount of Authority Delegated to Unelected Officers by Selected Transit Agencies**

<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Cap Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bay Area Rapid Transit (BART)</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>Golden Gate Transit District</td>
<td>$100,000</td>
</tr>
<tr>
<td>Los Angeles Metropolitan Transportation Authority</td>
<td>$500,000</td>
</tr>
<tr>
<td>Metropolitan Transportation Commission</td>
<td>No Cap</td>
</tr>
<tr>
<td>North County Transit District (North San Diego County)</td>
<td>No Cap</td>
</tr>
<tr>
<td>New York City Metropolitan Transportation</td>
<td>No Cap</td>
</tr>
<tr>
<td>San Francisco Municipal Transportation Agency (SF Muni)</td>
<td>$100,000</td>
</tr>
<tr>
<td>Washington Metropolitan Area Transportation Authority</td>
<td>No Cap</td>
</tr>
</tbody>
</table>
Attachment C

Resolution No. ______________

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY DELEGATING TO THE GENERAL MANAGER OR HIS/HER DESIGNEE THE AUTHORITY UNDER PUBLIC CONTRACT CODE SECTION 22050 TO ENTER INTO EMERGENCY PUBLIC WORKS CONTRACTS

WHEREAS, California Public Contract Code Section 22050(a) provides that in the case of an emergency, a public agency, pursuant to a four-fifths vote of its governing body, may repair or replace a public facility, take any directly related and immediate action required by that emergency, and procure the necessary equipment, services, and supplies for those purposes, without giving notice for bids to let contracts; and

WHEREAS, Public Contract Code sections 1102 and 20303 define an emergency, for purposes of VTA, as “a sudden, unexpected occurrence that poses a clear and imminent danger, requiring immediate action to prevent or mitigate the loss or impairment of life, health, property, or essential public services.”

WHEREAS, pursuant to Public Contract Code section 22050(b), the Santa Clara Valley Transportation Authority (VTA) Board of Directors (Board), by a four-fifths vote of its governing body, may delegate, by resolution or ordinance, to the appropriate VTA administrative officer, chief engineer, or other nonelected agency officer, the authority to order any action pursuant to Section 22050(a); and

WHEREAS, if a person with authority delegated pursuant to Section 22050(b) orders any action specified in Section 22050(a), that person shall report to the Board, at its next meeting required pursuant to Public Contract Code Section 22050, the reasons justifying why the emergency will not permit a delay resulting from a competitive solicitation for bids and why the action is necessary to respond to the emergency; and

WHEREAS, if a person with authority delegated pursuant to Section 22050(b) orders any action specified in Section 22050(a), the Board shall initially review the emergency action not later than seven days after the action, or at its next regularly scheduled meeting if that meeting will occur not later than 14 days after the action, and at every regularly scheduled meeting thereafter until the action is terminated, to determine, by a four-fifths vote, that there is a need to continue the action, unless the person with delegated authority has terminated that action prior to the Board’s review and determination; and

WHEREAS, when the Board reviews the emergency action, it shall terminate the action at the earliest possible date that conditions warrant so that the remainder of the emergency action may be completed by giving notice for bids to let contracts; and
WHEREAS, the delegation of authority to order actions as described above to the General Manager or his/her designee will comport in all other respects with Board policy regarding the procurement of public works design and construction contracts; and

WHEREAS, the General Manager, as Purchasing Agent, has the authority to enter into negotiated agreements in amounts not to exceed those set forth in the Public Contract Code and VTA’s Administrative Code, as amended from time to time; and

WHEREAS, the Board would prefer to have emergency items in excess of the amounts delegated under the Public Contract Code and VTA’s Administrative Code brought before it under Section 22050(a) when time allows, but wishes to delegate the authority for entering into emergency construction contracts to appropriate staff as it is anticipated that emergencies may arise that require a response before a meeting with four-fifths of the Board can be convened.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Santa Clara Valley Transportation Authority that:

Section 1. The Board hereby delegates to the General Manager or his/her designee, as designated in writing, the authority, in the event of an emergency as defined by Public Contract Code sections 1102 and 20303, to repair or replace a public facility, take any directly related and immediate action required by that emergency, and procure the necessary equipment, services, and supplies for those purposes, without giving notice for bids to let contracts, subject to and under Public Contract Code section 22050, up to a maximum value of $1,000,000 per contract.

Section 2. The General Manager or his/her designee is authorized to exercise the authority delegated in Section 1 above only when the emergency does not permit a delay until the Board’s next regularly scheduled meeting or until a special meeting of the Board may be convened at which 4/5ths of the Board’s membership is in attendance.

Section 3. If the General Manager or his/her designee takes any action pursuant to the authority delegated in Section 1 above, then the General Manager or his/her designee must provide notice of the action taken to the Board Chair and Vice Chair within twenty-four (24) hours of taking such action.

Section 4. If the General Manager or his/her designee takes any action pursuant to the authority delegated in Section 1 above, then the General Manager or his/her designee must also report to the Board within the time and in the manner provided by law.

AYES DIRECTORS

NOES DIRECTORS

ABSENT DIRECTORS

___________________________________
Cindy Chavez, Chairperson
Board of Directors
ATTEST:

__________________________________
Elaine Baltao, Board Secretary

APPROVED AS TO FORM:

__________________________________
Robert Fabela
General Counsel
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
    Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Planning and Program Development, John Ristow

SUBJECT: Land Use and Transportation Integration Partnerships: Next Steps

FOR INFORMATION ONLY

BACKGROUND:

As the Congestion Management Agency (CMA) and transit agency for Santa Clara County, VTA plays an active role in integrating land use and transportation planning. State legislation requires CMAs to establish "A program to analyze the impacts of land use decisions made by local jurisdictions on the regional transportation system." (Government Code 65089 (b) (4)). In addition, transit agencies typically work with local jurisdictions to review and provide comments on development proposals near transit routes and facilities. However, VTA does not have land use decision-making authority, and it is therefore essential for VTA and Member Agencies to work hand-in-hand to achieve an integrated and thriving land use and transportation system.

The core goal of VTA's land use activities is to strengthen the connection between land use decisions and transportation investments in order to increase walking, biking and transit ridership, manage congestion, and improve the livability and economic vitality of Santa Clara County. With this in mind, VTA has developed several programs and initiatives to coordinate local land use decision-making with countywide transportation planning. These efforts, which VTA refers to as the Land Use and Transportation Integration (LUTI) Partnerships Program, were discussed in presentations to VTA Board Committees in August 2014 and January 2015.

The purpose of the LUTI Partnerships Program is to build on existing VTA initiatives to enhance VTA's involvement in land use decision-making. A key objective is to create opportunities for VTA and Member Agencies to work together earlier in the process of planning and development to produce more effective and meaningful collaborative outcomes. This relationship is mutually beneficial; VTA's transportation investments greatly influence many aspects of city livability and sustainability, and local land use decisions influence the effectiveness of the various modes of travel (e.g., car, walk, bike, and transit). Both VTA and local efforts attain greater value by working together through each phase of development.
DISCUSSION:

In the Fall of 2015, VTA staff initiated a series of Land Use and Transportation Briefings at VTA Board Committees as an implementation step in the LUTI Partnerships Program. The purpose of this series is to highlight areas around the county where large-scale development is currently occurring, or is planned or proposed in the near future. These briefings provide an opportunity for VTA and local agency staff to highlight the development projects or plans that are occurring in an area, the transportation opportunities and challenges associated with this growth, and potential strategies to address these issues. The briefing series began with an item on major development projects and plans in Mountain View in September 2015, followed by an item on the proposed City Place development in Santa Clara in November 2015. Both of these items were co-presented at VTA Committees by VTA and City staff; the City Place item was also presented to the Board at its December 2015 meeting. VTA staff’s intent is to bring these briefings to VTA Committees on a regular basis; a briefing on major developments and plans in Sunnyvale is scheduled for February 2016 Committees, with potential briefings on San Jose Urban Villages and Cupertino development projects to follow. VTA welcomes suggestions for other areas of the county to cover in future months.

In the December 10, 2015 Board discussion on the City Place briefing, the Board expressed great interest in this land use and transportation briefing series. Board members offered a number of comments and questions, and suggested that VTA staff bring several topics back to VTA Committees (including the CMPP Standing Committee) for further exploration. These topics included:

1. Land Use and Transportation Briefing Series: The Board expressed interest in learning more about VTA staff’s criteria for bringing land use items to VTA Committees and the Board, and looking at opportunities for enhanced review and discussion of these items;
2. Development Fees/Contributions towards Transportation Improvements: The Board expressed interest in discussing options for improving the consistency of how developments pay for transportation improvements, including possibility of establishing a county-wide development impact fee; some considerations would include existing city fees and funding mechanisms, how a countywide fee might relate to these mechanisms, what VTA’s role as the CMA could be, and what the process would involve;
3. Jobs/Housing Balance in Land Use Proposals: The Board discussed the challenges of addressing transportation needs generated by development when these needs are often shaped by jobs/housing imbalances; several members expressed interest in exploring how VTA might be able to shed light on this issue.

At the January 2016 TAC, PAC and CMPP Committee meetings and the February 2016 Board meeting, VTA staff will provide further information about these topics and will pose questions regarding how VTA should proceed in these areas as an agency.

ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:

The Technical Advisory Committee (TAC) received this information item at the January 14, 2016 meeting. Chair Servin noted that the TAC would need to review this information and
receive further direction from local elected officials before providing detailed commentary, and noted that any discussion of fees should factor in existing mechanisms such as contributions collected for County Expressways and State roadways. Staff responded that VTA plans to bring back focused items for further discussion at future meetings.

The Policy Advisory Committee (PAC) received this information item at the January 14, 2016 meeting. Members of the Committee had the following comments and questions: 1) asked about VTA's ability to institute a development impact fee for transportation improvements; and 2) inquired about dates for upcoming land use / transportation briefings. Staff provided the following responses: 1) stated that other Congestion Management Agencies have implemented fees and that VTA will look into the technical and legal studies that are involved; and 2) clarified that a briefing on Sunnyvale plans and developments is scheduled for February 2016, and that later months are open if Committee members wish to suggest topics.

**STANDING COMMITTEE DISCUSSION/RECOMMENDATION:**

The Congestion Management Program & Planning (CMPP) Committee received this information item at the January 21, 2016 meeting. Members of the Committee had the following comments and questions: 1) transportation infrastructure should to be planned in advance of development; 2) it can be beneficial to obtain California Environmental Quality Act (CEQA) clearance for an entire planning area in advance; 3) this effort is important, and it's key to educate public officials; the frequency of these land use briefings is fine; 4) suggest bringing additional briefings on Gilroy's proposed residential growth and BART Phase 2 station area planning; 5) impact fees can serve as an investment, and can help encourage predictability in the development process; 6) there are different views on jobs/housing balance; this discussion should go to the full Board of Directors.

Staff provided the following responses: regarding items 1) and 2) noted that the Milpitas Transit Area Specific Plan and Moffett Park Specific Plan are good examples of planning ahead; regarding 3) stated that this is a key opportunity to influence land use development to work with our transportation system and investments, and our preferred outcome should be to translate these discussions into action; regarding 4) stated that VTA staff will work on bringing these additional briefings, coordinating with local agency staff; regarding 5) and 6) noted that this item was brought to January TAC, PAC and CMPP and will be brought to February Board, and staff can bring back more detailed items depending on the level of interest expressed by the Board and Committees.

Prepared By: Robert Swierk
Memo No. 5373
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
    Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Planning and Program Development, John Ristow

SUBJECT: Transit Ridership Improvement Program 2016 Work Plan

FOR INFORMATION ONLY

BACKGROUND:

The Transit Ridership Improvement Program (TRIP) is a two-year policy and planning effort to redesign VTA’s transit service model. The TRIP was introduced to VTA's Board of Directors and Committees in the Fall of 2015. It looks forward to July of 2017, when VTA’s next two-year service plan will be implemented and seeks to accomplish the goals of increasing transit ridership, improving VTA’s farebox recovery rate and integrating VTA’s transit network with the BART extension to Milpitas and San Jose. The development of VTA’s next transit network will rely on policy guidance from VTA’s Board of Directors as well as input from VTA’s advisory committees, policy boards, municipal partners and the community. Jarrett Walker and Associates, a well-regarded transit network design firm has been hired to assist with this effort.

DISCUSSION:

The TRIP contains four main elements:

Assessment of VTA’s current transit service
Jarrett Walker and Associates has produced a Draft Transit Choices Report that contains an analysis of VTA’s current transit service as well as recommendations for VTA. The major findings include:

- *Service levels not matching population growth*: VTA’s annual hours of revenue service have decreased since a peak around 2000, experiencing notable decreases in 2003-04 and 2010-11, corresponding with economic downturns. Presently, VTA operates 15% fewer service hours than in 2000.
• **Cost-effectiveness declining:** VTA’s cost to operate an hour of transit service is higher than the industry average, but comparable to other local transit operators. That cost is increasing at a rate greater than the industry average. VTA is receiving less value per dollar spent and not attracting as many customers per dollar spent than previous years.

• **Limited resources generally allocated to match demand:** VTA’s most frequent routes services are located in Eastern/Southern San Jose and along El Camino Real and Stevens Creek, which correspond to the most competitive transit markets.

• **Policy refinement needed:** VTA’s Transit Sustainability Policy advises VTA to design transit routes largely based on cost-effectiveness. However, in practice, multiple types of service exist: Ridership (those that carry many riders and have higher farebox rates), Coverage (those that exist to provide some level of transit access, but are not expected to have high farebox rates, and peak services).

• **Service branding could be strengthened:** VTA’s transit service types are branded with names such as local, rapid, limited, community and express which do not necessarily convey service characteristics that are important to transit riders. Service designations based on what is important to riders such as frequency, span and stop spacing may help VTA accurately advertise its services to riders and potential riders.

**Policy Development**

Transit service planning requires making tough choices between good intentions. Should transit service be spread thin throughout the county, assuring all residents access to transit at the expense of ridership and farebox recovery rates or should it be focused in corridors where it is likely to record higher ridership and higher farebox rates? Should transit service be focused on the peak commute period, and thus address traffic congestion or be spread evenly throughout the day? Should transit operate more like a business, raising fares to recover more cost from the riders or is it a social service, providing affordable transportation to those with no other travel options?

These are tough questions without necessarily correct answers. Some combinations are more effective than others and finding the right balance will require policy decisions. These will inform the Service Redesign Plan.

The VTA Board of Directors will be asked to provide policy direction on fundamental service model development.

**Partner Education and Involvement**
The productivity of the transit network is dependent on three main factors: the quality of transit service provided, land use - density, location, orientation and street design. The latter two are not within the control of VTA and are arguably the most influential as land uses create travel demand between locations and streets create the means to travel between them. As such, when cities make land use decisions or street design decisions, they are making transit-affecting decisions, yet since cities do not operate transit, those decisions often place transit performance outcomes at a lower priority level than automobile performance. To be effective in achieving increased ridership and improved farebox recovery rates, VTA needs cities to take greater ownership over transit outcomes and better incorporate transit performance in their planning process. To this end, VTA will be undertaking a number of efforts to strengthen this connection:

- **Community Leader Workshops**: These are a series of workshops throughout the county, each focusing on a specific city, city subarea or grouping of similar cities. Attendees are expected to be council members, city staff and community and neighborhood leaders. Participants will engage in transit planning exercises focusing on their own neighborhoods, learning about transit planning and making tough decisions about how to allocate limited resources.

- **Board of Directors Workshop(s)**: Jarrett Walker will lead VTA’s Board of Directors through policy discussions about how the next transit network should be designed.

- **Transit Network Design Class**: Free to city staff, this is a two-day class designed to help city transportation and planning staff gain an understanding and appreciation for transit service decisions and strengthen the focus on transit planning.

**Development of VTA's Next Network**

The TRIP’s 2017 Next Network development process includes three components of VTA transit system redesign:

1. Light Rail System Enhancement
2. Bus Network Redeign
3. Core Connectivity

1. The Light Rail System Enhancement program will include:

   - Development of new rail service model considering increased ridership demand and connections to BART, Caltrain and ultimately high speed rail.
- Systemwide implementation of speed and safety improvements designed to improve reliability, transit trip times, and pedestrian and vehicle safety interactions with rail vehicles.

2. The Bus Network redesign effort is twofold:

- Integrate BART service at Milpitas and Berryessa stations with the revised VTA network by providing attractive bus connections for riders. This component was previously referred to as the BART Transit Integration Plan (BTIP), but is now consolidated into the bus network redesign component of TRIP. Strategies to achieve effective integration will include new service models that provide service levels based on demand and frequency of connecting core system service levels.
- Apply those service principles to increase ridership on VTA’s entire bus transit network. One of the industry tools that has proven most effective is a focus on offering a strong core network of frequent services. As such, the new bus network will likely build and strengthen VTA’s core network of frequent services.

The process to develop VTA’s new bus network is illustrated in Attachment A:

- A number of planning efforts will serve as inputs to the process. These efforts include initial stakeholder outreach conducted over 2015, an assessment of VTA’s existing service, and the Light Rail Operating Plan.
- Using the initial information gathered, VTA staff and Jarrett Walker + Associates will develop three bus network concepts. Each network concept will represent a unique allocation of transit resources, which will illustrate the tradeoffs involved in transit network design.
- The bus network concepts will be presented to stakeholders, the community, and policymakers for discussion and input in the first round of outreach. This comprehensive outreach effort will span the County and utilize an array of strategies such as community workshops, social media campaigns, and interactive website activities.
- The bus network concepts will be developed into a single network based on the input gathered from the community, stakeholders, a Title VI equity analysis, and policymakers.
- The draft network plan will be presented to stakeholders, the community, and policymakers again for a second round of discussion and input.
- VTA staff will refine the network based on community input, the Title VI analysis, and other policy considerations to create the final network plan.
- The final network plan will be presented to the VTA Board of Directors and committees for approval.
- Implementation of the plan will be coincident with the opening of the BART Extension to Silicon Valley service in 2017.
3. The Core Connectivity effort will include:

- Identification of core network connection strategies and station access solutions, including shuttles, bike, transit, ride sharing, and technology-based solutions that can be implemented at any station within Santa Clara County.

- Development of a comprehensive toolkit of possible mobility solutions for VTA to consider as it develops these first/last mile connection solutions.

The new TRIP network will need to be responsive to recent land use changes that have impacted VTA’s travel market in order to offer a network that serves a range of diverse travel needs. As such, VTA will need to balance the need for transit productivity against the need for transit coverage. Additionally, the development of the new bus network will require special attention to issues of environmental justice and equity in order to advance VTA’s goal to provide service to those who need it most.

**ADVISORY COMMITTEE DISCUSSION/RECOMMENDATIONS**

The Committee for Transit Accessibility received this item on January 13th and made the following comments:

1) The Committee expressed concern that improving ridership shouldn’t come at the expense of service to disabled individuals and communities of concern. The Committee expressed a desire to be part of the discussion and not be left out. Staff responded that CTA and communities of concern will be an integral part of the planning process.

2) The Committee suggested staff utilize transit ridership usage data on ADA-eligible riders who are using the fixed route system, plus data on ridership to social service locations throughout the service area.

3) A desire for the committee to work with VTA staff on the project by collaborating on manageable pieces of work, a desire for extra wheelchair space on new buses, a concern that carts and baby strollers are getting larger over time, a desire for Community Bus service in Milpitas, and a concern over development and the environment at California Circle in Milpitas.

The Citizens Advisory Committee received this item on January 13th and made the following comments:

1) The Committee expressed a desire for the Next Network to focus on congestion reduction during the peak commute periods.

2) The Committee asked staff if they have a vision for the final Next Network and what it will look like. Staff responded that the Next Network will be developed by the community, the VTA Board, and other stakeholders.
The Technical Advisory Committee received this item on January 14th and made the following comments:

1) The City of Palo Alto is evaluating its shuttle program. Can that be coordinated with the TRIP? Staff confirmed that coordination made sense.

2) Will the TRIP consider Title VI? Staff confirmed that a Title VI analysis would be completed in the Summer of 2016.

The Policy Advisory Committee received this item on January 14th and made the following comments:

1) The Committee expressed frustration that VTA does not provide service along congested corridors such as Sunnyvale-Saratoga Road and questioned why transit service can’t provide both coverage and ridership.

2) The Committee commented that VTA’s network seems to be focused on coverage and not ridership.

3) The Committee asked if greenhouse gas reduction is a goal of the project.

4) The Committee requested information on VTA’s current service performance, including ridership and average loads. Staff will provide the Committee a copy of the latest Transit Operations Performance Report, which includes the requested information.

**STANDING COMMITTEE DISCUSSION/RECOMMENDATIONS**

The Congestion Management Program and Planning Committee received this item on January 21st and made the following comments:

1) The Committee expressed an interest in robust outreach and coordination with councilmember offices. Staff clarified that outreach would be extensive.

2) The Committee expressed concern about the pace of progress and the ability to initiate and complete projects in the modern era compared to a half-century ago. Staff pointed out that environmental regulations are one among many restrictions in the modern era.

3) The Committee observed that the ridership versus coverage discussion is a good question and would be central to the outcome of the TRIP.

Prepared By: Adam Burger
Memo No. 5360
Development of VTA’s Next Network

Proposed Work Flow

EARLY 2016
Planning Inputs

MARCH 2016
Draft Network Alternatives for Staff Review

MAY—AUGUST 2016
First Round of Outreach

SEPTEMBER—OCTOBER 2016
Staff Development of Draft Plan

DECEMBER 2016
Draft Network Plan

JANUARY—MARCH 2017
Second Round of Outreach

APRIL 2017
Final Network Plan

MAY—JUNE 2017
Adoption of Network Plan

SEPTEMBER 2017
Implementation of Network (coincident with BART service)

Transit Choices Report
Draft Light Rail Operating Plan
Initial Stakeholder Outreach
Performance Data
Other Related Planning Efforts

Network A
Advisory & Standing Committees
Board of Directors
Community & Stakeholder Outreach

Network B

Network C

Title VI Equity Analysis
Preliminary Scheduling and Planning Analysis

Draft Network Plan

Advisory & Standing Committees
Board of Directors
Community & Stakeholder Outreach

Final Network Plan

Advisory & Standing Committees
Board of Directors
Community & Stakeholder Outreach

Network Plan Implementation
Transit Ridership Improvement Program

Board of Directors
February 2016
Transit Ridership Improvement Program

TRIP Purpose
• Improve Ridership
• Improve Farebox Recovery Rate
• Connect to Berryessa and Milpitas BART Stations

Two-Year Planning and Policy Effort
• Transit Network Design (FY18-19 Service Plan)
• Working with Jarrett Walker and Associates
Transit Ridership Improvement Program

TRIP Elements

1. Assessment of VTA’s Current Transit Service
2. Policy Development
3. Partner Education and Involvement
4. Development of VTA’s Next Network

Changes coming to

- Light Rail Service
- Bus Service
- Core Connectivity
Assessment of Current Service

Independent assessment of

• Historical trends
• Market assessment
• Transit service and performance
• Service branding

Transit Choices report coming in March 2016
Policy Development

What is the purpose of the transit network?

Ridership vs. Coverage?

How do you measure when a route is achieving its purpose?
Partner Education and Involvement

The productivity of the transit network is based upon:

- The transit network itself
- Street design
- Land use

Partnership is necessary

- City growth decisions are ridership-affecting decisions
- Cities need to understand and own their influence on transit productivity
Partner Education and Involvement

Board of Directors Workshop – April 22
• Assessment of current transit service
• Ridership vs. coverage discussion

Community Leader Workshops – April to August
• Design transit for fictional town
• Discuss priorities for next network

Transit Network Design Class - TBD
Development of Next Network

Light Rail System Enhancement Program
• Operating Plan: BART connection and response to land use changes
• Capital Improvements: Speed and safety

Bus Network Redesign
• Integrate bus service with BART stations (formerly called BART Transit Integration Plan)
• Design core network of frequent services
• Public engagement throughout spring/summer of 2016

Core Connectivity
Next Network Development

**EARLY 2016**  
Planning Inputs

**MARCH 2016**  
Draft Network Alternatives for Staff Review

**MAY—AUGUST 2016**  
First Round of Outreach

**SEPTEMBER—OCTOBER 2016**  
Staff Development of Draft Plan

**DECEMBER 2016**  
Draft Network Plan

---

**Transit Choices Report**  
Draft Light Rail Operating Plan  
Initial Stakeholder Outreach  
Performance Data  
Other Related Planning Efforts

Network A

Network B

Network C

Advisory & Standing Committees
Board of Directors

Community & Stakeholder Outreach

Title VI Equity Analysis

Preliminary Scheduling and Planning Analysis

Draft Network Plan D
Next Network Development

JANUARY—MARCH 2017
Second Round of Outreach

APRIL 2017
Next Network Plan

MAY—JUNE 2017
Adoption of Network Plan

SEPTEMBER 2017
Implementation of Network (coincident with BART service)

Advisory & Standing Committees
Board of Directors

Community & Stakeholder Outreach

Next Network Plan

Advisory & Standing Committees
Board of Directors

Next Network Plan Implementation
GOVERNANCE AND AUDIT COMMITTEE
Thursday, January 7, 2016

MINUTES

CALL TO ORDER
The Regular Meeting of the Governance and Audit Committee (“Committee”) was called to order at 4:05 p.m. by Chairperson Chavez in Conference Room 157, County Government Center, 70 West Hedding Street, San José, California.

1. ROLL CALL

<table>
<thead>
<tr>
<th>Attendee Name</th>
<th>Title</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jason Baker</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Jeannie Bruins</td>
<td>Vice Chairperson</td>
<td>Present</td>
</tr>
<tr>
<td>Cindy Chavez</td>
<td>Chairperson</td>
<td>Present</td>
</tr>
<tr>
<td>Rose Herrera</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Johnny Khamis</td>
<td>Member</td>
<td>Present</td>
</tr>
</tbody>
</table>

A quorum was present.

2. PUBLIC PRESENTATIONS
There were no Public Presentations.

3. ORDERS OF THE DAY

M/S/C (Herrera/Baker) to accept the Orders of the Day and approve the Consent Agenda.

RESULT: APPROVED [UNANIMOUS]
MOVER: Rose Herrera, Member
SECONDER: Jason Baker, Member
AYES: Baker, Bruins, Chavez, Herrera, Khamis
NOES: None
ABSENT: None

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

4. Regular Meeting Minutes of December 14, 2015

M/S/C (Herrera/Baker) to approve the Regular Meeting Minutes of December 14, 2015.

The Agenda was taken out of order.

REGULAR AGENDA

6. Governing Board and Standing Committee Meeting Best Practices

Jim Lawson, Director of Government Affairs and Executive Policy Advisor, assisted by Elaine Baltao, Board Secretary, and Stephen Flynn, Senior Management Analyst, provided a brief overview of the report and staff recommendations.

Members of the Committee provided comments on the following topics:

- Electronic Agenda Distribution – The Committee expressed support for the staff recommendations, and added the following: 1) offer both electronic packet and paper copy during the transition period; 2) continue to provide paper copies of agendas and other supplemental materials on the dais; 3) examine technology that is user friendly both Board members and members of the public, and solicit feedback to identify issues; 4) make the process as transparent as possible; and 5) offer technical training to Board members as needed.

Staff noted they will reach out to Board members during this transition period to determine their preferred media, and will provide an update to the Committee at a future meeting.

- Standing Committee Meeting Schedule – The Committee expressed support for the staff recommendation, noting the Board chairperson and vice chairperson should be kept informed about committee attendance issues and changes in committee meeting dates/times.

- Standing Committee Meeting Frequency – Members of the Committee were generally supportive of staff recommendations, though they advised against bi-monthly meetings for the Congestion Management Program and Planning (CMPP) Committee. The Committee recommended evaluating the committee work plans and make appropriate adjustments.

- Topics pertaining to agenda structure, agenda format, and Board Rules of Procedure – The Committee made the following comments: 1) make board reports as easy to understand as possible; 2) keep all committee meeting minutes in the Board agenda packets; and 3) minor changes to Consent Agenda items may remain on Consent at the board or committee chairperson’s discretion.

- Formation of Policy Advisory Boards versus Utilizing the Policy Advisory Committee (PAC) - The Committee expressed support for staff recommendation and highlighted the importance of the PAC. They encouraged an open dialogue between the PAC chairperson and the Board chairperson as issues come up.

Staff thanked the Governance and Audit Committee for their input, noting a revised set of recommendations, where applicable, will be brought back to the Committee at a future
meeting for their consideration and recommendation to the Board of Directors for formal adoption.

On order of Chairperson Chavez and there being no objection, the Committee reviewed the current VTA Board and committee processes and practices and the staff recommended changes, and provided direction to staff on modifications.

5. **2016 Governance and Audit Committee Meeting Schedule**

M/S/C (Khamis/Herrera) to approve the 2016 Governance and Audit Committee Meeting Schedule.

<table>
<thead>
<tr>
<th>RESULT:</th>
<th>APPROVED [UNANIMOUS]</th>
</tr>
</thead>
<tbody>
<tr>
<td>MOVER:</td>
<td>Johnny Khamis, Member</td>
</tr>
<tr>
<td>SECONDER:</td>
<td>Rose Herrera, Member</td>
</tr>
<tr>
<td>AYES:</td>
<td>Baker, Bruins, Chavez, Herrera, Khamis</td>
</tr>
<tr>
<td>NOES:</td>
<td>None</td>
</tr>
<tr>
<td>ABSENT:</td>
<td>None</td>
</tr>
</tbody>
</table>

7. **Request for Delegation to General Manager or Her Designee of Authority under Public Contract Code § 20250 to Take Actions and Expend Funds in the Event of an Emergency**

Greg Pustelnik, Manager of Procurement, Contracts and Materials, provided an overview of the staff report.

Nuria I. Fernandez, General Manager and Chief Executive Officer, added a brief context for the resolution, highlighting the need to allow for immediate action in a variety of emergency situations to safeguard lives and/or critical community infrastructure.

Members of the Committee expressed general support for the policy and noted the importance of ensuring the General Manager has the proper authority to do what is necessary in the event of an emergency. The Committee added the following comments:

1) asked about dollar limit for contract expenditure and length of time; 2) expressed the need for a formal process for emergencies, including identifying the role of the Board of Directors; 3) benchmark VTA policy against other operating agency policies, noting limitations on authority; 4) the Board chairperson and/or vice chairperson should be notified within twenty-four hours of the emergency; and 5) the resolution should highlight state laws.

Staff noted Committee’s concerns and will provide an update at the February 4, 2016, Board of Directors meeting based on Committee feedback.

M/S/C (Herrera/Baker) to recommend that the Board adopt a resolution delegating to the General Manager or her designee the authority to, in the case of an emergency, repair or replace a public facility, take any directly related and immediate action required by that emergency, and procure the necessary equipment, services, and supplies for those purposes, without giving notice for bids to let contracts, subject to and under Public Contract Code section 22050 (Section 22050), with amendments.
8. **VTA's Strategic Plan Process Update**

Scott Haywood, Transportation Planning Manager, provided a brief update of VTA’s Strategic Plan process, noting an Executive Retreat to focus on this effort is planned for February 2016. Under the Committee’s guidance, staff’s goal is to complete a draft Strategic Plan by May 2016, with a final plan anticipated for Board adoption by late Summer/early Fall 2016. Staff will provide further update on this process at the March 3, 2016, Governance and Audit Committee meeting.

Chairperson Chavez requested that staff provide a diagram or chart of VTA’s efforts and how they relate with one another.

**On order of Chairperson Chavez** and there being no objection, the Committee received an update on VTA's Strategic Plan process.

**OTHER ITEMS**

9. **Items of Concern and Referral to Administration**

There were no Items of Concern and Referral to Administration.

10. **Governance & Audit Committee Work Plan**

Ms. Fernandez noted the next Committee meeting is scheduled for March 3, 2016. The Auditor General assessment of the Alum Rock/Santa Clara Bus Rapid Transit Project is scheduled to be presented at the Committee’s May 5, 2016 meeting.

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

11. **Committee Staff Report**

Ms. Fernandez noted Governance and Audit Committee items scheduled for the January 7, 2016, Board of Directors meeting, including the approval of 2016 Board member appointments to various VTA committees.

12. **Chairperson’s Report**

Chairperson Chavez encouraged Board members to respond to the Board Self-assessment survey.

13. **Determine Items for the Consent Agenda for future Board of Directors’ Meetings.**

**CONSENT:**

None.
REGULAR:

Agenda Item #7 - Recommend that the Board adopt a resolution delegating to the General Manager or her designee the authority to, in the case of an emergency, repair or replace a public facility, take any directly related and immediate action required by that emergency, and procure the necessary equipment, services, and supplies for those purposes, without giving notice for bids to let contracts, subject to and under Public Contract Code section 22050 (Section 22050), with amendments.

14. ANNOUNCEMENTS

There were no Announcements.

15. RECESS TO CLOSED SESSION at 5:05 p.m.

A. Public Employee Performance Evaluation
   [Government Code Section 54957]
   Title: General Manager

B. Conference with Labor Negotiators
   [Government Code Section 54957.6]
   VTA Designated Representatives:
   Perry Woodward, Board Chairperson
   Alberto Lara, Chief Administrative Officer
   Unrepresented Employee:
   General Counsel

16. RECONVENED TO OPEN SESSION at 5:29 p.m.

17. CLOSED SESSION REPORT

A. Public Employee Performance Evaluation
   [Government Code Section 54957]
   Title: General Manager
   Chairperson Chavez noted that no reportable action was taken during Closed Session.

B. Conference with Labor Negotiators
   [Government Code Section 54957.6]
   VTA Designated Representatives:
   Perry Woodward, Board Chairperson
   Alberto Lara, Chief Administrative Officer
   Unrepresented Employee:
   General Counsel
   Chairperson Chavez noted that no reportable action was taken during Closed Session.
18. **ADJOURNMENT**

On order of Chairperson Chavez and there being no objection, the Committee was adjourned at 5:30 p.m.

Respectfully submitted,

Michelle Oblena, Board Assistant
VTA Office of the Board Secretary
SILICON VALLEY RAPID TRANSIT PROGRAM WORKING COMMITTEE

Monday, January 11, 2016

MINUTES

CALL TO ORDER

The Regular Meeting of the Silicon Valley Rapid Transit (SVRT) Program Working Committee was called to order at 10:04 a.m. by Chairperson Pro Tem Cindy Chavez in Conference Room B-104, Valley Transportation Authority (VTA), 3331 North First Street, San Jose, California.

1. ROLL CALL

<table>
<thead>
<tr>
<th>Attendee Name</th>
<th>Title</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cindy Chavez</td>
<td>Vice Chairperson</td>
<td>Present</td>
</tr>
<tr>
<td>Jose Esteves</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Ken Yeager</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Sam Liccardo</td>
<td>Chairperson</td>
<td>Present</td>
</tr>
</tbody>
</table>

A quorum was present.

2. PUBLIC PRESENTATIONS:

Roland Lebrun, Interested Citizen, referenced a letter he sent to City of San Jose Mayor Liccardo regarding the potential conflicts for a parcel located at Blanchard Road in the City of San Jose. He noted the importance of considering goods movement in the discussion as it affects traffic.

3. ORDERS OF THE DAY

M/S/C (Yeager/Esteves) to accept the Orders of the Day and approve the Consent Agenda.

RESULT: APPROVED [UNANIMOUS]
MOVER: Ken Yeager, Member
SECONDER: Jose Esteves, Member
AYES: Chavez, Esteves, Yeager
NOES: None
ABSENT: None

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

4. Meeting Minutes of December 7, 2015

M/S/C (Yeager/Esteves) to approve the Meeting Minutes of December 7, 2015.

REGULAR AGENDA

5. Conduct Voting to Determine the Committee’s Vice Chairperson for 2016

Chairperson Pro Tem Chavez opened nominations from the floor for the position of Vice Chairperson for 2016. Member Yeager nominated Member Chavez.

M/S/C (Yeager/Esteves) to close nominations and elect Cindy Chavez as the Committee's Vice Chairperson for 2016.

| RESULT: | APPROVED [UNANIMOUS] |
| MOVER:  | Ken Yeager, Member   |
| SECONDER: | Jose Esteves, Member |
| AYES:   | Chavez, Esteves, Yeager |
| NOES:   | None                |
| ABSENT: | Liccardo            |

6. 2016 Silicon Valley Rapid Transit (SVRT) Program Working Committee Meeting Schedule

M/S/C (Yeager/Esteves) to approve the 2016 Silicon Valley Rapid Transit Program (SVRT) Working Committee Schedule.

| RESULT: | APPROVED [UNANIMOUS] |
| MOVER:  | Ken Yeager, Member   |
| SECONDER: | Jose Esteves, Member |
| AYES:   | Chavez, Esteves, Yeager |
| NOES:   | None                |
| ABSENT: | Liccardo            |

7. VTA’s BART Silicon Valley Berryessa Extension (SVBX) Project and Silicon Valley Rapid Transit (SVRT) Program Updates/Key Activities

Chairperson Liccardo took his seat at 10:20 a.m.

a. Schedule & Budget Update

Dennis Ratcliffe, Deputy Director, Engineering Transportation & Infrastructure Development, provided a presentation on the following: the SVRT Program Cost Summary, SVBX Project Integrated Summary Schedule, and the SVBX Project Cost Summary. He added that the project is a little over 80% complete on a performance basis.
b. **Construction Progress (Activities/Safety/Interfaces)**

John Engstrom, SVRT Project Manager, provided a status update on the project property acquisitions. He showed photos of the construction progress along the project areas in the City of Fremont, Milpitas, and San Jose.

c. **Status of Construction Contracts**

Mr. Engstrom provided status of the different contracts within the SVBX project and noted that the C700 contract is 79% complete. He also reviewed the recent significant change orders of the C700 contract.

Staff and Members of the Committee engaged in a discussion relating to: 1) local economic opportunities; 2) 13 percent disadvantaged business participation; 3) unforeseen and/or changed conditions; 4) contract scope changes; 5) project contingencies; and 6) risk assessments and monitoring.

Members of the Committee requested staff include the following in future reports: 1) percentage of change conditions and change orders relative to the size of the project overall; 2) benchmark VTA's relative success; 3) lessons learned and accomplishments in terms of budget and schedule; and 4) economic opportunities the project provided to local economy and small and/or disadvantaged businesses.

d. **Community Outreach Activities**

Mr. Engstrom reviewed the significant outreach support activities including the videos and presentations to different groups.

Discussion ensued regarding the following: 1) lessons learned from the bus rapid transit (BRT) project; 2) importance of accurate project scoping, identification of possible impacts and risks, community outreach, and research prior to project bidding; and 3) possibility of a Board that can oversee underground utilities.

**Public Comments**

Mr. Lebrun expressed support for the way the tracks were built on the SVBX project and commented the same should have been done for light rail.

David Vierra, Interested Citizen, requested that neighborhood associations be included in any Alum Rock BRT meetings between VTA and the business association. He expressed concern regarding homeless encampments on the BART right-of-way.

**On order of Chairperson Liccardo** and there being no objection, the Committee received the VTA BART Silicon Valley Berryessa Extension (SVBX) Project and Silicon Valley Rapid Transit (SVRT) Program Updates/Key Activities.
8. **VTA’s BART Silicon Valley Phase 2 Activities**

Leyla Hedayat, Project Manager, Transportation Planning, provided an update on the BART Silicon Valley Phase 2 Activities. She noted that the New Starts Project Development Application Letter was submitted to the Federal Transit Administration on December 21, 2015.

**Public Comment**

Mr. Vierra expressed opposition to using “Alum Rock” as the station name for the BART station in San Jose, noting there is already an Alum Rock light rail station.

**On order of Chairperson Liccardo** and there being no objection, the Committee received an update on VTA’s BART Silicon Valley Phase 2 Activities.

9. **Update on BART Coordination Activities**

**BART Title VI Report Development Status**

Kevin Kurimoto, Senior Management Analyst, Engineering and Transportation Infrastructure Development, provided an overview of the staff report.

Mr. Kurimoto introduced Sharon Moore, BART Title VI Program Manager.

**BART Implementation Letter Status**

Krishna Davey, SVRT Project Controls Manager, Engineering and Transportation Infrastructure Development, provided a status on the BART Implementation Letters/Side Agreements. He reported that staff has secured 19 BART implementation letters.

Members of the Committee suggested discussing the BART agreement in the regular SVRT Program Working Committee meetings before deciding if a full Board workshop is needed to review the VTA/BART Comprehensive agreement.

**Public Comment**

Mr. Lebrun commented on the logistics of the new maintenance facilities.

**On order of Chairperson Liccardo** and there being no objection, the Committee received an update on BART coordination activities.

**OTHER ITEMS**

10. **Committee Staff Report**

There was no Committee Staff Report.
11. **SVRT Program Working Committee Work Plan**

On order of Chairperson Liccardo and there being no objection, the Committee reviewed the SVRT Program Working Committee Work Plan.

12. **Open/Pending Issues**

There were no Open/Pending Issues.

13. **RECESSED TO CLOSED SESSION at 11:20 a.m.**

Anticipated Litigation - Conference with Legal Counsel

Significant exposure to litigation pursuant to paragraph 2 of subdivision (d) of Section 54956.9

Number of Cases: 1

Chairperson Liccardo and Member Yeager left the meeting at 11:45 a.m. and a Committee of the Whole was declared.

14. **RECONVENED TO OPEN SESSION at 11:51 a.m.**

15. **CLOSED SESSION REPORT**

Anticipated Litigation - Conference with Legal Counsel

Significant exposure to litigation pursuant to paragraph 2 of subdivision (d) of Section 54956.9

Number of Cases: 1

Robert Fabela, General Counsel, noted that no reportable action was taken during Closed Session.

16. **ANNOUNCEMENTS**

There were no Announcements.

17. **ADJOURNMENT**

On order of Chairperson Vice Chairperson Chavez and there being no objection, the Committee meeting was adjourned at 11:52 a.m.

Respectfully submitted,

Mely Taganas, Executive Secretary
VTA Office of the Board Secretary
CONGESTION MANAGEMENT PROGRAM & PLANNING COMMITTEE

Thursday, January 21, 2016

MINUTES

CALL TO ORDER

The Regular Meeting of the Congestion Management Program & Planning Committee (CMPP) was called to order at 10:04 a.m. by Chairperson Pro Tem Whittum in Conference Room B-104, 3331 North First Street, San José, California.

1. ROLL CALL

<table>
<thead>
<tr>
<th>Attendee Name</th>
<th>Title</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rose Herrera</td>
<td>Chairperson</td>
<td>Absent</td>
</tr>
<tr>
<td>Magdalena Carrasco</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Jose Esteves</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>David Whittum</td>
<td>Alternate Member</td>
<td>Present</td>
</tr>
<tr>
<td>Jamie Matthews</td>
<td>Vice Chairperson</td>
<td>Absent</td>
</tr>
<tr>
<td>Raul Peralez</td>
<td>Alternate Member</td>
<td>Absent</td>
</tr>
</tbody>
</table>

* Alternates do not serve unless participating as a Member.

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

2. PUBLIC PRESENTATIONS

Roland Lebrun, Interested Citizen, described an unpleasant incident he encountered on VTA light rail after the January 7, 2016, Board of Directors Meeting. He expressed concern on the lack of security on the Santa Teresa light rail line after 8:00 p.m.

The Agenda was taken out of order.

9. Land Use and Transportation Integration Partnerships: Next Steps

Robert Swierk, Senior Transportation Planner, provided the staff report and a presentation entitled “Land Use and Transportation Integration Partnerships: Update,” highlighting the following:

1) Background;
2) Key Challenge and Opportunity;
3) Recent Accomplishments/Ongoing Enhancements;
4) Status – Tier 1 Actions: VTA-Initiated, Near-Term;
5) Status – Tier 2 Actions: VTA Ready to Provide Assistance;
6) Status – Tier 3 Actions: VTA-Led with Member Agency Support;
7) Discussion at December 2015 Board Meeting;
8) Land Use/Transportation Briefing Series – Expectations;
9) Land Use/Transportation Briefing Series – Schedule;
10) Development Fees/Contributions toward Transportation; and
11) Jobs/Housing Balance in Land Use Proposals.

Public Comment

Mr. Lebrun suggested VTA consider examining goods movement as it impacts traffic. He stated the existing infrastructure should also be used for goods movement thus generating additional revenue.
Member Esteves made the following comments: 1) suggested having infrastructure in place before development begins would result in less need for eminent domain later; and 2) obtaining California Environmental Quality Act (CEQA) clearance prior to area planning is beneficial.

Nuria I. Fernandez, General Manager and CEO, stated there is opportunity, through collaboration with developers, cities, and VTA to influence development in this county and develop a standard across the cities.

Member Carrasco arrived at the meeting, took her seat at 10:23 a.m., and a quorum was established.

Chairperson Pro Tem Whittum made the following comments: 1) expressed appreciation for the report noting the importance of educating transitory public officials; 2) stated cities are not necessarily opposed to impact fees if they can be shown to be an investment for the benefit of the company; 3) indicated the predictability of a fee schedule is helpful in the development process; 4) suggested VTA provide additional briefings on Gilroy’s proposed residential growth and BART Phase 2 station area planning; 5) stated there are different views on the jobs/housing balance; and 6) suggested this matter move forward to the Board of Directors.

Member Carrasco stated all the development taking place in the City of Santa Clara will drive folks out of San Jose and into Santa Clara. She indicated housing is not going to match the number of jobs that are being created in the City of Santa Clara, and that is an issue.

On order of Chairperson Pro Tem Whittum and there being no objection, the Committee received the Land Use and Transportation Integration Partnerships: Next Steps Update.

3. ORDERS OF THE DAY

Chairperson Pro Tem Whittum requested that Agenda Item #6, 2016 Congestion Management Program and Planning (CMPP) Committee Meeting Schedule, and Revised Agenda Item #8, Striping Improvements on Page Mill Road at I-280 Interchange be removed from the Regular Agenda and placed on the Consent Agenda.

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

RESULT: APPROVED [UNANIMOUS]
(Orders of the Day and Consent Agenda Items # 5-6, 8

MOVER: Estevez, Board Member
SECONDER: Carrasco, Board Member
AYES: Carrasco, Estevez, Whittum
NOES: None
ABSENT: Herrera, Matthews, Peralez
4. **Elect Standing Committee Vice Chairperson for 2016**

Chairperson Pro Tem Whittum solicited a nomination from the Committee for the 2016 CMPP Committee Vice Chairperson. Member Estevez nominated Member Matthews.

M/S/C (Estevez/Carrasco) to close the nominations and elect Member Matthews as the Committee’s Vice Chairperson for 2016.

RESULT: APPROVED [UNANIMOUS]

MOVER: Estevez, Member
SECONDER: Carrasco, Member
AYES: Carrasco, Estevez, Whittum
NOES: None
ABSENT: Herrera, Matthews, Peralez

**CONSENT AGENDA**

5. **Regular Meeting Minutes of November 19, 2015**

M/S/C (Estevez/Carrasco) to approve the Regular Meeting Minutes of November 19, 2015.

6. **2016 CMPP Committee Meeting Schedule**

M/S/C (Estevez/Carrasco) to approve the 2016 Congestion Management Program and Planning (CMPP) Committee Meeting Schedule.

8. **Striping Improvements on Page Mill Road at I-280 Interchange**

M/S/C (Estevez/Carrasco) Authorize the General Manager to: 1) Enter into inter-agency funding agreements as needed with Santa Clara County Roads and Airports Department, City of Palo Alto, Town of Los Altos Hills, and Caltrans for design and construction of Interim Improvements for Bicyclists on Page Mill Road at I-280; 2) Augment the 1996 Measure B Transportation Improvement Program Fund Capital Budget by $250,000; 3) Direct staff to release up to $75,000 of 1996 Measure B funding to the County of Santa Clara for project design, with the remainder to be released for project construction once the County of Santa Clara has received funding commitments for the remaining project construction cost; and 4) Direct staff to work with County of Santa Clara to ensure that the concerns of the VTA Advisory Committees are considered during project design.

**REGULAR AGENDA**

6. **(Removed from the Regular Agenda and placed on the Consent Agenda.)**

Approve the 2016 Congestion Management Program and Planning (CMPP) Committee Meeting Schedule.
7. **Local Program Reserve Reallocation**

Marcella Rensi, Transportation Planning Manager, provided the staff report.

**Public Comment**

Mr. Lebrun made the following comments: 1) expressed support for the reallocation; 2) suggested VTA consider State Route (SR) 237 modifications that are compatible with a future high speed connection between BART and Silicon Valley; and 3) referring to attachment 7.a, expressed concern with the concrete medians and suggested VTA follow the design of New York’s LaGuardia AirTrain median and support columns.

Mr. Ristow referred to Agenda Item #10., Transit Ridership Improvement Program (TRIP), noting a policy and planning effort is currently underway to integrate VTA’s transit network with the BART extension to Milpitas and San Jose.

Member Esteves commented on the following: 1) referred to attachment 7.a stating there are currently three existing lanes on SR 237, and turning one lane into an express lane will exacerbate current congestion; 2) stated an express lane needs to be added rather than taking away a regular lane of traffic; 3) he queried the reason for moving on to Phase 2 when Phase 1 has not been completed; and 4) reiterated the need for VTA to research the impact of express lanes to local and regular traffic.

Ms. Fernandez requested staff, at a future meeting, provide a presentation on SR 237 Corridor to provide clarification on the challenges, discuss what mitigations are possible and what funding would be required.

M/S/C (Carrasco/Esteves) to approve reallocation of Local Program Reserve (LPR) savings of $1,844,000 to the SR237 Express Lanes Phase II, US101 Auxiliary Lanes, and SR87 Corridor Study.

RESULT: APPROVED [UNANIMOUS]

MOVER: Carrasco, Member
SECONDER: Estevez, Member
AYES: Carrasco, Estevez, Whittum
NOES: None
ABSENT: Herrera, Matthews, Peralez

8. **(Removed from the Regular Agenda and placed on the Consent Agenda.)**

Authorize the General Manager to: 1) Enter into inter-agency funding agreements as needed with Santa Clara County Roads and Airports Department, City of Palo Alto, Town of Los Altos Hills, and Caltrans for design and construction of Interim Improvements for Bicyclists on Page Mill Road at I-280; 2) Augment the 1996 Measure B Transportation Improvement Program Fund Capital Budget by $250,000; 3) Direct staff to release up to $75,000 of 1996 Measure B funding to the County of Santa Clara for project design, with the remainder to be released for project construction once the County of Santa Clara has received funding commitments for the remaining project construction cost; and 4) Direct staff to work with County of Santa Clara to ensure that the concerns of the VTA Advisory Committees are considered during project design.
10. **Transit Ridership Improvement Program 2016 Work Plan**

Adam Burger, Senior Transportation Planner, provided the staff report, and a presentation entitled “Transit Ridership Improvement Program,” highlighting the following: 1) Transit Ridership Improvement Program (TRIP) Purpose; 2) TRIP Elements; 3) Assessment of Current Service; 4) Policy Development; 5) Partner Education & Involvement; 6) Development of Next Network; and 7) Next Network Development.

**Public Comment**

Mr. Lebrun suggested transit be designed for the county rather than individual cities, highlighting the need to move people long distances in this county in a timely fashion.

Member Carrasco requested that VTA coordinate community outreach meetings with her office so they can support the effort.

Members of the Committee discussed the following: 1) the basic questions of growing ridership and cultivating frequency; 2) providing backbone transit service that connects locally should be the purpose for transit; 3) noted when BART Phase 2 is completed it will make public transportation more feasible for more people; 4) expressed support for high density housing near transit; 5) regulations and bureaucracy slows the process; and 6) suggested case studies of other transit agencies would be helpful.

Ms. Fernandez stated an information packet can be provided in advance of the workshop.

Mr. Ristow emphasized this program is a rethinking of VTA’s transit system model. He noted a major element will be the education of city staff, elected officials and partner stakeholders to become transit planners thus giving VTA direction on how they want the system to look and work.

**On order of Chairperson Pro Tem Whittum** and there being no objection, the Committee reviewed the Transit Ridership Improvement Program 2016 Work Plan.

11. **Countywide Bicycle Plan Update-Draft Outreach Plan**

Lauren Ledbetter, Senior Transportation Planner, provided the staff report, and a presentation entitled “Santa Clara County Bicycle Plan,” highlighting the following: 1) Proposed Outreach; 2) Proposed Outreach Activities; and 3) Outreach Schedule.

Chairperson Pro Tem Whittum noted decision makers should take into account both bicyclist requests and community views and attempt to reach a compromise.

**On order of Chairperson Pro Tem Whittum** and there being no objection, the Committee received the Countywide Bicycle Plan Update-Draft Outreach Plan.
OTHER ITEMS

12. **Items of Concern and Referral to Administration**

   Mr. Ristow noted the SR 237 Corridor presentation will be brought back to the Committee.

13. **Committee Work Plan**

   **On order of Chairperson Pro Tem Whittum** and there being no objection, the Committee reviewed the Committee Work Plan.

14. **Committee Staff Report**

   Mr. Ristow noted the staff report was provided. He stated VTA is getting involved in the Bay Area Freight and Goods Movement Plan for the Bay Area. He indicated the effort is centered around the Port of Oakland, but also incorporates the needs of Santa Clara County.

15. **Chairperson’s Report**

   There was no Chairperson’s Report.

16. **Determine Consent Agenda for the February 4, 2016 Board of Directors Meeting**

   **CONSENT:**

   **Agenda Item #7.** Approve reallocation of Local Program Reserve (LPR) savings of $1,844,000 to the SR237 Express Lanes Phase II, US101 Auxiliary Lanes, and SR87 Corridor Study.

   **Agenda Item #8.** Authorize the General Manager to: 1) Enter into inter-agency funding agreements as needed with Santa Clara County Roads and Airports Department, City of Palo Alto, Town of Los Altos Hills, and Caltrans for design and construction of Interim Improvements for Bicyclists on Page Mill Road at I-280; 2) Augment the 1996 Measure B Transportation Improvement Program Fund Capital Budget by $250,000; 3) Direct staff to release up to $75,000 of 1996 Measure B funding to the County of Santa Clara for project design, with the remainder to be released for project construction once the County of Santa Clara has received funding commitments for the remaining project construction cost; and 4) Direct staff to work with County of Santa Clara to ensure that the concerns of the VTA Advisory Committees are considered during project design.

   **REGULAR:**

   **Agenda Item #9.** Receive and discuss information about land use and transportation integration, following from a discussion at the December 10, 2015 Board meeting.

   **Agenda Item #10.** Receive an overview of the Transit Ridership Improvement Program (TRIP) work plan for 2016.

17. **ANNOUNCEMENTS**

   There were no Announcements.
18. **ADJOURNMENT**

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

Respectfully submitted,

Anita McGraw, Board Assistant
VTA Office of the Board Secretary
ADMINISTRATION & FINANCE COMMITTEE
Thursday, January 21, 2016

MINUTES

CALL TO ORDER

The Regular Meeting of the Administration and Finance Committee (A&F) was called to order at 12:03 p.m. by Chairperson Pro Tem Chavez in Conference Room B-104, VTA River Oaks Campus, 3331 North First Street, San Jose, California.

1. ROLL CALL

<table>
<thead>
<tr>
<th>Attendee Name</th>
<th>Title</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Perry Woodward</td>
<td>Member</td>
<td>Absent</td>
</tr>
<tr>
<td>Manh Nguyen</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Howard Miller</td>
<td>Alternate Member</td>
<td>Present</td>
</tr>
<tr>
<td>Raul Peralez</td>
<td>Alternate Member</td>
<td>N/A</td>
</tr>
<tr>
<td>Larry Carr</td>
<td>Alternate Member</td>
<td>Absent</td>
</tr>
<tr>
<td>Dave Cortese</td>
<td>Alternate Member</td>
<td>Absent</td>
</tr>
<tr>
<td>Jason Baker</td>
<td>Chairperson</td>
<td>Absent</td>
</tr>
<tr>
<td>Cindy Chavez</td>
<td>Chairperson Pro Tem</td>
<td>Present</td>
</tr>
</tbody>
</table>

*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 Pro Tem Chavez noted staff’s request to defer Agenda Item #8, Contract with the lowest responsive and responsible bidder for the construction of the Downtown San Jose and City Hall Bus Rapid Transit (BRT) Stations Project.

M/S/C (Nguyen/Miller) to accept the Orders of the Day and approve the Consent Agenda.

NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.
4. Committee’s Vice Chairperson for Calendar Year 2016

M/S/C (Chavez/Miller) to close nominations and elect Manh Nguyen as the Committee’s Vice Chairperson for 2016.

RESULT: APPROVED [UNANIMOUS]
MOVER: Manh Nguyen, Member
SECONDER: Howard Miller, Alternate Member
AYES: Chavez, Miller, Nguyen
NOES: None
ABSENT: Woodward

CONSENT AGENDA

5. Meeting Minutes of December 17, 2015

M/S/C (Nguyen/Miller) to approve the Regular Meeting Minutes of December 17, 2015.

REGULAR AGENDA

6. 2016 Administration and Finance (A&F) Committee Meeting Schedule

M/S/C (Nguyen/Miller) to approve the 2016 Administration and Finance (A&F) Committee Meeting Schedule.

RESULT: APPROVED [UNANIMOUS]
MOVER: Manh Nguyen, Member
SECONDER: Howard Miller, Alternate Member
AYES: Chavez, Miller, Nguyen
NOES: None
ABSENT: Woodward

7. Closed Circuit Television (CCTV) at Various Locations Phase 7 (Rebid)

Ken Ronsse, Deputy Director, Construction, provided an overview of the staff report.

Members of the Committee and Staff discussed the following: 1) CCTV at VTA facilities, buses, and light rail; 2) data retention time before the data is recorded over;
3) which data is considered a public record and what are the exceptions; 4) how data can be obtained; 5) balance between public safety interest and privacy; 6) public disclaimers/notification about being recorded on video.

Chairperson Pro Tem Chavez requested staff provide a report on the protocol and policy for collecting, retaining, protecting CCTV data.

**M/S/C (Nguyen/Miller)** to approve submitting a recommendation to the Board of Directors to authorize the General Manager to execute a contract with Ojo Technology, the lowest responsible and responsive bidder, in the amount of $1,604,882 for the procurement and installation of Closed Circuit Television (CCTV) at Various Locations Phase 7 (Rebid).

<table>
<thead>
<tr>
<th>RESULT:</th>
<th>APPROVED [UNANIMOUS]</th>
</tr>
</thead>
<tbody>
<tr>
<td>MOVER:</td>
<td>Manh Nguyen, Member</td>
</tr>
<tr>
<td>SECONDER:</td>
<td>Howard Miller, Alternate Member</td>
</tr>
<tr>
<td>AYES:</td>
<td>Chavez, Miller, Nguyen</td>
</tr>
<tr>
<td>NOES:</td>
<td>None</td>
</tr>
<tr>
<td>ABSENT:</td>
<td>Woodward</td>
</tr>
</tbody>
</table>

8. *(Deferred to February 18, 2016, Administration and Finance Committee (A&F) Meeting)*

Contract with the lowest responsive and responsible bidder for the construction of the Downtown San Jose and City Hall Bus Rapid Transit (BRT) Stations Project.

9. **VTA BART Silicon Valley Phase II Project's Funding Development and Implementation**

Michael Smith, Finance Manager, provided an overview of the staff report.

Members of the Committee and staff discussed the following: 1) rationale for using consultants to perform the work versus in-house staff; and 2) how the requested amount of additional funding was calculated and any additional funding that may be required in the future.

**M/S/C (Nguyen/Miller)** to approve submitting a recommendation to the Board of Directors to authorize the General Manager to amend contract with Ernst & Young Infrastructure Advisors, LLC to add $750,000, for a revised not to exceed contract amount of $1,249,000, for VTA's BART Silicon Valley Phase II Project's funding development and implementation.

<table>
<thead>
<tr>
<th>RESULT:</th>
<th>APPROVED [UNANIMOUS]</th>
</tr>
</thead>
<tbody>
<tr>
<td>MOVER:</td>
<td>Manh Nguyen, Member</td>
</tr>
<tr>
<td>SECONDER:</td>
<td>Howard Miller, Alternate Member</td>
</tr>
<tr>
<td>AYES:</td>
<td>Chavez, Miller, Nguyen</td>
</tr>
<tr>
<td>NOES:</td>
<td>None</td>
</tr>
<tr>
<td>ABSENT:</td>
<td>Woodward</td>
</tr>
</tbody>
</table>
10. **Annual Swap Report**

Mr. Smith provided an overview of the staff report.

Discussion ensued regarding the changing interest rates and payments in the event of early termination.

*On Order of Chairperson Pro Tem Chavez* and there being no objection, the Committee received the Annual Swap Report.

11. **Monthly Investment Report for November 2015**

Sean Bill, Investment Program Manager, provided an overview of the staff report.

*On Order of Chairperson Pro Tem Chavez* and there being no objection, the Committee received the Monthly Investment Report for November 2015.

12. **Fixing America's Surface Transportation (FAST) Act**

Kurt Evans, Government Affairs Manager, provided an overview of the staff report.

*On Order of Chairperson Pro Tem Chavez* and there being no objection, the Committee reviewed the Fixing America's Surface Transportation (FAST) Act.

13. **Legislative Update Matrix**

Mr. Evans provided an overview of the staff report.

*On Order of Chairperson Pro Tem Chavez* and there being no objection, the Committee reviewed the Legislative Update Matrix.

**OTHER ITEMS**

14. **Items of Concern and Referral to Administration**

There were no Items of Concern and Referral to Administration.

15. **Committee Work Plan**

*On order of Chairperson Pro Tem Chavez* and there being no objection, the Committee reviewed the Committee Work Plan.

16. **Committee Staff Report**

There was no Committee Staff Report.
17. **Chairperson's Report**

There was no Chairperson’s Report.

18. **Determine Consent Agenda for the February 4, 2016 Board of Directors Meeting**

**CONSENT:**

**Agenda Item #7.** Authorize the General Manager to execute a contract with Ojo Technology, the lowest responsible and responsive bidder, in the amount of $1,604,882 for the procurement and installation of Closed Circuit Television (CCTV) at Various Locations Phase 7 (Rebid).

**Agenda Item #9.** Authorize the General Manager to amend contract with Ernst & Young Infrastructure Advisors, LLC to add $750,000, for a revised not to exceed contract amount of $1,249,000, for VTA's BART Silicon Valley Phase II Project's funding development and implementation.

**Agenda Item #10.** Receive Annual Swap Report.

**Agenda Item #11.** Receive the Monthly Investment Report for November 2015.

**Agenda Item #12.** Review Report on the Fixing America's Surface Transportation (FAST) Act.

**Agenda Item #13.** Review the Legislative Update Matrix.

**REGULAR:** None

19. **Announcements**

Chairperson Pro Tem Chavez invited Committee members to attend LUNAFEST, a film festival to raise money for breast cancer research, scheduled for Friday, January 22, at the San Jose Women's Club. More information will be emailed to the members.

20. **Adjournment**

On the order of Chairperson Pro Tem Chavez and there being no objection, the meeting was adjourned at 1:09 p.m.

Respectfully submitted,

Mely Taganas, Executive Secretary
VTA Office of the Board Secretary
TRANSPORT PLANNING & OPERATIONS COMMITTEE

Thursday, January 21, 2016

NOTICE OF CANCELLATION

NOTICE IS HEREBY GIVEN that the Santa Clara Valley Transportation Authority Transit Planning and Operations (TP&O) Committee Meeting scheduled for Thursday, January 21, 2016, at 3:00 p.m. has been cancelled.

Anita McGraw, Board Assistant
VTA Office of the Board Secretary
COMMITTEE FOR TRANSIT ACCESSIBILITY

Wednesday, January 13, 2016

MINUTES

CALL TO ORDER

The Regular Meeting of the Committee for Transit Accessibility (CTA) was called to order at 1:03 p.m. by Chairperson Morrow in the Auditorium, Building A, Santa Clara Valley Transportation Authority (VTA), 3331 North First Street, San José, California.

1. ROLL CALL

<table>
<thead>
<tr>
<th>Attendee Name</th>
<th>Title</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kathy Bonilla</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Christine Fitzgerald</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Katie Heatley</td>
<td>Ex-Officio Member</td>
<td>Present</td>
</tr>
<tr>
<td>Troy Hernandez</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Jeffery Jokinen</td>
<td>First Vice Chairperson</td>
<td>Absent</td>
</tr>
<tr>
<td>Lupe Medrano</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Laura Michels</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Aaron Morrow</td>
<td>Chairperson</td>
<td>Present</td>
</tr>
<tr>
<td>Lechi Nguyen</td>
<td>Member</td>
<td>Absent</td>
</tr>
<tr>
<td>David Robinson</td>
<td>Member</td>
<td>Absent</td>
</tr>
<tr>
<td>Mark Romoser</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Dilip Shah</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Barbara Stahl</td>
<td>Member</td>
<td>Absent</td>
</tr>
<tr>
<td>Chaitanya Vaidya</td>
<td>Second Vice Chairperson</td>
<td>Present</td>
</tr>
<tr>
<td>Lori Williamson</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Hope Cahan</td>
<td>Representative/Board Chairperson</td>
<td>Present</td>
</tr>
<tr>
<td></td>
<td>Chavez CTA Ex-Officio</td>
<td></td>
</tr>
</tbody>
</table>

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

2. Orders of the Day – Approve the Consent Agenda

There were no Orders of the Day.

3. INTRODUCTION OF AUDIENCE MEMBERS

Marcella Rensi, Transportation Planning Manager; Patrick Griffin, Customer Experience Manager; Mohammed Basma, Program Manager, Project Delivery; Kathleen Podrasky, Public Communications Specialist II; Steve Fisher, Senior Transportation Planner; David Ledwitz; Management Analyst; Tamiko Percell, Transportation Planner II; John Sighamony, Senior Transportation Planner; and Jay Tyree, Transportation Planning.
4. **PUBLIC PRESENTATIONS**

There were no Public Presentations.

**The Agenda was taken out of order.**

6. **General Manager’s Report**

Nuria I. Fernandez, General Manager, provided a brief overview of 2015 noting VTA was able to achieve the priorities set by the Board at the beginning of the year. Ms. Fernandez provided a presentation highlighting the following: 1) Stand up for Transportation participation; 2) VTA’s BART Silicon Valley Berryessa Extension Project update; 3) New Eastridge Transit Center opening celebration; 4) I-280/I-880 Stevens Creek Interchange Improvements Project completion and ribbon cutting event; 5) Super Bowl 50 activities and operations plan; 6) Super Bowl 50 light rail train wrap; 7) New 60 ft. articulated bus on display; 8) Mountain View double track project completion; 9) FLEX pilot program launch; 10) New Board leadership of Cindy Chavez as Chairperson and Jeannie Bruins as Vice Chairperson; 11) Envision Silicon Valley project evaluation; and 12) Strategic plan.

The Committee of the Whole discussed the following: 1) extra spaces for wheelchairs and the disabled persons aboard new buses; 2) Super Bowl 50 additional security measures; and 3) future of the Berryessa Flea Market.

8. **Envision Silicon Valley**

John Sighamony, Senior Transportation Planner, provided a brief report on Envision Silicon Valley (ESV), highlighting: 1) ESV overview; 2) stakeholder groups; 3) evaluation of projects; 4) VTA Board Workshop in April; 5) fund estimates and funding sources; and 6) grouping of projects. Mr. Sighamony indicated projects will be brought to the Committee for feedback as they are being evaluated.

7. **Board of Directors Report**

Hope Cahan, Policy Aide, representing CTA Ex-Officio Board Chairperson Chavez, introduced herself to the Committee and indicated she will be attending meetings on her behalf. She welcomed the Committee to share with her any thoughts and concerns and noted her willingness to provide assistance.

5. **Election of the Committee's Chairperson, First Vice Chairperson and Second Vice Chairperson for 2016**

On order of Chairperson Morrow and there being no objection, the Committee of the Whole deferred the Election of the Committee's chairperson, first vice chairperson and second vice chairperson for 2016.

**CONSENT AGENDA**

9. **Regular Meeting Minutes of October 7, 2015**

On order of Chairperson Morrow and there being no objection, the Committee of the Whole deferred the Regular Meeting Minutes of October 7, 2015.
10. **Transit Operations Performance Report – First Quarter**

On order of Chairperson Morrow and there being no objection, the Committee of the Whole received the Transit Operations Performance Report.

11. **Chief Operating Officer's Report**

On order of Chairperson Morrow and there being no objection, the Committee of the Whole received the Chief Operating Officer’s Report.

12. **January 2016 Service Changes**

On order of Chairperson Morrow and there being no objection, the Committee of the Whole received the January 4, 2016 Transit Service Changes report.

**REGULAR AGENDA**

13. **Rapid 523 Berryessa BART to DeAnza College**

Tamiko Percell, Transportation Planner II, provided a presentation, highlighting:

1) Introduction; 2) Rapid 523 route; 3) Plan features; 4) Example shelter; and 5) Next steps.

The Committee of the Whole discussed the following: 1) other bus service to BART; 2) outlets to charge electric wheelchairs; 3) coordination with DeAnza College (DeAnza) on improving the transportation facility; 4) requested express buses from Mountain View and other areas to connect to Milpitas BART; and 5) having a clear and well defined travel path at DeAnza.

On order of Chairperson Morrow and there being no objection, the Committee of the Whole received a report on Rapid 523 Berryessa BART to DeAnza College.

14. **FLEX Service Pilot**

Jim Unites, Deputy Director, Operations, and Committee Staff Liaison, provided a brief update on the launch of the FLEX pilot program, noting this is a dynamic on-demand transit service.

On Order of Chairperson Morrow and there being no objection, the Committee of the Whole received a report on the FLEX Service Pilot.

15. **Santa Clara-Alum Rock Bus Rapid Transit (BRT) Update**

Mohammed Basma, provided a brief overview of the staff report.

Mr. Unites suggested the Committee be invited to take a look at some of the stations before they are opened to the public and provide comment on accessibility.

**Public Comment**

James Wightman, Interested Citizen, questioned when the BRT project will go to Palo Alto.

Mr. Unites indicated the El Camino Real Rapid Transit Policy Advisory Board has given staff direction to conduct a pilot program in the El Camino corridor and several possibilities are being considered.
The Committee of the whole expressed appreciation for VTA’s support of small businesses in the Alum Rock corridor.

**On order of Chairperson Morrow** and there being no objection, the Committee of the Whole received the Santa Clara-Alum Rock Bus Rapid Transit Status Update.

16. **Transit Ridership Improvement Program (TRIP)**

Jay Tyree, Transportation Planning, provided a presentation, highlighting: 1) TRIP purpose, 2) TRIP elements; 3) Assessment of current system; 4) Policy development; 5) Partner education and involvement; and 6) Development of next network.

The Committee of the Whole encouraged staff to keep the disabled and low income community involved and engaged in the discussion. Committee members suggested staff break down the information regarding TRIP so it can be better understood.

Ms. Fernandez assured the Committee that the process is inclusive, which will give staff a better opportunity to go into details to help build ridership on the existing network.

Mr. Unites commented on the level of outreach planned for the project and requested members attend the outreach sessions.

Member Romoser offered the Silicon Valley Independent Living Center as a place to hold sessions.

Ex-Officio Member Heatley indicated regularly used fixed route information can be gleaned from the Outreach card. She also expressed the need to get paratransit information on frequent locations served into the mix as all locations are not close to fixed routes.

Mr. Unites indicated the data would be helpful as routes are being mapped out and changes discussed. He noted the information can be brought back to the Committee.

**On order of Chairperson Morrow** and there being no objection, the Committee of the Whole received an update on the Transit Ridership Improvement Program workplan for 2016.

17. **One Bay Area Grant Cycle 2**

Marcella Rensi, Transportation Planning Manager, provided a brief overview of the staff report.

The Committee of the Whole discussed the following: 1) benefits for the disabled community; 2) importance of proximity to transit stations; 3) more housing for disabled and seniors who are unable to afford to live in the region; 4) jobs for people with disabilities; 5) inclusion of and accessibility to grocery stores and other necessities; 6) street paving needed in less affluent areas for easier travel; 7) safety statistics and disabled populations not emphasized; and 8) scoring of affordable housing for senior/disabled.

Upon inquiry, Ms. Rensi provided clarification on the focus of Priority Development Areas (PDAs) and the requirements for approval. She invited the Committee to send comments in on the next round, noting the specific challenge with fitting mobility management into the PDA growth objective.

Member Michels left the meeting at 2:40 p.m.

**On order of Chairperson Morrow** and there being no objection, the Committee of the Whole received and discussed information about One Bay Area Grant Cycle 2 Criteria.
18. **Super Bowl 50 Transit Service**
Mr. Unites provided a presentation, highlighting: 1) Safe and successful transit for Super Bowl 50; 2) VTA light rail and bus service plans for Super Bowl Sunday; 3) Marketing and communications; and 4) Light rail vehicle train wrap.

**On order of Chairperson Morrow** and there being no objection, the Committee of the Whole received a report on Super Bowl 50 Transit Service.

19. **Work plan update**
Chairperson Morrow stressed the need for more collaboration with the Bicycle and Pedestrian Advisory Committee (BPAC) and suggested the leadership team from both committees meet during the year to look at strategic planning activities.

**On order of Chairperson Morrow** and there being no objection, the Committee of the Whole received the Work plan update.

**REPORTS**

20. **Committee Staff Report**
There was no Committee Staff Report.

21. **Citizens Advisory Committee (CAC)/Citizens Watchdog Committee (CWC) Report**
Chairperson Morrow indicated the CAC did not meet in December 2015. He noted his participation on the subcommittee to evaluate current Measure A Auditor, Macias, Gini, and O’Connel, LLP (MGO), as their contract comes to a close.

22. **Chairperson's Report**
Chairperson Morrow indicated he is going to be working with Stephen Flynn, Advisory Committee Coordinator, and Mr. Unites on quorum requirements for the Committee.

**OTHER**

23. **ANNOUNCEMENTS**
There were no Announcements.

24. **ADJOURNMENT**
**On order of Chairperson Morrow** and there being no objection, the meeting was adjourned at 3:02 p.m.

Respectfully submitted,

Menominee L. McCarter, Board Assistant
VTA Office of the Board Secretary
CALL TO ORDER

The Regular Meeting of the Citizens Advisory Committee (CAC)/2000 Measure A Citizens Watchdog Committee (CWC) was called to order at 4:01 p.m. by Vice Chairperson Wadler in Conference Room B-104, VTA River Oaks Campus, 3331 North First Street, San Jose, California.

1. ROLL CALL

<table>
<thead>
<tr>
<th>Attendee Name</th>
<th>Title</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stephen Blaylock</td>
<td>Member</td>
<td>Absent</td>
</tr>
<tr>
<td>Clinton Brownley</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Bena Chang</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Chris Elias</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Sharon Fredlund</td>
<td>Vice Chairperson</td>
<td>Present</td>
</tr>
<tr>
<td>William Hadaya</td>
<td>Member</td>
<td>Absent</td>
</tr>
<tr>
<td>Ray Hashimoto</td>
<td>Member</td>
<td>Absent</td>
</tr>
<tr>
<td>Roberta Hughan</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Aaron Morrow</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Charlotte Powers</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Lucas Ramirez</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Connie Rogers</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Stephen Schmoll</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Martin Schulte</td>
<td>Member</td>
<td>Absent</td>
</tr>
<tr>
<td>Noel Tebo</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Herman Wadler</td>
<td>Chairperson</td>
<td>Present</td>
</tr>
</tbody>
</table>

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

The Agenda was taken out of order.

3. PUBLIC PRESENTATIONS

Member Morrow referenced the January 7, 2016, VTA Board of Directors Auditor General Report on the Paratransit Operations Analysis noting Outreach has been a long standing non-profit in this community for over 40 years and has played an important role in the disabled community. He encouraged VTA to invite the disabled community to join in finding a fair and equitable solution if the contract is rebid.

Member Powers arrived at the meeting, took her seat at 4:03 p.m., and a quorum was established.
2. ORDERS OF THE DAY

M/S/C (Fredlund/Ramirez) to accept the Orders of the Day, and approve the Consent Agenda.

RESULT: APPROVED [UNANIMOUS]
(Orders of the Day and Consent Agenda Items # 10-13)

MOVER: Fredlund, Member
SECONDER: Ramirez, Member
AYES: Brownley, Chang, Fredlund, Hughan, Morrow, Powers, Ramirez, Rogers, Wadler
NOES: None
ABSENT: Blaylock, Elias, Hadaya, Hashimoto, Schmoll, Schulter, Tebo

Members Tebo and Schmoll arrived and took their seats at 4:05 p.m.

4. Election Process for 2016 CAC Committee Leadership: Conduct Elections

Stephen Flynn, Senior Management Analyst and Advisory Committee Coordinator, provided a brief overview of the election process.

Member Tebo reiterated that the Nomination Subcommittee nominated the following slate of candidates for the 2016 elections: 1) Vice Chairperson Herman Wadler for Chairperson; and 2) Member Sharon Fredlund for Vice Chairperson.

Member Elias arrived and took his seat at 4:07 p.m.

Vice Chairperson Wadler opened the nominations from the floor for the position of Chairperson for 2016.

M/S/C (Rogers/Powers) to close nominations and elect Herman Wadler as Chairperson for 2016.

RESULT: APPROVED [UNANIMOUS]

MOVER: Rogers, Member
SECONDER: Powers, Member
AYES: Brownley, Chang, Elias, Fredlund, Hughan, Morrow, Powers, Ramirez, Rogers, Schmoll, Tebo, Wadler
NOES: None
ABSENT: Blaylock, Hadaya, Hashimoto, Schulter

Chairperson Wadler opened nominations from the floor for the position of Vice Chairperson for 2016.

M/S/C (Chang/Rogers) to close nominations and elect Sharon Fredlund as Vice Chairperson for 2016.

NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.
RESULT: APPROVED [UNANIMOUS]
MOVER: Chang, Member
SECONDER: Rogers, Member
AYES: Brownley, Chang, Elias, Fredlund, Hughan, Morrow, Powers, Ramirez, Rogers, Schmoll, Tebo, Wadler
NOES: None
ABSENT: Blaylock, Hadaya, Hashimoto, Schulter

On behalf of VTA Staff, Mr. Flynn extended thanks to Members Hadaya and Wadler for their service to VTA and the community.

5. Committee Staff Report

Aaron Quigley, Senior Policy Analyst and Staff Liaison, introduced Nuria I. Fernandez, General Manager and CEO.

- Report from the General Manager

Ms. Fernandez thanked Members of the Committee for their dedication and service to the community. She congratulated Chairperson Wadler and Vice Chairperson Fredlund on their elections.

Ms. Fernandez provided a report on the accomplishments for 2015, highlighting:
1) VTA’s participation in the Stand Up 4 Transportation rally; 2) VTA’s BART Silicon Valley Berryessa Extension Project is beyond the halfway construction mark; 3) completion of New Eastridge Transit Center; 4) completion of the I-280/I-880 Stevens Creek Interchange Improvements Project; 5) delivery of service to major events; 6) completion of all 2015 Board of Directors priorities; 6) project awards received; 7) innovation at VTA; and 8) completion of Mountain View Double Track Project and Lic Mill Crossover.

Ms. Fernandez announced the following: 1) launch of FLEX on January 14, 2016; 2) completion of Super Bowl 50 Light Rail Train Wrap; and 3) roll out of the sixty-foot articulated, clean energy buses on January 4, 2016; and 4) 2016 Priorities.

Members of the Committee discussed the following: 1) VTA’s response to the cities’ request to focus on and conduct a comprehensive study on the State Route (SR) 85 corridor; 2) expressed concern that El Camino BRT could jeopardize the proposed 2016 ballot measure; 3) noted VTA has a good reputation and does well on polling numbers; 4) thanked VTA for the Alum Rock BRT community activities, and queried about the tentative completion date; 5) next steps for the Eastridge Light Rail Extension; and 6) Silicon Valley Rapid Transit (SVRT) Phase II options based on availability of funding.

On order of Chairperson Wadler and there being no objection, the Committee received the Committee Staff Report.
6. **Envision Silicon Valley Update**

John Sighamony, Senior Transportation Planner, provided a report on Envision Silicon Valley, highlighting the following: 1) project evaluation; 2) stakeholder meetings scheduled for February, 2016; 3) estimated completion of preliminary evaluation of projects in April, 2016; 4) tentative final project list in August, 2016; and 5) final list will be submitted for the November, 2016, ballot.

On order of Chairperson Wadler and there being no objection, the Committee received the Envision Silicon Valley Update.

7. **Chairperson’s Report**

Chairperson Wadler reported the 522 Articulated Bus is available for viewing, and is located outside the breezeway near the levy.

Mr. Flynn stated Member Hadaya was unable to attend tonight’s meeting, but indicated he had previously approved Member Chang’s temporary attendance waiver for maternity leave beginning March, 2016.

8. **Committee for Transit Accessibility (CTA) Report**

There was no Committee for Transit Accessibility (CTA) Report.

9. **Bicycle and Pedestrian Advisory Committee (BPAC) Report**

Chairperson Wadler noted **Agenda Item #12**, Countywide Bicycle Plan Update-Draft Outreach Plan, may be contentious at the Bicycle and Pedestrian Advisory Committee (BPAC) meeting. He stated the current plan is a temporary fix and not a solution to the current safety issues.

On order of Chairperson Wadler and there being no objection, the Committee received the Bicycle and Pedestrian Advisory Committee (BPAC) Report.

Member Morrow left the meeting at 5:02 p.m.

COMBINED CAC AND 2000 MEASURE A CITIZENS WATCHDOG COMMITTEE CONSENT AGENDAS

10. **Regular Meeting Minutes of November 10, 2015**

   M/S/C (Fredlund/Ramirez) to approve the Regular Meeting Minutes of November 10, 2015.

11. **CAC 2015 Year-End Attendance Report**

   M/S/C (Fredlund/Ramirez) to receive the Citizens Advisory Committee (CAC) 2015 Year-End Attendance Report.

12. **Countywide Bicycle Plan Update-Draft Outreach Plan**

   M/S/C (Fredlund/Ramirez) to receive the Countywide Bicycle Plan Update-Draft Outreach Plan.

13. **Legislative Update Matrix**

   M/S/C (Fredlund/Ramirez) to review the Legislative Update Matrix.
2000 MEASURE A CITIZENS WATCHDOG COMMITTEE REGULAR AGENDA

14. BART Silicon Valley Program Semi-Annual Update

Dennis Ratcliffe, Deputy Director SVRT Program, presented a PowerPoint presentation entitled “BART Silicon Valley Program Semi-Annual Update,” highlighting the following:
1) SVBX Project Integrated Summary Schedule; 2) SVRT Program Cost Summary; 3) SVBX Project Cost Summary; 4) Earned Progress Measurement Curve; 5) C700 Contract Summary; 6) Status of Contracts; 7) VTA’s BART Silicon Valley Phase I Construction Progress; 8) Community Outreach Activities; and 9) Phase II Activities.

Members of the Committee discussed the following: 1) queried if El Nino weather would impact construction activities; 2) BART Warm Springs project forecast and impact; and 3) incorporating solar panels in C730 – Design/Building Campus Parking Structures.

Mr. Ratcliffe continued on with his presentation highlighting BART Phase II Activities, noting the effort is centered on working with the Federal Transit Administration (FTA) and preparing the environmental documents.

Vice Chairperson Fredlund requested VTA provide the Committee with information on the geographic breakdown and members of the Community Working Groups.

On order of Chairperson Wadler and there being no objection, the Committee received the BART Silicon Valley Program Semi-Annual Update.

15. Review of 2000 Measure A Citizen Watchdog Committee Duties, Responsibilities and Limitations

Mr. Flynn provided the staff report, noting the Subcommittee is working on the Request for Proposal (RFP) for the Compliance Auditor, and the process is moving forward.

On order of Chairperson Wadler and there being no objection, the Committee received the Review of 2000 Measure A Citizen Watchdog Committee Duties, Responsibilities and Limitations.

CITIZENS ADVISORY COMMITTEE REGULAR AGENDA

16. Local Program Reserve Reallocation

Amin Surani, Principal Transportation and Planning Manager, provided the staff report noting there is no impact to Measure A Funding.

M/S/C (Rogers/Elias) to recommend that the VTA Board of Directors approve reallocation of Local Program Reserve (LPR) Savings of $1,844,000 to the SR237 Express Lanes Phase II, US101 Auxiliary Lanes, and SR87 Corridor Study.
17. **Striping Improvements on Page Mill Road at I-280 Interchange**

Lauren Ledbetter, Senior Transportation Planner, provided the staff report.

Chairperson Wadler stated the Palo Alto BPAC has indicated the recommended striping will not promote bicyclist safety, and recommends that a second stop light be installed at the location.

Members of the Committee discussed the following: 1) expressed concern about the speed differential between bicyclists and motorists at this location; 2) noted a preference to install a traffic signal at the eastern ramp; 3) public perception must be considered; and 4) queried if the study can consider further safety improvements beyond signing and striping that can be implemented in the short term. The Committee and staff discussed the importance of immediate interim safety improvements while waiting for the longer phased approach which includes reconfiguring the interchange with a roundabout and signal.

Vice Chairperson Fredlund requested the motion be amended to add any enhancements that can be combined with the striping, such as other signage and lighting that can be completed in a more timely fashion.

**M/S/C (Fredlund/Chang)** on a vote of 11 Ayes, 0 Noes, and 1 Abstention to recommend that the VTA Board of Directors authorize the General Manager to: 1) Enter into inter-agency agreements as needed with Santa Clara County Roads and Airports Department, City of Palo Alto, Town of Los Altos Hills, and Caltrans for design and construction of Interim Signing, Striping Improvements, and due consideration of any other safety enhancements on Page Mill Road at I-280; and 2) Augment the 1996 Measure B Transportation Improvement Program Fund Capital Budget by $250,000, as amended. Chairperson Wadler abstained.

**RESULT:** APPROVED  
**MOVER:** Fredlund, Member  
**SECONDER:** Chang, Member  
**AYES:** Brownley, Chang, Elias, Fredlund, Hughan, Powers, Ramirez, Rogers, Schmoll, Tebo  
**NOES:** None  
**ABSTENTION:** Wadler  
**ABSENT:** Blaylock, Hadaya, Hashimoto, Morrow, Schulter
18. **Transit Ridership Improvement Program 2016 Work Plan**

Jay Tyree, Transportation Planning, provided a brief overview of the staff report, and a presentation entitled “Transit Ridership Improvement Program” (TRIP), highlighting the following: 1) TRIP Purpose; 2) TRIP Elements; 3) Assessment of Current Service; 4) Policy Development; 5) Partner Education and Involvement; 6) Development of Next Network; and 7) Next Network Development.

**On order of Chairperson Wadler** and there being no objection, the Committee received the Transit Ridership Improvement Program 2016 Work Plan.

19. **Rapid 523 Berryessa BART to DeAnza College – Progress Report**

Tamiko Percell, Transportation Planner II, provided an overview of the staff report, and a presentation entitled “Rapid 523,” highlighting the following: 1) Introduction to Rapid 523; 2) Rapid 523 Route; 3) Plan Features; 4) Example Shelter; and 5) Next Steps.

**On order of Chairperson Wadler** and there being no objection, the Committee received the Rapid 523 Berryessa BART to DeAnza College Progress Report.

**COMBINED CAC AND CITIZENS WATCHDOG COMMITTEE ITEMS**

20. **Citizens Advisory Committee and Citizens Watchdog Committee Work Plan**

**On order of Chairperson Wadler** and there being no objection, the Committee reviewed the Citizens Advisory Committee and Citizens Watchdog Committee Work Plans.

**OTHER**

21. **ANNOUNCEMENTS**

There were no Announcements.

22. **ADJOURNMENT**

**On order of Chairperson Wadler** and there being no objection, the meeting was adjourned at 6:17 p.m.

Respectfully submitted,

Anita McGraw, Board Assistant
VTA Office of the Board Secretary
CALL TO ORDER

The Regular Meeting of the Bicycle and Pedestrian Advisory Committee (BPAC) was called to order at 6:35 p.m. by Vice Chairperson Caidoy in Conference Room B-104, Santa Clara Valley Transportation Authority (VTA), 3331 North First Street, San José, California.

1. ROLL CALL

<table>
<thead>
<tr>
<th>Attendee Name</th>
<th>Title</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>David Almeida</td>
<td>City of Gilroy</td>
<td>Absent</td>
</tr>
<tr>
<td>Jim Bell</td>
<td>City of San José</td>
<td>Absent</td>
</tr>
<tr>
<td>Wes Brinsfield</td>
<td>City of Los Altos</td>
<td>Absent</td>
</tr>
<tr>
<td>Kristal Caido</td>
<td>City of Milpitas</td>
<td>Present</td>
</tr>
<tr>
<td>Barry Chaffin</td>
<td>City of Monte Sereno</td>
<td>Present</td>
</tr>
<tr>
<td>Paul Goldstein</td>
<td>City of Palo Alto</td>
<td>Present</td>
</tr>
<tr>
<td>Peter Hertan</td>
<td>Town of Los Gatos</td>
<td>Present</td>
</tr>
<tr>
<td>Breene Kerr</td>
<td>Town of Los Altos Hills</td>
<td>Absent</td>
</tr>
<tr>
<td>Dale Schouten</td>
<td>City of Santa Clara</td>
<td>Absent</td>
</tr>
<tr>
<td>Mary Seehafer</td>
<td>City of Morgan Hill</td>
<td>Present</td>
</tr>
<tr>
<td>David Simons</td>
<td>City of Sunnyvale</td>
<td>Present</td>
</tr>
<tr>
<td>Jim Stallman</td>
<td>City of Saratoga</td>
<td>Present</td>
</tr>
<tr>
<td>Greg Unangst</td>
<td>City of Mountain View</td>
<td>Present</td>
</tr>
<tr>
<td>Herman Wadler</td>
<td>City of Campbell</td>
<td>Present</td>
</tr>
<tr>
<td>James Wiant</td>
<td>City of Cupertino</td>
<td>Present</td>
</tr>
<tr>
<td>Mila Zelkha</td>
<td>County of Santa Clara</td>
<td>Present</td>
</tr>
<tr>
<td>Colin Heyne</td>
<td>Ex-Officio, SVBC</td>
<td>Absent</td>
</tr>
<tr>
<td>Shiloh Ballard</td>
<td>Alternate Ex-Officio, SVBC</td>
<td>Absent</td>
</tr>
</tbody>
</table>

A quorum was present.

Member Zelkha was introduced and welcomed to the Committee.

2. ORDERS OF THE DAY

Staff requested that the Agenda Item #5., General Manager’s Report, be moved to after Agenda Item #2., Orders of the Day.

Staff requested that Agenda Item #11., 2016 Chip and Seal Microsurfacing Project List, be removed from the Regular Agenda and placed on the Consent Agenda.
M/S/C (Stallman/Goldstein) to accept the Orders of the Day and approve the Consent Agenda.

RESULT: APPROVED [UNANIMOUS]
(Orders of the Day and Consent Agenda Items # 7, 11)
MOVER: Jim Stallman, Member
SECONDER: Paul Goldstein, Member
AYES: Caidoy, Chaffin, Goldstein, Hertan, Seehafer, Simons, Stallman, Unangst, Wadler, Wiant
NOES: None
ABSENT: Almeida, Bell, Brinsfield, Kerr, Schouten

5. General Manager’s Report

Nuria I. Fernandez, General Manager, provided a report on the 2015 accomplishments highlighting: 1) Stand Up 4 Transportation; 2) BART Silicon Valley Berryessa Extension Project progress; 3) completion of the Eastridge Transit Center; 4) completion of I-280/I-880/Stevens Creek Interchange Improvements; 5) delivery of service to major events at Levi’s Stadium and Avaya Stadium; 6) Innovations at VTA; 7) project awards received in 2015; and 8) completion of the Mountain View Double Track Project.

Ms. Fernandez announced the following: 1) launch of FLEX on January 14, 2016; 2) completion of Super Bowl 50 Light Rail Train Wrap; and 3) roll out of the sixty-foot articulated, clean energy buses on January 4, 2016.

Member Simons arrived at 6:44 p.m.

Discussion ensued on the following: 1) the budget passed in 2015 is a big step towards restoring bus service lost over the past 20 years; 2) the Board of Directors Chairperson Cindy Chavez has laid out three priorities including: a) Envision Silicon Valley; b) Strategic Plan update; and c) Transit Ridership Improvement Program; 3) bike share programs; and 4) using locally developed technology as part of the transportation system.

3. PUBLIC PRESENTATIONS

There were no public presentations.

4. Election Process for 2016 Bicycle & Pedestrian Advisory Committee Leadership: Conduct Elections

Stephen Flynn, Advisory Committee Coordinator, provided a brief overview of the BPAC leadership election process.

Members of the Nomination Subcommittee provided a report noting Members Brinsfield, Caidoy, and Goldstein were nominated for Chairperson and Members Hertan and Wiant were nominated for Vice Chairperson.

NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.
Vice Chairperson Caidoy opened the floor for additional nominations for the position of 2016 BPAC Chairperson. There were no additional nominations.

**Vice Chairperson Caidoy** closed nominations.

On a vote of 4 ayes to 7 noes to re-elect Chairperson Brinsfield for BPAC Chairperson for 2016. Members Caidoy, Goldstein, Hertan, Simons, Stallman, Wadler, and Zelkha opposed.

<table>
<thead>
<tr>
<th>RESULT:</th>
<th>FAILED</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AYES:</strong></td>
<td>Chaffin, Seehafer, Unangst, Wiant</td>
</tr>
<tr>
<td><strong>NOES:</strong></td>
<td>Caidoy, Goldstein, Hertan, Simons, Stallman, Wadler, Zelkha</td>
</tr>
<tr>
<td><strong>ABSENT:</strong></td>
<td>Almeida, Bell, Brinsfield, Kerr, Schouten</td>
</tr>
</tbody>
</table>

On a vote of 4 ayes to 7 noes to elect Member Caidoy for BPAC Chairperson for 2016. Members Chaffin, Goldstein, Hertan, Seehafer, Unangst, Wiant, and Zelkha opposed.

<table>
<thead>
<tr>
<th>RESULT:</th>
<th>FAILED</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AYES:</strong></td>
<td>Caidoy, Simons, Stallman, Wadler</td>
</tr>
<tr>
<td><strong>NOES:</strong></td>
<td>Chaffin, Goldstein, Hertan, Seehafer, Unangst, Wiant, Zelkha</td>
</tr>
<tr>
<td><strong>ABSENT:</strong></td>
<td>Almeida, Bell, Brinsfield, Kerr, Schouten</td>
</tr>
</tbody>
</table>

On a vote of 3 ayes to 8 noes to elect Member Goldstein for BPAC Chairperson for 2016. Members Caidoy, Chaffin, Seehafer, Simons, Stallman, Unangst, Wadler, and Wiant opposed.

<table>
<thead>
<tr>
<th>RESULT:</th>
<th>FAILED</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AYES:</strong></td>
<td>Goldstein, Hertan, Zelkha</td>
</tr>
<tr>
<td><strong>NOES:</strong></td>
<td>Caidoy, Chaffin, Seehafer, Simons, Stallman, Unangst, Wiant, Wadler</td>
</tr>
<tr>
<td><strong>ABSENT:</strong></td>
<td>Almeida, Bell, Brinsfield, Kerr, Schouten</td>
</tr>
</tbody>
</table>

On a vote of 1 ayes to 10 noes to re-elect Chairperson Brinsfield for BPAC Chairperson for 2016. Members Caidoy, Chaffin, Goldstein, Hertan, Simons, Stallman, Unangst, Wadler, Wiant, and Zelkha opposed.

<table>
<thead>
<tr>
<th>RESULT:</th>
<th>FAILED</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AYES:</strong></td>
<td>Seehafer</td>
</tr>
<tr>
<td><strong>NOES:</strong></td>
<td>Caidoy, Chaffin, Goldstein, Hertan, Simons, Stallman, Unangst, Wadler, Wiant, Zelkha</td>
</tr>
<tr>
<td><strong>ABSENT:</strong></td>
<td>Almeida, Bell, Brinsfield, Kerr, Schouten</td>
</tr>
</tbody>
</table>
On a vote of 5 ayes to 6 noes to elect Member Caidoy for BPAC Chairperson for 2016. Members Goldstein, Hertan, Seehafer, Unangst, Wiant, and Zelkha opposed.

**RESULT:** FAILED

**AYES:** Caidoy, Chaffin, Simons, Stallman, Wadler

**NOES:** Goldstein, Hertan, Seehafer, Unangst, Wiant, Zelkha

**ABSENT:** Almeida, Bell, Brinsfield, Kerr, Schouten

On a vote of 5 ayes to 6 noes to elect Member Goldstein for BPAC Chairperson for 2016. Members Caidoy, Seehafer, Simons, Stallman, Unangst, and Wadler opposed.

**RESULT:** FAILED

**AYES:** Chaffin, Goldstein, Hertan, Wiant, Zelkha

**NOES:** Caidoy, Seehafer, Simons, Stallman, Unangst, Wadler

**ABSENT:** Almeida, Bell, Brinsfield, Kerr, Schouten

On a vote of 3 ayes to 8 noes to re-elect Chairperson Brinsfield for BPAC Chairperson for 2016. Members Caidoy, Goldstein, Hertan, Simons, Stallman, Unangst, Wiant, and Zelkha opposed.

**RESULT:** FAILED

**AYES:** Chaffin, Seehafer, Wadler

**NOES:** Caidoy, Goldstein, Hertan, Simons, Stallman, Unangst, Wiant, Zelkha

**ABSENT:** Almeida, Bell, Brinsfield, Kerr, Schouten

On a vote of 7 ayes to 4 noes to elect Member Caidoy for BPAC Chairperson for 2016. Members Chaffin, Seehafer, Wadler, and Zelkha opposed.

**RESULT:** FAILED

**AYES:** Caidoy, Goldstein, Hertan, Simons, Stallman, Unangst, Wiant

**NOES:** Chaffin, Seehafer, Wadler, Zelkha

**ABSENT:** Almeida, Bell, Brinsfield, Kerr, Schouten

On a vote of 1 ayes to 10 noes to elect Member Goldstein for BPAC Chairperson for 2016. Members Caidoy, Chaffin, Goldstein, Hertan, Seehafer, Simons, Stallman, Unangst, Wadler, and Wiant opposed.

**RESULT:** FAILED

**AYES:** Zelkha

**NOES:** Caidoy, Chaffin, Goldstein, Hertan, Seehafer, Simons, Stallman, Unangst, Wadler, Wiant

**ABSENT:** Almeida, Bell, Brinsfield, Kerr, Schouten

Member Goldstein withdrew his nomination for BPAC Chairperson for 2016.
On a vote of 2 ayes to 9 noes to re-elect Chairperson Brinsfield for BPAC Chairperson for 2016. Members Caidoy, Chaffin, Goldstein, Hertan, Simons, Stallman, Unangst, Wadler, and Wiant opposed.

RESULT: FAILED
AYES: Seehafer, Zelkha
NOES: Caidoy, Chaffin, Goldstein, Hertan, Simons, Stallman, Unangst, Wadler, Wiant
ABSENT: Almeida, Bell, Brinsfield, Kerr, Schouten

On a vote of 9 ayes to 2 noes to elect Member Caidoy for BPAC Chairperson for 2016. Members Seehafer and Zelkha opposed.

RESULT: APPROVED
AYES: Caidoy, Chaffin, Goldstein, Hertan, Simons, Stallman, Unangst, Wadler, Wiant
NOES: Seehafer, Zelkha
ABSENT: Almeida, Bell, Brinsfield, Kerr, Schouten

Chairperson Caidoy opened the floor for additional nominations for the position of BPAC Vice Chairperson for 2016.

On a vote of 6 ayes to 5 noes to elect Member Hertan for BPAC Vice Chairperson for 2016. Members Caidoy, Goldstein, Simons, Wadler, and Wiant opposed.

RESULT: FAILED
AYES: Chaffin, Hertan, Seehafer, Stallman, Unangst, Zelkha
NOES: Caidoy, Goldstein, Simons, Wadler, Wiant
ABSENT: Almeida, Bell, Brinsfield, Kerr, Schouten

On a vote of 5 ayes to 6 noes to elect Member Wiant for BPAC Vice Chairperson for 2016. Members Chaffin, Hertan, Seehafer, Stallman, Unangst, and Zelkha opposed.

RESULT: FAILED
AYES: Caidoy, Goldstein, Simons, Wadler, Wiant
NOES: Chaffin, Hertan, Seehafer, Stallman, Unangst, Zelkha
ABSENT: Almeida, Bell, Brinsfield, Kerr, Schouten
On a vote of 5 ayes to 6 noes to elect Member Hertan for BPAC Vice Chairperson for 2016. Members Caidoy, Goldstein, Simons, Stallman, Wadler, and Wiant opposed.

RESULT: FAILED
AYES: Chaffin, Hertan, Seehafer, Unangst, Zelkha
NOES: Caidoy, Goldstein, Simons, Stallman, Wadler, Wiant
ABSENT: Almeida, Bell, Brinsfield, Kerr, Schouten

On a vote of 6 ayes to 5 noes to elect Member Wiant for BPAC Vice Chairperson for 2016. Members Chaffin, Hertan, Seehafer, Unangst, and Zelkha opposed.

RESULT: FAILED
AYES: Caidoy, Goldstein, Simons, Stallman, Wadler, Wiant
NOES: Chaffin, Hertan, Seehafer, Unangst, Zelkha
ABSENT: Almeida, Bell, Brinsfield, Kerr, Schouten

On a vote of 7 ayes to 4 noes to elect Member Hertan for BPAC Vice Chairperson for 2016. Members Goldstein, Simons, Wadler, and Wiant opposed.

RESULT: FAILED
AYES: Caidoy, Chaffin, Hertan, Seehafer, Stallman, Unangst, Zelkha
NOES: Goldstein, Simons, Wadler, Wiant
ABSENT: Almeida, Bell, Brinsfield, Kerr, Schouten

On a vote of 4 ayes to 7 noes to elect Member Wiant for BPAC Vice Chairperson for 2016. Members Caidoy, Chaffin, Hertan, Seehafer, Stallman, Unangst, and Zelkha opposed.

RESULT: FAILED
AYES: Goldstein, Simons, Wadler, Wiant
NOES: Caidoy, Chaffin, Hertan, Seehafer, Stallman, Unangst, Zelkha
ABSENT: Almeida, Bell, Brinsfield, Kerr, Schouten

On order of Chairperson Caidoy and there being no objection, the election of a Vice Chairperson was deferred to the February 10, 2016 meeting.

6. **Update on Envision Silicon Valley**

Lauren Ledbetter, Senior Transportation Planner and Staff Liaison, provided a brief report, noting project analysis is underway.

**CONSENT AGENDA**

7. **Approve the Regular Meeting Minutes of November 10, 2015**

M/S/C (Stallman/Goldstein) to approve the Regular Meeting Minutes of November 10, 2015.
11. **2016 Chip Seal and Microsurfacing Project List (County Item)**

On order of Chairperson Caidoy and there being no objection, the Committee received a report on the 2016 Chip Seal and Microsurfacing Project List.

**REGULAR AGENDA**

8. **Interior Bicycle Parking Layout Proposed for VTA’s Bus Rapid Transit Service Buses**

Ms. Ledbetter thanked the Committee Members who participated in the bus bike rack demonstration (demo). She provided an update highlighting: 1) diagonal angled parking option; 2) parallel parking option; and 3) boarding policies & procedure to consider.

The Committee expressed appreciation to VTA staff for their work on the bicycle storage design. Discussion ensued regarding the following: 1) final design being submitted in two months; 2) design creativity; 3) bus drivers having the ability to allow as many extra bicycles on as they are comfortable with; and 4) converting bench seating at the back of the bus to more bicycle storage.

**Public Comment**

Betsy Megas, Interested Citizen, commented that interior racks are more secure, giving bicyclists a better view of the bikes compared to the exterior bike racks.

Robert Neff, Interested Citizen, made the following comments: 1) parallel parking for bicycles with tags could work on Route 522 because of the distance between stops; 2) expressed concern that bus demo did not have seats across from the bike rack and the space constraints of having the seat there; and 3) the option of having extra interior bus storage.

On order of Chairperson Caidoy and there being no objection, the Committee discussed the interior bicycle parking layout proposed for VTA’s Bus Rapid Transit service buses.

9. **Striping Improvements on Page Mill Road at I-280 Interchange**

Ms. Ledbetter provided an update highlighting: 1) a portion of Measure B funds to finance improvements at Page Mill Road and I-280; 2) the interchange has been identified as a problem area; 3) the area is a tier one project in the Bicycle Expenditure Program (BEP); and 4) the intersection is a Across Barriers Connection.

Dawn Cameron, Santa Clara County Roads and Airports, noted the following: 1) funding is key; 2) bring an improved plan to the BPAC in the spring to move quickly; and 3) interim projects will make the intersection safer sooner.

Members of the Committee discussed the following: 1) expressed concern that the temporary quick fix is not a good choice.; 2) the speed differential between cars and bicycles; 3) Santa Clara County installed a speed monitor sign but it is not a long term solution; 4) incorporating a signal in the long-term; 5) the intersection belongs to Caltrans; 6) a combination of solutions will be most successful; and 7) potential financial contributors.
M/S/C (Goldstein/Wadler) to recommend as amended that the VTA Board of Directors authorize the General Manager to: 1) enter into inter-agency agreements as needed with Santa Clara County Road and Airports Department, City of Palo Alto, Town of Los Altos Hills, and Caltrans for design and construction of Interim Improvements on Page Mill Road at I-280; 2) augment the 1996 Measure B Transportation Improvement Program Fund Capital Budget by $250,000; and 3) convey to multi-jurisdictional project team that BPAC recommendation that a) the major danger for bicyclists headed westbound is the speed differential between cars and bicycles; and 4) a traffic signal at the eastern intersection of Old Page Mill Road and Page Mill Road is the most certain way to reduce speeds and insure safety for bicyclists and should be included in the discussion of interim improvement plans.

RESULT: APPROVED [UNANIMOUS]
MOVER: Goldstein, Member
SECONDER: Wadler, Member
AYES: Caidoy, Chaffin, Goldstein, Hertan, Seehafer, Simons, Stallman, Unangst, Wadler, Wiant
NOES: None
ABSENT: Almeida, Bell, Brinsfield, Kerr, Schouten

10. **Countywide Bicycle Plan Update – Draft Outreach Plan**

Katy Cole, Fehr & Peers, provided an update highlighting: 1) Proposed Outreach Activities; and 2) Outreach Schedule.

Ms. Ledbetter added: 1) the 2008 plan is good but can be improved; 2) educate the community that biking is an option; and 3) have the public see VTA as a multi-modal agency.

Members of the Committee discussed the following: 1) groups to provide outreach to; and 2) sources for information.

On order of Chairperson Caidoy and there being no objection, the Committee received a report on the Outreach Plan for the Countywide Bicycle Plan Update.

11. **(Removed from the Regular Agenda and placed on the Consent Agenda)**

2016 Chip Seal and Microsurfacing Project List (County Item)

12. **Page Mill/Coyote Hill Road Traffic Signal (County Item)**

Ms. Cameron provided an update.

The Committee discussed: 1) what other cities have done at similar intersections; and 2) expressways do not provide the right setting to try out new bike lane designs.

**Public Comment**

Mr. Neff questioned the possibility for a configuration where a westbound bicycle can make a left turn without having to cross two lanes of traffic.
Ms. Cameron replied that there is not much demand for it and it could be looked into but will add substantially to project cost.

On order of Chairperson Caidoy and there being no objection, the Committee received a report on the Page Mill/Coyote Hill Road Traffic Signal.

OTHER

13. Committee Staff Report

Ms. Ledbetter provided a report, highlighting the following: 1) monthly webinars will continue in 2016; and 2) the Caltrans District 4 joint bicycle advisory committee and pedestrian advisory committee meeting.

On order of Chairperson Caidoy and there being no objection, the Committee received the Committee Staff Report.

14. Santa Clara County Staff Report

Ms. Cameron reported her promotion to Deputy Director of Infrastructure Development.

On order of Chairperson Caidoy and there being no objection, the Committee received the Santa Clara County Staff Report.

15. Chairperson's Report

Chairperson Caidoy expressed excitement to be chairperson and a desire to focus on safety and infrastructure connectivity.

16. Reports from BPAC Subcommittees

Member Hertan reported that the Bike Map Update subcommittee has been working on filtering through the information on the current map and will have a draft ready for translation by the end of January.

On order of Chairperson Caidoy and there being no objection, the Committee received the BPAC Subcommittee Report.

17. Citizens Advisory Committee (CAC) and 2000 Measure A Citizens Watchdog Committee (CWC) Report

Member Wadler gave the CAC/CWC Report highlighting leadership elections.

18. BPAC Work Plan

Member Stallman suggested adding Complete Streets to the February meeting since it looks to be a small agenda.

Member Goldstein questioned why the work plan is not on the website. Mr. Flynn will get the answer.

On order of Chairperson Caidoy and there being no objection, the Committee reviewed the BPAC Work Plan.
19. ANNOUNCEMENTS

Member Stallman is excited about light rail direct from Montague to Mountain View and expressed concern that the new 522 blue buses do not have Rapid on them.

Member Seehafer expressed interest in bringing bike month to Morgan Hill and is looking for help from anyone on the Committee who may have information about how to go about that. She will contact Colin Heyne.

20. ADJOURNMENT

On order of Chairperson Caidoy and there being no objection, the Committee meeting was adjourned at 8:57 p.m.

Respectfully submitted,

Thalia Young, Board Assistant
VTA Office of the Board Secretary
CALL TO ORDER

The Regular Meeting of the Technical Advisory Committee (TAC) was called to order at 1:30 p.m. by Chairperson Servín in Conference Room B-104, Santa Clara Valley Transportation Authority (VTA), 3331 North First Street, San José, California.

1. ROLL CALL

<table>
<thead>
<tr>
<th>Attendee Name</th>
<th>Representing</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shahid Abbas</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Carol Shariat</td>
<td>Alternate Member</td>
<td>N/A</td>
</tr>
<tr>
<td>Rajeev Batra</td>
<td>Member</td>
<td>Absent</td>
</tr>
<tr>
<td>Dennis Ng</td>
<td>Alternate Member</td>
<td>Present</td>
</tr>
<tr>
<td>Karl Bjarke</td>
<td>Member</td>
<td>Absent</td>
</tr>
<tr>
<td>Scott Creer</td>
<td>Alternate Member</td>
<td>Present</td>
</tr>
<tr>
<td>Timm Borden</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>David Stillman</td>
<td>Alternate Member</td>
<td>N/A</td>
</tr>
<tr>
<td>Todd Capurso</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Michelle Quinney</td>
<td>Alternate Member</td>
<td>N/A</td>
</tr>
<tr>
<td>John Cherbone</td>
<td>Vice Chairperson</td>
<td>Present</td>
</tr>
<tr>
<td>Macedonina Nunez</td>
<td>Alternate Member</td>
<td>N/A</td>
</tr>
<tr>
<td>Richard Chiu</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Tina Tseng</td>
<td>Alternate Member</td>
<td>N/A</td>
</tr>
<tr>
<td>VACANT</td>
<td>Member</td>
<td></td>
</tr>
<tr>
<td>Dawn Cameron</td>
<td>Alternate Member</td>
<td>Present</td>
</tr>
<tr>
<td>Helen Kim</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Linda Forsberg</td>
<td>Alternate Member</td>
<td>Present</td>
</tr>
<tr>
<td>Steve Chan</td>
<td>Alternate Member</td>
<td>Absent</td>
</tr>
<tr>
<td>Matt Morley</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Lisa Petersen</td>
<td>Alternate Member</td>
<td>N/A</td>
</tr>
<tr>
<td>Cedric Novenario</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Susanna Chan</td>
<td>Alternate Member</td>
<td>Present</td>
</tr>
<tr>
<td>Joshua Mello</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Jessica Sullivan</td>
<td>Alternate Member</td>
<td>N/A</td>
</tr>
<tr>
<td>Ray Salvano</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Jim Ortbal</td>
<td>Alternate Member</td>
<td>N/A</td>
</tr>
<tr>
<td>Henry Servin</td>
<td>Chairperson</td>
<td>Present</td>
</tr>
<tr>
<td>Teresa Mack</td>
<td>Alternate Member</td>
<td>N/A</td>
</tr>
<tr>
<td>Mo Sharma</td>
<td>Member</td>
<td></td>
</tr>
<tr>
<td>Nick Saleh</td>
<td>Ex-Officio Member</td>
<td>Present</td>
</tr>
<tr>
<td>Dina El-Tawansy</td>
<td>Ex-Officio Alternate Member</td>
<td>Present</td>
</tr>
<tr>
<td>Therese Trivedi</td>
<td>Ex-Officio Member</td>
<td>Present</td>
</tr>
<tr>
<td>Stefanie Hom</td>
<td>Ex-Officio Alternate Member</td>
<td>N/A</td>
</tr>
</tbody>
</table>

* Alternates do not serve unless participating as a Member.

A quorum was present.
2. ORDERS OF THE DAY

M/S/C (Morley/Borden) to accept the Orders of the Day and approve the Consent Agenda.

<table>
<thead>
<tr>
<th>RESULT:</th>
<th>APPROVED [UNANIMOUS]</th>
</tr>
</thead>
<tbody>
<tr>
<td>MOVER:</td>
<td>Matt Morley, Member</td>
</tr>
<tr>
<td>SECONDER:</td>
<td>Timm Borden, Member</td>
</tr>
<tr>
<td>AYES:</td>
<td>Borden, Cameron (Alt.), Chiu, Creer, Kim, Mello, Morley, Ng, Novenario, Salvano, Servín</td>
</tr>
<tr>
<td>NOES:</td>
<td>None</td>
</tr>
<tr>
<td>ABSENT:</td>
<td>Abbas, Capurso, Chan (Alt.), Cherbone, Shariat (Alt.), Sharma</td>
</tr>
</tbody>
</table>

3. Election Process for 2016 Technical Advisory Committee Leadership: Conduct Elections

Stephen Flynn, Senior Management Analyst and Advisory Committee Coordinator, provided a brief overview of the election process, noting the Nomination Subcommittee nominated Chairperson Servín, to serve as Chairperson for 2016 and Member Morley, Town of Los Gatos, to serve as the Vice Chairperson for 2016.

Chairperson Servín opened the floor for nominations for the position of TAC Chairperson for 2016.

On General Consensus, the Committee unanimously re-elected Chairperson Servín as 2016 TAC Chairperson.

Chairperson Servín opened the floor for nominations for the position of TAC Vice Chairperson for 2016.

On General Consensus, the Committee unanimously elected Member Morley as 2016 TAC Vice Chairperson.

4. PUBLIC PRESENTATIONS

Rick Woodbury, Interested Citizen, noted Commuter Cars product and invited the Committee to view a model at the VTA Visitor Parking Lot.

5. Committee Staff Report

There was no Committee Staff Report.

Ex-Officio Member Saleh arrived at the meeting and took his seat at 1:37 p.m.

NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.
• General Manager’s Report

Nuria I. Fernandez, General Manager and Chief Executive Officer (CEO), reported on the 2015 accomplishments including: 1) VTA’s Innovation Center efforts, including partnerships with the private sector formed through VTA’s Innovation Center; 2) Stand Up 4 Transportation event in April 2015; 3) VTA’s BART Silicon Valley Extension Project milestones; 4) completion of the new Eastridge Transit Center; 6) delivery of service to major events, including events at Levi’s Stadium and Avaya Stadium; 7) receipt of awards and recognition for various projects and programs; and 8) completion of the Mountain View Double Track Project.

Ms. Fernandez reviewed VTA’s efforts and activities pertaining to the Super Bowl 50 event and announced the launch of FLEX, the on-demand dynamic transit service, on January 14, 2016.

Ms. Fernandez highlighted VTA initiatives for 2016 to include: 1) Envision Silicon Valley; 2) update to the Strategic Plan; and 3) exploring mobility options, maximize bus and light rail efficiencies, and better connectivity in the bicycle and pedestrian network.

Alternate Ex-Officio Member El-Tawansy arrived at the meeting and took her seat at 1:44 p.m.

Member Capurso arrived at the meeting and took his seat at 1:48 p.m.

Member Cherbone arrived at the meeting and took his seat at 1:52 p.m.

On order of Chairperson Servín and there being no objection, the Committee received the General Manager’s Report.

The Agenda was taken out of order.

7. Chairperson’s Report

Chairperson Servín pointed to the list of TAC meeting dates for 2016. He gave a brief report, which included receiving an overview from staff on the following topics: 1) updates pertaining to Senate Bill (SB) 743 and Assembly Bill (AB) 744; 2) land use and transportation integration; 3) West Valley/North County Cities’ letter to VTA; and 4) Envision Silicon Valley process.

Chairperson Servín welcomed Member Mello from the City of Palo Alto to the committee, and noted Alternate Member Cameron is now the new Infrastructure Development Division Deputy Director of the County Roads and Airport Department.

6. Envision Silicon Valley Update

John Sighamony, Senior Transportation Planner, provided a brief report, noting staff is currently evaluating the Envision Silicon Valley list of projects against the Board-adopted criteria. He reviewed the process for reviewing the preliminary results including the VTA Board of Directors’ workshop in April 2016. He noted the proposed ballot measure and list of projects is anticipated to be completed and submitted by August 2016 for the November 2016 elections.

Members of the Committee requested for the preliminary list of projects that have been evaluated against the criteria.

On order of Chairperson Servín and there being no objection, the Committee received an update on Envision Silicon Valley.
8. **TAC Working Groups Report**

- **Capital Improvement Program (CIP) Working Group**

Celeste Fiore, Transportation Planner, provided a report highlighting 2015 CIP Working Group topics of discussion, including: 1) Pedestrian Access to Transit Plan; 2) Countywide Bicycle Plan Update and update to the bike map; 3) Envision Silicon Valley; 4) One Bay Area Grant (OBAG) Cycle 2 program; 5) demonstration from the County of Santa Clara (County) on the *Crossroads Software* traffic collision database; 6) iTTeam Local Assistance workshop with Caltrans; 7) Active Transportation Program (ATP) Cycle 2 application workshop; and 8) Supplemental Priority Development Area (PDA) Planning Grant Program Cycle 2 and Cycle 3.

Ms. Fiore announced the CIP Working Group leadership for 2016 are Chairperson Kelly Doyle, City of San Jose, and Vice Chairperson David Gittleson, City of Morgan Hill. The CIP Working Group generally meets on the fourth Tuesday of every month, and the next meeting is scheduled for January 26, 2016.

Upon query of Members of the Committee, staff indicated a tentative schedule for the OBAG Cycle 2 application process will be forwarded to the Committee for their reference.

- **Systems Operations & Management (SOM) Working Group**

Eugene Maeda, Senior Transportation Planner, provided a brief overview of the December 9, 2015, in the City of Mountain View, SOM Working Group meeting, noting the following topics were discussed: 1) Intelligent Transportation Systems (ITS) Strategic Plan; 2) election for 2016 SOM Working Group leadership resulted in Rafael Rius, City of Palo Alto, as Chairperson and Erwin Ching, City of Cupertino, as Vice Chairperson.

Mr. Maeda noted the SOM Working Group generally meets on the fourth Wednesday of every month, and the next meeting is scheduled for January 27, 2016.

Mr. Maeda provided a review of 2015 SOM Working Group topics of discussion, including: 1) Complete Streets implementation; 2) input on the development of the *Crossroads Software* traffic collision database, annual Monitoring and Conformance Report, Transportation System Monitoring Program (TSMP), VTA’s model, and ramp metering program; 3) Vehicle Registration Fee (VRF) program; 4) presentation on the City of San Jose’s Lincoln Avenue Road Diet Project; 5) *Synchro* traffic analysis software demonstration; 6) Federal Highway Administration (FHWA) presentation on transportation cyber security; and 7) presentation on Big Data.

Members of the Committee commented that traffic analysis software evaluation should be a priority for the SOM Working Group.

- **Land Use/Transportation Integration (LUTI) Working Group**

Robert Swierk, Senior Transportation Planner, provided a brief report of 2015 LUTI Working Group topics of discussion, including: 1) residential Transportation Demand Management (TDM) and transit passes; 2) LUTI Partnerships Program; 3) grant funding opportunities; 4) land use data collection and how to streamline and consolidate data collection requests; 5) SB 743; 6) Envision Silicon Valley; and 7) Plan Bay Area update.
Mr. Swierk noted the LUTI Working Group generally meets quarterly, and the next meeting is scheduled on February 10, 2016. He suggested the Committee encourage their local agency planning staff to attend the LUTI Working Group meetings.

On order of Chairperson Servín and there being no objection, the Committee received reports from TAC Working Groups.

CONSENT AGENDA

9. **Regular Meeting Minutes of November 12, 2015**
   
   M/S/C (Morley/Borden) to approve the Regular Meeting Minutes of November 12, 2015.

10. **Vehicle Registration Fee (VRF) Countywide Program Intelligent Transportation System (ITS) – City of Sunnyvale Traffic Signal Upgrade**

   M/S/C (Morley/Borden) to recommend that the VTA Board of Directors approve the programming of $82,000 of Vehicle Registration Fee (VRF) Countywide Program Intelligent Transportation System (ITS) funds for the City of Sunnyvale’s traffic signal upgrade at the intersection of Mathilda Avenue and Olive Avenue.

11. **Vehicle Registration Fee (VRF) Countywide Program Funds Implementation**

   M/S/C (Morley/Borden) to recommend that the VTA Board of Directors adopt a three-year plan for Vehicle Registration Fee (VRF) Countywide Program funds, approve scoring criteria for evaluating VRF-funded Intelligent Transportation System (ITS) projects and authorize the General Manager to execute funding agreements with Member Agencies as necessary to implement the VRF-ITS program.

REGULAR AGENDA

17. **Executive Debriefing Regarding NPS/CHDS Educational Programs and Resources**

   Heather Issovran, Strategic Communications Director, Naval Postgraduate School (NPS) / Center for Homeland Defense and Security (CHDS), provided an overview of their Homeland Security Master’s Degree Program, Executive Leaders Program, and the Homeland Security Digital Library.

   Member Novenario provided a brief summary of his experience in the Master’s Degree Program.

   On order of Chairperson Servín, and there being no objection, the Committee received a debriefing regarding NPS/CHDS educational programs and resources available to law enforcement, fire, EMS, public safety, public health, public works and emergency management officials in the area of Homeland Security education and training.

12. **Local Program Reserve Reallocation**

   Amin Surani, Senior Transportation Planner, provided an overview of the staff report.

   Members of the Committee and staff discussed timing for the State Route (SR) 87 Corridor Study grant application to Caltrans and programming of funds, in the event the grant is successful. Member Salvano noted the City of San Jose is currently not in the position to contribute the matching local funds for the SR87 Corridor Study but due to the importance of this study, will continue looking for funding opportunities.
M/S/C (Abbas/Cameron) to recommend that the VTA Board of Directors approve reallocation of Local Program Reserve (LPR) savings of $1,844,000 to the SR237 Express Lanes Phase II, US101 Auxiliary Lanes, and SR87 Corridor Study.

<table>
<thead>
<tr>
<th>RESULT:</th>
<th>APPROVED [UNANIMOUS]</th>
</tr>
</thead>
<tbody>
<tr>
<td>MOVER:</td>
<td>Shahid Abbas, Member</td>
</tr>
<tr>
<td>SECONDER:</td>
<td>Dawn Cameron, Alternate Member</td>
</tr>
<tr>
<td>AYES:</td>
<td>Abbas, Borden, Cameron (Alt.), Capurso, Cherbone, Chiu, Creer (Alt.), Kim, Mello, Morley, Ng (Alt.), Novenario, Salvano, Servín</td>
</tr>
<tr>
<td>NOES:</td>
<td>None</td>
</tr>
<tr>
<td>ABSENT:</td>
<td>Chan (Alt.), Sharma</td>
</tr>
</tbody>
</table>

### 13. Stripping Improvements on Page Mill Road at I-280 Interchange

Lauren Ledbetter, Senior Transportation Planner, provided an overview of the staff report.

Members of the Committee and staff discussed the following: 1) funding for the interim project and long-term interchange improvements; 2) City of San Jose’s experience with bike lanes on interchange projects, noting consideration for positive control could enhance safety; 3) formation of a project working group to determine alternatives and refinement of design; 4) a roundabout could work well at this location, provided that other complementary features were also implemented; and 5) expressed support for the interim improvements, noting concerns about safety and recent fatality involving a bicyclist.

M/S/C (Abbas/Ng) to recommend that the VTA Board of Directors authorize the General Manager to: 1) Enter into inter-agency agreements as needed with Santa Clara County Roads and Airports Department, City of Palo Alto, Town of Los Altos Hills, and Caltrans for design and construction of Interim Signing and Stripping Improvements on Page Mill Road at I-280; and 2) Augment the 1996 Measure B Transportation Improvement Program Fund Capital Budget by $250,000.

<table>
<thead>
<tr>
<th>RESULT:</th>
<th>APPROVED [UNANIMOUS]</th>
</tr>
</thead>
<tbody>
<tr>
<td>MOVER:</td>
<td>Shahid Abbas, Member</td>
</tr>
<tr>
<td>SECONDER:</td>
<td>Dennis Ng, Alternate Member</td>
</tr>
<tr>
<td>AYES:</td>
<td>Abbas, Borden, Cameron (Alt.), Capurso, Cherbone, Chiu, Creer (Alt.), Kim, Mello, Morley, Ng (Alt.), Novenario, Salvano, Servín</td>
</tr>
<tr>
<td>NOES:</td>
<td>None</td>
</tr>
<tr>
<td>ABSENT:</td>
<td>Chan (Alt.), Sharma</td>
</tr>
</tbody>
</table>

### 14. Land Use and Transportation Integration Partnership: Next Steps

Robert Swierk, Senior Transportation Planner, provided a brief overview of the staff report, highlighting: 1) key challenge and opportunity; 2) summary of recent accomplishments and ongoing enhancements; 3) status of Tier 1, Tier 2, and Tier 3 Actions; and 4) summary of land use and transportation discussion at the December 10, 2015, VTA Board of Directors meeting.
Mr. Swierk asked the Committee for their suggestions pertaining to the Land Use/Transportation Briefing Series, development fees or contributions toward transportation, and jobs/housing balance in land use proposals.

Members of the Committee noted any discussion of fees should factor in existing fee programs, such as contributions collected for County Expressways and State roadways.

**Public Comment**

Roland Lebrun, Interested Citizen, commented about maximizing the efficiency of regional goods movement via rail.

**On order of Chairperson Servín**, and there being no objection, the Committee received and discussed information about land use and transportation integration, following from a discussion at the December 10, 2015 Board meeting.

15. **Transit Ridership Improvement Program (TRIP) 2016 Work Plan**

Adam Burger, Senior Transportation Planner, provided the staff report, noting: 1) goals and elements of the TRIP; 2) work activities to date, including assessment of current VTA services and “Transit Choices” report by Jarrett Walker Associates; 3) overview of next network development timeline, including in-depth discussion of the TRIP at the April 22, 2016, VTA Board of Directors Workshop Meeting and community leader workshops and stakeholder outreach from April to August 2016; and 4) changes to light rail service, bus service, and core connectivity anticipated for late Summer 2017.

Members of the Committee made the following comments: 1) expressed interest in collaborating with VTA in conjunction with the City of Palo Alto’s evaluation of its community shuttle program; and 2) asked about Title VI considerations.

**Public Comment**

Mr. Lebrun commented about inaccurate results with Google Maps transit option suggestions from San Francisco to downtown San Jose.

**On order of Chairperson Servín**, and there being no objection, the Committee received an overview of the Transit Ridership Improvement Program (TRIP) work plan for 2016.

16. **Rapid 523 Berryessa BART to DeAnza College - Progress Report**

Tamiko Percell, Transportation Planner, provided an overview of the staff report, highlighting project elements, example of bus shelter types, and next steps.

**On order of Chairperson Servín**, and there being no objection, the Committee received a report on Rapid 523 Berryessa BART to DeAnza College.

**OTHER ITEMS**

18. **Update on Metropolitan Transportation Commission (MTC) Activities and Initiatives**

Ex-Officio Member Trivedi provided a brief update, noting the following: 1) ATP Cycle 3 schedule, including: a) ATP Working Group meeting on January 21, 2016, to discuss proposed guideline updates; b) anticipated California Transportation Commission (CTC) approval of the guidelines in March 2016; and c) applications due on June 1, 2016; and 2) MTC/Associated Bay Area Governments (ABAG) merger study to be discussed at next joint committees meeting on January 22, 2016.
On order of Chairperson Servín, and there being no objection, the Committee received an update on MTC Activities and Initiatives.

19. **Update on Caltrans Activities and Initiatives**

Ex-Officio Member Saleh expressed his appreciation to local agencies and highlighted 2015 collaboration efforts such as improvements to Highway 9 and Highway 152. He noted the major projects for this year such as the rehabilitation of U.S. 101 from South San Jose to the City of Morgan Hill.

On order of Chairperson Servín, and there being no objection, the Committee received an update on Caltrans Activities and Initiatives.

20. **TAC Committee Work Plan**

On order of Chairperson Servín, and there being no objection, the Committee reviewed the work plan.

21. **ANNOUNCEMENTS**

There were no Announcements.

22. **ADJOURNMENT**

On order of Chairperson Servín, and there being no objection, the meeting was adjourned at 3:06 p.m.

Respectfully submitted,

Michelle Oblena, Board Assistant
VTA Office of the Board Secretary
POLICY ADVISORY COMMITTEE
Thursday, January 14, 2016

MINUTES

CALL TO ORDER

The Regular Meeting of the Policy Advisory Committee (PAC) was called to order at 4:01 p.m. by Vice Chairperson Davis in Conference Room B-104, Valley Transportation Authority (VTA), 3331 North First Street, San Jose, California.

1. ROLL CALL

<table>
<thead>
<tr>
<th>Attendee Name</th>
<th>Title</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paul Resnikoff</td>
<td>City of Campbell</td>
<td>Present</td>
</tr>
<tr>
<td>Michael Kotowski (Alternate)</td>
<td>City of Campbell</td>
<td>NA</td>
</tr>
<tr>
<td>Savita Vaidhyananthan</td>
<td>City of Cupertino</td>
<td>Present</td>
</tr>
<tr>
<td>Barry Chang (Alternate)</td>
<td>City of Cupertino</td>
<td>NA</td>
</tr>
<tr>
<td>Cat Tucker</td>
<td>City of Gilroy</td>
<td>Present</td>
</tr>
<tr>
<td>Vacant (Alternate)</td>
<td>City of Gilroy</td>
<td>NA</td>
</tr>
<tr>
<td>Mary Prochnow</td>
<td>City of Los Altos</td>
<td>Present</td>
</tr>
<tr>
<td>Megan Satterlee (Alternate)</td>
<td>City of Los Altos</td>
<td>NA</td>
</tr>
<tr>
<td>John Harpootlian</td>
<td>Town of Los Altos Hills</td>
<td>Present</td>
</tr>
<tr>
<td>Gary Waldeck (Alternate)</td>
<td>Town of Los Altos Hills</td>
<td>NA</td>
</tr>
<tr>
<td>Marcia Jensen</td>
<td>Town of Los Gatos</td>
<td>NA</td>
</tr>
<tr>
<td>Rob Rennie (Alternate)</td>
<td>Town of Los Gatos</td>
<td>Present</td>
</tr>
<tr>
<td>Carmen Montano</td>
<td>City of Milpitas</td>
<td>Present</td>
</tr>
<tr>
<td>Garry Barbadillo (Alternate)</td>
<td>City of Milpitas</td>
<td>NA</td>
</tr>
<tr>
<td>Evert Wolsheimer</td>
<td>City of Monte Sereno</td>
<td>Absent</td>
</tr>
<tr>
<td>Marshall Anstandig (Alternate)</td>
<td>City of Monte Sereno</td>
<td>Absent</td>
</tr>
<tr>
<td>Larry Carr</td>
<td>City of Morgan Hill</td>
<td>Present</td>
</tr>
<tr>
<td>Rich Constantine (Alternate)</td>
<td>City of Morgan Hill</td>
<td>NA</td>
</tr>
<tr>
<td>John McAlister</td>
<td>City of Mountain View</td>
<td>Present</td>
</tr>
<tr>
<td>Chris Clark (Alternate)</td>
<td>City of Mountain View</td>
<td>NA</td>
</tr>
<tr>
<td>Liz Kniss</td>
<td>City of Palo Alto</td>
<td>Present</td>
</tr>
<tr>
<td>Cory Wolbach (Alternate)</td>
<td>City of Palo Alto</td>
<td>NA</td>
</tr>
<tr>
<td>Charles “Chappie” Jones</td>
<td>City of San Jose</td>
<td>Present</td>
</tr>
<tr>
<td>Vacant (Alternate)</td>
<td>City of San Jose</td>
<td>NA</td>
</tr>
<tr>
<td>Teresa O’Neill</td>
<td>City of Santa Clara</td>
<td>Present</td>
</tr>
<tr>
<td>Jerry Marsalli (Alternate)</td>
<td>City of Santa Clara</td>
<td>NA</td>
</tr>
<tr>
<td>Howard Miller</td>
<td>City of Saratoga</td>
<td>Present</td>
</tr>
<tr>
<td>Rishi Kumar (Alternate)</td>
<td>City of Saratoga</td>
<td>NA</td>
</tr>
<tr>
<td>Jim Davis</td>
<td>City of Sunnyvale</td>
<td>Present</td>
</tr>
<tr>
<td>Gustav Larsson (Alternate)</td>
<td>City of Sunnyvale</td>
<td>NA</td>
</tr>
<tr>
<td>Mike Wasserman</td>
<td>SCC Board of Supervisors</td>
<td>Absent</td>
</tr>
</tbody>
</table>

A quorum was present.

Member Howard arrived at the meeting and took his seat at 4:03 p.m.
Chairperson Carr arrived at the meeting and took his seat at 4:03 p.m. Vice Chairperson Davis relinquished his seat and Chairperson Carr presided over the remainder of the meeting.

2. ORDERS OF THE DAY

M/S/C (Davis/O’Neill) to accept the Orders of the Day and approve the Consent Agenda.

RESULT: APPROVED [UNANIMOUS]
(Orders of the Day and Consent Agenda Items # 8-10)

MOVER: Davis, Vice Chairperson
SECONDER: O’Neill, Member
AYES: Carr, Davis, McAlister, Miller, Montano, O’Neill, Prochnow, Rennie, Resnikoff, Tucker, Vaidhyanathan
NOES: None
ABSENT: Harpootlian, Jones, Kniss, Wasserman, Wolsheimer

3. PUBLIC PRESENTATIONS

There were no Public Presentations.

Member Jones arrived at the meeting and took his seat at 4:05 p.m.

4. Determine the Committee's Chairperson and Vice Chairperson for 2016

Stephen Flynn, Advisory Committee Coordinator, provided a brief overview of the report and election process.

Member Miller announced both Chairperson Carr and Vice Chairperson Davis accepted the nomination to serve a second term.

M/S/C (Miller/Tucker) to close nominations.

M/S/C (Miller/Tucker) to elect Larry Carr as Chairperson for 2016.

RESULT: APPROVED [UNANIMOUS]
(Agenda Item # 4)

MOVER: Miller, Member
SECONDER: Tucker, Member
AYES: Carr, Davis, Jones McAlister, Miller, Montano, O’Neill, Prochnow, Rennie, Resnikoff, Tucker, Vaidhyanathan
NOES: None
ABSENT: Harpootlian, Kniss, Wasserman, Wolsheimer

Member Harpootlian arrived at the meeting and took his seat at 4:08 p.m.

M/S/C (Miller/Tucker) to elect Jim Davis as Vice Chairperson for 2016.

NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.
5. **Committee Staff Report**

Nuria I. Fernandez, General Manager, provided a brief overview of 2015 noting VTA was able to achieve the priorities set by the Board at the beginning of the year. Ms. Fernandez provided a presentation highlighting the following: 1) Innovation at VTA and the Hackathon 2.0; 2) New Eastridge Transit Center opening celebration; 3) I-280/I-880 Stevens Creek Interchange Improvements Project completion and ribbon cutting event; 4) Service to Avaya Stadium, Levi’s Stadium and major events; 5) Installation of Real-time Information flat screens; 6) Awards received by VTA; 7) Super Bowl 50 Light Rail Train Wrap; 8) Mountain View Double Track project; 9) New Board leadership of Cindy Chavez as Chairperson and Jeannie Bruins as Vice Chairperson; 10) FLEX launch and service; 11) Initiatives for the new year and updating of strategic plan; and 12) Mobility for all and retooling of transit services.

Member Kniss arrived at the meeting and took her seat at 4:22 p.m.

Members of the Committee discussed the following: 1) focus of the strategic plan; 2) light rail service to the San Jose State University campus; 3) FLEX bus service; and 4) farebox return.

Member Kniss requested a list of cities who have community buses.

Jim Lawson, Director of Public Affairs and Executive Policy Advisor, and Committee Staff Liaison, indicated staff will provide the list to the Committee.

**On order of Chairperson Carr** and there being no objection, the Committee received a report from the General Manager.

6. **Envision Silicon Valley**

John Sighamony, Senior Transportation Planner, provided a brief report, highlighting: 1) adopted projects and evaluation criteria; 2) stakeholder groups; 3) returning in February 2016 with a list of projects for evaluation and a discussion; 4) April 2016 Board workshop; and 5) timeline.

Chairperson Carr questioned if there would be a July 2016 Committee meeting to see the list and have input before going to the Board.

Member McAlister requested there be a draft available in June 2016 allowing time to take it to city councils for input.

Mr. Sighamony indicated there would be better direction after the April Board Workshop.
On order of Chairperson Carr and there being no objection, the Committee received an update on Envision Silicon Valley.

7. **Chairperson’s Report**

Chairperson Carr provided a report highlighting: 1) Board meeting update; 2) new projects for next year from the Committee; 3) hearing more of the cities concerns; and 4) discussing Envision Silicon Valley.

Member O’Neill questioned when the best time would be to present concerns and the types of issues that could be brought forward.

Chairperson Carr indicated it would be best for members to volunteer to have city briefings placed on the Agenda and official city issues can be addressed at that time.

On order of Chairperson Carr and there being no objection, the Committee received a report from the Chairperson.

**CONSENT AGENDA**

8. **Regular Meeting Minutes of November 12, 2015**

M/S/C (Davis/O’Neill) to approve the Regular Meeting Minutes of November 12, 2015.

9. **Outreach Plan for the Countywide Bicycle Plan Update**

M/S/C (Davis/O’Neill) to receive a report on the Outreach Plan for the Countywide Bicycle Plan Update.

10. **Legislative Update Matrix**

M/S/C (Davis/O’Neill) to review the Legislative Update Matrix.

**REGULAR AGENDA**

11. **Express Lanes Phase II, US101 Auxiliary Lanes, and SR87 Corridor Study**

Amin Surani, Principal Transportation Planner, provided a brief overview of the staff report.

The Committee discussed the following: 1) design cost and the original allocation; 2) VTA’s rights and influences on the route; 3) future studies of Highway 237 in Sunnyvale at Bayshore Park; 4) increasing the flow of traffic; 5) project selection; and 6) system-wide study.

M/S/C (Davis/O’Neill) on a vote of 13 ayes to 1 no to 0 abstentions to recommend that the VTA Board of Directors approve reallocation of Local Program Reserve (LPR) savings of $1,844,000 to the SR237 Express Lanes Phase II, US101 Auxiliary Lanes, and SR87 Corridor Study. Member McAlister opposed.
RESULT: APPROVED
(Agenda Item #11)
MOVER: Davis, Vice Chairperson
SECONDER: O’Neill, Member
AYES: Carr, Davis, Harpootlian, Jones, Kniss, Miller, Montano, O’Neill, Prochnow, Rennie, Resnikoff, Tucker, Vaidhyanathan
NOES: McAlister
ABSENT: Wasserman, Wolsheimer

12. Interim Signing and Striping Improvements on Page Mill Road at I-280

Lauren Ledbetter, Senior Transportation Planner, provided a brief overview of the staff report. Dawn Cameron, Santa Clara County Road and Airports, provided additional information on the role of Santa Clara County and Caltrans.

A robust discussion ensued on the following: 1) controversial nature of the project; 2) other funding sources anticipated and the role of local jurisdictions in funding the project, including whether there is precedent for local jurisdictions to fund improvements on County expressways; 3) expressed concern about the effectiveness of signing and striping in reducing conflicts between motorists and bicyclists; 4) inquired whether the interim project will be removed when the final interchange redesign is constructed; 5) expressed concern that all funding has not yet been secured for the project, and stressed that staff release $60,000 of 1996 Measure B funding to the County of Santa Clara for project design with the remainder to be released for construction costs after all other funds have been secured; 6) inquired as to how long it would take for the long-term interchange redesign to be built; 7) indicated the importance of doing interim improvements and continuing with permanent solution; and 8) inquired about the availability of before-after collision data from a similar improvement installed at Alpine Road and I-280 in San Mateo County.

Member Montano left the meeting at 5:39 p.m.

Upon inquiry of Vice Chairperson Davis, Ms. Ledbetter provided clarification on the difference between the fiscal impact and recommendation noting changes would be made before going to the Board.

M/S/C (Miller/McAlister) to recommend that the VTA Board of Directors authorize the General Manager to: 1) Enter into inter-agency agreements as needed with Santa Clara County Roads and Airports Department, City of Palo Alto, Town of Los Altos Hills, and Caltrans for design and construction of Interim Signing and Striping Improvements on Page Mill Road at I-280; and 2) Augment the 1996 Measure B Transportation Improvement Program Fund Capital Budget by $250,000; 3) Describe the project more generally to permit more than signing and striping be considered; and 4) Direct staff to release $60,000 of 1996 Measure B funding to the County of Santa Clara for project design, with the remainder to be released for project construction once the County of Santa Clara has received funding commitments for the remaining project construction cost.
RESULT: APPROVED [UNANIMOUS]
(Agenda Item #12)

MOVER: Miller, Member
SECONDER: McAlister, Member
AYES: Carr, Davis, Harpootlian, Jones, Kniss, McAlister, Miller, O’Neill, Prochnow, Rennie, Resnikoff, Tucker, Vaidhyanathan
NOES: None
ABSENT: Montano, Wasserman, Wolsheimer

Member Tucker left the meeting at 5:43 p.m.

13. Land Use and Transportation Integration

Rob Swierk, Sr. Transportation Planner, provided an overview of the Land Use and Transportation briefing series and the discussion from the December 2015 Board Meeting, highlighting: 1) having impact fees in Santa Clara County levied on development for transportation improvements; and 2) jobs and housing balance in land use plans and proposals and interest in VTA having a bigger role.

Member Jones left the meeting at 5:47 p.m.

Upon inquiry, Mr. Swierk provided clarification on briefing dates and when cities can make presentations.

Public Comment

Roland Lebrun, Interested Citizen, expressed concern with goods movement and the impact it has on people moving around the Bay Area.

On order of Chairperson Carr and there being no objection, the Committee received and discussed information about land use and transportation integration, following from a discussion at the December 10, 2015 Board meeting.

14. Transit Ridership Improvement Program (TRIP)

Jay Tyree, Transportation Planning, provided a brief presentation, highlighting: 1) TRIP purpose; 2) Assessment of current service; 3) Policy development; 4) Partner education and involvement; and 5) Next network development.

Members of the Committee discussed the following: 1) timeline; 2) policy development; 3) blend of spreading transit throughout the county and having more service where it currently is; 3) getting people out of cars if transportation is not where people travel; 4) farebox recovery; 5) reduction of greenhouse gasses; and 6) reports and statistics on ridership.

Ying Smith, Transportation Planning Manager, provided additional information on ridership versus coverage. She noted staff will consider comments and return to the Committee for more discussion on the topic.
Mr. Tyree noted the Transit Operations Performance Report (TOPR) has the ridership information and is sent to the Board. Member Miller requested the latest TOPR be sent to the Committee.

Public Comment

Mr. Lebrun expressed concern with ridership noting getting people where they want to go in a reasonable amount of time needs to be addressed.

On order of Chairperson Carr and there being no objection, the Committee received an overview of the Transit Ridership Improvement Program (TRIP) work plan for 2016.

15. Rapid 523 Berryessa BART to DeAnza College

Tamiko Percell, Transportation Planner II, provided a brief overview of the staff report and noted handouts were provided to the Committee.

The Committee discussed the following: 1) travel time from BART to Wolf Road in Cupertino and BART to DeAnza College; 2) competition with private shuttles and cars; 3) questioned the parameters for basis of the line’s existence; 4) getting people where they want to go in less time; 5) accommodation of bicycles; and 6) shuttle service to Apple.

On order of Chairperson Carr and there being no objection, the Committee received a report on Rapid 523 Berryessa BART to DeAnza College.

16. Regional Reports Update

Stephen Flynn, Advisory Committee Coordinator, indicated the meeting summaries were provided to the Committee and the public.

A. Metropolitan Transportation Commission (MTC)
B. California Transportation Commission (CTC)

OTHER

17. Committee Work Plan

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

18. ANNOUNCEMENTS

Member McAlister questioned who to contact about staff reports.

Mr. Flynn indicated all inquiries regarding reports should be addressed to Mr. Lawson and the Board Secretary.

19. ADJOURNMENT

On order of Chairperson Carr and there being no objection, the Committee meeting was adjourned at 6:18 p.m.
Respectfully submitted,

Menominee L. McCarter, Board Assistant
VTA Office of the Board Secretary
State Route 85 Corridor Policy Advisory Board

Regular Meeting Minutes
January 25, 2016

WILL BE FORWARDED UNDER SEPARATE COVER
NOTICE OF CANCELLATION

NOTICE IS HEREBY GIVEN that the Santa Clara Valley Transportation El Camino Real Rapid Transit Policy Advisory Board meeting scheduled for Wednesday, January 27, 2016, at 3:00 p.m. has been cancelled.

The next regular meeting of the Santa Clara Valley Transportation Authority El Camino Real Rapid Transit Policy Advisory Board is scheduled for Wednesday, February 24, 2016 at 3:00 p.m. in Conference Room B-104, Building B, 3331 North First Street, San Jose, California.

Menominee L. McCarter, Board Assistant
VTA Office of the Board Secretary
Agenda Item #9.4 - Approve modifications to employment contract with VTA General Manager.

WILL BE FORWARDED UNDER SEPARATE COVER